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SPECIAL ONLINE VERSION



California

Hot Rod Reunion


DETOUR
USA

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B&J

The thunder of nitro-burning engines, clouds of tire smoke and thousands of horsepower filled Famoso Dragstrip on Saturday, Oct. 24, as the 2026 California Hot Rod Reunion, presented by Good Vibrations Motorsports, completed its final day of qualifying.

From the ground-pounding Nostalgia Top Fuel dragsters and Nostalgia Funny Cars to the unpredictable Fuel Altereds, the legendary Famoso quarter-mile came alive with the sights, sounds and horsepower that have made the California Hot Rod Reunion a favorite among drag racing enthusiasts.

With qualifying complete, competitors now turn their attention to Sunday's eliminations, where reaction times, horsepower and consistency will determine who leaves Famoso with the victories.
Nostalgia Top Fuel brought some of the weekend's most impressive horsepower to the starting line. Visalia's Tyler Hester secured the No. 1 qualifying position with a blistering 5.708-second run at 256.41 mph. Pete Kaiser of Pleasant Hill followed with a 5.746 at 258.32 mph, while Tyler Hilton of Cincinnati, Ohio, claimed the third position with a 5.802 at 236.22 mph.

The Nostalgia Funny Cars delivered another heavy dose of nitromethane-fueled excitement, with long, smoky burnouts and thunderous launches.

Jimmy Kelso of Tucson, Arizona, topped the qualifying order with a 5.484-second blast at 266.27 mph. Nathan Sitko of Edmonton, Alberta, followed with a 5.522 at 263.00 mph, while Las Vegas racer Jon Capps secured third with a 5.557 at 262.31 mph. Jeff Arend and Shane Westerfeld rounded out the top five in the competitive Nostalgia Funny Car field, setting the stage for an exciting Sunday of eliminations.

The wild Fuel Altereds brought their unmistakable combination of short-wheelbase machines, tire smoke and raw horsepower to the Famoso starting line. Greg Leahy of Chino Valley, Arizona, claimed the No. 1 qualifying position with a 6.008-second run at 222.82 mph. Chris Bates of Redding followed with a 6.021 at 223.38 mph, while Vince Karstetter of Buckeye, Arizona, secured third with a 6.135 at 257.58 mph.

The excitement extended well beyond the nitro-burning machines.

In 7.0 Pro competition, Max Cassie of Menifee topped the qualifying field with a 7.002-second run, just two thousandths of a second from the 7.00 index. Brad Peters followed with a 7.010, while Steve Faller secured third with a 7.012.



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Bakersfield's John Lenko qualified fourth with a 7.021, while fellow Bakersfield competitors Kevin Rapozo and Krista Suydam also earned positions in the field. The Outlaw Pro Mods added another level of high-horsepower excitement, with their aggressive body styles, massive rear slicks and hard-charging performances. John Durden of San Juan Bautista led the qualifying order with a 3.811-second run at 201.74 mph. Andy Kouerinis followed with a 3.827 at 201.79 mph, while Troy Baugh of Redding secured third with a 3.854 at 200.93 mph.

The A/FX machines brought another chapter of drag racing history to life, featuring classic body styles, powerful engines and spectacular wheels-up launches. With front wheels reaching skyward and horsepower pounding the Famoso quarter-mile, these crowd-pleasing machines delivered some of the most exciting launches of the weekend. Chris O'Donnell of Laguna Beach topped the qualifying list with an 8.969-second run at 150.70 mph, followed by Ernie Algonni and Shawn Bush.

This was one hell of a qualifying session, good job.

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California Hot Rod Reunion Crowns Champions at Famoso, Final Eliminations Continue Monday
BAKERSFIELD, Calif. - The 2026 California Hot Rod Reunion delivered another exciting day of nostalgia drag racing Sunday, October 25, at Famoso Dragstrip, with nitro-burning machines, tire-smoking burnouts and championship battles highlighting the final scheduled day of the historic event.

The legendary quarter-mile came alive as Nostalgia Top Fuel dragsters, Nostalgia Funny Cars, Fuel Altereds and an assortment of other racing machines put their horsepower to work in front of fans enjoying one of the most anticipated nostalgia drag racing events of the year.

Several classes crowned champions Sunday before a late-session oil down required extensive track cleanup. With temperatures continuing to fall, officials made the decision to postpone the remaining elimination rounds until Monday, October 26, beginning at 9:30 a.m
.

Despite the delay, the majority of Sunday's racing program was completed, including championship final rounds in several of the event's featured classes.

In Nostalgia Top Fuel, Tyler Hester of Visalia, California, completed an impressive weekend by capturing the event championship. Hester, who also qualified No. 1, defeated Pete Kaiser of Pleasant Hill, California, in the final round with a 5.832-second pass at 231.83 mph.

The Nostalgia Funny Car championship went to Nathan Sitko of Edmonton, Alberta, Canada. Sitko powered his 1968 Firebird to a 5.558-second run at 232.71 mph to defeat Jimmy Kelso of Tucson, Arizona, who finished runner-up.

The always-popular Fuel Altereds brought their wild combination of short-wheelbase horsepower and tire-smoking excitement to Famoso. Brandon Seraphine of Corona, California, claimed the championship with a 6.044-second pass at 193.05 mph, defeating Vince Karstetter of Buckeye, Arizona.



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In Outlaw Pro Mod, Josh Kalich of Aromas, California, drove his 2019 Corvette to victory with a blistering 3.807-second run at 200.89 mph. Troy Baugh of Redding, California, finished runner-up.

