

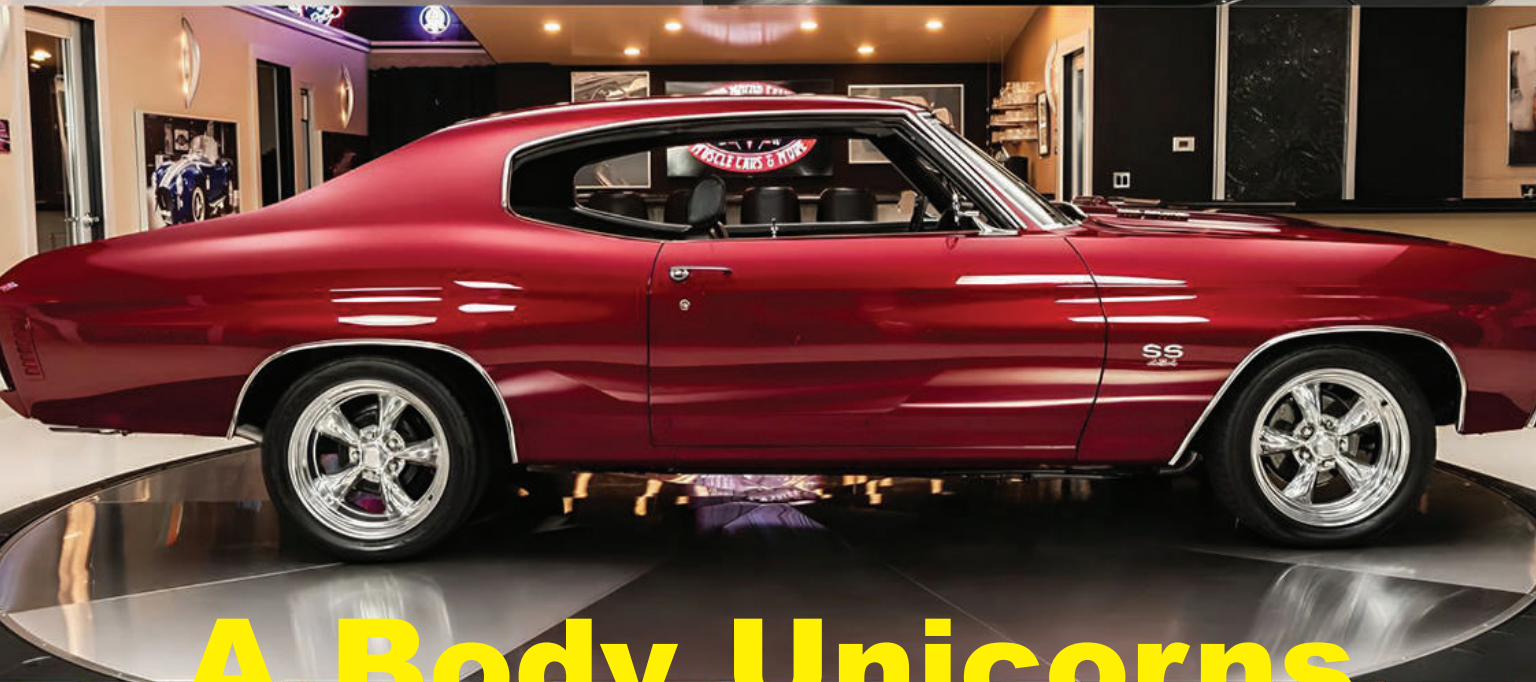
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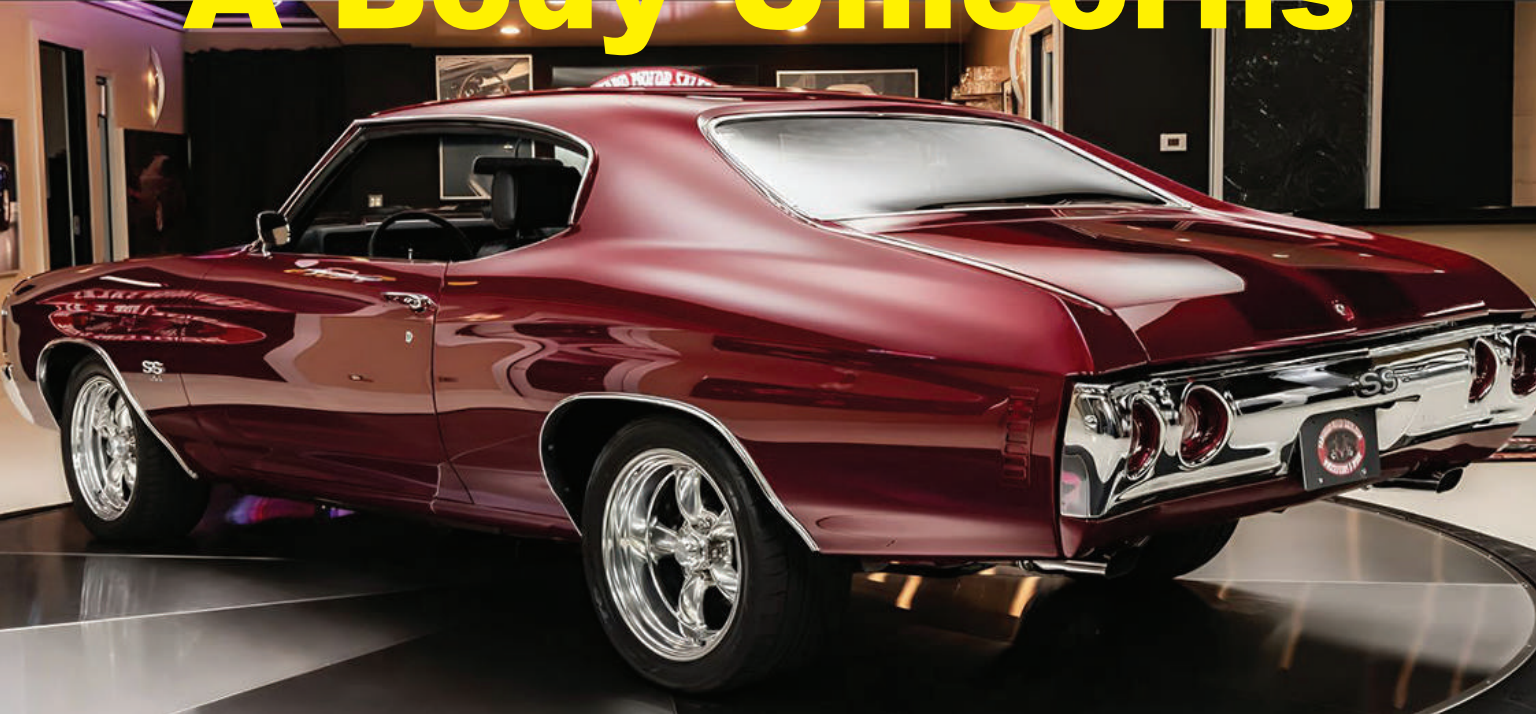
FEBRUARY 2025

Volume 30, Issue 2

SPECIAL
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A Body Unicorns





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Team War Wagon Purchases Wilkerson Fuel Altered


INDIANAPOLIS (December 13, 2024) --- Howard and Shane Farris, owners of the famed War Wagon nitro team announced on Thursday at the United Engine & Machine booth held at the Performance Racing Industry (PRI) trade show the purchase of the highly coveted and record breaking Tim Wilkerson owned, Richard Hartman driven, Fuel Altered.

