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AUGUST 2024

Volume 29, Issue 8



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FAMOSO DRAGSTRIP BAKERSFIELD · CA

Racing Classes Finalized for the 2024 California Hot Rod Reunion

Bakersfield, CA (July 25th, 2024) - Famoso Dragstrip is excited to announce the finalized race classes for this year's California Hot Rod Reunion, featuring some thrilling updates to traditional classes such as AA/Fuel Altered and Pro Mod.

In addition to the electrifying Nitro Burning Top Fuel Dragsters and Funny Cars, as well as all NHRA Heritage Series Group 1 and 2 classes and AFX, the Fuel Altered class is now open to all AA/Fuel Altered. Previously, this class was an "Invite Only" closed field, but now any nitro-burning AA/Fuel Altered can compete.

This inclusive change is expected to significantly increase the car count in the AA/Fuel Altered class, showcasing a diverse range of vehicles, from short wheelbase to long wheelbase, and everything in between.

Another exciting update is the restructuring of the Pro Modified Class. The Reunion will now feature two distinct "Door Slammer" classes: the traditional steel body door cars of the West Coast Outlaw Association and the more contemporary, highly modified, Extreme Pro Mods West. More information on these classes will be available soon, promising an exhilarating experience for Door Slammer fans.

The 2024 California Hot Rod Reunion officially kicks off on Friday, October 25th, and runs through Sunday, October 27th. Fans who purchase a Full Event - Three Day Ticket will also have the exclusive opportunity to attend Thursday's Test and Tune Session for free. The 2024 California Hot Rod Reunion is produced by Famoso Dragstrip and will benefit the Wally Parks NHRA Motorsports Museum.

For more information or to purchase tickets, please visit famosodragstrip.com,

call (844)34-NITRO, or email CHRR@famosodragstrip.com

'FAST JACK' TO DRIVE PEAK CHEVY IN RELIEF OF FORCE

Former Champ Will Pursue NHRA Championship on Behalf of Hall of Famer

BROWNSBURG, Ind. (July 30, 2024) - With an NHRA championship still very much in play, John Force Racing president Robert Hight announced Tuesday that 2012 Funny Car World Champion Jack Beckman will drive Force's PEAK Antifreeze and Coolant Chevrolet Camaro SS for the remainder of the 2024 season in what the team is calling, "Joint Task Force - Mission Championship".

While Force continues to recover from a TBI (Traumatic Brain Injury) suffered in a June 23 crash in Richmond, Va., "Fast Jack" will slide into the seat occupied by the 157-time tour winner during the season's first nine races. Beckman will make his debut in the PEAK Camaro in this week's non-championship event, the 47th Annual Cornwell Tools "Night Under Fire" at Summit Motorsports Park, where he and John Force Racing teammate Brittany Force in the Cornwell Tools Chevrolet dragster will both compete.

When Force was injured, he was second in points behind John Force Racing teammate Austin Prock. By NHRA rules, when a driver is unable to compete, the race team may employ a substitute who can earn points for the original driver in a maximum of eight tour events.

This means when Beckman rolls to the starting line for qualifying at the 42nd Lucas Oil Nationals at Brainerd, Minn., on August 16, he'll be pursuing a 17th championship title for Force. He currently sits sixth in the driver standings with two races remaining before points reset for the Countdown to the Championship.

"When you think about someone who can handle the driving, can deal with the media, take care of the sponsors and take care of the fans, there was only one obvious choice and that was Jack Beckman," Hight said. "Plus, he has history with Chris Cunningham (co-crew chief on the PEAK Chevy with Dan Hood and Tim Fabrisi) and has the respect of John's family."

A 33-time event winner in Funny Car, Beckman last raced competitively in 2020 when he returned to being a full-time elevator technician, a career that he left 22 years earlier to follow his drag racing dream.

The 58-year-old Californian is keenly aware of the unique situation.

"It's been nearly four years since I stood on the throttle, and I thought that feeling was something I'd never experience again.



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Though the circumstances that brought me back are regrettable, the opportunity presented to me is beyond my ability to find words. I'm not replacing John...nobody could ever do that. John is one of a kind, and his impact on this sport, and my life, cannot be overemphasized. I know how fortunate I am to have been picked to fill in for John, and I should be easy to spot in the pits. I'll be the guy who can't stop smiling."

Although he won the Funny Car championship in 2012, Beckman's best season was 2015 when he advanced to nine final rounds and won seven races coming up just 56-points shy of being a two-time Funny Car champion.

A cancer survivor and U.S. Air Force veteran, Beckman has taught more than 7,000 students the basics of drag racing as an instructor at Frank Hawley's Drag Racing School. Among them were Force's daughters, Ashley, Brittany and Courtney, and his wife, Laurie, who also earned her Super Comp license under Beckman's tutelage.

Best of luck Jack.....

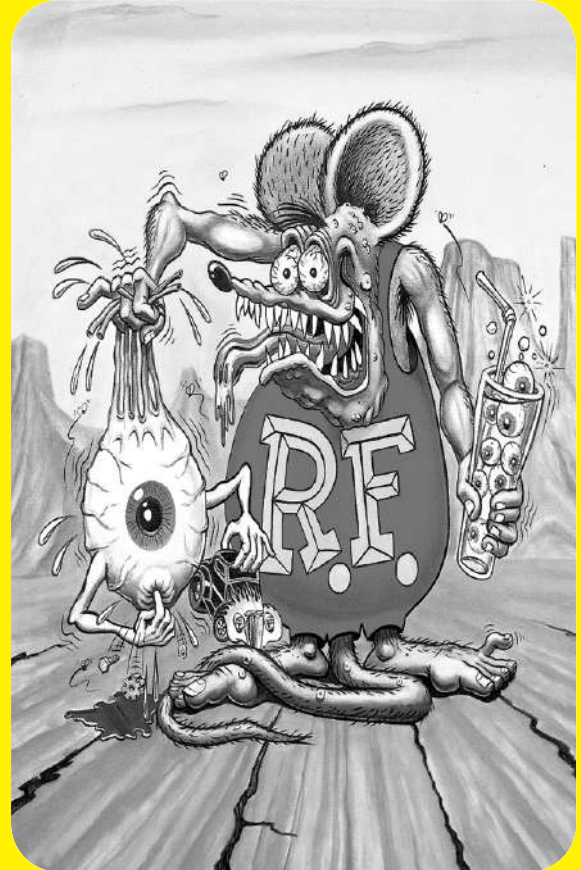
Doug's baccck

Greetings Quick-Timers, WOW! Its been over eight months and many miles traveled since my last column. I'd love to say, I'm back at the ranch, to deliver this months offering but, that's about the farthest thing from reality at the present time.

Back in August, of last year, I was given the news that my time at my job was up! Yes, after 39 years, they were laying me off. Although I planned to retire in early 2024, the lay-off might have been the push that I needed to make retirement a reality.

Fast forward to sometime in November. I was having a conversation with a friend, explaining that I would probably be relocating to the east coast, sometime in 2024. At that time, my friend Dick said, "you should talk to Shanna, she's getting back into real estate and would help you out." That casual conversation lit the fuse and from that day forward, as they would say, it was on!