The California Funny Car championship went to James Maher of Whittier, California, who recorded a 7.198-second pass at 188.32 mph to defeat Rick Alvarado of Wheatland, California.

Throughout the weekend, the California Hot Rod Reunion celebrated the machines, personalities and traditions that helped build drag racing into the sport it is today. From the thunder of nitro-burning engines to the spectacular wheels-up launches of the A/FX machines, Famoso Dragstrip provided a fitting setting for another chapter of California drag racing history.

Beyond the racing surface, the event featured a car show, vendors row and displays celebrating the sport's rich heritage, giving fans plenty to enjoy between rounds of competition.

Enjoy the pic's



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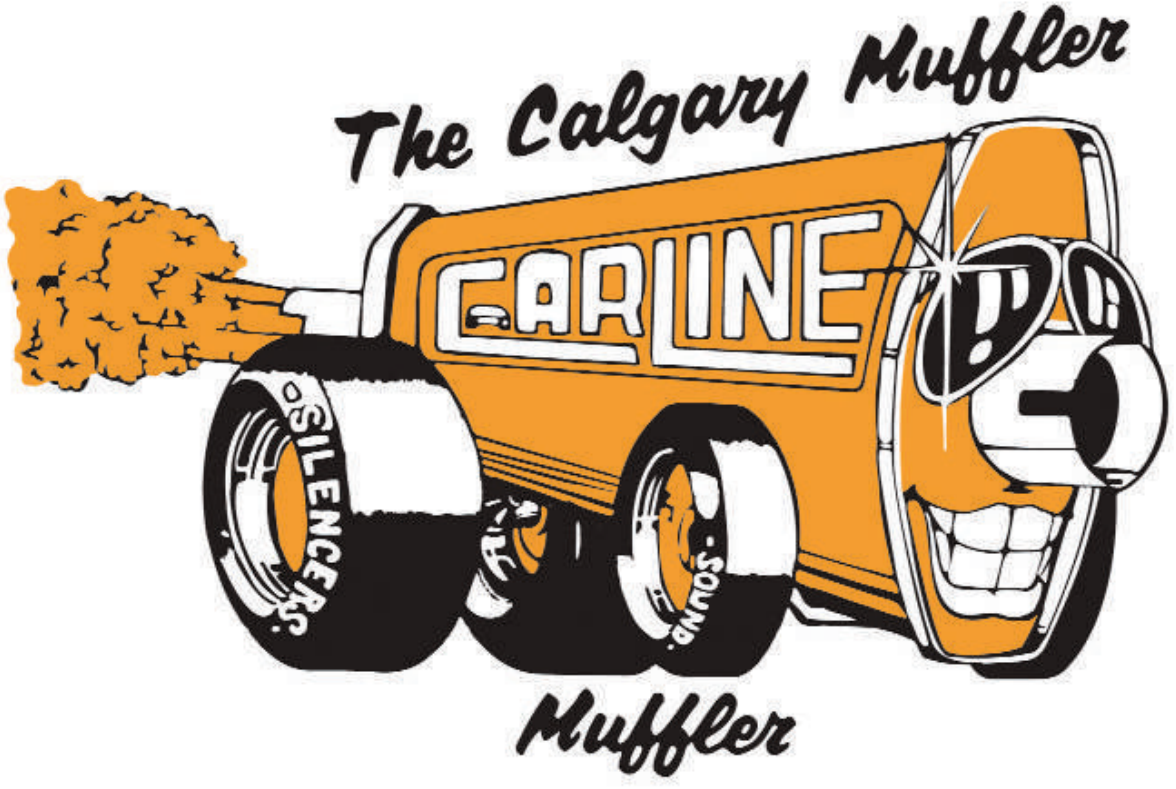
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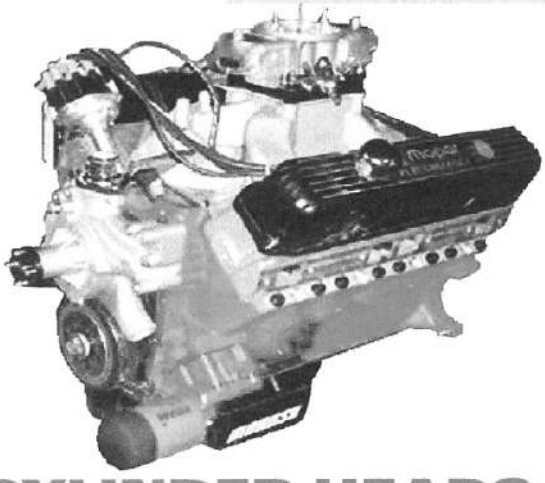
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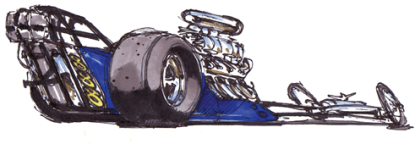
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Ted 4o3-862-8555 J3

Weld Forged Magnum spindle mount wheels. 15" x 3.5". Fits Anglia Spindles. No center caps, caps are $60 from Weld. $800 obo 306-912-8857 J3

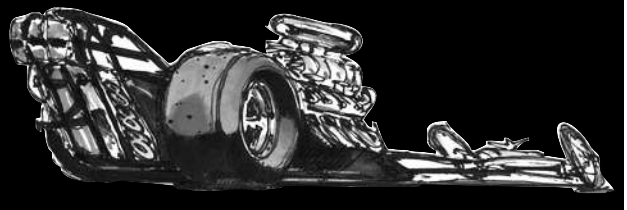
R5 Neil Chance converter 11/4 input shaft out of a blown Alky set up for a turbo 400 transmission, # 8815 is the serial number, $2500,
for more information call Stephen 587 974 0661

