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**FEBRUARY 2024**  
**Volume 29, Issue 2**



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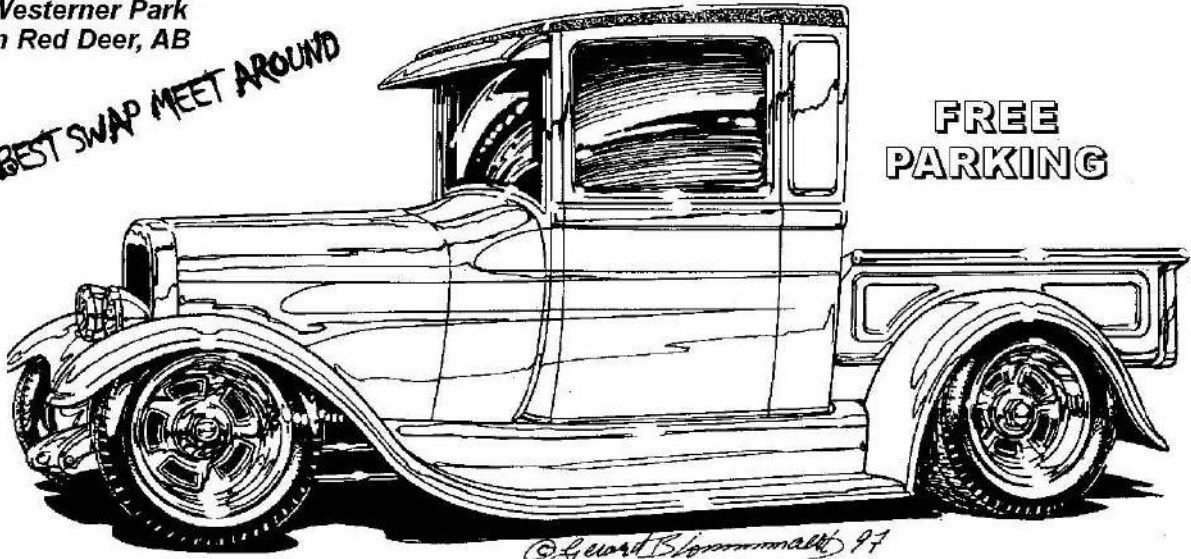
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**MARCH 23<sup>rd</sup> 2024**

Held at the  
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**BEST SWAP MEET AROUND**

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# **SWAP MEET**

**SWAP OPENS AT 8 A.M. on SAT. MARCH 23<sup>rd</sup> 2024**

The perfect time to clear out those unnecessary items no longer required and a great place to find those things you need to complete your current project, you'll find it or sell it here at Alberta's Centrally located Swap Meet at the Westerner!

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## GRAND NATIONAL ROADSTER SHOW

Hundreds of the country's finest hot rods, customs, lowriders, muscle cars, trucks and motorcycles will take center stage at the 74th annual O'Reilly Auto Parts Grand National Roadster Show, presented by Meguiar's. More than 500 hot rods will fill the Fairplex buildings, while another 500-800 vehicles will join the event each day for the annual Grand Daddy Drive-In. The legendary show will be highlighted by the debut of dozens of incredible custom cars competing for two of the industry's most coveted and competitive awards: America's Most Beautiful Roadster (AMBR) and the Al Slonaker Memorial Award. And you don't want to miss the high-horsepower salute to "Street Machines: Then & Now" in the feature building.

## WHEN:

Feb. 2-4. The Grand National Roadster Show opens to the public Friday, Feb. 2, from noon-8 p.m., Saturday, Feb. 3, from 10 a.m.-8 p.m. and Sunday, Feb. 4, from 10 a.m.-6 p.m.

## WHERE:

Pomona Fairplex, 1101 W McKinley Ave. Pomona, CA 91768

## WHAT TO EXPECT:

America's Most Beautiful Roadster (AMBR) Award Contenders: Nine roadsters will compete for one of the most coveted awards in hot-rodding history, plus a \$12,500 prize presented by ARP Fasteners. This year's contenders include seven '32 Fords, one '32 Chevy and a '34 Ford.

Al Slonaker Memorial Award Contenders: Thirteen hot rods, customs and street machines will compete to win best non-roadster at the show, including three Tri-Five Chevys, five pickups and two Dodge Chargers.

Street Machines: Then & Now, presented by All Chevy Performance: This year's feature building will host a collection of trendsetting, historic and unique street machines from 1955 to today. The curated display will include popular Pro Street, Pro Touring, street freaks and muscle machines ranging from Mustangs and Camaros to Cudas and Novas.

The 18th Annual Grand Daddy Drive-In: This outdoor portion of the show is open to hot rods, muscle cars, customs, classics and trucks. It's the perfect place to cruise in with your ride, hang out with your club and maybe even take home an award. Three-day Cruise-In pre-registration is \$175, which includes show admission for two, the best parking on the grounds, a dash plaque and a goody bag.

New Hemmings.com Car Corral Drive-In: Hemmings invites car collectors to a unique selling experience at the new Hemmings.com Car Corral Drive-In. This showcase, featuring 50 vehicles from Hemmings' "Make Offer" platform, provides owners with a unique opportunity to display and sell their collector cars to a passionate audience. For only \$175, sellers will receive access to the Drive-In, a dedicated entrance time, three-day show admission, plus a listing for

**VOLUME 29 ISSUE 2, FEBRUARY 2024**

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their vehicle on Hemmings' "Make Offer."

Industry-leading builds: Check out Kevin Hart's 1969 GTO built by Detroit Speed and his 1959 Corvette by John Clevenger. Plus, after over 15 years in hiding, see the return of the 1934 Ford "Cop Shop Coupe" built by Tom Pruffer and the first-ever Al Slonaker award winner, Bob Reed's 1909 Ford C-Cab "Country Butcher Shop" truck.

SEMA HRIA "Fuel for Thought" Panel: Learn from some of the most successful hot rodders in the industry. The first 50 attendees will receive a custom SEMA-branded beanie. SEMA's Hot Rod Industry Alliance (HRIA) will host a discussion with four panelists, including Jimmy Shine, Roy Brizio, Jason Slover, Brian Brennan and moderator Rick Love on Friday, Feb. 2, from 3-4 p.m. in Building 9.

The "Custom Room" in Building 5: See customs built by legendary builders like Gene Winfield and George Barris. It's a great mix of some of the best custom cars and traditional hot rods. Plus, more than a dozen Lincoln Zephyrs from the California Zephyrs club.

Suede Palace: Celebrate hot rodding the way it used to be in the Suede Palace. Enjoy hot rods, customs and drag cars that reflect the styles associated with the '40s-'60s, plus era-appropriate music, costumes and vendors.

**WATCH HERE NEXT ISSUE FOR A RECAP!!**

# THE KAHUNA

We are celebrating Roland Leong this issue, remembering him with old storie's and photo's from his illustrious carrer.....

## THE KAHUNA OF NITRO RACING !!

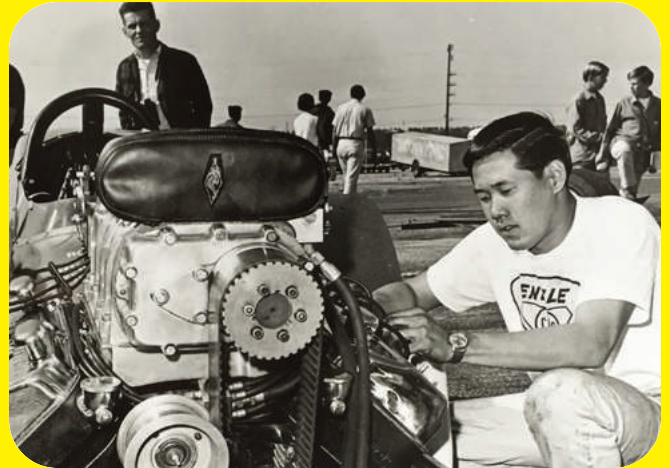
He arrived from Honolulu as a teenager, just 17 or 18, he can't say for certain what year it was, but Roland Leong quickly made his mark on the burgeoning So-Cal drag racing scene. Working alongside and living under the same roof as Dragmaster Chassis co-owner Jim Nelson in Carlsbad, California, Leong quickly learned the trade of welding fast pipe, later moving on to building nitro Hemis under the tutelage of none other than Keith Black himself.

In one of the world's shortest nitro driving careers-8.01 seconds at 191 mph-Leong ended up on the railroad tracks at the far end of the Lions Beach strip when he couldn't find the parachute release. The harrowing experience was enough to turn the young Hawaiian, at the insistent urging of Black, strictly into a team owner and tuner. At 20 years old, he never made another high-speed pass down a drag strip.

Instead he paired up with another young California phenom, 23-year-old Don Prudhomme and together in 1965 they won the NHRA Wintemationals and U.S. Nationals, with Leong repeating the performance the next season, too, with Mike Snively behind the wheel.

Thus began the life of a professional drag racer for Leong, who eventually switched from Top Fuel to Funny Car because it was easier to book match races for them.

His cars, with the "Hawaiian" name prominently spelled out in bamboo-styled letters on their sides, became a standard to strive for in the sport, as Leong became known as a fierce competitor and perfectionist who left nothing to chance, if at all possible.



## THE KAHUNA

Legendary NHRA team owner Roland Leong, known far and wide for a string of beautiful Top Fuel and Funny Cars emblazoned with the name The Hawaiian in tribute to his birthplace, passed away Dec. 29. He was 79.

Leong was a successful gas dragster driver in Hawaii and a mild celebrity on the islands, but left his native Hawaii to come to California in the early 1960s and got work at the famed Dragmasters chassis building emporium near San Diego. Leong's Dragmaster-built rail was driven to the Top Gas victory at the 1964 Winternationals by future motorsports legend Danny Ongais

Leong had ambitions of being a Top Fuel driver but infamously crashed at more than 191 mph the end of his first run, and his mentor, engine-building great Keith Black, suggested that he would be better off as a car owner and recommended that another growing legend, a young southern California car painter, Don Prudhomme, would be a good driver.