Doug Adams



Doug's baccck

Doug Adams

Shanna called me and said that she talked with Dick and asked if we could get together to talk about our house. We set-up a meeting on a Friday, by Sunday Shanna called saying that she had a qualified buyer in her agencies system. By Tuesday we had a full price offer, we were selling our house.

In the past it wasn't uncommon to have up to a 90 day escrow. In this day and age an escrow period of thirty days or less was the norm. In our case it turned out to be about 27 days. Was this what we wanted? Were we going to move to the east coast? Was packing up all our stuff in 27 days and being out of the house even possible? There were so many questions to be answered but, once the pen met the paper, we had no choice but to put our heads down and get busy!

With time working against us, I had to pull the plug on two of my favorite events, the Hot Rod Reunion and Nitro Revival, which was pretty painful!

The rest of the story is fraught with emotional and physical peaks and valleys. One of which was my back that wasn't very happy through the process, thank god for my chiropractor. And if you have ever delt with selling a house you know of the rollercoaster ride it can be when dealing with brokers, agents, buyers, etc.

When we started the process I told my wife, we are going to make it no matter what! Then stated we will be standing in the driveway throwing stuff in the UHaul in the final hour of the final day. Which is exactly what happened!

The very last thing that had to be done to the house was a tenting for termites, which is common in California. As we were finishing-up with the Uhaul the termite guys pulled up. I told them that we needed enough time to take a shower before we left. By the time we were getting dressed the tent was coming down over the windows, it was eerie! But that was it, up to the very last moment. Somehow we pulled it off!

Over the weekend I unloaded the UHaul into a storage unit and we began our Journey. We spent a few days with friends in SoCal, just so we could relax and catch our breath, before hitting the road for our drive to Connecticut.

Our goal was to be in Connecticut (home) by Christmas. We had several stops to make along the way. The first was in Alabama to visit my friends, who bought Huntsville Dragway now renamed Rocket City Dragway. The second stop was in North Carolina to visit long time friends that moved there from Phoenix. The last leg of the journey led us from North Carolina all the way into town, with a few days to spare before Christmas. When we sat down for Christmas dinner with our family and friends it made the last few months seem like a distant memory. After 40 years we were back home!

As we settle into our new life, back in the area where we grew-up, people are quick to ask, why would you move here, from California? The bottom line is, we were going to leave California when we retired. Instead of going to an unfamiliar place where we had to start all over we chose to move home where it was familiar, we knew our way around and we had friends and family.

Doug's baccck

It was like stepping into a pair of old comfy slippers! Granted we will have to deal with a few months of winter but, that's OK.

The big question everybody asked me was, what are you going to do about your photography?

The answer is simple, nothing changes! The car show season is the season, just like in California, maybe a little shorter but there's plenty to do. Unlike California I don't have to travel hours to go to a show or event. In my immediate area there is the potential to go to a cruise night at least five nights a week during the summer. There are multiple shows on the weekend all within a 30-mile radius.

The only downside is that since we moved

Doug Adams

we are down to one car so getting away takes a little coordination, unless I ride with a friend.

So there you have it, the skinny, the long and the short of it, the 411 or whatever you want to call it....everything in a nutshell!

I don't know if the retired life is making me lazy or what but, I haven't downloaded the photos on my camera since I've been on the east coast. I guess I'll just get with it and see what's on the memory card. I've picked some of my favorites, so you can get some east coast automotive flavor!

I'll be back next month with more from my new adventures! Enjoy the photos.

Doug



Doug's baccck

Doug Adams



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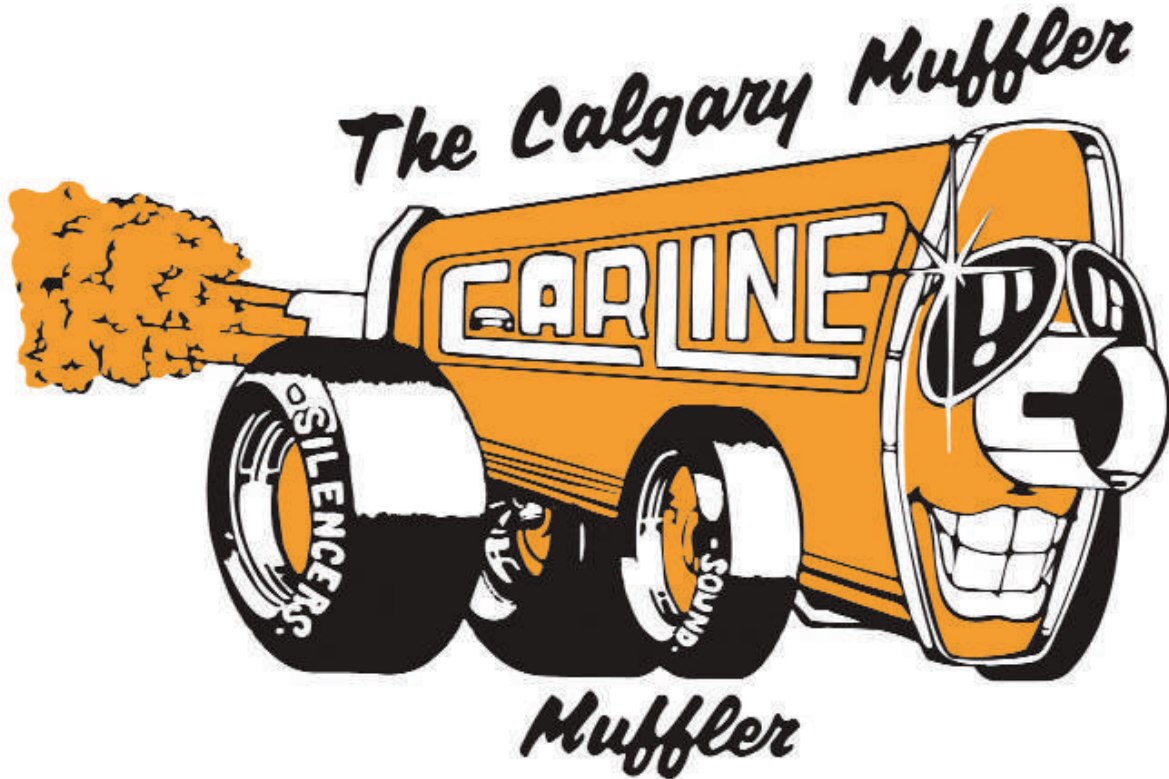


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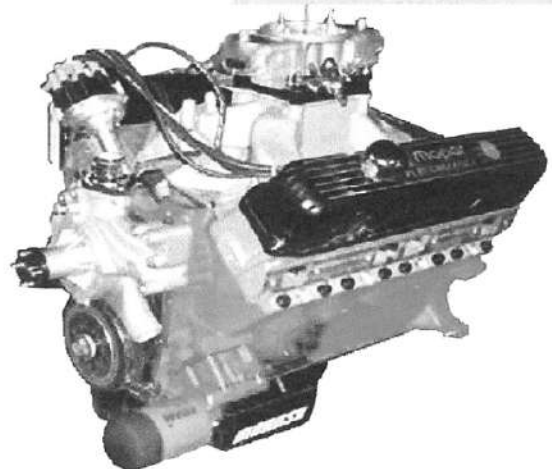
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Doug Adams



434 Dart Lil M block. Balanced Eagle rotating assembly. Speier Racing Heads custom ported from Chad Speier. Ran on C14 fuel. Dominator BME intake. Intake to pan. Dynoed at 702 at Dyno Plus. Ran consistent 10.0 in a 3000 lbs car. Took me to the world finals. Switched the car over to a big block probably not going back. Ready to rock. Don't wait!!!! Make the first race day!!!! Dyno sheets available.