The machine purchased from 24-time NHRA Nitro Funny Car winner Tim Wilkerson just a few years ago became the first Fuel Altered ever to dip below the 5 second mark with a scintillating 4.920 elapsed time and the first to break the 300 mile per hour barrier in the quarter-mile with a speed of over 304.53 miles per hour. The feat was accomplished at the renowned Texas Motorplex during the first Funny Car Chaos Classic in 2021, at the time titled Nitro Madness. No pun intended, the nitro madness continued that weekend with the War Wagon AA/FA driven by multi-talented wheelman Kebin Kinsley, upping the speed mark to a blistering 304.59 mile per hour record. On all counts these two high powered Alterededs which are McKinney Corp. chassis are undoubtedly the quickest and fastest Fuel Alterededs on the planet.

Shane Farris, head wrench on the War Wagon operation, remarked on the trip to PRI that his father, Howard Farris, "had a hair-brained idea the other day to buy Tim Wilkerson's Fuel Altered." In trying to grasp why they would add another wagon to the team that already has a stable of three cars (Fuel Altered, Nitro Pro Mod, & Nitro Front Engine Dragster), Shane simply wondered "why?" "Well, we could match race ourselves and be the first side by side 300 mile per hour Fuel Alterededs," is the answer that Howard provided.

With two historic Fuel Alterededs now in their possession, the purchase does pose the question of who will drive the second car? That answer came from an optimistic and excited Howard Farris who stated "Well, I'm going to go to gym-start working out lose a little bit of weight, and see if I can still do it." Howard is no stranger to wrangling a Fuel Altered down the dragstrip, having experience that dates back to the 1980s. If Howard feels that he isn't capable of saddling up once again, he assures that a driver will be put in the car.

The now former Tim Wilkeson owned Fuel Altered has sat since that record breaking performance in 2021. Now in the hands of Team War Wagon, they have their own nitro rodeo that they're ready to let the gate open on with plenty of experience and wins to back their efforts. The frequent Funny Car Chaos, Nitro Chaos, and match racing drag racers are ready to bring side by side 300 mile per hour plus Fuel Altered passes at a dragstrip near you. Maybe sooner than you ever imagined



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Search out the Unicorns

Doug Adams

Greetings Quick-Timers,
Happy New Year and a belated Merry
Christmas

The last time I came to you I had my bags packed and was heading out to the west coast for the 2024 installment of Nitro Revival. I'd be remis if I didn't admit that I was really excited for this trip.

I was long overdue for a little nitro therapy, having missed last years event.

Unfortunately, my plans took a left turn as my father-in-law passed unexpectedly three days before I was scheduled to leave. It was a very rough November having lost my father-in-law and 3 friends in the span of 10 days. Now, it's 2025 and we are off to a fresh start!

Toward the end of the summer I mentioned that I was squirreling away some material from 2024 to present in the new year.

Although I'm not ready to dig too deep into my stash I did have a topic in mind, something that became increasingly evident over the course of the summer.

Since moving back to CT last December, I have had the opportunity to attend quite a few car shows and cruise nights. While looking through my photos a few things caught my attention, tunnel rams, blowers and A-Body GM products, Chevelles at first glance.

The reason Chevelles stuck with me was because my buddy in North Carolina has a 71. When I'm at a show I make it a point to take a few cell phone photos of Chevelles and forward them to him. There were times when it seemed like I was taking more Chevelle photos with my phone rather than photos of other cars with my camera. When it comes to the A-Body Chevrolet wins the popularity contest however, the A-Body intrigue runs much deeper into the General Motors family.



Search out the Unicorns

Doug Adams

GM has used the A-Body design designation for decades but there's a sweet spot between 1968 and 1972 that holds a special place in the muscle car era.

Personally, I'm not a big fan of the "rounded" A-Bodies. I like the "boxy" look of the mid 60's, Chevelles in particular having owned a 65 and a 67. My neighborhood was full of mid 60's A-Bodies. One neighbor had a 66 GTO, another had a 65 Skylark and another a Cutlass I don't recall the year. But, when the horsepower and cubic inches began to grow, the 68-72's became the class of the A-Body category. Coincidentally, nobody in the hood had a 68-72!

The broad-brush stroke of A-Body knowledge would start out with the cars as base model Skylark, Cutlass, Lemans and Chevelle. Then throw high performance bits and pieces at them to create their alter ego counterparts the Super Sport, GS, GTO, 442, GTO Judge, Hurst 442, GSX, W30, LS6, Ram Air and so on. The possibilities are endless considering the fact that you could special order different options. If you were lucky you might have been able to take advantage of a central office production order, the dealers back door to getting a stripped out budget model car with a big horsepower motor. It was the wild west of the muscle car era.

If you wanted to color outside of the factory lines you could either buy a car from or have dealers like Baldwin or Yenko build you the baddest hotrod on the block.

Sure, there were dealers offering high performance packages but those are the two that came to mind.

The Chevrolets might cloud the landscape, just because of their sheer numbers. But, I've found a new world of A-Body muscle, here on the east coast!

One thing that I like to do at a car event is to search out the unicorns. Over the course of the summer, at different cruise nights and shows, I've found myself standing in front of some very interesting A-Body offerings. The following are three of my favorites!

Lets start off with a car from just down the coast in North Carolina. It's a 1972 Lemans GT! When I first saw this car I thought what an odd color then, they never had a spoiler like that from the factory....what were they thinking? Well, it turns out, after reading the story board, the car was only available in North Carolina and the "ducktail" spoiler was unique to the Carolina region package. The distinct color was North Carolina Tar Heal Blue, the colors of the college.

A few weeks after the show I was talking to a group of guys and mentioned this odd car I saw at the Prospect show. One of the guys said that the "Carolina" package had been available for years and that he had a 67 Chevelle with the "Carolina" treatment....hmmm!

The next car comes from 1972 also. It's a 1972 Buick Skylark 350, Sun Coupe. The thing that caught my eye on this car is what I would call a $\frac{3}{4}$ vinyl top, it just looked odd. Then I saw a badge on the C-pillar that read Sun Coupe. Now, moving closer I could see that the roof opened. There was no story board with the car so I had to rely on Mr. Google.