Prudhomme, who had already begun to gain a reputation as a great driver as the wheelman for the recently sidelined Black-tuned, Tommy Greer-owned Greer-Black-Prudhomme dragster, had met Leong earlier that year when the G-B-P toured Hawaii, and they had become fast friends.

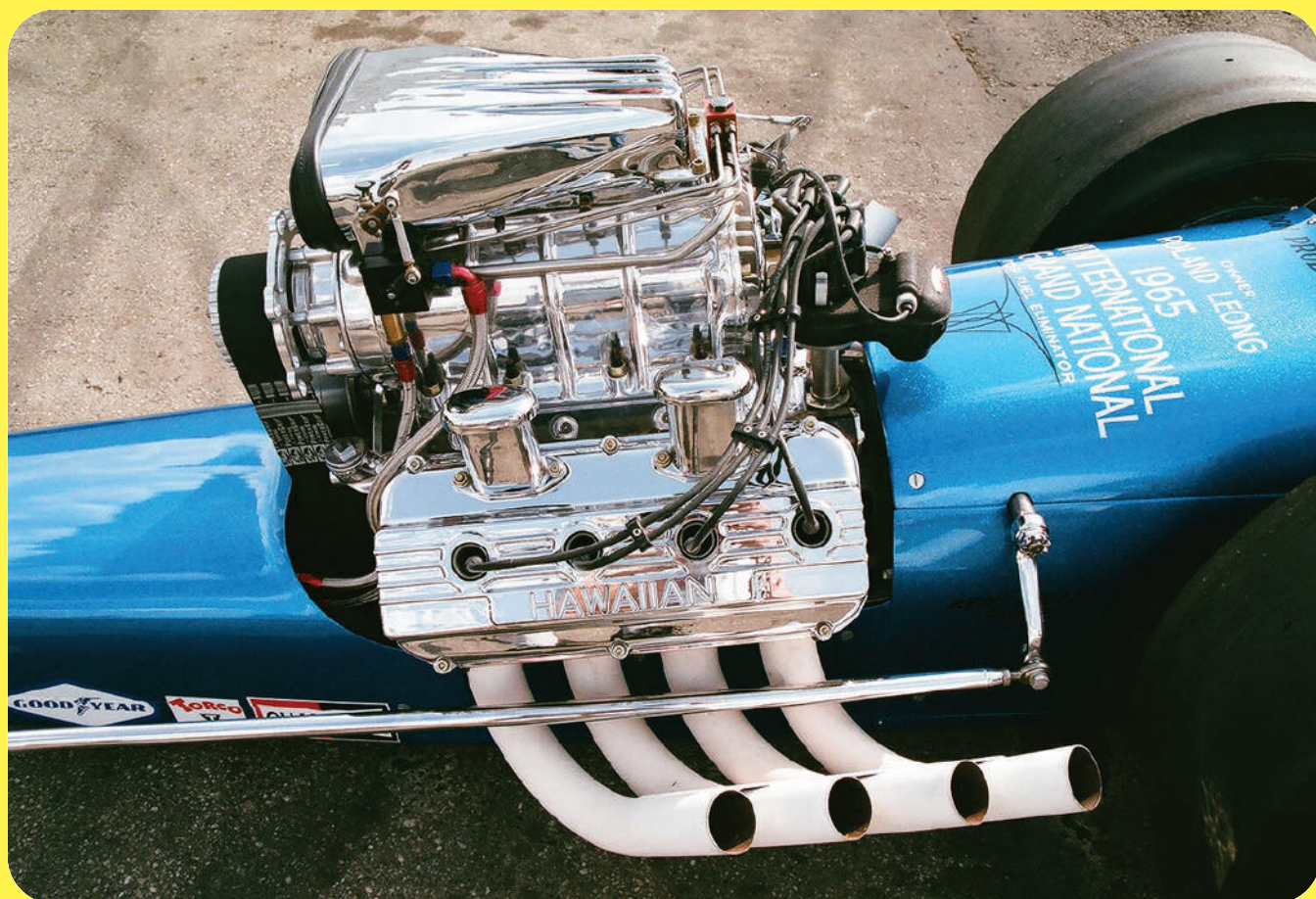
They were an odd couple for sure, Leong, the son of well-off parents James and Teddy, who owned an insurance agency and a stake in a local hot rod shop where Roland worked, and Prudhomme already the savvy and battle-tested veteran of street and strip wars at age 23.

"I guess I always wanted a little brother," Prudhomme once said. "He was just like me. All we cared about was drag racing and cars. Even though I had a lot more experience than him,

I really felt like we were equals. I think he looked up to me a little more than I realized at the time, but it wasn't like I was the boss or anything."

Together they famously won the 1965 Winternationals and U.S. Nationals and even though they parted company before 1966 - Prudhomme to go out on his own and Leong to continue a growing legacy as a savvy car owner and tuner - they remained close friends right until Leong's death.

Leong had been in poor health the last couple of years and Prudhomme visited him the day before his passing, and the two spent a long afternoon together reminiscing.



# THE KAHUNA

A long list of wins and historic firsts can be attributed to Leong, who battled and won against some of the most storied names in drag racing. Leong put Danny Ongais behind the wheel of his Chevy-small-block-powered Top Gas dragster as they earned a class win over Mickey Thompson's hemi-headed Ford at the 1964 Winternationals.

After his first Top Fuel dragster pass at Lions Drag Strip ended in a crash, Leong leaned into his strength as an engine tuner and passed the driving duties onto a who's who of drag racing hot shoes. Jumping full-bore into Top Fuel dragsters, Leong teamed with Don Prudhomme, who won his first Top Fuel Eliminator event driving the front-engine Hawaiian dragster at the 1965 Winternationals.

They won again at the U.S. Nationals later that year before Prudhomme and Leong temporarily parted ways and Mike Snively drove the Hawaiian dragster to wins at the 1966 Winternationals and U.S. Nationals.

Moving to Funny Cars to take advantage of the opportunity to match race at venues across the country, Leong built a narrow and sleek Dodge Charger that wore one of the most beautiful Hawaiian liveries yet and took the country by storm. His drag racing instincts and mechanical know-how enabled Leong to compete in funny cars for decades, perhaps most famously with the Hawaiian Punch Dodge funny cars in the '80s.

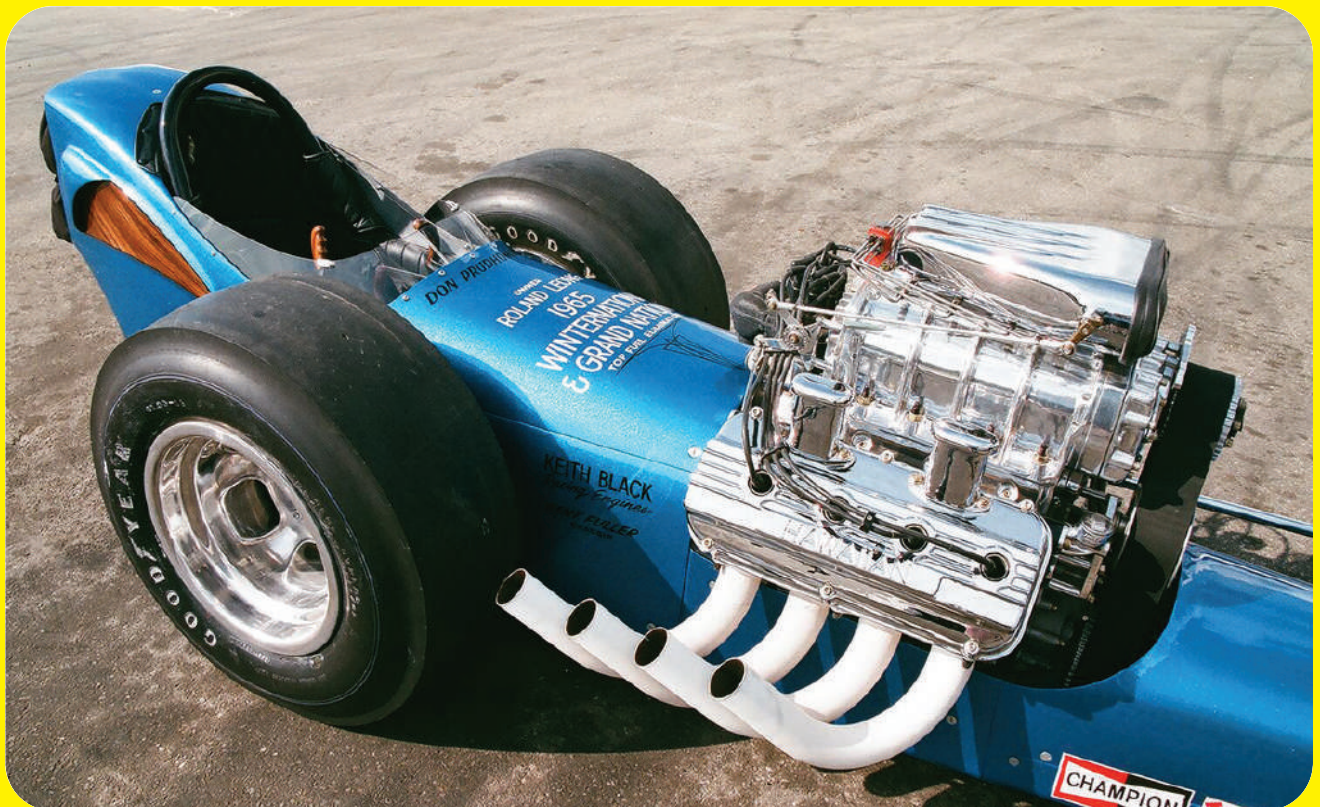
Even after retiring from car ownership after sponsor money dried up in the early '90s, his expertise made him a natural choice for owner Prudhomme to bring on as Crew Chief where he helped Ron Capps secure his first event win. The team's strong 1998 seasons saw them finish in second place behind perennial champ John Force.