For more info please call 306-741-2186 J2

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404 cubic inch SBC (400 Bored 020) New crank, speed pro flat top pistons and rod bearings. Aluminum heads, Holly Dominator II, intake 4150 pattern. Howards hydraulic roller cam and lifters, Stainless Roller rockers. Scat rotating assembly. Internal balanced, means use a 350 flywheel no weights. Can be heard running. No accessories included. Beaumont/ Nisku \$6500. 780-807-1545 m2

PAR All Aluminum 665 Big Block 9 Degree Engine. 20 runs since freshened . Brodix X Pattern HIP Block. Callie's Crank & Rods. Moroso Ext Oil Pump. Diamond Pistons 16.2-1 compression. Isky Keyed .937 Lifters. T&D Rocker. Sheet Metal Tunnel Ram. 2 - 1250 APD Carbs. Comes with FTI Bolt together converter. Motor & all components Like New . More Questions Call or text Ray 403-548-4672 \$38,000 USD

Reher morrison 412 Ready for assembly comes with everything sorry just couldn't fit enough photos . upgraded rods to callies ultra rods (3k alone) rated at 1600 plus and are new never ran . Fresh hone fresh polish everything comes with water pump carb and distributor. Specs in pics. 14 to 1 Dart little m block Dart 230 cnc by reher morrison Ross pistons Fresh rings gapped for 300 shot. Fresh bearings 700 plus hp Located in edmonton text 587-417-0896. J3

Race engine. 482 BBC. Stock block 4 bolt main block. Last run on the dyno was 725, but found out later it had an intake leak, so likely more. I don't have all the specifics. Around 14:1 compression. Cam specs on request. Patriot Freedom heads, upgraded springs to match cam. Lots of other stuff. Low ballers ignored. PM or call for more info. Reason for selling is I have a new engine now. It did well. Located in Camrose, Alberta. No shipping. 780 678 5698. Asking price is 6500

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

383 Chevy SBC stroker engine. less than 10, 000 miles since new. all forged internals, and internally balanced rotating assembly..studded mains and heads..aluminum 2.02 angle plug heads, fully rollerized with Comp Cam roller cam, roller lifters, and roller rockers.. , and 3/8ths push rods and guides.Edelbrock air gap performer intake, and 750 Holley double pumper carb..distributor, water pump, alternater do not come with it..would cost double of what i am asking, to build a comparable.phone 250-443-1964 J4

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Texas Speed LS3 fully cnc cylinder heads. 6 bolt, 260cc heads with fresh valve job and surfacing. Lapped and back cut valves, extra water fittings included.
The bad: one pair of rocker pedestals were damaged, so they were machined off. Just needs a stand for that pair, or machine them all off and run a bullet one piece stand. Asking \$1800 Located in Cochrane Also have a short filled block for sale 587-830-5673 J3

Holley Fuel Injectors, 160 lbs/hr. At 43psi. Tri-cone Spray, Bosch Plug, EV1 Body, 12V Saturated Circuit, 2.85 in. Seat Height, Low Impedance, 2.0 ohms, 8-pieces, Set support up to 2500 horsepower. Used only for vehicle start up. In perfect condition. Was too large for my application.
Price is in Canadian dollars. Located in Devon AB Canada Call or text Shawn 780-200-9827 J3

MSD 7 AL-3, used sparingly and kept as a spare, went to grid system reason for selling , comes with timing,zero chips , regular chips, and mounting hardware. 600.00
Eddy 780 916-8804 J3

Z Amp series 2A adjustable neck restraint barley used excellent condition (cert is expired by a month) All hardware is included asking \$200 obo. Full set of used Comp cams 8.42 bore solid (mechanical) lifters for BBC +.300 taller for 10.2 tall deck blocks, good condition tips roll freely. asking \$200 obo.call or text Rob 780-220-2666 J3

Brand new in box SLP cold air intake system, part #SLP 21046 fits 1998 - 1999 Camaro and Trans Am. \$379.00 American new. 300.00 306-596-6868 J3

Tci super street fighter turbo 350. Part#311005. Rated to 775 horsepower.JW ultra bell part # JTP-92451. Certified to 7/27. 36 element intermediate sprang assembly.Alto red eagle clutches and Kolene steels.B&M deep pan. Part #BMM-30280.Autometer speedometer sensor. Part#ATM-5291.Locking dipstick. Will throw in transmission blanket certified to 7/24.Located in Chilliwack.
Call or text Wayne. 604-751-6125 J2

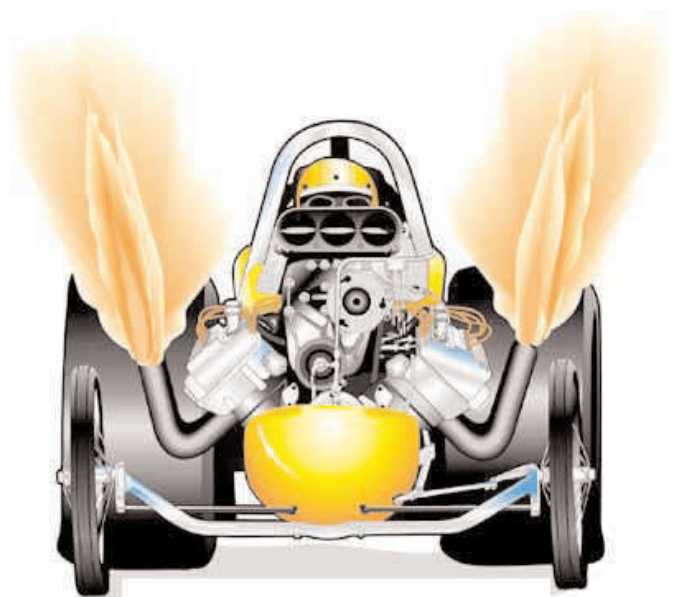
Halibrand V8 quickchange. This is a rare magnesium case with finned mag rear cover. 3.78 r&p, aluminum 31 spline spool. Open drive lower shaft with steel yoke and aluminum seal plate. The internals are mint - the cleanest I've ever seen - it had a painted finish on the outside that also likely protected the magnesium. 23/25 spur gears for 3.48/4.11 ratios. \$4300

complete. Steve (780) 486-2488 (text). Located in Leduc.