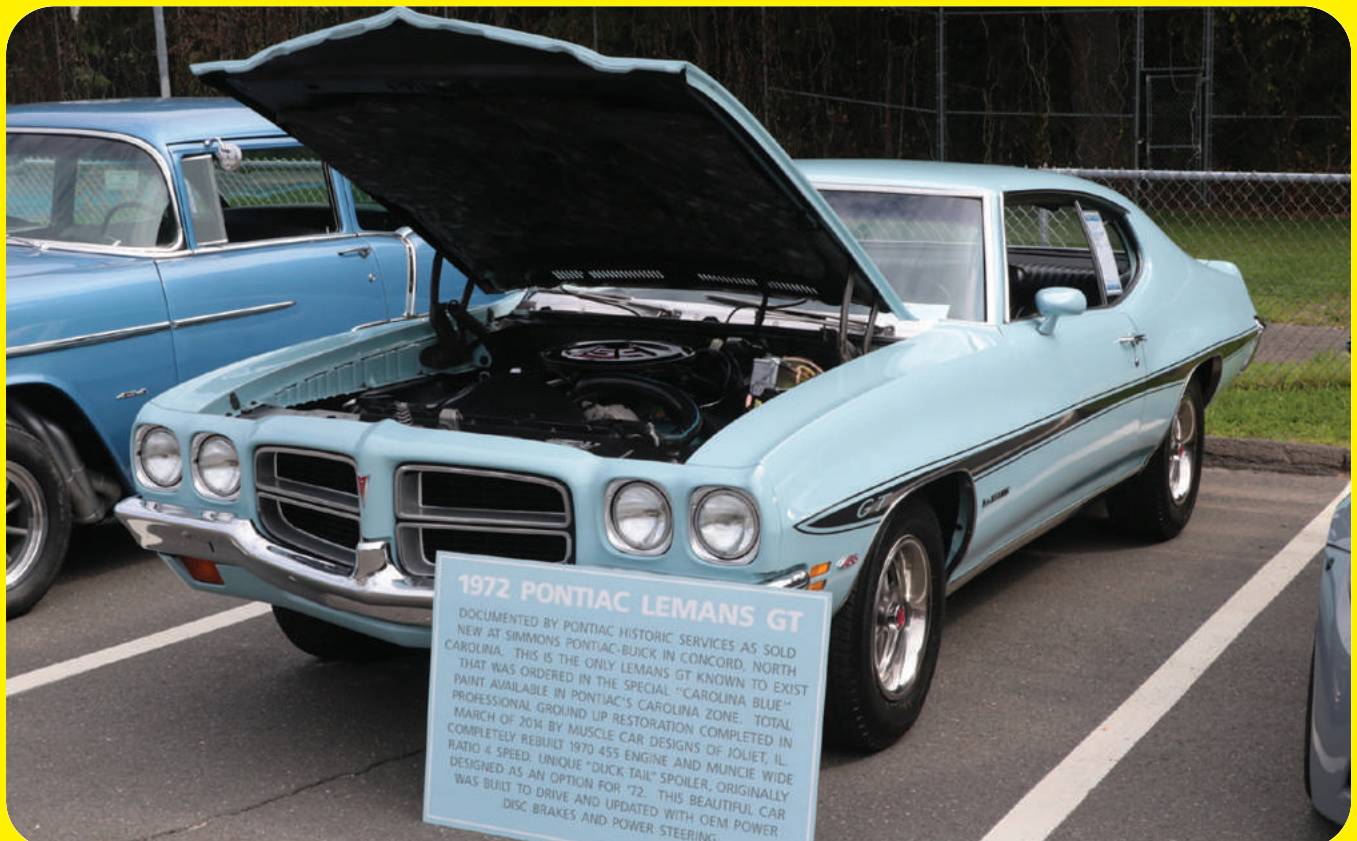
Search out the Unicorns

Doug Adams

According to the world wide web the car had a 42 by 50 inch vinyl sunroof, 350 engine, auto trans with bucket seats and a console. I think the sport wheels really set the look! Lastly we have a 1968 Buick GS California. This car has a classic look painted white with a black vinyl top and black interior. The story board revealed that less than 5000 of these cars were made. This car has had a few enhancements to the engine and trans but maintains a very stock look. The reason this A-body gets my unicorn pick is simply because I don't recall ever seeing one.

The overall condition and attention to detail on this car was stunning. That's going to wrap it up, I'll see you next month with another adventure from the summer of 2024.