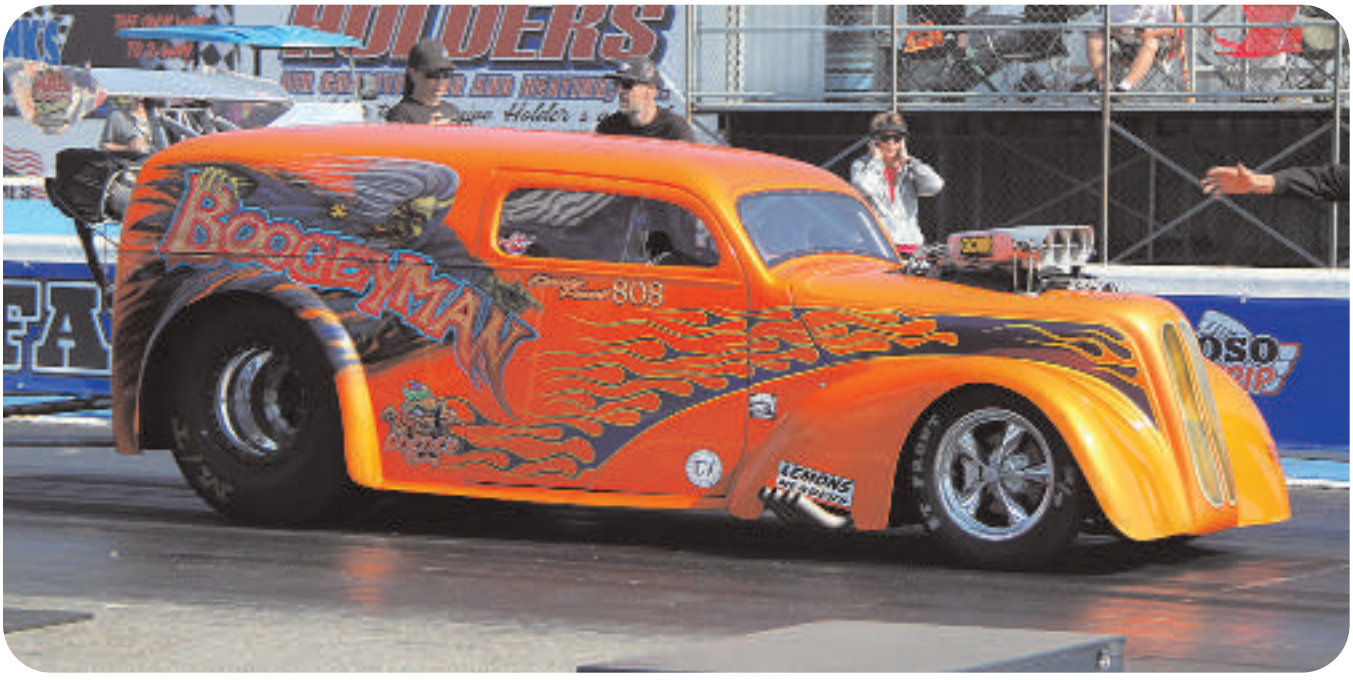
Used TH350 non lockup transmission and several new parts. Transmission was being used in a Chevy S10 chassis now being modified for a 1959 Chevrolet Apache conversion and going with 700R4. Can't guarantee the tranny won't need work so it's really a throw in here. New parts include All Star Performance 2200-2600 12" Torque Converter, Speedmaster Aluminum Finned Black deep tranny fluid pan, silicone steel core pan gasket and rear seal and bushing. Parts all purchased on Amazon per the photos. I'm Located in Qualicum Beach on Vancouver Island. Taking up space, need to sell so will take $400 for the package. Call or text Terry at (403) 818-3044 J2

One stainless steel three bottle water thermostatically controlled nitrous bottle warmer $300, One 14251NOS complete refill pump station with mother bottle stand and wall mounts. New $2589.00. Listed for $1650.00, One Barry Grant 170023 4 port fuel pressure regulator. New in the box. New price $539.00. Asking $350.00. Tom Meheden. Located in Calgary. 403 453 2822. J2

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PAC R432-16 Titanium Retainers - Dimensions in the pics - $450 PAC L8134-16 Mini 8 locks +.050 - Dimensions in the pics - $170 PAC S138-16 Spring Locators - Dimensions in the pics - $170
Trick Flow TFS-31400433 Spring Cups - .060 in. Thick, 1.415 in. O.D., 1.270 in. Spring O.D., Set of 16 - $60 Fit PAC 1333, 1334, 1335 Valve Springs, may fit others. Dimensions in the pics
Call or Text 306-912-8857 S26

Weld Forged Magnum spindle mount wheels. 15" x 3.5". Fits Anglia Spindles.$800, MSD Soft Touch Rev Control - $50 MSD Timing Computer - $50 New in the box Cat Performance Products Solid Roller Lifters for Pontiac 326-455. $350 obo 306-912-8857 S26

Offenhauser 360 dual Four barrel intake for Pontiac, 326-455 ? engines. Manifold is in excellent shape. I also have two Holley 600 CFM vacuum secondary carbs for it, they will need to be rebuilt. Asking $700 for everything or $500 just for the intake manifold. PM me or text me at 250-319-5501 J3