Crower Light Weight 302 Small Journal - Honda Rod crankshaft . Bought it for a project that has changed directions . It is believed to be a former Comp Eliminator crank and appears to be in fantastic condition . Buyer will be responsible for shipping . Weighs approx 38 lbs . Journal measurements would indicate it has not been turned .
Located in Red Deer , Alberta 403-304-3536 M1

1962 T10 4 speed for rebuild \$500.00, 1968 firebird Saginaw 4 spd \$500.00 Hurst shifter Handle \$60.00, Hurst comp plus shifter 1965 dated 2-5-c-3 \$200.00 Hurst comp plus shifter \$200.00, Center force "NEW" 11" clutch plate and 11" disc course spline \$ 375.00, LuK. " NEW " 11" clutch plate and 11" disc course spline \$300.00 Muncie tail housing #3857584 \$100.00, Muncie tail housing #3846429 with chipped sifter mount hole \$50.00, Pick up in Calgary, Priced individually, or IN PERSON best offer or package deal on the above
Chris (403) 850-6072 M1

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FitTech 400 hp unit with fuel pump. Summit list this at \$1282 US. Works out to almost \$1800 CAN. Listing for a friend so don't know much about it other than it worked but the customer didn't like it. \$800, For Info and viewing call or text Rob @ 306 531-5600 **A2**

Fresh Chevrolet Turbo 400 transmission, rebuilt by H&H transmission, upgraded clutches, shift kit, rebuilt professionally. Good to 550 HP. \$1900 or \$1800 with good core. Call Tom, 860-212-0669 **A2**

Competition Engineering C3000 8 point roll cage. Never used. Still in box. Please phone 403-350-0041 **A2**

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T56, Double overdrive Magnum Transmission, installed and removed as customer was unable to pay the bill. This transmission is designed to handle 700 ft/lbs of torque. Western Powertrain in Edmonton is selling these transmissions for \$5400 plus GST = \$5670, also with this transmission a throw out bearing for hydraulic clutch is included, extra \$120 value is included. This transmission will be at the QuickTimes Swapmeet on July 6, at the Westerner, outdoor Swapmeet. Any questions you text or call 403 783-1353 **J3**

Tci super street fighter turbo 350. Part#311005. Rated to 775 horsepower. JW ultra bell part# JTP-92451. Certified to 7/27. 36 element intermediate sprag assembly. Alto red eagle clutches and Kolene steels. B&M deep pan. Part#BMM-30280. Autometer speedometer sensor. Part#ATM-5291. Locking dipstick. Located in Chilliwack.



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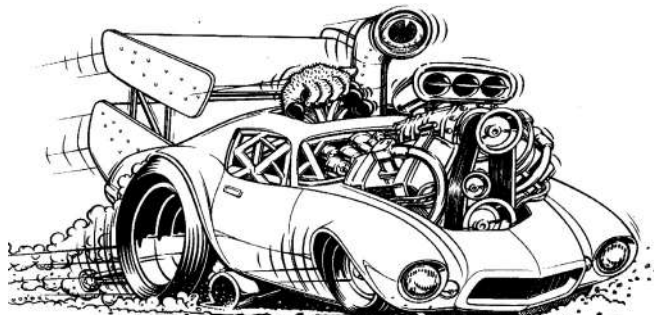
Spare screw blower stuff. Pulleys are 3.5" wide x 8mm GT. 33 tooth, 37 tooth, 74 tooth, and 99 tooth. 3 drive quills and 1 drive flange. 3 used belts of unknown time or value. Some miscellaneous restraint parts. Located in Edmonton, Alberta, Canada. \$1000 usd or \$1350 cdn also, SSI 6-71 std helix blower for nostalgia nitro engine. Modified case for better flow. \$6k usd or \$8200 cdn CALL 780-554-2470 **M2**

Hipster aluminum powerglide transbrake valve body. Comes complete with solenoid and filter adapter for hi flow Mopar filter. \$350cdn obo 778-878-6130 **M2**

Set of Brodix heads 221cc with springs and valves, Melling performance cam 288/480, comp cams guide plates, ARP bolt and stud kit, comp cam hyd lifters and S/S roller rockers. Sold car they were going into. \$2750, Call Jamie 403-837-3127 **M2**

2022 Turbo Start 16 volt, 3- 16 volt Turbo Start batteries and a charger. \$300 each. Will only sell the charger when 2 batteries are sold. Price is firm Larry 403 999-8146 **M1**

A1000 inline pump and speed controller. I was hoping to use it on my ls swap but going a different route. Was used very little by the previous owner because of the same reason. Looking to sell for what I paid \$500 obo Located in innisfail. Call text or pm me-403-358-9674 **M2**





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8 pushrods made by Manley. 8.7 long .120 wall thickness These came out of an 9.8 deck height BBC \$100 US or \$135 Canadian, Brand new in the box System One Reusable oil filter will fit BBC and SBC and many others. Price is \$200 US or \$265 Canadian 204 801 4444 M2

Original 4+1 Doug Nash race transmission with Vertigate inline shifter no speedometer output. Located in Okotoks 2500, call 250-809-8545 M2

2002 Spitzer Junior Dragster with L206 engine, new clutches, new carburetor, and new rear slicks. Also comes with neck collar, small two-piece race suit, starter, and tow dolly. Can run 13.90 or 11.90 classes. Located near Carbon, Alberta. \$4,800.00. Phone 403-321-0999. M2

Meziere electric waterpump, march crank pulley, alternator bracket and belt. Very low use, swapped out for mechanical. \$500 for all. Castlegar BC. 250-687-1563

Turbo 350 Transmission, TCS 10" Converter, Hurst Quarter Stick Shifter with 1-2 air shift Solenoid. Locking dipstick. Works as it should. \$2800 OBO Tom 1-403-350-7873 M1

Like new tcs 9 inch torque converter 4000-4500 stall was custom built build for a 750-800hp big block Chevy. \$1800 new. Fits turbo 350 and turbo 400. Very few miles and passes. Went to a turbo converter. Located in Vernon ph 250-308-8386 M1

2" Wilson Dominator carb spacer. Like new. \$150.00 or trade for 1" Wilson Dominator spacer. Or HVH 1"

Dominator spacer. Wetaskiwin 780-362-2169 M1

TCI super street fighter turbo 350. Part# 311005. Rated to 775hp. JW Ultra bell part # JTP-92451 certified to 07/27. B&M deep pan. Part #BMM-30280. Autometer speedometer sensor. Part #ATM-5291. Transmission blanket certified to 07/24. Locking dipstick. Fabricated stand off, So blanket does not interfere with cable and linkage. 36 element intermediate sprag assembly. Alto red eagle clutches and kolene steels. TCS 10" Torque converter. 3000-3500 stall. (part# 35BX) steel stator with anti balloon plate. Excellent street/strip or Drag & Drive event transmission. Located in Chilliwack. \$4000, Open to reasonable offers. Call or text Wayne. 604-751-6125

Brand new 40 spline gun drilled axles has lightened flange for 5/8 studs bolt pattern is 5 on 4 3/4 New bearing fit ford 9" Torino big bearing 19 1/2 and 23 1/2 picture of what I paid open to offers Text 403-308-4800 M1

Edelbrock victor 454 intake for a dominator. Intake was clear coated and bolted to a engine and then removed. No port work or any type of modifications. \$550 Text is best. 604-970-7350 M2

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C-6 Ford drag racing transmission with high stall torque converter for small block ford. 302, 351W or 351 Cleveland. (Stalled at 5500 rpm in 10 second Fairlane) trans was just gone through by Murray at Allomatic in Saskatoon. New band was installed and rest of innards were in excellent shape and, of course, all new gaskets and seals were installed as well. Has Hughes Red Alto drag racing clutches and drum has been drilled and machined to accommodate low drag bearing kit. (Needle bearings) Also has ATI trans brake and deep aluminum finned pan. Torque converter was also gone through by Tom at Trans Torque and is also in excellent shape. This setup is ready to rock and roll!!!! Located in Saskatoon. \$2800. May consider trade on small cargo trailer. 306-290-4330 M2