Leong never seemed to fully leave drag racing, lending his expertise to the NHRA Hot Rod Heritage Series at which vintage-looking funny cars and dragsters compete. You could often find him at a race, hanging out with life-long friend Don Prudhomme; the two kept close even though they'd each hired and fired the other.

Despite his impressive achievements and staggering wealth of knowledge, Leong was always humble and always had time to speak to fans at events-me included.

His humor, his wisdom, and his friendship will be sorely missed by his family and friends, as well as fans of the sport he was so instrumental in shaping.

*Dragster pics courtesy of Todd Young*



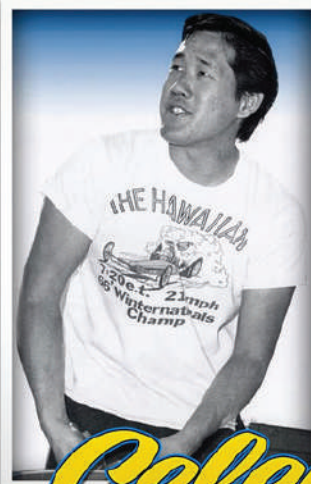


# THE KAHUNA



**A HUI HOU - UNTIL WE MEET AGAIN**

# Roland *"The HAWAIIAN"* Leong's



## *Celebration of Life*

Friends and Family will be remembering the life of Legendary NHRA Funny Car and Top Fuel team owner and tuner Roland Leong on Thursday, March 21, 2024, at a private celebration of life at the Lions Automobilia Foundation in Rancho Dominguez, California.

**Hawaiian Print encouraged or Business Casual • Doors Open at 5:30pm**

PLEASE RSVP by scanning QR CODE

**Parking:** Street Parking is available. Valet Parking available at Lions Entrance

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Lions Automobilia Foundation  
 2790 E Del Amo Blvd.  
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 Parking Entrance on Santa Fe Ave

# THE KAHUNA

Roland began to tell his tale, the story of a shy drag racer from Oahu who came to California, raced ruthlessly, refused to suffer fools gladly, and dominated the competition until the operating capital disappeared unexpectedly. Even then, he found a couple of ways to jump back in the fray. All this began humbly at The Beach-Lions Drag Strip-with a frightening anecdote about dragster driver Don "The Snake" Prudhomme strapping the cherubic 20-year-old Roland into his first, immaculate, Hawaiian AA/Fuel Dragster.

"He was a young kid who wanted to get into drag racing," Prudhomme wrote in *Six Seconds to Glory*. "He was pretty bucks-up but didn't know how to unscrew spark plugs yet. Roland decided to build a blown Double-A fuel dragster. We took it out to the dragstrip, and Roland got in the car. He was so short, he could hardly see over the windshield. He got about halfway down the track, decided, 'Hey, you've got to steer one of these things,' and drove it off the side, over the railroad tracks, and into the weeds. Roland got out of the car so dazed he didn't know what happened. Couldn't even remember leaving the starting line. He decided he didn't want to be a driver anymore and would just work on the car."

"I don't know what to tell you-he wasn't a driver," Don said recently, recalling that fateful day at Lions Drag Strip. "It was a really short driving career," Don concluded. "It lasted less than 7 seconds."

"I was joking with Prudhomme a couple of months ago, and I said, 'If I didn't crash, both of us might not be here today,'" Roland says between slurps of miso soup.

"The Monday after that weekend, Keith Black told me, 'If you got hurt or killed, what would I tell your parents? You should hire Prudhomme.' And that's how it started."

The collaboration of these two precocious young men, with tuning advice from motor-monger KB, dominated Professional Drag Racing in 1965, winning Top Fuel Eliminator at the two biggest drag races on the planet: the National Hot Rod Association's Winternationals in Pomona and the U.S. Nationals in Indianapolis.

After his '65 Winternationals triumph, Roland says: "I wanted to go Back East and race Don Garlits, Connie Kalitta, and the rest of the big guys. So Prudhomme booked the car and off we went."

But after their initial triumph, inexplicably, the man Roland called Vipe said mahalo and waved aloha. "At the time it was the biggest mistake of my career," Don concluded about leaving such a dominating entity. "Although it paid off later on."

"After Prudhomme quit, I got Mike Snively," Roland says, poking around some slices of ginger with his chopsticks.



# THE KAHUNA

"I called tracks trying to book the car and said, 'This is Roland Leong; I own The Hawaiian.' And all the response I got was, 'Well, we've already got Prudhomme.' So we went out, ran Pomona, and won the race a second time. Then they started calling me."

In 1966, it wasn't just the Winternationals again. Just like the summer before, The Hawaiian carved up the challengers at Indy like a ripe pineapple. And that year, relationships were forged across the country with race promoters and track operators who would enable Roland to make money beyond the NHRA circuit. The Hawaiian was arguably the Big Kahuna and certainly da kine.

With his repeated success with two different drivers, Roland might've begun considering drivers somewhat replaceable, if not superfluous. For Roland, it was about the hardware, not necessarily the meat-ware.

"Because of my association with Keith Black, I was the first guy on the West Coast to run a late-model 426 engine in a nitro car. The guy who was Keith Black's boss at the time, who ran the Chrysler marine program, came to me and said, 'I'll give you the engine. Let Black build it, we'll just pay for the upkeep, and you can keep all the money that it makes.'"

Soon it would make money. With Snively shoeing the 392-

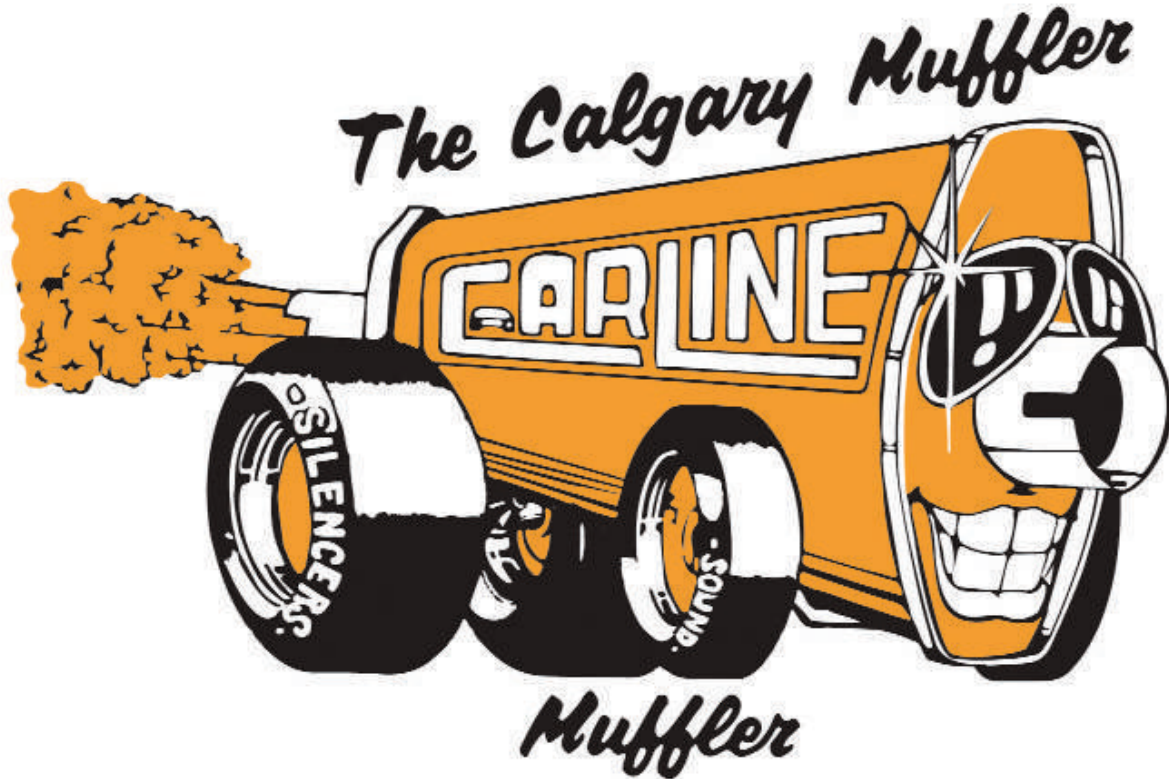
propelled digger and Mike "Sork" Sorokin doing the research and development of the 426-powered slingshot, Roland campaigned two dragsters and continued to rack up prestigious victories, including at the Bakersfield March Meet and the Hot Rod Magazine Championship Drags at Riverside Raceway and Mr. USA Eliminator in Cecil County, Maryland.

But winning those meets and vanquishing the elite drag racers wasn't quite lucrative enough to keep Roland rolling in rum and pork.

"At the time, there weren't very many people who made a living drag racing. That's all I did," Roland explains. "We made more money matching. At the end of 1968, I realized the Funny Car could run a lot more times: Tuesdays, Wednesdays, Fridays, Saturdays, Sundays."

As testament to the circuit's gonzo schedule, Roland reminisces about one weekend when his second Funny Car wasn't even painted, but they pounded pavement with it anyway. "I shoe-polished 'Hawaiian' on the side of the car. There were three races that weekend: Irwindale, Orange County, and Carlsbad. We went to Irwindale, won Irwindale. We went to Orange County for a Hang Ten race with 16 cars—a pretty decent field. That paid \$500 for Low Elapsed Time of every round. Well, we had low e.t. of every round. Then we went to Carlsbad and won Carlsbad, too. We won all three races and had a hell of a payday."