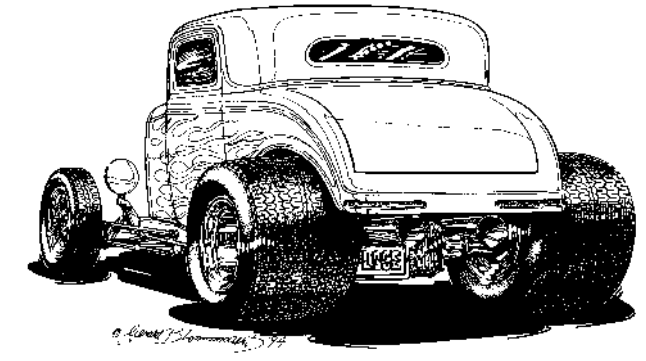
New MSD Blaster HVC II ignition coil is blue and includes the original instruction manual and packaging. Call or text me anytime at 587-582-1632 S26

A pair of 17 x 10.5, offset 27mm, 5 x 114.3 (5 x 4.5"). They don't make these anymore. Take the pair home for $800., ET street R Bias (1 pair). 28 x 11.50 - 17LT. Probably 3/4 tread life left. Located in Drayton Valley, AB. $800, Call or text Dave at 780-514-4153. S26

Tci Pro X collection tank with drain. Mounts in or near trany tunnel & connects to trany vent via An 4 fitting 90° Helps keep veihcle bottom clean & in case of trans failure. $80. (pd 300) In as new cond.
780-832-3405 S26

Cool rat rod or hot rod Zoomie headers. Plans changed building fancy not ratty. For now. Small block Chevy located in Raymond. $250, 403-635-2699 S26

Chrome single read out Digital display Dial in board , board only no controller , went to dual sided unit .$225, 306-539-9627 Darren S26



SBC edelbrock tunnel ram with dual carbs. I never used it, bought it used and sat on the shelf. Nice shape. $1100obo TCI converter for C6 with mid plate, setup for nitrous, small pilot $200
Island Race converters converter for C6 with mid plate. 4000 stall, tighter stall. Large pilot. $200
SBC old school Mickey Thompson valve covers, nice shape. $120 FIE offset drive magneto with coil, BBF. Works for tunnel rams and blower setups. Good shape. $1200obo Located in Kimberley BC, can ship on buyers dime. call or text 250-908-1642 N1

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140 litres of VP C14 race fuel. Barrel was opened August 1, has been stored in constant temperature since. Races I use it for were both rained out this year so I have too much left over. $1100.00, call 250-306-1056 S26

Brand new 175lb 14" QA1 coil springs for coil over setup. $120 CAD 200lb 12" length coil over springs. New condition. $100 CAD, Extremely low use (less than 1000 miles) 60lb Siemens deka 60lb injectors. Ev1 style connector with Ev6 style adapters included. $350 CAD ($250 usd) ….
Call 778-840-3822 S26

New Smiley's Racing Products fuel rail with a silver aluminum body. This high-flow inline filter has threaded fittings and includes additional hardware in a sealed plastic bag. The unit is housed in its original red brand packaging. $200, New MSD Blaster HVC II ignition coil is blue and includes the original instruction manual and packaging. $500, Nitrous Express Maximizer 3 progressive controller. This unit has a wiring harness, a USB cable, and a software disc. The controller is designed for managing nitrous oxide systems in automotive applications.$500, NEW!! High-performance MSD Digital-7 programmable ignition control system with traction control detection. This gold-anodized aluminum unit includes the main ignition box, multiple wiring harnesses with connectors, and serial communication cables. It comes with the original box and printed documentation. $1500, You can call text me anytime at 587-582-1632 A2

Full set of vision wheels and tires, Brand new, 17x4.5 fronts with 26x4 tires, 15x10 rears with 275 60 Mickey Thompson et street radial pros, Centre caps, 5x4.75 bolt pattern, Front offset -24 Rear offset 0, S10 drag pack or other Chevy car, $2000, CALL 403-805-1727 M2

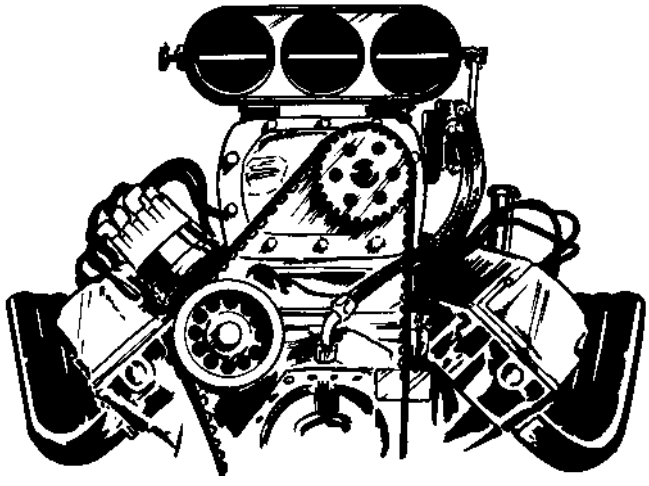
I have 2 3rd members for sale. Currently have them at the Divisional in Vegas #1 Brand new never run Mark Williams 10" 3rd member Gleason 3.7 gear 1480 yoke New price over 6k USD Selling $4,700 USD #2 with 69 runs Mark Williams 10" 3rd member Gleason 3.7 gear 1480 yoke New price over 6k USD Selling $3,500 USD Aaron 403-581-8338 M2