B body fenderwell hemi headers. Believe part # is 123655 H050. Lightly used. This is all the info i have. Selling for a family member. Pu sherwood park. 780 288 9124 M2

4500 Ultra HP # 80673 Designed For Drag Race Or Pro Street Billet Aluminum Metering Blocks w/Changeable Emulsion Bleeds Sight Windows For Quick Fuel Adjust. Incl. Notched Float/Jet Extensions Calibrated For 1 X 4 Setup Progressive Secondary Dual 50cc Pumps/3 Circuit Metering Pick up in Colwood BC 1000.00 Carl Gronmyr 250-415-5219 M2

Coan Super Mega bolt together torque converter Model 170230XA Xst spray Serial # 20041026 List price for new on this is \$3600 US Too big for my combo Asking \$2500 obo Calgary Larry 403 9998146

2-15 lb nitrous bottles and a extra high flow valve. Like new 1 bottle has nitrous in it. \$400 each or \$700 for everything Located in Calgary Larry 403-999-8146 M2

Jr Dragster, Cosby Chassis, 11.90 Raptor engine rebuilt with no runs on it, 28 mm Mikuni carb, Terminator clutch, seatbelts still good for this year, comes with tow dolly, starter and rear stand. \$3000.00 o.b.o. Contact James 780-554-2280 M2

Used ATI Chevy bellhousing. Fresh SFI certification. Fits the ATI SFI super case, not the factory GM case. \$250 USD. Shipping available. 778-840-3832 M2

Ford aod overdrive automatic transmission. Comes with converter, 50 Oz flex plate, transmission hard lines, cooler, and factory TV cable rod. No issues, just removed to install a lentech aod in my 47 mercury as I did motor swap.403-827-3101 M2

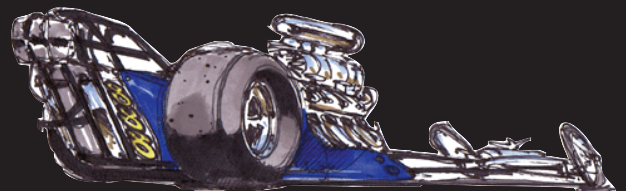
Strange Engineering Front disc brakes, complete take off Strange Strut, including polished 4 piston calibers. 4 3/4" pattern Tom Nolan 1-403-350-7873 \$500 usd

Mag Drives for sale , #1 Enderle Dual pump drive comes with mag adaptor and fuel pump adaptor \$700, #2 RCD 90 degree drive \$750 , #3 Enderle Hemi straight drive \$450 , All drives are in excellent condition. Prices are US funds plus shipping . Call Tony 416 948-8255 M2



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continued from page 13





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Winters 10"non quick change rear end. 529:1 ring and pinion. Comes with all mounts including pan bar adjuster and axles. \$2000 obo.
Call Shawn 306-230-3899 J3

Endure-X Solid Roller Lifters for Chrysler 383-440/426 HEMI, .904" Dia., Centered #829-16. Standard pushrod seat location, best for performance street & drag racing, cutaway body w/out oil band. These were purchased from a builder that had one dyno session on them. They went with a flat tappet instead. I went flat tappet also, so these have been sitting on my shelf for about 5 years. Nice and clean, no issues, all rollers spin freely. Located in Prince George BC. Will ship on your dime. Price is in CAN \$\$ text/call 250-613-3350

Autometer 2 channel pyrometer, \$300, XRP -6 light-weight HS-79 , 29 1/2 inches long. \$40 each or 3 for \$100 call Tony 416 948-8255 J2

TCI Deep pan for a Powerglide transmission. Oring seal, with extra cooling features. Comes with a filter extension. Bolted on but never run. Asking \$150USD obo. ATI cast iron transbrake valve body (203250) No longer sold by ATI due to scarcity of cores. Has adjustable line pressure regulator (set to 260psi) as well as a brand new solenoid. Switched to a different transmission so no longer need this spare. Asking \$350USD (reasonable shipping available)
Reasonable shipping available 778 840 3832 J2

Set of smart coils with custom built big power harness with firewall bulkheads and Deutsch connectors to make it totally serviceable. No issues making 2500+ hp New the holley kit sells for \$850 usd with junk harness. can include one more spare new smart coil for the right deal as well.
780-242-6345 J2

Complete set of 8 Crower Bushed Big Block Chevy rods with bearings. 6.386 long. Used but in great

shape I changed engine Combos at the time and no longer need. These are the Sportsman Rods. For a BBC used with a 4.25 stroke crank and 9.8 Deck height block.

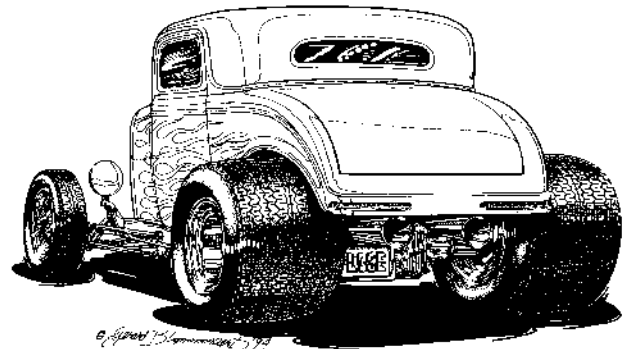
204 -801-4444 \$500 Canadian J2

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Call/Text 780-573-8951 J2

Used MSD 7 AL box and HVC II coil. Both check out at MSD and never used since. Been sitting of the shelf for years. \$450 obo. 406-788-5968. M1

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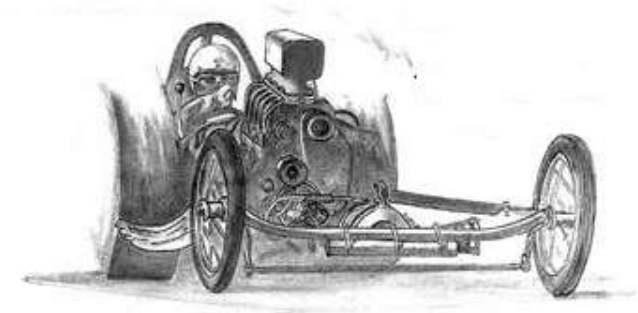
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A2



D3VE Ford cylinder heads complete with rockers and pushrods. Came off running engine. 300, 1971 Ford 429 engine block. Build your stroker motor with this standard bore block.600Call or text me at 1 (403) 392-1530

A2

M/T 28 10.5 15 slicks. Maybe used them for 4-5 races. Wheels are 15x8 steel wheels with dual bolt pattern. 5x4.5 and 5x4.75. I believe wheels have 4.25 backspace. \$500 located in Spruce Grove AB. 250-833-2478

A2

Ts2 4500 throttle stop works great \$250.00 plus shipping call 1-306-740-9092

A2

Comp-Cams #812-16 Hi-Performance Style Flat Tappet Hydraulic Lifters. Dated 04/05/2023. The after Covid bad batches..For all SBC & BBC Engines. Brand new in original sealed box, never used. \$251. + taxes from Lordco (\$282.). Brookwood Langley, or can ship. (604)831-8370