Enjoy, *Doug*



1972 PONTIAC LEMANS GT
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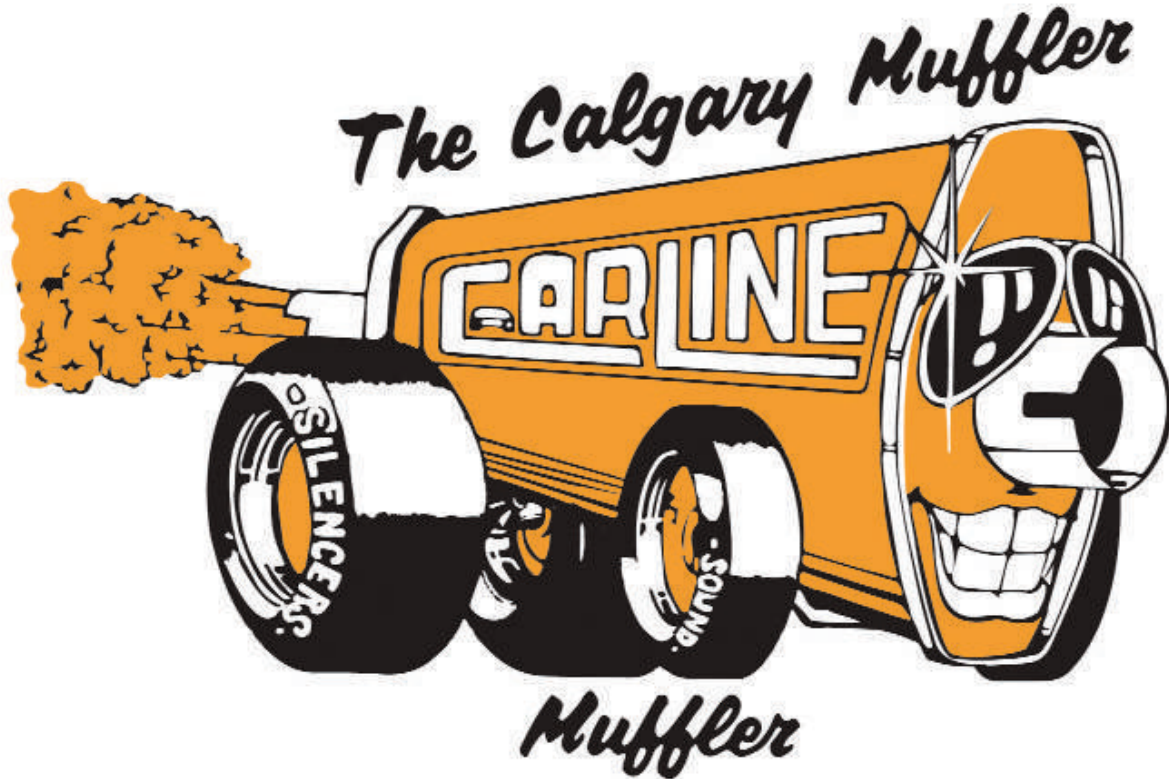


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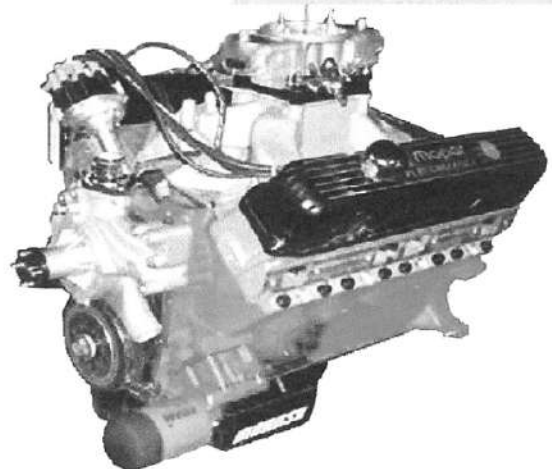
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Doug Adams



ENGINES

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F1

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D1

604 BBC, Dart Block Callie's magnum rotating, Diamond Pistons, Crower 904 bushed lifters, Bullet Cam, Dart 360 Heads with titanium intake valves, T&D rockers, 1250 Quick fuel carb, Electric throttle Stop 97 passes since last fully freshened, runs 8:90 at 170 plus in Super Comp, high 7:40s to 7:50s in 2100 pd plus Dragster. Complete Ready to drop in!. Consistent low maintenance motor 1000 + HP no junk. Price is in Canadian dollars. Spares come with \$22K Call Darren 306-539-9627 Regina Sk D1

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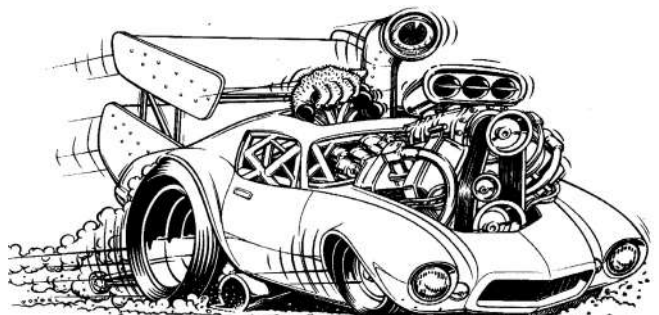
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Cervinis Stormin Normin Hood to fit 87-93 Foxbody. No Damage or dings, hinge and latch mounts are good. Hood has only ever had a black rattle can paint job so probably would sand down pretty easy. \$650.00. 403.357.4440 F1

1968-72 UMI A body GM (Chevelle, gto, 442). Rear adjustable upper control arms with roto joints on both ends. Also UMI adjustable frame braces that go between the rear lower control arms and uppers. Paid \$1000. Ran for 2 very short seasons. \$650 pick up south Edmonton 403-358-9100 F1

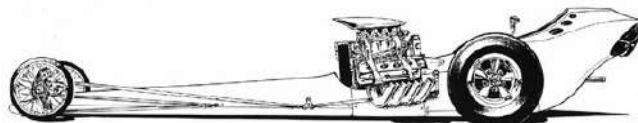
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New Replacement Panels Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet	Alsa Exotic Finishes Candy Concentrates, Ghost Chrome, MirraChrome, Prizmacoat, Crazer, Crystal FX, Mystic Spectra FX, Eclipse, Flakes	
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Braille B168L 16v Lithium Battery Works great turning over 959ci Just not the battery/ charger setup that I run so I'm selling it. \$1,000 USD Aaron 403-581-8338

2 Msd can bus hub Both are brand new \$110 CDN or \$80 USD each or \$200 CDN/\$150 USD for both Located in Saskatoon Will ship on your dime 306-380-0082 F1

Have a brand new never used 3" moly shaft from bears in Ontario. Sold car o been sitting on shelf. 1350 joints. Strange yoke. Powerglide 49.5 long 3" diameter. \$800.00 403 929 0221 F1

Marcella top lid elbow, 105 mm opening, Marcella fuel dist blocks with Earl's -6 crimp lines. Everything is like new and only used for mock up. Very nice components made by the best in the business. \$950us funds takes everything Call Tony 416 948-8255 F1

SNIPER FUEL pump 4-12 psi plus jugs reg Both \$175 4701 boost gauge 12ft of hose \$150 Oil temp #3357 \$75 CASH P/U Stony Plain 780 910 2843 F1

Full MSD Set up 7al ignition box Coil New Distributor Two step with rpm adjust Located in Dundurn \$900, Can ship 306-281-5248 J1

HOLLEY STREET DOMINATOR for 289-302 Windsor. Good Condition. Though it is a single plane, it was a good street manifold. (Ran one on a 350). \$200. firm. Located 20 miles east of Red Deer. Best to reply by PHONE CALL 403-341-3708 J1

62-72 MOPAR A Body 5x4.5 Full Disc Brake Conversion Kit. Use this to convert to front and rear disc brakes and large bolt pattern. Front and Rear Kit from Pirate Jack as well as brand new Yukon Cut To Length Axle Kit. All brand new in the boxes this cost about \$4000 CAD when I bought it. \$3200, All details in pictures. Pickup in south Calgary call or text Kay 403-909-8576 J1

4" aluminum driveshaft with 1350 spicer u-joints and lenco yoke 31.25" \$600 Chevy solid motor mounts \$40 Electric shifnoid \$100 Quarter max co2 bottle bracket for 1 5/8 tube \$125 Holley blue fuel pump \$150 Msd digital 7 7530t \$550 Weaver brothers SBC dry sump pump \$350 Billet nitrous bottle brackets \$200 NOS direct port nitrous system with nozzles \$750 Zex nitrous bottle heater \$175 NOS nitrous bottle heater \$200 Dual firebottle brackets \$40 Moroso in-line oil filter \$75 Aluminum seat for big man \$150