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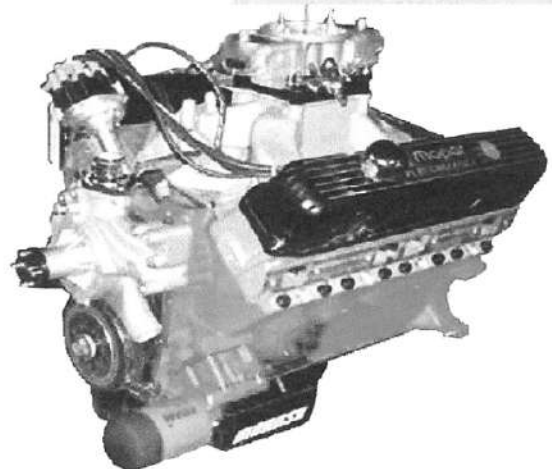
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# THE KAHUNA

Ferociously flogging a Funny Car five days a week was a challenge Roland relished ("When we went Back East, we were 'the guys'"), but not all of his drivers were necessarily up to the torrid and relentless pace or ready for the discipline necessary to stay ahead of their coast-to-coast adversaries. So as Roland motored down the road, his hired drivers came and went. Phil Burgess, editor of *National Dragster*, once quipped: "Roland changed drivers like some of us change socks."

We wrote to some of Roland's former drivers and asked about their experiences racing with him. Among those who responded was Gordie Bonin, who raced for Roland in 1973 and in 1993. ("I'm thinking I was the only driver he ever asked to drive for him again," Gordie surmised cheekily.)



As to Roland's approach to competition, Gordie, a respected journeyman whose accomplishments include being the first driver to record a speed of 240 mph in a Funny Car, described him as "plenty fierce. He always wanted/expected to win. He'd always get us together-no matter how few or many we had on the team-and get his point across: Winning was the only reason we raced."

"I went through so many drivers for various reasons," Roland explains.

"You know we all were a lot younger and thought a lot different back then. I didn't feel some were as competitive as I; with some, we didn't get along as well as I first thought and some wanted to run the car their way."

And so it went from the '70s, '80s, and early '90s with Gordie, Norm Wilcox, Pat Foster, Denny Savage, Mike Dunn, Jim White, Ron Colson, and a bushel of other hot shoes barnstorming a litany of luau-themed Funny Cars across the mainland, banking appearance money, claiming tournament purses, and cashing checks from a coterie of corporate sponsors as The Hawaiian became the Revell Hawaiian ne Avanti Hawaiian, King's Hawaiian Bread, Power Gloss Hawaiian, Hawaiian Punch, and finally, Hawaiian Vacation.

Even with the corporate patronage, nitro racing became more expensive, and match racing became cost prohibitive, a money loser for racer and promoter alike, so Roland beat it back to the front of his first feats, the NHRA circuit-albeit, while looking for another competitive edge. This time, instead of the 426's thermodynamic hammer, he found something more slippery.

"In 1987 I talked Chrysler into going into a wind tunnel. The first time we went, we had no idea what to expect. We went to the Winternationals the next year and became the first car to run in the 5.50s-5.58-and we ran Top Speed of the Meet at 253 mph. That made me look like a hero-like we did something."

It got better. "We got another wind tunnel test in 1990. We broke the national record five times that year and were the first car to run more than 290 mph. We won the Big Bud Shootout and Indy in the same weekend."

But just as the trade winds gust warm, they suddenly blew frigid. With Gordie back behind the butterflies, Roland inked a Hawaiian Vacation sponsorship, ostensibly good for three years and brokered through that state's Department of Economics, Business and Tourism. But instead of continuing to stalk and terrorize his drag racing foes, Roland saw his tenure as owner/operator of his own Funny Car business vaporize.

"The money that they supplied me at the time was good for about three months," Roland recalls. Then the checks stopped. He sold everything. His days as an owner/operator of an immaculate and awe-inspiring operation were over.



**548 BBC Engine** Bowtie Block AFR 335, 24 Degree C&C Ported Heads with 1.625 Pac springs 540 +.030 = 548 cubes, 9.8 deck, iron block, splayed main caps, internally balanced rotating assembly, 2 piece rear main seal. 4.530 bore x 4.250 stroke 10:25 to 1 compression ratio Howards .680 lift mechanical roller cam T&D shaft rockers Mahle forged pistons # 928965330, +13cc dome, .990 pin Eagle H-beam rods 6.385 inch, forged 4340 steel Eagle forged crank, 4340 steel ATI Super Damper MSD Distributor / crank trigger Electric water pump 1150 cfm "Pro Systems" Dominator carb Engine and heads freshened including new forged pistons in 2022 14- documented 1/4 mile runs with (VP 100 fuel) 25-1/8th mile runs with 94 octane with (Race Gas Ultra) additive. Moroso 7 quart wet sump pan # 20403 Consistent, fast, and very reliable, ran best of 9.51 @ 139 mph in a 3400 pound El camino with no power adders! The possibility for this engine is endless, wild street machine, drag car, wild ski boat. The low lift .680 roller is gentle on valve train, the heads are set up for .850 lift, you will do very little maintenance on this engine. Oil pan is off as you may want to inspect the internals! Price \$16000 cash in person, price is firm, offers and trades respectfully declined. Carl Gronmyr Victoria, BC, Canada call 250-415-5219

F1

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**BBC 555** Dyno at 925 hp dart block billet caps and studs, Manley 4.25 stroked forged rotating assembly,14.5 compression, AFR 357 magnum heads, Jessel shaft rockers, Crower severe duty bushed lifters, Jessel belt drive, Profiler intake, Pro systems SV1 carb,G2 vacuum pump, MSD dist, MSD starter, Alt, CSR flex plate, Fluid dampener ,all balanced, Moroso oil pan and valve covers, CSR elec water pump, built at KS machine, exc running cond, only ran 1/8 mile in salmon arm BC can be seen running. \$20K, 250-833-2508 N1

**1956 Oldsmobile** 324 engine and hydramatic trans. Mallory mini mag with power pak and Stewart wamer tach drive- All brand new in boxes. Freshly Chromed valve covers. New Hurst style front engine mount. NOS Edelbrock aluminum intake with four Holley 94 Ford script carbs W/linkage and fuel log. Engine needs a rebuild- cylinders are at .040" and could easily clean up at .060". Has the desirable #10 heads that have larger valves. \$1700, if any questions 250-870-8525 N1

**Blown Alcohol 533 Chevy**, new build 1600-1800 HP, Bowtie block, newVenolia Pistons, new GRP rods, new Callies crank, Billet pump, Billet Specialties 2 piece aluminum pan, ARL CNC ported aluminum Dart 360 heads, Shaft rockers, all new Comp roller valvetrain, gear drive, 14-71 Littlefield blower, burst panel intake, restraints, Enderle Barn door injector, new 110 pump, crank support, MSD crank trigger, Crab dist and MSD 8 box, spares and 60L of 60 weight oil and 40 NGK plugs Asking \$27,500 cdn, may take a trade in, spent 40k on it Call Don 403.872.0250

J3

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Mooneyham 9.8 deck blower intake with burst panel and tented floor comes with valve covers and blowdowns \$1000, Ati internal balance blower dampener with 6 hole pulley mount and double key ways \$400 like new. Crowder front cover for pump drive \$150, dragster zoomies \$250, vertex mag with wires \$300 tbs idler with water stands \$150  
phone 403 318 6233 F1

Simpson black skyjacker parachute. Bag, chute, pilot chute in good condition. - \$350 CAD (compare at \$690 new)  
Powernaster 12V alternator with BBC lower mount. Alternator works as it should, mount is freshly powder coated - \$150 CAD Located in Spruce Grove. 70-232-5403 F1

Penske double adjustable rear shocks 800\$ was on top sportsman car Billet specialties steering wheel polished 200\$ Chevrolet Big block Chevy valve covers 600\$  
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Bunch of SBF parts new for sale Changed direction  
Will package deal Mahle Flat Top Piston 4.00 bore New \$950 Performance World 205 cc heads bare New \$1000 Performance World 4340 Steel Crank New \$900 Eagle 5.40 H beam Rods New \$ 800 All parts are New Will package deal Obo call 778-808-5686 F1

Msd digital-7plus 7531 ignition box, comes with rpm activated switch and spark plug wire sync optic sensor. Comes with wiring harness, vibration mounts and serial cord to laptop.  
Excellent cond. \$700obo cdn 778 878-6130 F1

Fits GM LS engines Quicktimes SFI bell housing Fits tremec TKX / TKO / T5 comes with clutch fork and release bearing Center force clutch disc and pressure plate Clutch has less than 5k on it. was too stiff for the old man. Package for -\$1200 Will consider separating clutch and bell Clutch - \$350 Bell and fork - \$850 Calgary, Alberta 403-366-9697 F1

Dedenbear Lightning Delay Box c/w New Dial Board \$900 Dedenbear Throttle stop/ Starting Line Control \$100 1" Carb Spacers \$75 each or take both for \$125 Doug Groves Alder Flats, Ab 780-542-0270 F1

AMC Edelbrock heads, New valve seals and all cleaned up. Comes with new intake gaskets as well. Only on the car for about 3000km, found a set of ported heads I wanted instead. Can ship on your dime. Will fit 343-401 (with step washers if you have 7/16" head bolts) These are over 1700 new per head through Summit but you will pay another couple hundred at the border for Customs/broker fees. Would prefer to sell them in Canada... Edelbrock is out of stock... again!! These have been tried and are good. stock Eddy valve sizes and springs. good to 0.580 lift In Prince George BC,  
Justin 250-613-3350 j4