A2

Want to run your own race events? This is for you.. Complete Race America Wireless Drag Timing System, Model 2710XL, with extended range antennas. Included with the purchase price is a 2003 Bluebird 54 passenger bus to use as the track tower to run your event. Comes with a new-ish barrel of traction compound and 1/3 barrel of methanol, and all accessories. (Mops, measuring equipment, track signage, toolbox, desk, sprayers.) Call or text for additional details CALL Tim- 587-573-9402 Located in Didsbury Ab.M1

Engine #1: 390 GT core, currently disassembled and ready for rebuild Includes GT 14 bolt heads, exhaust manifolds, chrome powered by Ford valve covers, block, crank, oil pan, intake manifold. \$1650.00, Engines #2 390 Gt core, currently disassembled and complete as in option one except exhaust manifolds, distributor abd painted valve covers \$1200.00, Engine #3 Rebuilt 390 Engine currently sitting without manifolds and distributor but I have loose ones that will be included. Has chrome powered by Ford valve covers. Asking

\$3850.00 I have a rebuilt transmission that can be included for an additional \$950.00 Spare parts: Holley carbs \$50- 350 each -S code Ford intakes \$150 each -Holley street dominator Single plane Intake manifold. \$450.00 -Spare C6 transmission \$500 each, Located near Ardrossan, Alberta Call or text John at 780 819-4485

M1

Old school tunnel ram for a Ford 302/289 Windsor. \$600 obo Located in Spruce Grove Alberta. \$450, 250-833-2478. M1

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hol, 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

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A2



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

04 stratus, selling as a roller. ground up restoration. 1850 lbs with small block. carbon body and interior and brakes. 9 inch floater rear end, 86 inch wheelie bars. 108 wheelbase, single or double parachutes, weld wheels, brand new goodyears, all new pro glass windows, paint is 99.9 % located in western Canada. 60 grand canadian or 45 grand usd.

Phone John @ 403-304-0838

J2



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 alco-

1988 regular cab short box pro street Power windows power locks tilt steering and sunroof, 427 BBC, 4 bolt mains, cast heads ported, port matched intake, solid cam roller rockers, 1050 Holley dominator. 400 trans, reverse manual valve body, trans brake, 3500 stall converter. Ford 9" , strange spool and axels, coil over ladder bar. 16 gal main fuel cell, 4 gal fuel cell for nos system. MSD 7AL-2, MSD distributor, Griffin alum rad, CSI electric water pump, electric fans, line lock, B & M pro ratchet shifter, All auto meter gauges, 6 point cage, MT 33 x 18.5 rear and MT 26 x 7.5 front, centreline rims, 2 1/4" headers and 4" dual exhaust. Great truck for the strip and a beauty for rumbling around the neighborhood making new "friends" Truck was appraised at 75k on October 13 2023 I'm asking \$35,000 I'm open to ALL TRADES and OFFERS located in Didsbury AB call or txt for more info or pictures 1 403 559 7076 J2

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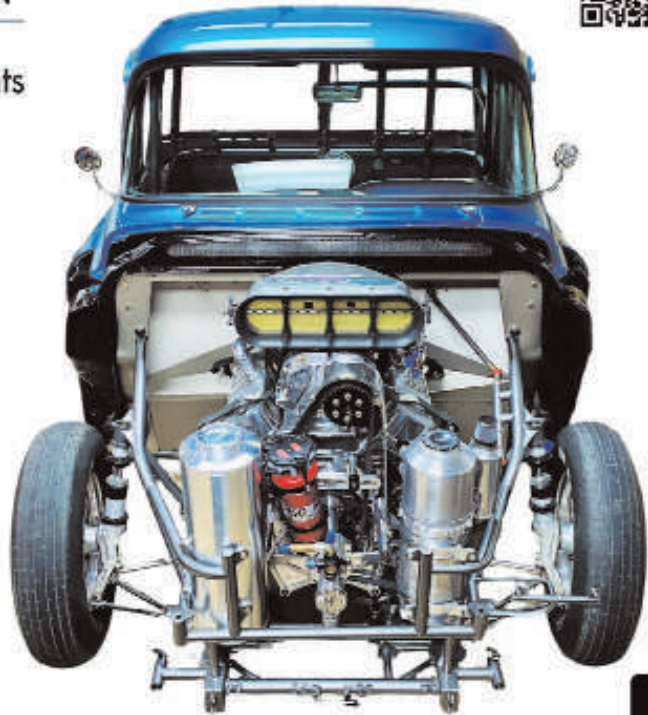
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1995 Chevy s10 v8 swap project for sale. Carbeurated 5.7 vortec with a th350 transmission. Swap still needs completion, but lots of the hard work has been done already. Some things thar come to mind is fueling, wiring, etc. Body on the truck is in 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



1948 Thames Panel Van.. turn key and go racing.. 406 SBC, aftermarket block, aluminum heads, fully rollerized, big tube headers, 2 speed powerglide transmission with trans brake and electric shifter, Dana 60 rear end with 3 different gear sets, strut front adjustable suspension, ladder bar rear suspension with adjustable 2 way coil overs. has all electronics on board, and new safety harness's..dropped the price, i have too many cars..runs low to mid 6 seconds in the eighth mile..just add gas, and go racing.. phone 250 443 1964. located in Grand Forks B.C. J3



Jerry Bickel 68 Camaro Top Sportsman. Text or PM for more pics or info. Details included in pictures. Car is located in Grande Prairie, Ab. \$100,000.00 USD Turnkey or \$80,000.00 Rolling. Price can go up or down depending on what extras go with. CALL 780-876-5239.

M1

59 Ford escort 2dr. Wagon, may run, complete and original, Sk.reg.\$2500, 61 Hillman husky 2dr.wagon, some paperwork, pretty complete, \$1500, 610 Austin A55 panel, pretty complete, no paperwork, \$1000, 99 Durango \$500, Mission BC, call 778-347-1136

M1



1960 Rambler Super American Deluxe Custom, some nice custom work done on this, 283 SBC Power Pack engine, Turbo 360 trans, 40 bolt Chevy rear end, Custom wheels, trunk mounted battery, custom interior, nice glass, ready for inspection and go.....cruisin! \$9,900 Call Don 403.872.0250

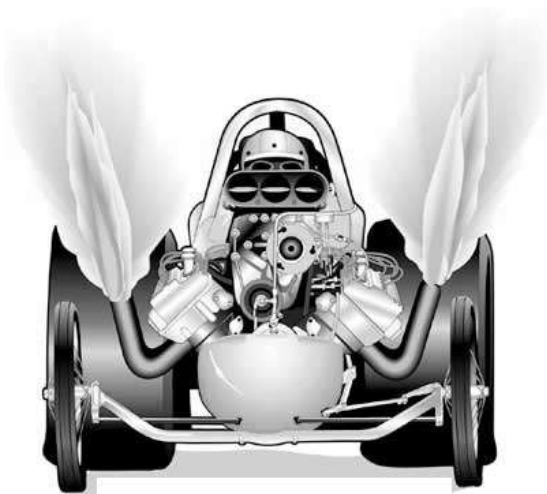
J2



1998 121" roadster. Updated in 2008. Top E, Super Gas, Box. Offset engine. 505 BBC. 2Spd. Fabled 9". None current 7:50 tag. Well built mild steel car. Runs 8:70's & 5:60's. \$25K 780-712-7017