3 brand new sealed 5 gallon VP C23 fuel containers. $195.00 each. 6 BRAND NEW 6AN SKU 1115-6 NX carbon fiber nitrous bottles complete with pressure gauge. Never been installed. 950 Price is per bottle. Tom Meheden. Located in Calgary. 403 453 2822 M2

54 Gallon drum of Fuse Hotfoot OE 117 Fuel for sale, sealed, never opened.
The FUSE Hot FOOT OE series generously blends oxygen enriched components into this series to provide more horsepower and torque. Detonation resistance is of maximum importance with the Hot FOOT OE series and, therefore, each fuel in the line is named from the motor octane. The oxygen enrichment from the Hot FOOT OE series will enhance perfor-mance of any engine with inadequate air flow. This will include naturally aspirated engines, slower revving motors, and very high revving motors.The Hot FOOT OE series is also beneficial to the hot and humid days of summer where air quality is poor making added oxygen a must. The oxygen enrichment will rebalance the incoming air flow and fuel to give an optimal airflow to fuel ratio increasing overall performance. Injecting the fuel with oxygen creates a symbiotic relationship between the engine and the fuel where the more fuel you burn the more oxygen you have and the more oxygen you have the more fuel you can burn. It all equals more power. Motor Octane 117.6 Research Octane 120+ Reid Vapor Pressure 8.7psi Oxygen (wt%) 5.6 %
Gravity .765 Color clear….I will not be needing this as I am going to Methanol….DEAL...DEAL...DEAL
$1000 is a deal Don 403.872.0250 J3

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Complete $30,000 ENGINE fresh build 406 Dart little m block 35 runs carb to pan water pump to flex plate $15,000 TRANSMISSION fresh rebuild 35 runs with Reid SFI case complete with torque converter $7500 ROLLER with electronics, cooling system etc $7500 N1

1994 Neil & Parks dragster 220" wheelbase Weld rear wheels 5 spoke front wheels
Electric shifter Dedenbear delay box Auto meter gauges Painless switch panel Cert is up to date Will fit large or small driver Roller - no engine, transmission or headers
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1971 Pontiac Ventura. This car is a show stopper and turns heads everywhere it goes. Needs to be seen to be appreciated. 388 Small Block Chev. Turbo 350 - Built by Brad Bond 9" Hughes Convertor 3800 3" aluminum Driveshaft - 1350 Yokes 3" Exhaust with Magnaflow Exhaust 10 Bolt 8.5" Differential with Drum Brakes 3.73 Gears with new bearings and Eaton Posi with Forged Pinion Yoke Moser 28 Spline Axles. T/A Diff Cover 15x8 And 15x6 Billet Specialties Wheels Nitto NT555 R2 Rears 275/60/15 Wilwood Front Disc Brakes Caltracs - Rear Suspension Moroso Trick front Springs Comp Engineering 3 way adjustable Shocks Aeromotive 340 Electric Intank Fuel Pump Nitrous on its own system with blue Holley fuel pump. Setup for 50-150 shot Car Appraised at 56k have certificate ZERO Rust Call/Text me for more info 780-231-7131 Can be seen and heard in North Edmonton. Car needs nothing.
Asking $40,000 OBO A2



1977 Mercury Monarch, 92,000 miles, Southern BC rust free survivor. Factory 4-speed car, all original metal, no rust ever. Top loader transmission, 8" rear with 3.08 gears. Dealer installed Ghia leather bucket interior with pwr driver seat. Dual exhaust with manual dumps. Drives awesome and very tight. 14" wheels. Have a new NOS dash panel to replace one containing the three gagues. $12,800. Car will need an out of province as i have never registered it. It has a crack in windshield but comes with a new windshield in a box. Also comes with a spare hood that is usable. Also available at extra cost and only sold as a package: -Brand new Holley 351W tunnel ram BNIB(No carbs) -MSD distributor -MSD 6al
-MSD three step -Comp 31-601-8 Hyd roller cam (BNIB) If you're interested text me at 403.357.4440 A2



1995 Olds tube chassis has expired 8.50 cert 598 on alcohol has new valve springs, rings, main and rod bearings. Set up for big driver has 33x16x15 slicks (need to be replaced) has a 2 speed glide with auto shift fibreglass doors and front end car runs 5.50-5.70 in the 1/8 on current tune could add more if wanted. Located in Red Earth Creek call 780-781-5456 for more info. Will look at trades of classic car/truck pickers or other oil field equipment. Asking $30,000 obo

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ph 306-221-4913



1965 Pro Street Corvette Stingray 4 Wheel Aluminum Disk brakes ,Rack and Pinion Steering, Fuel Cell and Fuel System Complete ,MSD ignition , Four Link , ford 9 Inch with 40 Spline Axles, wheelie bars and parchute ,Aluminum Rad , Set Up for BBC Glide , Has Headers and Side Pipes , Beautiful Burnt orange candy paint , Real Car with all working glass and Factory Vin , Clear title in my Name. US Car So no duty . Just Drop in motor and go !! Located White Rock B.C Canada 40 K USD, 55CND 604 828 0027



1955 Canadian Built 2DR HT Body #3557 out of 3559 built in 1955. Factory Power Steering, Power Brakes, Power Windows, Power Seat, 3spd with Overdrive. New Ciadella seat covers and carpet. 61K miles, paint is driver quality. 265 is gone, the motor has been updated to a 350. Excellent door and trunk gaps. Both bumpers have been rechromed. Have your choice of original rims and radial tires with hub caps if you prefer originality. Would make a great resto mod or drive as is. Can help with shipping at buyers expense. $47000 Can or $33500 US 250-305-5068