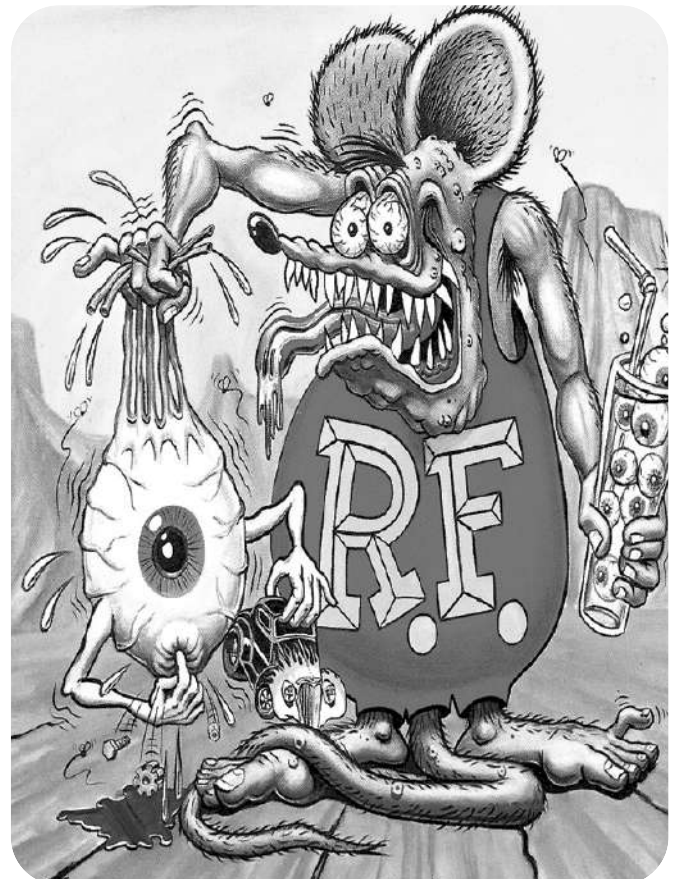
Norris 426 Hemi rocker arms, Bronze bushed, roller tip.  
Call or text 306-291-8709 j4

3 Funny car/truck bodies, 82 T/A , HxH tin, 125", short nose, 95 Olds Cuttlas, 125", 2003 S10 e-cab +sleeper, damaged nose, 125" was/is world record at 255 mph. all new windows \$2000, Two Ernie Hall funny car starters with plug ins and leads \$500 for the pair, never had a problem, Headman Husler zoomies, for BAE with bungs and al.port plates, double wall, \$500 call or text only 778-347-1136 D1

Total seal ring set. 4.030 +.005 .043-.043-3.0 gapless top, Napier second. Low tension scraper. \$200  
Call/text 780-982-6316 D1

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68-77 Nova radiator that was in my LS swap. Single pass. Vent connection. Trany cooler fittings. 1.5" upper and lower. 15" fan. Great shape. Went larger as I run intercooler in front. Car had bbc as well. \$400obo Cdn CALL 403-506-7402 F1

351C Edelbrock Torker II Rare intake. No longer available from Edelbrock. Runners epoxy filled and dimpled for improved flow/atomization. Hardly used. \$340, 289/302 Offerhauser Port O Sonic. Vintage intake. Has had a repair done on front corner, but seals up fine. \$180 Located in Bonnyville. Call/text 780-573-8951 F1

Cloyes 2 piece cam cover used - \$125 Moroso crank pulley BBC part number-64201 \$50, BBC tall Aluminium valve covers with vac pump connection \$200 Tci 168 tooth flexplate for bbc (cert is expired) \$50 Call or text 780.903.9621 Located in Spruce Grove, AB F1

Digital Delay Blue LED Chrome Dial Board (NO CONTROLLER) - \$300; I don't know if it'll work with your Dedenbear/K&R - I do know it'll work with a Digital Delay compatible delay box or dial board controller Hughes Converter GM96+ (1935C+1) - high horsepower application, T400 spline, setup for 1/8-1/4 midplate - \$650 obo MSD 6AL Ignition - \$150 Travis -587-224.3673 F1

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Brand new CARBON FIBRE K&N hood scoop. \$1000 OBO Robin 250-261-0931 j4

Goodyear Eagle front runners 25 x 4.5 x 15 like new very few runs 425. NEW Racepak Cables 60 each, NEW chrome Afoo 95 LB. springs 100, AN Fittings assortment 225, PSI DR1250 Valve springs, all test good on Rimac spring tester 350, Fuel cell Foam 30, NEW Mcarnis carbon fibre Scoop plug 50, NEW Steering wheel adapter 30, NEW Pro systems SV1 air cleaner bracket 25, NEW Strange Strut cup 20,

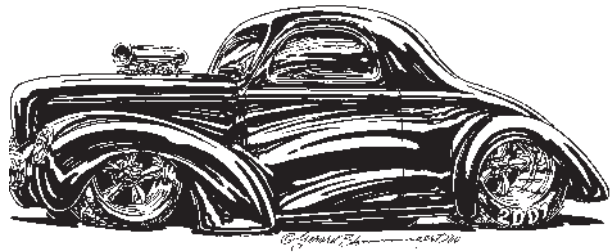
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Ford 9' center chunk and 3.91 gears and mini spool and axle bearings No carrier Location near Vulcan but I can bring to Calgary during the week \$500, Call or text 403-818-1021 j4

Floater 9' rear end with Tin soldiers 4 link plates This assembly is module so you can change the length I have the materials to widen it. As of now it's 742" wide hub to hub Center section is a Moser centre section, spool 35 spline No axles because width to still be determined Firm on the price at \$4,500 CND Willing to trade for something so let me know what you have? (403)803-3049 N1

Used Intercomp tire gauge \$260, used big-small block Chev East Coast starter \$160, used big-small block Chev CSI starter \$160, used Total Power 12V battery \$200, used Power Master battery charger 12-16V \$275, new BG filter #170019 \$22, new Racepak #810-SN-AFAMP air-fuel sender \$110, new MSD Chev dist cap #8433 \$55, new Racepak #800-SS-MSC-3 rear end sensor \$200, used Magnafuel pump 500 pro star \$400, used 2-chassis stabilizers for race cars \$260 each Phone 403-502-0793 N1

BBC Chevy Engine, Dart Big M engine block. BBC 10.200 deck height 4.615 bore, block has been bored, decked and line honed, 2 sleeves installed, roller cam bearings, hot tanked, and billet main caps. \$3150 Call 780-882-0900 N1







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MSD Ignition tester #8998- 250, MSD 7551 for 7530-80, MSD 7408 cap, 8457 Rotor- both for 60, P-Ayr products Plastic LS replica Long block- 700, Coan starters for 10" super Mega bolt together converter- 325 each have 30/19, 32.5/19, 35/19, 45/19, Lamb front brake kit for Lamb spindle. Rotors are .285", new is .290", pads like new- 550, Nothing wrong with them, just went to carbon brakes, BBC Solid Roller Camshaft- Steve schmidt/comp grind. Was in 632/big chief engine Went 7.40's on motor, 6.90's on 1 Stage NOS, 6.80's on 2 in a 2550 lb ride. Like new. 400, 4 bolt 15 x 3 1/2" centerlines. Really nice shape. Comes with tires but they are old and cracked. good for rolling around the shop- 350, SBF edelbrock 5435 intake (New) and 2 good 1406 600 cfm carbs. Comes with one rebuild kit- 850 Dave 403-357-4440 F1

Gen 4, aluminum block, 799 heads with trunion upgrade, arp head studs, all-out tuning camshaft, Holley ultra lo-ram intake with fuel rails, Holley valve covers with Motion breathers, Motion low mount alt, ATI damper, F-1a procharger, 10 rib belt and brackets, race blow-off valve, mishimoto r-line intercooler, 417 Motorsports engine water manifold. \$11,900 Located in Martensville, Sk 306-491-8880, j4

Offenhauser turbo-thrust power port tunnel ram. Freshly Glass beaded. Has 2 Carter AFB 500 CFM carbs. Carbs have been sitting for quite some time and will need kits. 2 Brand New Edelbrock carb kits included. Moroso chrome air cleaners with new elements. Fuel block. Located in Saskatoon. \$1200 firm.. No holds without payment. Thanks for lookin'. CALL 306-290-4330 D1

All my shop equipment is for sale. Retiring. Brown boggs brake 8ft 18 ga, pexto 52" shear 16 ga, Pittsburg machine, bead roller, Miller tig welder with liquid cooler, band saw HD 7x12, heavy large welding table. 14500.00 obo. Everything is in top notch shape. 250-378-9649 Bob Davenport .Merritt B.C. D1

New MSD 6425 and new MSD 8207, these are still in original package and are priced 20% less than new, Red Deer Count, Don 403.872.0250 D1

Affordable Benders Tube Bender. 1 5/8" die. Used it for a 1 5/8" chromoly roll cage. Built a certed 8.50 cage with this bender. Comes with 1" square die as well. You can order additional size Dies from Affordable Benders Located In Olds 403-556-9154 D

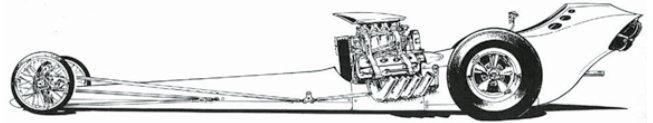
SBC Howard's retrofit roller lifters-7 of them..\$250 Harland Sharp 1.7 ratio roller rocker3/8 stud\$200 Edelbrock single plane ,part #2925 \$250 Located in Airdrie 403-700-8070 D1

Holley Super Sniper 1250 EFI in the box. Supports power adders, turbo, supercharger, and progressive nitrous control. Has the additional 3 inputs if required. All the wiring, sensors, and gaskets brand new. Touch screen for all gauge viewing and ability to data log. This is the gold version Part #550-517 Retails \$1899 US \$2100, Chris 587-777-9526 n1

Unmounted set of front fibreglass fenders for a first gen nova 1962-65 would like to trade for steel fenders \$300, 403-634-8398 N1

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CO2 regulator /lightweight preset @150psi and adjustable up to 475psi. New\$150, BBC valve covers with complete RCD burn down tubes like new \$400, Aluminum 3gal fuel cell \$125, Oberg oil filters \$150 each, Bears swaybar kit new in the box \$300 (Sold pending), Tim Mcamis air shifter for 3spd. \$500 . Prices are firm . Located in toronto , shipping is extra Call Tony 416 948-8255 j4



Auto Rod Controls Flat Touch Switch Panels 4000, ARC has designed these Flat Touch switch panels with no electronic parts, making them unaffected by EMI and RFI interference, Dash Mount 4 switch 403-742-8797 j4

9.8 Indy Blower Manifold for Oval Port Big Chief . Like new condition, comes with burst panel and billet deflector. \$875 . MSD billet oil pump drive , looks new \$175. Prices are us funds plus shipping. Call Tony 416 948-8255 j4



Jw ultra bell aluminum bell housing and case. Tci aluminum front pump, hardened input shaft( brand new glide spline to th350),kolene clutch pack,8 inch 5800 stall convertor on 659 hp car only 10 passes, tci pro brake valve body ... spare solenoid and just about complete gasket rebuilt kit ..... to replace over \$7000 Canadian ....403-506-1987 j4

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The Good Vibrations Motorsports March Meet 2024 edition is officially taking place on “Leap Day” - February 29th, and March 1st, 2nd, and 3rd.