M2

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1958 Chevrolet Delray · Sedan · Driven 75,000 kilometers I have a 1958 Chevy for sale. It was purchased new by my mom's grandfather in smokey lake in 1958 and has always been in the family. Parked in underground or in a garage most if it's life. Everything works and never afraid to take it out and enjoy it. This is a survivor with mostly original paint and interior. I have purchased new seat upholstery, but it's different and haven't installed it yet. Insured and registered in Alberta. Please serious enquiries only. 12500.00
 Dave Waege 780-916-4896 J3



1998 121" Roadster. Updated in 2008. Box, top eliminator, super gas. 505 bbc. 2 spd. 9 inch. 7.50 tag. We'll build mild steel car. Fits medium size driver. Run's 8.70's. Asking \$18,500.00 or possible atv trade.
 Call or text Miles @ 780-712-7017 J3



84 s10 drag truck. Mcamis drawing build. Mild steel. 7:50cert. current. 4:30 rear gear. Set up for t400. New tires all around. 33.5x15x15. JRI rear shocks. Strange struts. Not perfect body but chassis is!!! Biondo 450 box. Starting line control. Biondo switch panel. Grid. O2's. BBC headers. No motor. No Tranny. No shifter. Roller only \$17500obo Pm or text only 403-506-7402 M1



1969 Nova super pro 555 cu in Dart heads, power glide 180 gear current certification, 9 inch rear end with disc brakes 4:11 pro gear , all electronics , chute proven winner posting for a friend please call Rick 306-261-6688 \$35000.00 J3

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Chevrolet Chevy 11 Full chro-mo 8.5 cage March 24' re-cert 540 bbc engine, Moro so p/n 22842 4 Bain vac pump, Meziere water pump Howe aluminum rad Th400 trans from FTI in Florida ried case stage 5, precision performance products co2 shifter, Msd Digital 7 box ladder bar rear suspension Ford 9 inch strange centre section 4.11 gear, Weld racing wheels street and strip sets, Fibreglass front clip and deck lid were added after coming to Canada. Car was purchased from Barrett Jackson for 60k 12 years ago with a small block. Comes with axle dump exhaust to run on the street. Same build would cost a fair bit more than asking price. Asking \$45,000 CA or will entertain trades/partial trades both ways plus cash on recreation units, sleds atv's side by sides or classic/modern cars, Skyline/GTR/Supra/Viper. Video available upon request. Dan-780 897 5309 M2

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Tom Nolan \$60,000 1-403-350-7873

m2

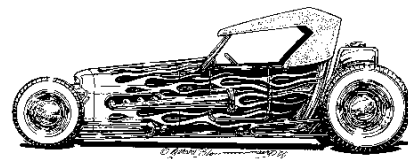


1969 Nova SS. Was originally a US car Very solid and very reliable Mild build 454 tons of power for the car. Turbo 400 trans built locker rear end with 373 gears brand new Mickey Thompson tires all around along with new rims also have the factory SS wheels with BFG Goodrich tires Black interior with updated stereo this car is turn key go enjoy it runs awesome sounds awesome turns heads everywhere. To much to list so if your interested just come look located in Didsbury Ab \$42000 call or txt 1403 559 7076 A2



1967 Mercury M100 pick up . This truck started life as a long box and has been shortened. It's a true mercury pick up . Comes with a factory bench that needs to be redone and a set of 18" wheels . And some personal touches to make it your own. I just took it to the Montana great falls trip and had no issues other then a speeding ticket lol. I feel I have more the fairly priced this truck as I have not seen one under 22-25g with these same upgrades . I'm located in Calgary ab. Justin 403-478-2886 asking \$18000 J2

1963 Pontiac Acadian 355, forged Eagle crank, rods, and piston's. Solid roller camshaft, roller rockers, 2.02 aluminum cylinder heads. Polished 6-71 blower, AED blower carburetors, blower scoop with K&N filters. Full exhaust. Fibreglass hood. AFCO double adjustable front shocks with delulum bushings/bearings suspension New Strange axles, and aluminum 4:57 center section. Strange disc brakes all the way around. Headlight's, signal lights, high output alternator, parking brake, street legal. Full cage. Set up for 3 speed or power glide with air shifters and controller with oil cooler. Kirkey 18" aluminum seats. Completely new electrical and fuel system. Huge aluminum radiator with electric fan. This car has been completely upgraded/renewed and built for drag and drive



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J2



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



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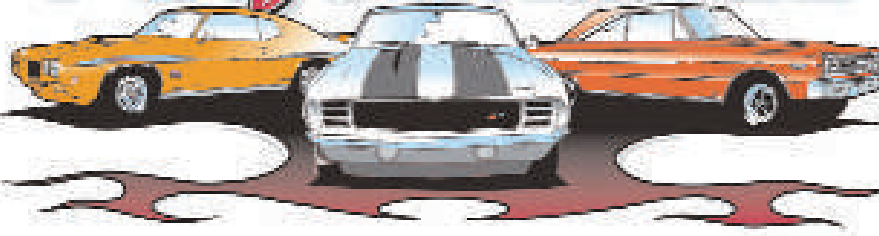
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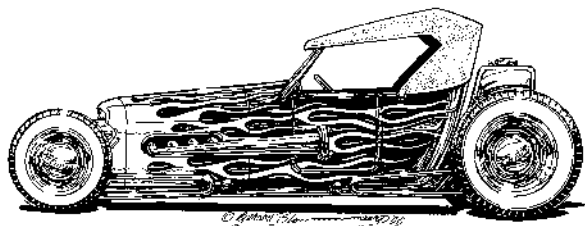
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1970 SS Nova Drag Car, 11:10 to 11:20 in the quarter mile, 120-125 mph, newly built by Kenny Gilmore, 4 bolt mains, has new belts, uses premium fuel, 2 speed glide heavily built automatic, Dana 60, 35 spline axles with spool, 4 link rear suspension, 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.



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



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



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



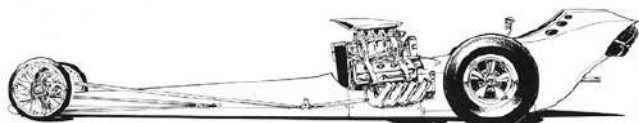
Drag n' Drive Pro Street registered 1978 Malibu, 489 BBC, AFR aluminum heads, roller valvetrain, 10.8-1 compression, forged pistons and rods, steel crank, balanced, 950 Quick Fuel carb, Aeromotive pump/reg, 350 HP nitrous w/ dedicated pump and tank, Edelbrock pregressive NOS controller, Turbo 400 w/transbrake, 10 in convertor, Gear Vendor's Overdrive, 9 inch Ford w/4.11s, locker, 4-link w/polymer bushings, , adj coil overs, cell, Ed Quay spoiler, Weld Draglites, 14x 29.5 M/Ts, Kilduff Lightning rod shifter, Autometer instruments, really nice black cherry paint, the list goes on.....car has very little miles on it since completed and drives awesome and now it's time for a new custodian, \$39,500, Call Don 403-872-0250, cars in central Alberta. j2



72 El Camino SS Big Block tribute. 502 ci with upsized cam, less than 3000km on engine. Bowtie Specialties 700r4 trans. 3600 Yank stall converter, 12 bolt position with 3:73 gears. UMI stage 3.5 Pro Touring suspension with dual adjustable coil overs front & rear, 4 wheel disc brakes. Complete frame off build, new wiring throughout, digitail tail lamps, Cadillac CTS power buckets. Paint is Lexus Atomic Silver. Serious inquiries only, no test pilots! \$56,000.00 text or call Ken @ 780-242-6271



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



The 2024 Rocky Mountain Nationals in Edmonton were quite weird for us. The Arctic Traveller nitro funny car had made a nice run only a few weeks before, of course with Nathan Sitko at the wheel. With Nathan driving for Ron Hodgson this season in the Bubble Up car, we needed someone else to drive the car with the angry bear on it. Former alcohol funny car Cal Tebb fit the bill nicely, and even fit better in the car than Nathan did. Cal had licenced in Tim Boychuk's "Happy Hour" nfc only a few years prior.