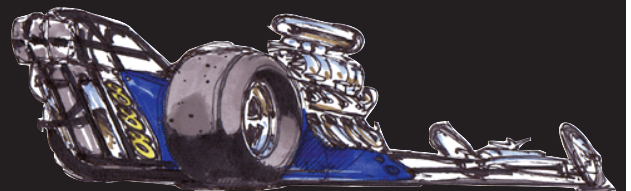
Carbon seat with tubular frame \$300 2 hood scoops \$250 each Throttle linkage bracket \$40 (sold) Koni shocks with dumps 19.5 extended/14.5 compressed Comes with everything pictured \$1750 Aeromotive 4 port fuel regulator \$200 each or both for \$350 Located in Saskatoon PM or call 306-380-0082 N1

McLeod Rst street twin disc clutch and billet flywheel kit. Comes with ram hydraulic slave cylinder and throw out bearing. Dual disc clutch rated for 800hp. Fits 2010-2015 Tremec tr6060 and T56 magnum. Comes with everything need to do swap. ARP fasteners and new pilot bearing and install tool. \$1300, Located in Vernon ph 250-308-8386 N1



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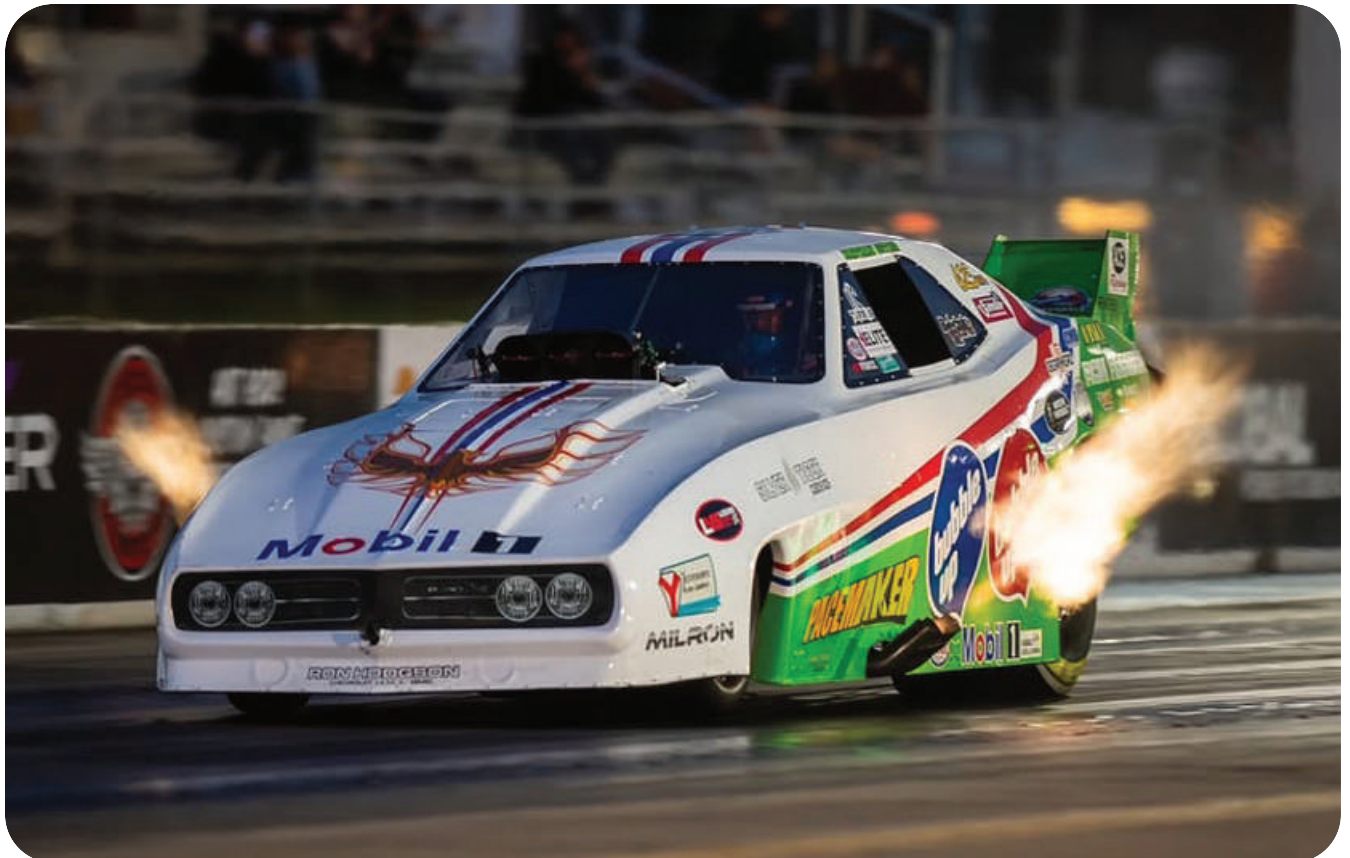
2022 Victory Funny Car Chassis For Sale

(NHRA red-tag cert good until July 2025), steel rear motorplate & aluminum front motor support, aluminum engine bellypan, bellhousing shroud, driver area one-piece side panels & floor. '68 Firebird carbon body (needs minor repairs) w/ spare used windshield, multiple rear wickers. Mark Williams rear end housing, carbon brakes on all 4 corners w/ Strange Eng. billet master cylinder, single-wheel wheelie bar, pair beadlock style rear wheels w/used tires, front wheels w/used tires, Strange Eng. steering box, 2 used parachutes, 2 fire bottles, fuel tank, 2 oil tanks (front style and round standup style), rear puke tank, computer box (shaped to fit around standup style oil tank), front and rear weight bar tubes, rollcage head padding,

Taylor Motorsports 16.1 harness (expiry June 2026). A great deal for someone wanting to get into racing in a first class way, one of the baddest NFC's on the Heritage Series and Legends Nitro Series circuits! Quickest NFC to 1000' (4.653 @ Pomona) and to 1/4 mile (5.510 @ Boise).