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call or text at 587/679/4069



Al Lee or Lee brothers Baracuda 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



1979 Camaro RS loaded back in its day power windows and locks. Mild built 350 with some aftermarket parts. TH350 transmission with a mild 2600 RPM stall converter and shift kit installed. 10 bolt rear end. Has a new aluminum 3 core rad, new battery, new windshield and new fuel tank. Very clean and nice interior with racing seats. Car is straight rust free with about 90% of the body work done. Still a great project car for someone to finish. Moving on to another project so this one is going. $16,900. 403-330-1878 J2



JR Dragster chassis . Comes with a brand new set of Hoosier tires Starter and town cart. 7.90 billet alcohol motor. $6500, 587-394-7753 J2



1975 Pontiac Firebird Formula 400, Fresh Pontiac 400 .030 over with paperwork (price that out today) I believe the transmission is rebuilt as well however I have no paperwork for that. Price is firm at 18K, you're getting twice the car for the money and will have a 40k car when done! I have that in receipts and don't have any receipts for the body or paint, doesn't include price of the car either. No holds without a $500 non-refundable deposit. Don't like that? I wouldn't either, best for both of us if you just come look at it first. Car runs strong but there is still a lil bit of work to do, master cylinder, window trim, wiper motor, emblems, all included. High idle, I'll try and get that sorted out, likely a vacuum leak. Edmonton 780-886-8830 A1

72 Camaro RS split bumper, Pro Street car. Registered and insured in Alberta. Fully built Turbo LS Engine, GM Performance Hot cam and valve spring kit, Morel lifters, Holley oil pan, 78/75 VS Racing turbo, VS 60mm wastegate, VS 50mm blow off valve and large air to air intercooler. Custom stainless steel turbo kit tig welded. -8AN fuel system, Deka 68lb injectors, fuel cell. Turbo 400 trans, Hurst shifter, 9" rear end, coilover ladder bar. Weld Draglites with 15x15 rears with Hoosier 18.5" wide Quick Time Pros. Too much to list. Approx 600hp on 8lbs of boost and 800hp on 14lbs boost. Has not been on the dyno yet. 30k FIRM no trades. 403-870-221492





95 S10, 383 Stroker 500hp, pm for engine details, glide with trans brake,shiftnoid,8 3/4 rear end with 4:30 gear, 31 spline axels,4 wheel disc brakes , 9 way adjustable rear shocks, cal Tracs, cage with swing out, lexan windows ,runs consistent 6.90 in the 1/8, easy to drive . 403-700-8070 A2

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12.	Mag Band Clamp Staineless Steel	$ 49
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37 Chevy Pro Street Coupe 25.1 Tim Mcamiss Chassis , Lamb Struts and brakes , Mark Williams Modular Full Floater Aluminum Diff 40 Spline Gun Drilled Axels Mark Williams Rear Brakes , Santuff Aluminum Pro Mod Shocks , Pro mod Moly Wheelie Bars Anti Roll bar,Twin Stroud Launcher Chutes , Data Recorder ,Windows go up and down, led head and tail lights New Optic Armor windows New tires All the way around . Very light!!! 27,000 USD 37,500 CND Call or test if interested
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R&S swing arm 235 inch rear engine dragster , 21 inch cage adj pedals etc ,complete roller ,ignition fuel system etc , was rewired and totally redone including powder coat in 2023 , Mega 450 box , Mark williams center 4:10 gear , 6.00 cert , great Super Comp /Superpro car , turn key option available . $27,500, Call Darren 306-539-9627 Regina Sk M2



1969 Chevrolet Chevelle · Wagon · Driven 123,456 kilometers IHRA legal K/CM 350ci/ 350 turbo Turn key /race ready. Great entry stocker.. will run index and 3 tenths quicker. New belts. Just add fuel and go racing. Please call for details. Car is located in Ontario. 45 min from Buffalo, NY. Will not reply to text.. 289-257-6783 $18,000usd. J1

228 inch dragster 470cid big block chev , comp roller cam , crane stud girdle ,crane roller lifters and valve springs ,lunati mech roller cam ,Milodon 7 qrt pan , manley h beam rods , scat steel crank , alum gm heads stainless valve , tit retainers ,enderle injected hat and 80a fuel pump ,tunnel ram intake ,msd 7al ignition and coil, tci power glide ,transbrake ,with hardened input 1.73 gear set ,deep pan 5500 stall , nodular 9 inch carrier 35 spline mark Williams axles , strange spool , weld prostars ,,34.5x16 slicks runs 5.32 1/8 mile 7.80 160 mph 1/4 runs on m1 alcohol , selling for a friend call terry 250-212-4200 for any more questions !25k J2





Camaro, Big block , 9.1 ,454 .030 over , 9.1 comp, stock oval port heads 119 cc no porting, Edelbrock performer intake with adapter to fit square bore carb, Holley 750 double bumper with hp center section , hydraulic cam lift .501 int .527 exhaust. @050 214 int 224 exhaust turbo 350 with rebuild kit , hardened int. Sprag , mylar case positioner 10 bolt possi 377 gears, B&M console ratchet shifter, Flowmaster 2.5 full exhaust Asking 6500 obo 250 627 6957 s26