It was going to be a challenge for our crew, as one of our guys was on holidays, and Nathan had to stay with the Pacemaker car to help get it ready in between rounds. Nathan is not just the driver of the Arctic Traveller, he organizes tasks on the car, the spare parts, the tools, crew passes and sustenance for the weekend. He is the main guy during the between round thrash. As I got older I dropped some of my tasks and our crew picked them up. I still get the pistons ready, put the right pistons on the right rods, and make sure the rings and bearings are all in place. I brought in number 1 son Troy Sitko to be my right hand man, partly to make sure I didn't screw up. Of course Cal Tebb is very familiar with a nitro motor, so he helped with removal of the blower/manifold and the left side head and valve train.

The first day went by real slow; we were already set up Friday morning, and there was nothing to do except oil and fuel. We fired the car at noon to give Cal a feel for the car; everything went very smoothly. Re-fuel, and start it again at 4:30, once we built some heat, Cal pushed in the clutch, grabbed the brake, hit the hi-side lever to put all the 21 gallons per minute

into the engine, and dumped the clutch to seat the disks. The clutch is centrifugal, so it does not engage fully until the driver mashes the throttle. There is only enough "tug" on the clutch to move the car, the brake will stop the car in the pre-stage and stage beams.

Anyway, first round couldn't have gone any better. It was Cal's first run in a couple of years, and the first run ever in this car. It went straight down Broadway, running a 5.15 in 1000 feet. We lost the round to Tim Boychuk though, as he went through with a 5.14.

Second round Friday night was not so good. The sun was in everyone's eyes, still don't know why anyone builds tracks going east to west. We somehow got Cal staged a little crooked, and it drove straight to the centreline about 300 feet out.

Saturday was a new day, so no more mistakes. We decided it would be cool to race against the Bubble Up car, and it was extra cool to beat them. It must have been weird for Nathan to watch his own car drive away from him.

We decided to have a re-match against Nathan for the final run. It was very dark, so both cars had cool header flames. Our flames went out at about 400 feet though, something happened with the fuel shutoff.

It was not a bad weekend for a last minute appearance for the Arctic Traveller team, but we'll run quicker next time. We are working on a new combination for our 457 nitro hemi, and it may take 5 or 6 runs to make it work.

Ken



Nitro Tales

Ken Sitko



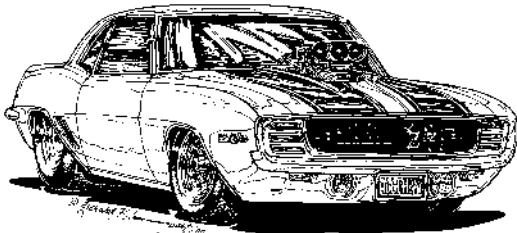
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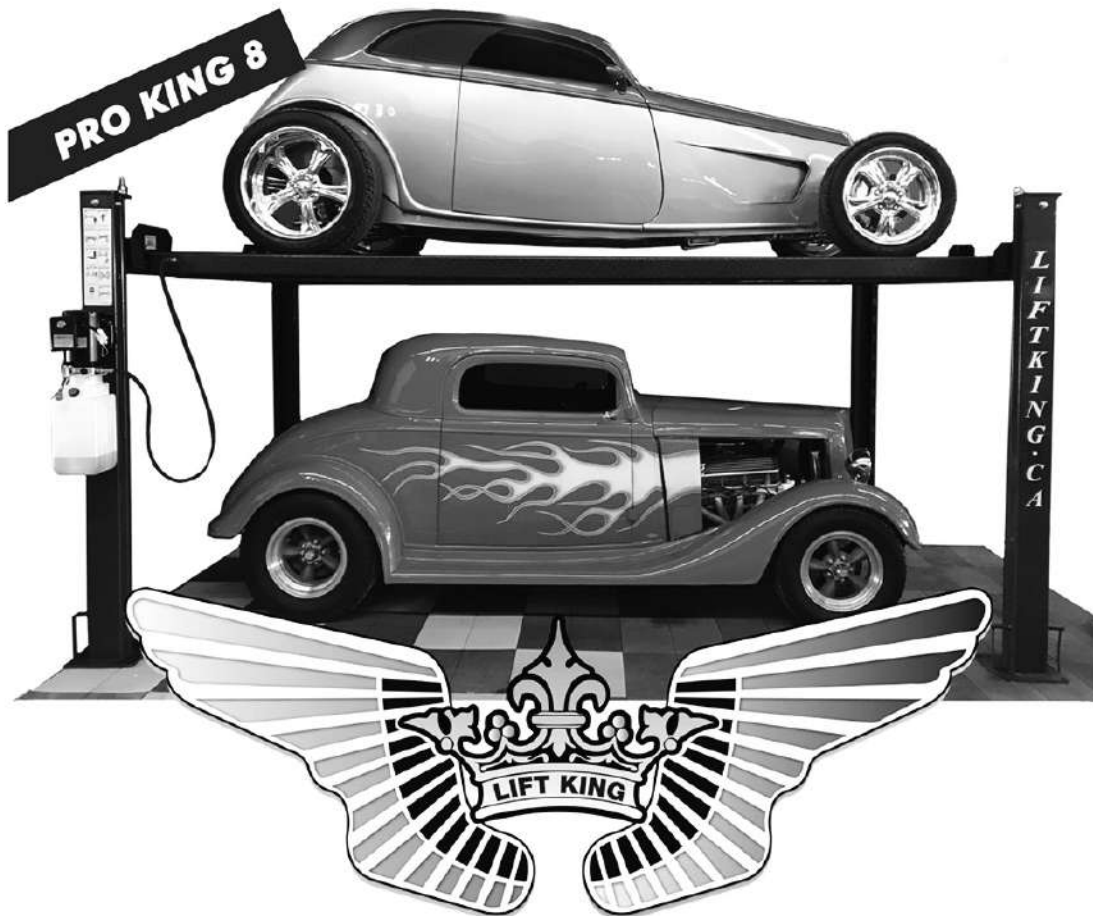
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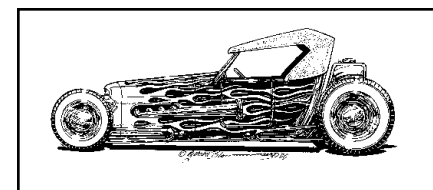

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