For immediate release:

Famoso Dragstrip – Bakersfield, CA.

September, 30 2023 – Famoso Dragstrip is announcing that the 2024 running of the Good Vibrations Motorsports March Meet will take place on “Leap Day”- February 29<sup>th</sup> through March 3<sup>rd</sup>

Previously Famoso Dragstrip had announced that the March Meet would take place on March 7-10, but since the original date was announced several logistical issues have become apparent and will require a date change.

“The full list of equipment and personnel that is necessary to properly put on the event would not have been available,” said Blake Bowser, Vice President of Famoso Dragstrip.

NHRA has also recently announced that the Gatornationals is taking place on the originally announced March Meet date.

“The Gators are held back in Florida and the two events could co-exist, but several vendors, racers, crew chiefs, media sources, and dignitaries would not have been able to attend on the previously announced date. This date change allows for all the parts and pieces to be in place, and for Famoso to put on a complete quality and professional show,” said Bowser.

Parking will still take place on the Tuesday before the event and the Test and Tune for Heritage Series Groups 1 and 2 will take place on Wednesday. The four-day event will officially kick off on “Leap Day”- 2024

Spectator and Camping Tickets, Race Entries, Vendor and Swap Meet Spaces will all be available beginning October 16<sup>th</sup>

For more information contact Famoso Dragstrip at (844) 34NITRO or Famosodragstrip@gmail.com.



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j4

great used pair of Precision Turbo pro mod 88's Ball Bearing turbos. Never been hurt, no shaft play or noise. These spool fast and make big power I have been 186 mph in the 1/8 mile. V BAND Flange with exhaust housing mounting. Price is \$3000 Each  
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HRE manifold with billet runners Powdercoated black Originally built for 781 with Brodix PB5000 heads and 11.625" deck height. I'm told it fits 11, 12 and 14 degree heads as well. Linkage for carbs. 4 wet kits with 1 hard line, 2 soft lines and 1 spray bar. Perhaps the world's nicest/ cleanest 4 wet stage nitrous manifold??!! \$9,500 USD, I have \$13,500 into it. Aaron 403-581-8338

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Brand new Performance World SBF heads Started with PW 170 bare heads. PW 360020 2.02 intake valves PW 360016 1.60 exhaust valves  
Comp 942-16 valve springs (100 lbs seat, 265-270 lbs open @ 0.500 lift) Comp locators, retainers and locks Viton seals Guides honed Competition valve job Bowl blend Resurfacing of heads Spring pad machining All machining and assembly done by Brad Monk of Pro Street Performance. Located in Sherwood Park, Alberta \$2600, (780)242-5795

j4

Shorty headers for a second gen Camaro with a sbc and auto trans, recently sandblasted and painted with hi temp paint have collector reducers to go with headers call Graham at 250-262-9887

j4

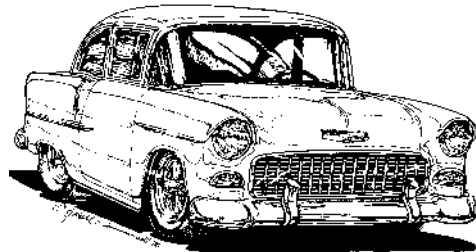
Moroso 20191 & 24360 SBC Oil Pan and pickup, new in box's, driver side dip stick, integral scraper and

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Tom 1-403-350-7873

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12v alternator and BBC lower mount - \$200 Master disconnect, stiletto dual arm, 5' cable - \$200 Meziere WP200 water pump for BBC with expansion tank - \$600 TCI 168 tooth big block chevy flexplate (expired) - \$80 Simpson camlock dragster belts (expired) - \$60 Air bottle, regulator, gauges, and mount - \$130 K&N 66330R filter with shortened base - \$150 Strange 4 piston calipers with 5 on 4-3/4 1-piece rotors - \$650 Goza dial board bracket for angled scoop tray, digital delay dial board - \$130 Product engineering regulator, 4500 mount, carb lines - \$150 Soft transbrake button and cord - \$50 Ford style starter solenoid - \$40 Chrome butterfly steering wheel with button mount (some chrome chipping on side) - \$130 Goza 4500 scoop tray mount with throttle enhancer extension (chrome was chipping, so it was sanded) - \$130 Aeromotive fuel filter housing - \$50 All prices are OBO in CAD + shipping. Located in Edmonton, AB call 780-232-5403

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F1

I have a great used pair of Precision Turbo pro mod 88's Ball Bearing turbos. Never been hurt, no shaft play or noise. These spool fast and make big power I have been 186 mph in the 1/8 mile. V BAND Flange with exhaust housing mounting. Price is \$2900 canadian or \$2100 US funds Each  
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F1



Set of 5.83 gears with full spool for 28 spline axles, good condition, asking \$500 or would trade for 6.20 or 6.33 gears. Located in Grande Prairie but frequently travel to Red Deer, 780 978 9963

F1

Turbo Action shifter for powerglide, comes with linelock switch, neutral safety, shift cable and Biondo co2 air solenoid \$250obo 778 878-6130

F1

Column Drops, 6.5", 5.5", 4.5", 3.5", 2.5", 30.00 each or all for 100.00, Steering Column lower knuckle, 2 steering column knuckles for engine side all 3 150.00 Pick up in Strathmore, call 403-703-1131

F1

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Intake manifold not included  
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D1

2881489 8 and 3/4 empty carrier for sale stock photo \$200? Red Deer County, Don 403-872-0250

D1

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**1966 Fairlane GT** 427 sideoiler dual quad tunnel port 4 speed . Estimated 700 hp many performance upgrades , original parts included . Text or message 780-975-7076 Leduc M1

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low mileage) Two foot extra height (car loads complete with rear wing) Hydraulic landing gear, 120 and 12 volt lighting Honda 3000 watt inverter power plant and air compressor Complete set of cabinets and work benches

Drill press, bench grinder, parts washer and vice, Complete set of tools Thirty foot awning All certifications are current as of June 2023 Pictures available for serious inquiries Located in Edmonton, Alberta Canada Contact: Keith Falconer 780-469-1202 or kfalcon@telusplanet.net a2



**1969 Ford Mustang** · Coupe · Chassis cert to 7.50, funny car cage, 4.30 pro gears in 9inch, 4 link w/double adjustable QA1 rear and anti roll bar, strut front, Aerospace components rear brakes and wilwood front, 16x33 rear tire, billet specialties wheels, 605in. bbf, enderle bird catcher mech fuel Injection on alcohol, fully prepped c6 w/5600 converter, 8.0 in 1/4, 1.15 60ft, fuel system designed for alcohol, text or email me for more info or inquiries. 403-968-7538 or jmcin101@gmail.com, \$52K, price is in cdn turn key, may sell rolling. N1

**Fully built c10** mega truck some of the best parts put into this truck selling as a roller so no engine or transmission but will come with headers and engine mounts/ mid plate and transmission mount set up for bbc/ power glide will come with truck it's turn key rite now and all I will be taking out of truck is engine/transmission rule pump and efi set up and power steer pump everything and will come on R1 tractor tires this is a very competitive truck 25k 604-374-1388 O

**1966 Nova** street car. Has a 400 sbc with a turbo 400 trans behind it with a 4800 stall torque and trans brake. 9" rear end tubbed out. Many many goodies but too many to list. Its street legal with 600 plus horsepower. I do have the build sheets for the motor and a dyno sheet as well. 28,500 OBO 867-875-7538

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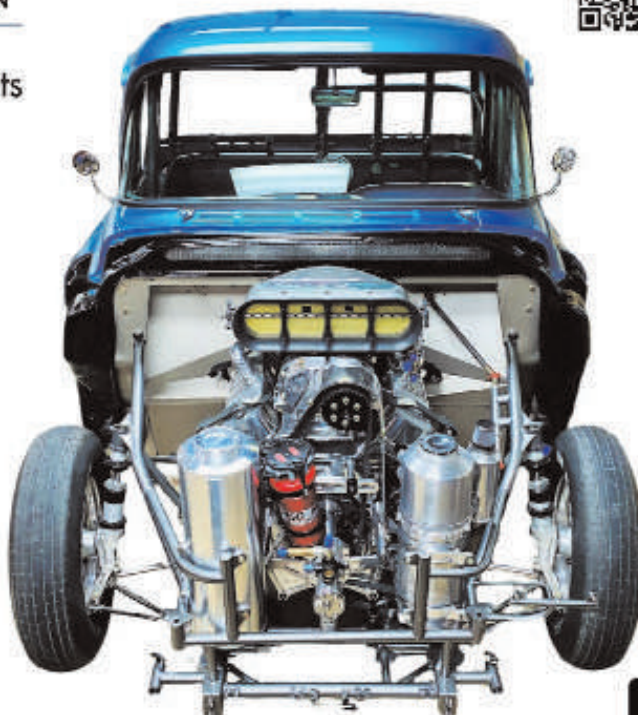
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**1995 Chevy s10** v8 swap project for sale. Carbeurated 5.7 vortec with a th350 transmission. Swap still needs completion, but lots of the hard work has been done already. Some things thar come to mind is fueling, wiring, etc. Body on the truck is in fairly good shape overall, could use new cab corners and rockers though. Cab corner on passengers side is crushed. The box is rust free, no major dents in the panels. Asking \$3000. Call or text 780.514.0163 F1