2005 Pontiac Grand Am T/S car built by Worthy Race Cars in Florida. NHRA 6.0 Cert Chassis Full Carbon interior Dual air launch chutes Koni Electric Shocks rebuilt at Fast shocks Trans is on a slide for easy converter changes New Goodyear 17x16x 33.5 slicks New 4.30 gears
Great car with multiple wins and easy to run by yourself Car runs really cool as I made 13 runs in 1day at Top E Big Bucks this year $45k firm rolling with headers
Joe 780 554 7271 s26

Safety multi-layerd racing Jacket. Sfi 5 rating with no expiry date. Mint, as new. Wore less than a day in total. No stains,no dirt & absolutely new looking. Mens size- Large. Selling at less than 1/3 of price. $100. (pd 300) 780-832-3405 s26



70' challenger r/t "Body" as a roller, pro-street Project, no motor or trans. Original 4 spd car. Original glass, Black vinyl roof & Trim in very good condition. Includes 10K in New Premium parts. Profesionally Tubbed. Retains inner fender wells. Is curently still a racecar, cud remove front part of roll cage. Had little interest selling as a racecar, but many this direction. "List" of new parts & more info in Pictures. > 28k on plain wheels, 30k as shown. 780-832-3405 Stony Plain J3



1973 nova race car with a big block 461 -nitrous kit with controller and timing retard box-32 spline moser rear end, c clip elimintators.-4.11 gear set with full spool-QA1 coil over shock double adjustable in the front-QA1 shocks single adjustable on rear- turbo 400, with transbrake-new slicks with one weekend-KNR pro cube delay box, runs best of 6.91 100+ mph on 100 shot of NO2 located in Houston BC
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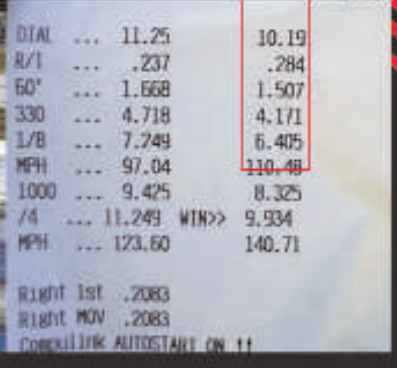
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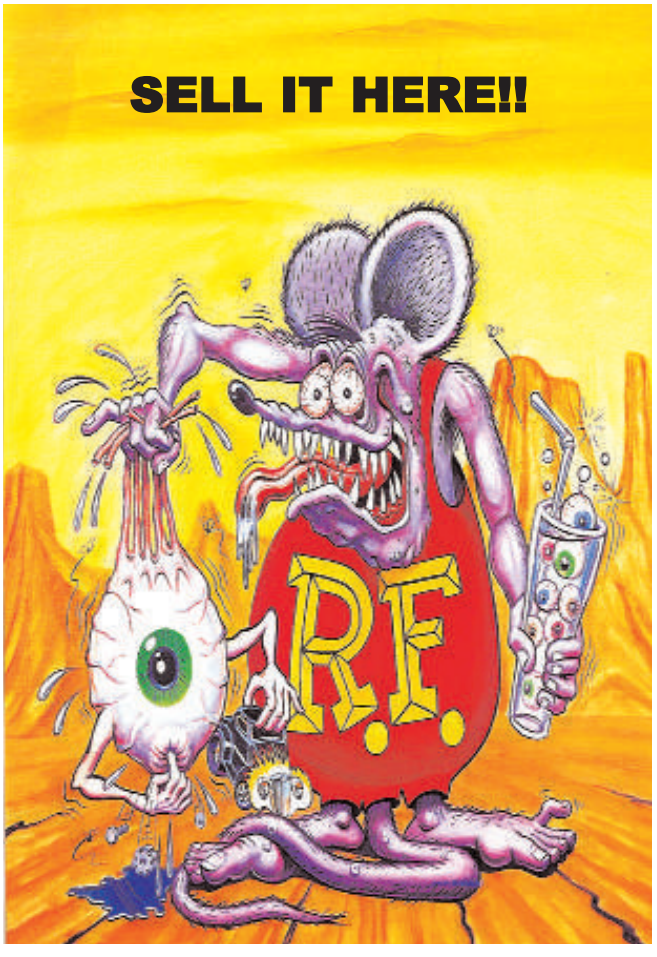
5 Window Coupe - 1932 Ford front fenders and grill, interior done (see photos), AMS engine - 385 Scat stroker, dyno and build sheets available, 500.7Hp / 5700 rpm - 498.6 FPT / 5000 rpm Wieand Tunnel Ram - dyno tuned Holley 600 cfm carbs - MSD6AL2 ignition system Built turbo 350 / 3200 stall converter - Killduff shifter GM / C15 10 bolt - Posi / 373 gears Fuel cell - alum - electric fan Straight axel - disc front / drum rear - Wilwood Master Cylinder and so much more, too much to list! Alberta registered and insured No trades please $38,500, If you are looking for a gasser/hot rod call Ken 780-719-7087 a1

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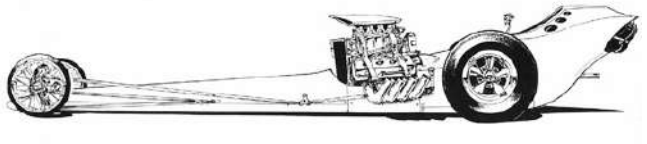




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Nitro Tales

Ken Sitko

Drag racers all tend to have their own idea of the "Golden Age" of drag racing. The truth is, each time period has its own appeal for different reasons. When drag racing first began 60 years ago, times were simple, costs were low, and racers came up with their own versions of a drag car with their own innovations. In the early years, safety took a back seat to making the cars fast through any means possible. Pushing the performance envelope started since day one, and has never stopped. Below is a run down of how this was achieved, and the types of challenges encountered along the way.