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\$13,900 call (403)803-3049 J1

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Digital Delay Biondo Mega 200 delay box, Mega switch panel, and fuse/relay panel. All in good working order, I'm just not looking to do any Super Pro bracket racing, so I don't need any of it. \$1,400 value (new) Asking \$380 Located in Saskatoon 306-881-1654 D1

Dougs HeadersD369, new, 1-3/4, fit 1967 Chevelle/Beaumont SBC, factory ceramic coated, collectors, bolts, stickers \$1000, 204-728-8163 D1

Fibreglass front clip for a 68 Camaro with a Cowl hood scoop \$900.00 OBO 780-933-5506 D1

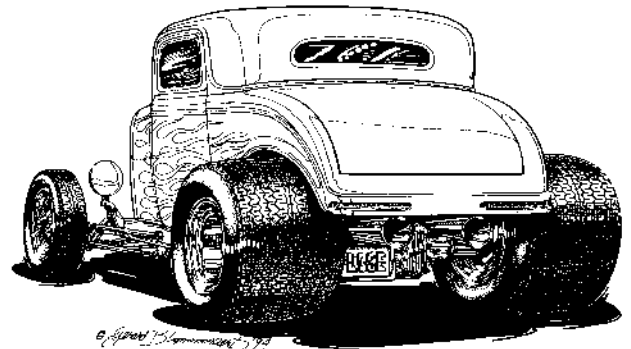
G-Force G101 4 Speed Trans With Long Shifter. 18 spline input and Ford bearing retainer. Located in

Alberta Canada. \$6500.00 CAD 403-872-3340 D1

15 layer dj safety fire suit. Expired. Can get recert for extra. Only wore it once. Then got it dry cleaned. Like new. Stan Essery. 780-220-0990 N1

Holley 4500 Dominator 1150 Carburetor in good operation condition . No issues when running on my car . Replaced to install alcohol injection system \$600, Winnipeg Mb 204 290 4554 N1

MSD Power Coil 8201 \$150 Can. Ring Compressor 4.750 \$40 Can. Peterson Fluid systems 400 series filter with -10 AN fittings, 75 micron filter provides the best filtering available for fuel or oil. Features include anodized billet body and caps for durability and resistance to fluid corrosion, stainless steel mesh element for corrosion resistance, and pleated element for high flow. \$125 CAN Fully fabricated aluminum pan with one-piece billet rail Rail is CNC machined after welding for flatness and superior fitment Features dual fittings with magnetic -8AN drain plug and 1/4" NPT port. Rubber/Steel gasket outlast cork composites to provide years of dependable service \$275 CALL 780-887-6913 N1



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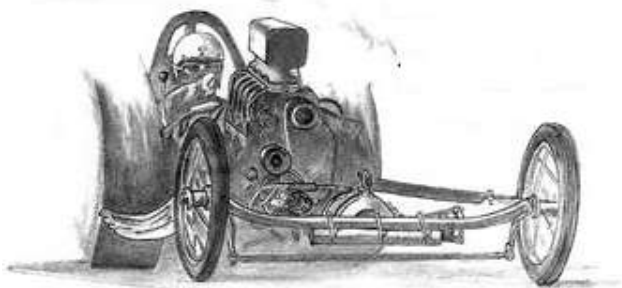


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D3VE Ford cylinder heads complete with rockers and pushrods. Came off running engine. 300, 1971 Ford 429 engine block. Build your stroker motor with this standard bore block.600Call or text me at 1 (403) 392-1530 A2

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

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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

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O1

Mustang Super Pro Bracket car. 532 Ci BBF, Trick



1951 Ford Anglia, All steel body complete, in very good condition, fiberglass dash, c/w rolling 2/3 chassis powder coated, engine and transmission not included, currently to fit 350 chev and 700R4 transmission, drive shaft, master cylinder, brake lines completed, wilwood rear brakes mounted, Ford 9 inch, Stainless steel headers with Super trap mufflers, shifter, 15 gallon fuel cell, center line rims, 10 inch rears (tires are not road worthy) hitch, everything is powder coated, radiator with 2 spal fans, 28 inch adjustable tilt steering column, brake pedal mount, lots of parts to go with to complete, any questions please PM me, video attached of car and parts that go with it. Asking 20,000 cdn. Eddy 780-916-8804p

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A2



Flow Heads and intake. Areomotive Vac pump, Areomotive fuel pump and regulator, Quickfuel 1050 Carb. MSD Billet Dist, 6AL box, K&R super duty wiring kit/delay box/ pro stage. Reid SFI Power Glide / Hurst pistol grip/ 4500 TCS converter. New Strange Alum 3rd member 4.11 gears, (zero passes) 33 spline strange axles, alum drive shaft, Sheet metal rear diff with AFco shocks and anti roll bar. Wilwood master cyl and 4 wheel disk breaks. NX NOS system and regulator flowed 100 shoot, only used 1/8 mile for 1 weekend. Has 8.50 NHRA cert and runs 9.28 / 9.33 NA. Have a new car, sadly this one needs to go. 32 K, Please, serious inquires only. 780-598-1875 N1

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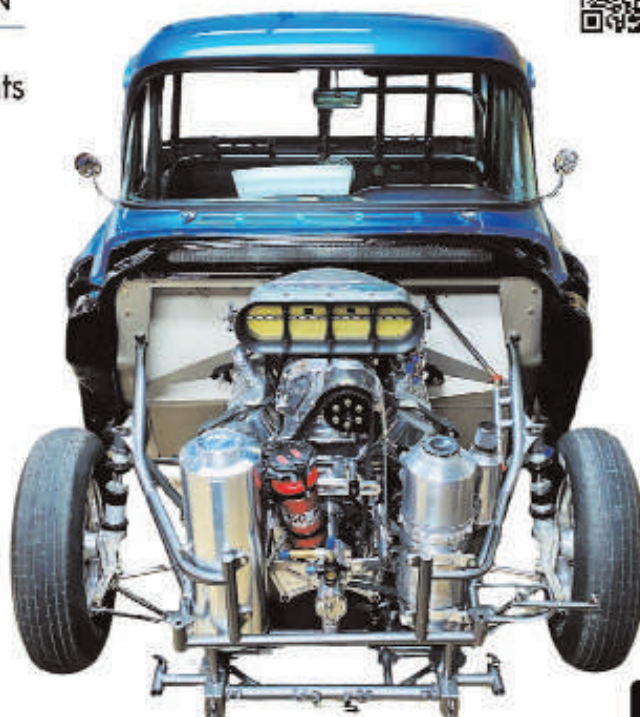
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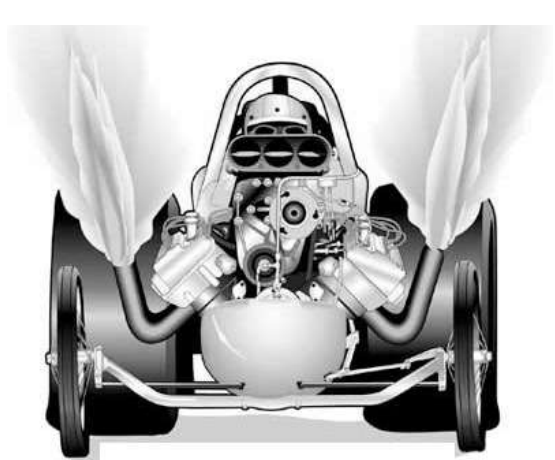


Al Lee or Lee brothers Barracuda that set 10 nhra records in ss/a or hemi superstock. The first car to break into .8 seconds first to break 150mph first car to go 8.7 seconds. I put in the record setting 426 hemi and 4 speed back in it. Al Lee built the engine and put it on a dyno and it has not run since then. I have been racing it with another hemi that Al built the last few years. The dana 60 in it has 4.88 gears in it. \$200K, For more info call Ray at 250-784-5080 s1