**1972 Chevelle Station Wagon.** It is BC registered. Comes as a roller, no motor or trans but SBC headers and turbo 400 driveshaft included. Has 12 bolt rear with spool and bear's axles with c clip eliminators. Comes with wheels and tires shown. Has Lexan front window and rear side windows, tailgate and all doors have factory glass. Rear doors and tailgate have been gutted but windows work on front doors. Car is currently set up as a race car but could be a street car with the addition of lights, wipers, glass, heater. \$5000 firm. Call or text 250-319-5501 F1



**1963 Suncoast S/G** Corvette, 400ci Small Block engine., Dedenbear P/G Transmission. Car is certified and ready to race. Comes with big block motor plate and headers. Can be sold rolling. \$38,000 Call for more information. 250-828-2242. M1



**2005 mustang Gt**, 4.6, 5 speed, rear mount turbo, McLeod pro street clutch, wahl 245 pump, larger injectors etc. Pump gas tuned by Lightspeed out of red deer. Turbo and all related work done in the last 10k. Car makes 398 wheel hp and 402lbs torque. Fully loaded and over all a true 9/10. Needs nothing. CALL 403-963-0656

O

**2000 Chevy S10** Super Stock or Bracket -2x3 back half with ladder bars and Afco Coil Overs, 12 bolt strange axles and spool, 5.14, 10 point mild steel cage with swing out driver bar, poly buckets, drop spindles on front, adjustable shocks, 30x10.5 radials on rear nearly new (will fit up to 31x13 for sure) Brand new Moroso front runners. -TH350 trans with brake, ATI 8" converter, Bears 1350 driveshaft -Setup for small block comes with 1-7/8" fenderwell headers \$17,500 less Engine and matched converter (have ATI bracket 8" that can go with) \$15,000 rolling Chassis CANADIAN FUNDS Clean little truck. Fresh build, owner lost interest. Would be great chassis for 10.90 or Bracket as well. May entertain trades of nice GM street car or lower class low maintenance stocker. Chris at 902-956-1962 or Ed at 902-899-7735

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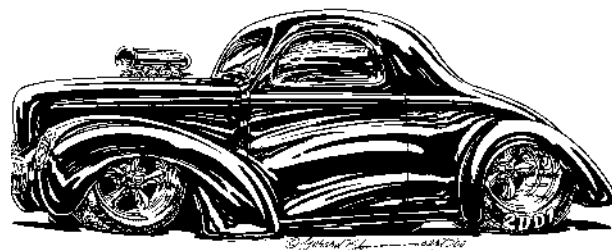
**1950 Ford P-up**. The truck is located in Red Deer and is registered in Alberta. This truck has a SBC 350 with a turbo 350 transmission. It has a 4 link rear suspension with air bags and a cutlas front clip with shock-wave bags in the front. It has onboard air, stereo, bucket seats, Cragar wheels with New rubber on the back, power steering, power brakes, glass pack exhaust, tilt steering column. It is flat black and has most of the interior done. Open to reasonable offers. \$27,500, call or text at 587/679/4069

M1



**2004 Vengeance** race cars , 69 Camaro TS / PM , Double frame rails , cromoly , carbon fiber body , 4 links , antiroll , full floating 9.5 fabricated housing , strange struts , liner rear wheels , racepak dash , data maxx logger , electric shifter , fire suppression , chrome wheelie bars , chrome zoomies , complete rolling chassis , set up for blown hemi with a glide ! 42000\$ usd , Car is located in Montreal Canada can ship on your dime ! Call or text Richard 450 601 5910

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**1969 Fast back Mustang** 547 Cid engine on alcohol, this is not a street car is a drag car only ,all new parts and new engine going in shortly, only serious inquiries please and call Stephen for all the information on the car \$60 k, CALL 587-974-0661 J2



**91 Probe**, all fiber glass round tube 2300 lbs with BBC and glide 7.50 tag expired 09/23.minis motor and trans too many parts to list serious inquiries only 20k, please Dave @ 403-485-8098 J4

**Jerry Bickel 68 Camaro Top Sportsman.** Prefer to sell Turn key at this time. Text or PM for more pics or info. Details included in pictures. Car is located in Grande Prairie, Ab.



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**64 Fury** , original 318 but now has a 341 Hemi rebuilt but hasn't been started, intake needs work or changed . have a 4 barrel intake but no carb.Push button auto.this car has no rust,has been rotisserie restored top and bottom , have the upholstery but needs to be installed. Good project for a handyman who has 16 K to spare.I also have some other projects but prices are not negotiable 47 Plymouth 15 K. 68 RR 27.500 . 75 formula Firebird 5,500 needs work , No trades , located in Falkland, phone 778-220-4432



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**1927 T Bucket.** Steel body. Glass box. Many new parts. Lots of fun to drive. Thousands spent on chassis and upgrades since I've had it. New brakes, bearings, spindles, spreader bar, hanger, steering box, windshield rods, under floor brake reservoir and peddle set up, brake lines, painless wiring, radiator, carb, fuel pump, regulator, gauges, steering column and more. Custom bumper, floor, dash and other tid bits. 302 C4 Ford 9 inch 411 gears. Thumbs up and smiles wherever it goes. Popular at car shows. Time for me to move on. Don't be shy. Will trade. Looking for a 64-66 or 69-72 C10 or a 62-65 Chevy 2. \$21k, Located in Raymond Alberta price in CAD. 403-635-2699 N1



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1928/29 Ford model A phaeton . Very complete car with a lot of extra parts . Motor turns over and car rolls easily. These are getting hard to find and would make a bad ass family hot rod. The body is in great condition for the age . Located in Calgary AB . Deliver can be arranged at buyers cost. Any questions please feel free to call me . 403-478-2886 \$8500



'59 Apache shortbox, V8 truck, has original 3 speed Std. transmission, no motor, original paint on the cab/box sides, Fiberglass front and rear fenders from the Fiberglass store in Edmonton (30 years ago) very solid unrestored, very minimal rust, little in the cab corners (comes with cab corner patch panels) extra hood/tailgate/original front fenders, brand new windshield comes with it, Alberta Active registration!!! won't find another Apache anywhere this solid, excellent patina on original parts, will consider older Chevy/Gmc 4x4's as trade/partial trade, \$12k serious inquiries only, located in Camrose 780-781-5493 N1

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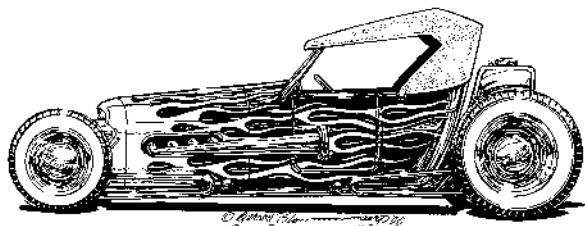


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**1970 SS Nova Drag Car**, 11:10 to 11:20 in the quarter mile, 120-125 mph, newly built by Kenny Gilmore, 4 bolt mains, has new belts, uses premium fuel, 2 speed glide heavily built automatic, Dana 60, 35 spline axles with spool, 4 link rear suspension, full roll bar, car has always been NHRA certified, car and driveline built to handle much more motor. \$27,000 obo. Call Darren 403-874-3951 for more information.



**1971 Nova**, original buckets console car. Have 350 engine, no trans (originally a TH350) no rust in the floors or trunk. Small amount of rust shown in the pictures around rear wheel well lips. All original interior is there. 10 bolt rear end. Painted and re-sealed. Front clip painted with drop spindles & MBM power disc brake kit. Smoothed firewall. All new energy suspension bushings in front control arms, have energy suspension body mounts and rear leaf spring bushings. No Hood. US Mags wheels 17x8 and 20x8 with almost mew rubber. Have all original parts except hood. No windshield or rear window glass. Side glass in excellent shape. Vintage Air under dash A/C & heat unit with controls. Ton of work invested, body in primer. Too much to list. This car has been in the family since 1991. \$12,500 Message or text 780-777-2195 J2



**2004 Vengeance race cars**, 69 Camaro TS / PM, Double frame rails, cromoly, carbon fiber body, 4 links, antiroll, full floating 9.5 fabricated housing, strange struts, liner rear wheels, racepak dash, data maxx logger, electric shifter, fire suppression, chrome wheelie bars, chrome zoomies, complete rolling chassis, set up for blown hemi with a glide! 42000\$ used, Car is located in Montreal Canada can ship on your dime! Call or text Richard 450 601 5910



**1969 Nova** Round tube chassis to cross member and 2x3 over rearend. Strictly Drag Race Only Blue metallic paint(decent with some small chips) Strange front struts Weld Wheels All fibreglass except roof and quarters. Car is light Certified 8.50 (Needs recert) Dana 60 35 spline axles 4.56/spool. 32-14.5 Double adjustable coil overs Ladder link rear Set up for alcohol or convert to gasoline easily. Set up for power glide. Full electronics and gauge package. \$19,500 Rolling Fresh glide 1.76 .Pro brake Deep alum pan. TCS Pump.6 Clutch matching TCS converter. Converter still in box and full rebuild on tranny.\$3500.00 427 Race SBC complete Brodie 18 degree heads. T and D rockers. Bowtie block 4340 crank 4340 H beam rods 15-1 compression Ron's alcohol injection Crank trigger and MSD Dist. Moroso Vacuum pump. 750 Horsepower NA \$10,500 Intake and Pan off for inspection. Package deal \$30,000 for all Will include everything to complete car turnkey. Call 250 300 5571 M1