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2022 Victory Funny Car Chassis (NHRA red-tag cert good until July 2025), steel rear motorplate & aluminum front motor support, aluminum engine bellypan, bellhousing shroud, driver area one-piece side panels & floor. '68 Firebird carbon body (needs minor repairs) w/ spare used windshield, multiple rear wickers. Mark Williams rear end housing (less center section), carbon brakes on all 4 corners w/ Strange Eng. billet master cylinder, single-wheel wheelie bar, pair beadlock style rear wheels w/used tires, front wheels w/used tires, Strange Eng. steering box, 2 used parachutes, 2 fire bottles, fuel tank, 2 oil tanks (front style and round standup style), rear puke tank, computer box (shaped to fit around standup style oil tank), front and rear weight bar tubes, rollcage head padding, Taylor Motorsports 16.1 harness (expiry June 2026).Can Deliver. CONTACT: Ron Hodgson 780-916-3577.



92 S10 ,bad Bus, SBC. Dart blown alcohol,671 Moonyham, Waterman pump, Enderly inj., Msd 20,pg trans ,9" ford rear,8.50 cert ex.,\$25000,interesting trades considered, no junk ,in Mission anytime @778-347-1136

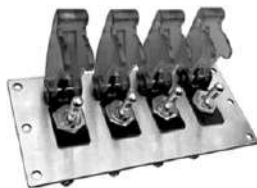


53 Chev pu, chop top, air ride, Camaro front clip and 10 bolt rear 4.3 motor, hi rise, Holley carb, headers,t350 trans,\$25000 obo, consider trades, no junk, prefer GM, car or truck, Call 778-347 1136 ,contact any time in Mission F1

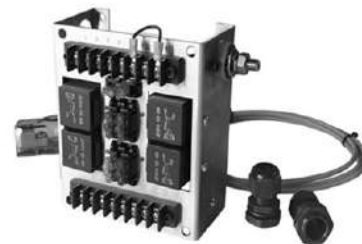
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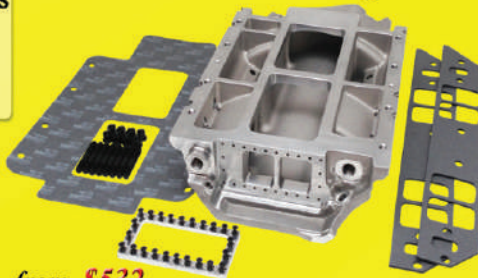
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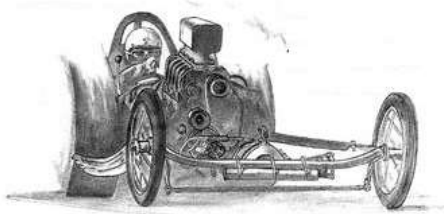
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1982 Mustang Notch Project. I repeat, " a project". Original 4.2 L 255 c.i. v-8 car. 96,000 kms. Cars drives nice and runs/shifts great. Interior is near mint including headliner. Has new 5 bolt rotors on front. Rear is a 7.5" with Ranger 5 bolt axles and New LMR 5 bolt drums. Car needs rockers on both sides re-done, passenger door replaced (rusty) which can be supplied, right front fender replaced (Has a terrible fitting Jobber on it, used OE ford fender can also be supplied) And will need a re-paint. Glass is all mint. Shock towers, engine bay, and torque boxes good shape. \$5900.00 Other items available: Mint console with brand new Megashifter mounted- 850.00 Running pony carpets-250 Dual exhaust system- 600 1982 GT Aluminum intake and Valve covers- 200 Bare 8.8" Housing and complete new drum brakes- 400 Used 28 spline 3.73 Posi carrier- 150 Used 28 spline Posi,no gears-100 Extra items only for sale with car 403-357-4440

N1



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m2



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A2



250 inch rear engine dragster, roller, less engine, c/w ATI 2 speed power glide, Dyna Tech headers, set up for BBC, motor and mid plates included. Also included in price is a 28ft. Pace American trailer. Brakes and hubs replaced in 2023, lots of other stuff goes with trailer. Roller and trailer \$41,500. Roller only \$32,500. For more info, PM me. If ad is up, car is still available. Serious inquiries only please. Price is in Canadian \$. Paul 403-701-8181

F1

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J2



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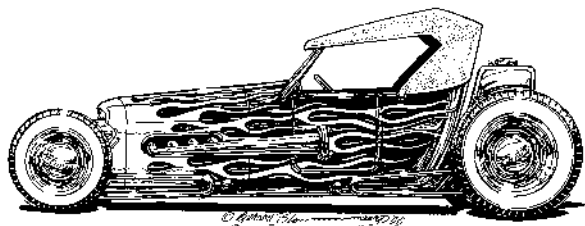
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1971 Nova, original buckets console car. Have 350 engine, no trans (originally a TH350) no rust in the floors or trunk. Small amount of rust shown in the pictures around rear wheel well lips. All original interior is there. 10 bolt rear end. Painted 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

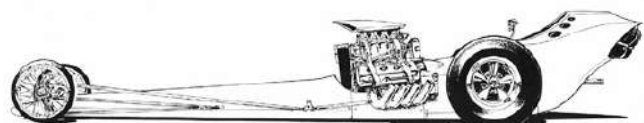


91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator, 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

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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

It's Sunday morning, and the starting line is populated by almost every pro race team in attendance. John Force and Bernie Fedderly are there too, deeply concerned.

A few days earlier, before any qualifying had begun, I was inspecting the starting line on both sides of the track, as Orville had re-paved the whole track.

I was there by myself, looking at the horrid conditions, and I knew it was going to become a huge problem by Sunday, and would have immediate effects for qualifying. Not sure where he got the asphalt, maybe the far east, but it was awful. For maximum traction, you need a flat track, sticky, and next to no porosity.

This track did not meet the requirements. There were 1 inch diameter rocks only partially covered by the asphalt, the tops were standing slightly proud of the track surface. The bigger problem was that there was huge porosity in the asphalt itself, I estimated that if you rolled a 17 inch slick over the surface, there would be only 50 percent coverage on the rubber.

During qualifying, the nitro cars had a bitch of a time hooking up. Hardly a run was made that was not up in smoke. By the third session, some had figured it out by taking a bunch of clutch out, others actually resorted to disconnecting one of their 44 amp mags, effectively reducing their horsepower by 2000 or so.

With our alcohol car, I blanked the high speed so it didn't knock the tires loose at the 60 foot mark, and instead I installed 2 manual high speeds in the cockpit so I could open them further down track when I had some

momentum going. We qualified with an ok (considering the conditions) 6.38, I believe we were in position number 3. Paula Gage had run some impressive 6.20's to capture the number 1 spot.