91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator, Wheeled front end lift for easy loading, Body has Canards and rear wing, extra parts negotiable. Cert expired but will cert easily, Add motor, trans, and headers and go racing. 8500\$ obo. Engine and shorty Glide is also available. Call Don 403.872.0250



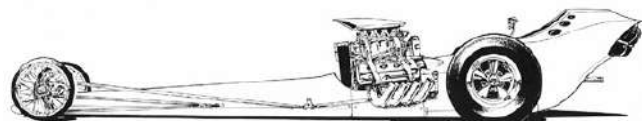
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**2000 Chevrolet Camaro** Aluminum 5.3, Summit 8716 cam (stage three turbo), BTR Pushrods and .660 lift springs, ARP head bolts, ARP Balancer Bolt. Rebuilt TH400 shift kit, 3500 stall converter. Holley Terminator X, Tinker Electronics Digital dash, PW Intake, PW 7875 (Bill wheel/Ball bearing), PW pro series wastegate and BOV, Ford 8.8, Umi rear adjustable LCAs, Torque Arm, Panhard Bar, Umi sub-frame connectors. Motivated to sell car is taking up space and have other projects that are priority. Located in Leduc 8254364306 for quickest replies NO TRADES Asking price is \$18500 motivated to sell so make me a reasonable offer. F1



**1970 Chevy** nova tube chassis race car. Air Brushed paint job. Wheelie bar and parachute. Steel roof and quarters and fenders. Fibreglass hood and bumpers Lexan windows and all aluminum sheeting floor and dash and fire wall. current NHRA certified to 8.50 seconds. Car runs 9.50s @139mph naturally aspirated. Just motor. Engine is a 632 Dart Big M block. Dynoed 983HP on just motor.nitrous Express big shot plate system range 100-500hp. Nitrous timing controller as well as nitrous express ramp in controller ect Located crowsnest pass\$60K, 403-563-0854 j2



### Short Clips

I have made quite a few runs down the quarter mile, here are a few of my experiences.

1978 Fallnationals in Seattle, we were waiting all weekend for the rain to stop. The sun finally broke through at 2 in the afternoon on Saturday, and no one in any class had made a run. I was 17 years old, and was a little frightened at the prospect of one-shot qualifying. Would I screw up? I was one of the first Pro Comp dragsters in line; I could see the brand new concrete launch pad in front of me. How could I possibly get through that virgin surface without smoking the tires? I had just gotten my TAD licence 2 months earlier, but I knew the car well, I had made a lot of passes the year before with an injected gas engine. We fired the car, and did the burnout. The rpm went scary high, I had never run at sea level before. My previous best was 7.11 seconds, this time it ran a 6.97. Behind me some of the heavy hitters had trouble and either qualified at the bottom, or not at all, so we were in the top half of the field in the number 8 position. First round was against Steve McGee's funny car. We won a close race, then had Dale Armstrong. I think he set a new National record against me, so our weekend was done. Good Times though.

I love going to a track where no one has seen you before. Our Arctic Traveller team pulled into the Douglas Wyoming track without fanfare in 1989, we quietly went about our business. It was a Division 5 race; we were trying to gain some points on John Shoemaker; we were 1 and 2 in the Pacific Division. This is a high altitude track, and the surface was something I was used to; dust and tumbleweeds we blowing across all day. We were up against guys like Denny Lucas, Tim Baxter to name a few. We ran real well under the hot dusty conditions and qualified 3rd with a 6.77. We won 1st round and had to run Tim Baxter in the Jayhawker machine. He had a psi blower and hadn't gotten down the track all weekend. I had cut a .011 light first round, and carded a .007 light against Tim in the semi's. Unfortunately for us, Tim found his tune up and ran an All World 6.55.

I'm at my favorite track in '89, Spokane, at their Spring Nationals. Qualifying was tough. Craig Smith and Kirk Lawrence had teamed up and were running in the fives, Paula Gage was in the high 6.20's, and our best was a 6.38. We had one qualifier left and had about 3 hours "free" time, so I decided to rebuild

the blower to get more boost. Competitors were gawking as they had never seen that done at the track before. We finished with time to spare and made our run, a better, but not quite good enough 6.32, so I was still number 3.

Our first round competitor was the front engine dragster of Mike Schewe. He had been very impressive during qualifying, running in the 6.50 range. We brought our cars up to the line, pre-staged, then brought the rpm's up high. Mike and I left together but he must have tuned it up for me because he got out of shape, while I was running a 6.36. Next round was the 5 second car of Craig Smith. We didn't have much of a change on this one, I couldn't make up 4 tenths with my tuning or driving! We both pre-staged, I waited a few seconds then brought the rpm's up and lit the second bulb. At this point I am focused on the filament behind the glass of my amber light, and I have no idea of what is going on in the other lane.

I bear down harder the longer it takes, and we are up to 5,6,7 seconds. A few seconds later my bulb finally comes on so I dump the clutch and streak towards the finish line. All of a sudden there's a big "BANG" behind me, so I coast through. What had happened at the starting line was Craig's throttle linkage broke, and he couldn't stage. Meanwhile my poor valve springs couldn't take it, and one broke just before the finish line. We were in the final against Paula Gage, and I thought we had a good shot. We changed the spring, the biggest problem though was that the broken blower belt had hit the throttle cable, and kinked it up pretty good. I didn't have a spare and we were already getting called for final round, so I just straightened it out the best I could over my knee.

The cable was pretty stiff to operate, so it made for some interesting driving. For the burnout, I just stabbed the throttle open about ¼ inch. I knew it would stay where I stabbed it to, at the end of the burnout I pulled the throttle back with the toe hoop. For staging, same think, I actually hit 4500 on the first stab, then touch the throttle a bit more to get 5500. The lights flashed and it appeared that Paula and I left together, but she slowly pulled away from me, running another 6.20 to my 6.38.

*Ken*



# Nitro Tales

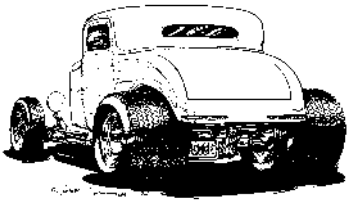
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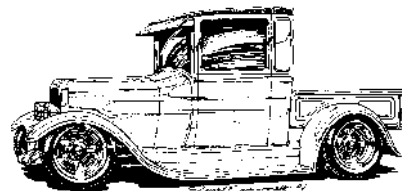
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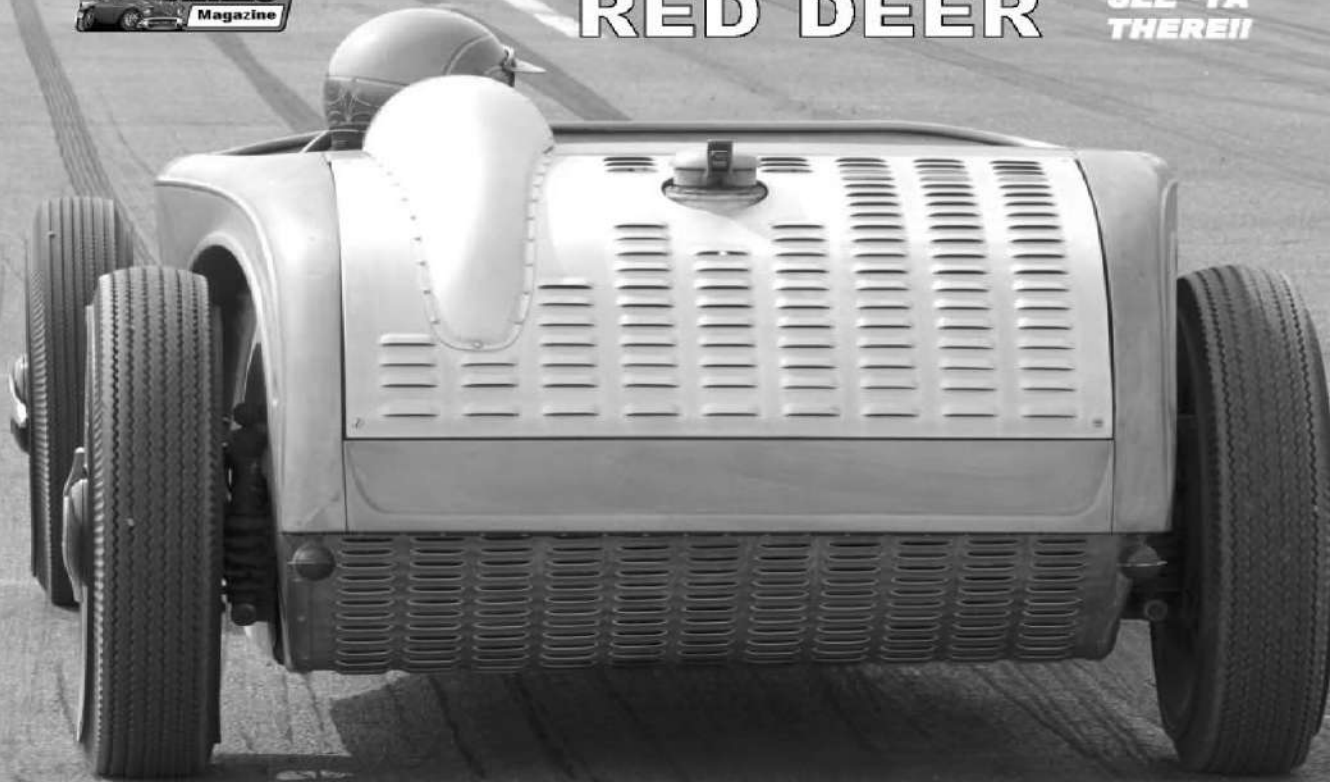
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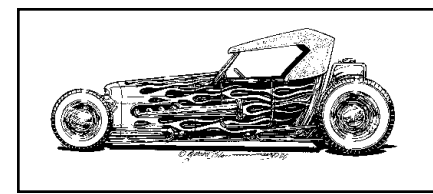
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