So then comes Sunday, an hour before first round. To combat the porosity of the asphalt, track personnel doused the track before every pro session with lots of VHT glue.

Even though it wasn't a real fix, it got us through qualifying. We were well qualified going into the last session, so we loaded the car up early and headed for the hotel.

The track was bad enough, I didn't need to send it again at midnight on an ice cold surface. Not sure what happened that night, but the track got ripped to shreds by the fuel cars, most of them didn't make it to the finish line under power anyway.

So Force, Bernie, me and a host of others were doing a close inspection of both lanes. The right lane still looked very much like it did during qualifying, but the left was another story.

There were big trenches dug all across the launch pad where the asphalt was lifted up. Orville was down there too, trying to soothe everyone's fears, but to no avail. Force wanted an answer, how was he going to fix it? It was decided to try to fill in the trenches with fresh asphalt, I don't think anyone thought that was a good idea.

I think the first few pairs of nitro cars made it not too bad, Force had qualified in the bottom half, but he ran quick enough in the left lane to beat the Pandemonium funny car first round.

We were able to win our first round too, we had lane choice so we were obviously in the right lane. By now the left lane was even worse than before, nobody was making it without breaking traction.

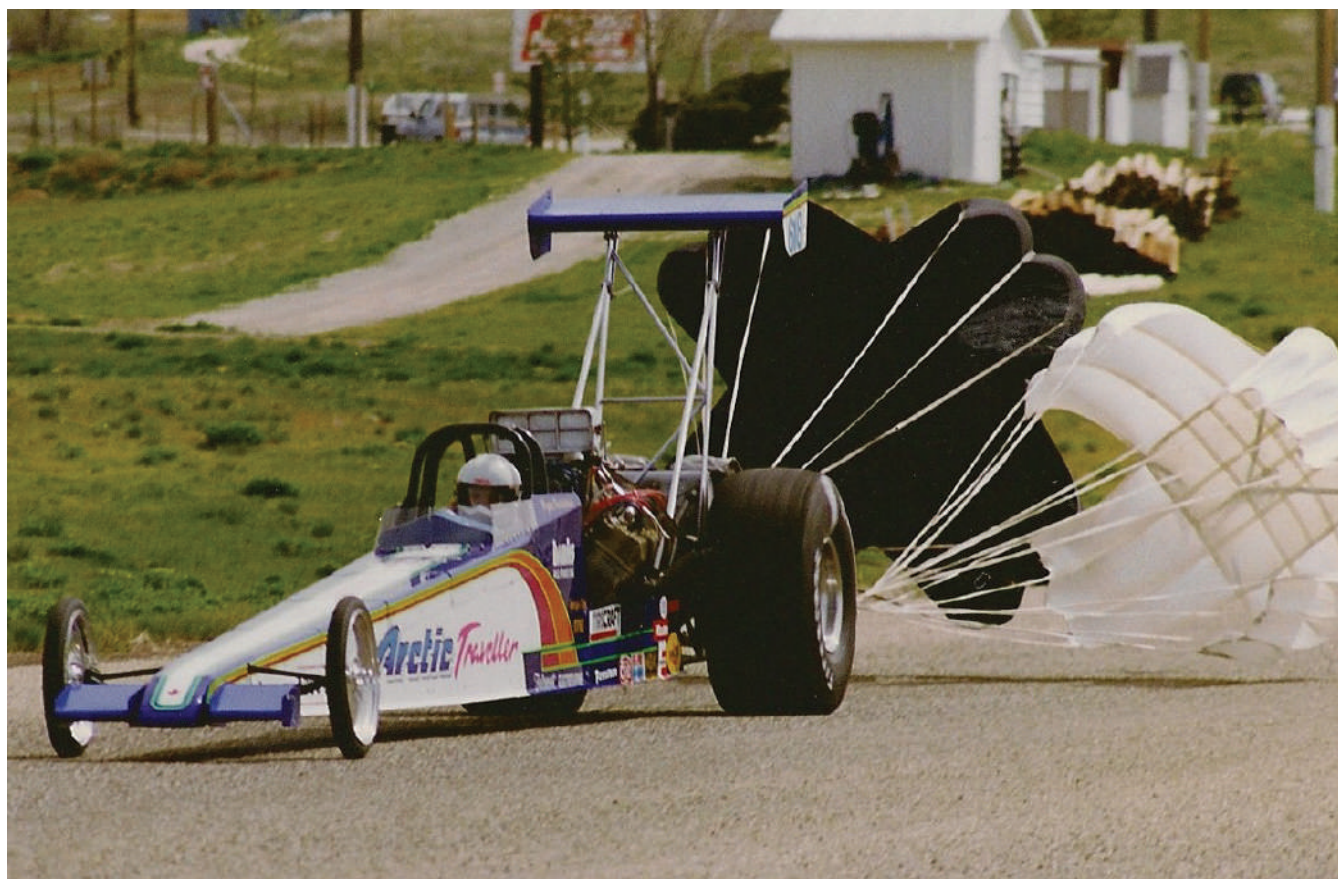
We had Paula Gage in the semi's, and things were looking pretty grim. Paula would take the right lane, relegating us to the left. I went up there during a break in the action to see if there was anything to hook up to.

After a real close inspection, I did find a 6 inch wide patch that I could line the tires up to.

We weren't sure if we would stick, but it was our only hope. I did a fist pump as the car left hard, but it was skating from 200 feet on. Paula caught us with a stout 6.28, we could only muster a 6.44.

If you wonder how we usually run well on bad tracks, this type of thing gave me lots of practice.

Ken



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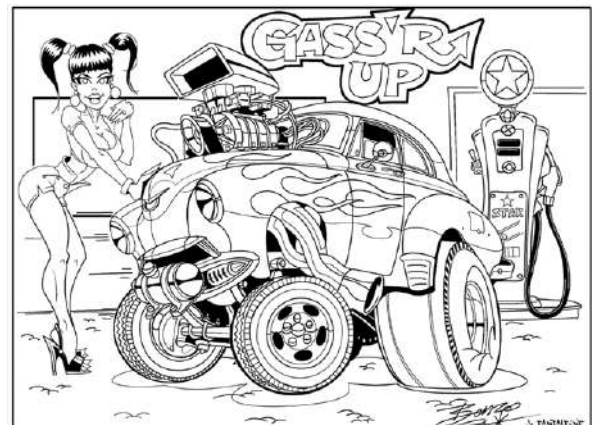


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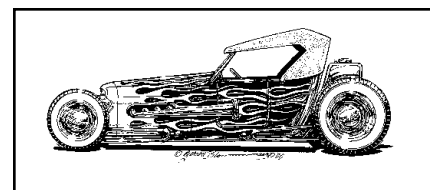

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