In the mid 60's, the clunky designs of early drag machines morphed into the more traditional front engined dragsters. The success of cars like the Greer/Black/Prudhomme dragster spawned many similar designs, and these streamlined machines became the weapon of choice to assault the quarter mile. They were powered by early and late model hemis, Chevs, and any other combination that would make horsepower. The blowers back then were taken off big trucks; they definitely increased horsepower but didn't make enough air to blow things up real bad. Still, there was the odd explosion, especially when nitromethane was introduced.

Some racers branched off into funny cars years later, they were basically the same car but with a body on it. Both types of machines used the same powerplant, but the funny cars were a bit slower because of the extra weight. Performance was limited by the technology of the time, and engines had a fairly long life. The cars were pulled to the track on an open trailer or a ramp truck, extra room for spare parts was not needed, as few were needed. The majority of racers were weekend warriors anyway on a fixed budget.

Slowly the cars evolved into more serious machines. A few guys started building aftermarket superchargers which were a pretty good upgrade from the GM blower. At the same time, fuel pumps from Hilborn and Enderle helped to deliver enough fuel to match the blower boost, and ignition distributors were abondoned in favour of Cirello, Mallory and Vertex magnetos that put out almost 3 amps! The big picture here is that these components were very complimentary with each other. As long as the drag racer didn't get too greedy, and push their equipment too hard, the 3 would work in perfect harmony. Well that wasn't going to last long, was it?

Back in the late 60's and early 70's, top fuel engines were mostly comprised of stock off the shelf components. These were made up of cast iron blocks and heads, stock stroke crankshafts, flat tappet camshafts and blowers whose boost numbers could compare to that of a hair dryer. I was 12 years old when I learned how to assemble cylinder heads, and loved putting a bright polish on the combustion chambers and the exhaust ports with a die grinder and flapper wheel. The valve springs were set up at 200 lbs with the valve closed, which today wouldn't last a fraction of a second after hitting the throttle.

The cast iron heads didn't last long either, you had to have a few spare sets in case the seats cracked or the chamber broke. Water was poured into the heads and block before the warmup and left in for the run. It was usually dumped out of the engine by the driver as soon as he or she climbed out of the car, then filled back up when the car got back to the pits. With the 671 on top there was little maintenance, but nitro is unpredictable and racers are greedy for performance. Carnage was inevitable. One thing about cast iron; once it had a hole or a crack in it, it was almost impossible to repair. By the time aluminum blocks and heads came out, the scrap iron pile was getting pretty high.

Engine blocks in 71 were still cast iron, which were heavy and almost impossible to repair. The cast iron block was past its limit; horsepower levels were already too high for this brittle material. The advent of the aluminum block lightened the engine assembly by 100 pounds, and added the flexibility needed to withstand the ever increasing torque and stress. The Keith Black aluminum block was released in 1974 and was a huge improvement to the longevity and serviceablility of the nitro engines. It featured removable iron sleeves that could be swapped out if damaged by a burned piston, so blocks suffered no permanent damage due to regular wear and tear. It could also handle the horspower of the day, and for years to come as the aluminum was able the absorb the shock of detonation without cracking. Lots of 6 second funny cars and dragsters still use the surviving original blocks that are now over 40 years old.

Factory aluminum heads were used when nothing else was availble. They were just as prone to cracking between the seat and the spark plug hole as the cast iron versions were. Eventually, Dart came out with cast aluminum cylinder heads that were much superior to the Dodge versions. The material was tougher and the seats would stay in place without cracking. These were used for 5 or 6 years until something better was needed. It was not until some enterprising racers started making heads out of solid (billet) aluminum that the situation stabilized.

Solid heads meant no water in the engine, so solid aluminum blocks (no water jackets) was the next step in the evolution. Water had been used as a coolant and to keep the temperature even between the cylinders, but it was a pain in the butt. The solid aluminum blocks turned out to work just as well as a temperature sink, and was much stronger. Down the road, this would turn into billet blocks, which became absolutely necessary to withstand the horsepower levels of today.

The first successful rear engined dragster was debuted in 1971 by Don Garlits after surviving a horrendous clutch explosion that cut half of his foot off in his front engined car. Because of his tremedous success, by 1972 rear engined top fuel dragsters were being built professionally, using Garlits car as the template. Going fast was still the primary goal, but the bodies were now hand formed works of art, and no effort was spared to paint them beautifully as well. The only available blower was an aftermarket 671, built by either Mert Ltttlefield, Ed Pink, Don Hampton, and a host of others. The points magneto was still sufficient, as was a fuel pump that flowed 13 gallons per minute (gpm). Fuel system advances, coupled with spark and boost, would start the transition from 1500 horsepower engines of the time, to the 11,000 horsepower monsters of today.

Most top fuel cars of this era used commercially available stock stroke crankshafts. Inventive racers such as Beck and Peets had the proper facilities to make their own stroker, which gave the engine a much bigger swept volume and increased the cubic inches. More cubic inches equals more power, and anyone equipped with strokers had a distinct advantage. Beck used 1/4, 1/2, then 3/4 strokers to jump ahead of most other competitors from '71 to '74, until other racers were able to get a hold of their own When the engine sizes started getting carried away, NHRA put a 500 cubic inch limit on the fuel classes which made the crank of choice a 3/4 stroke (4.500 inches). This made the engine 496 cubic inches with a 4.187 diameter piston. While they made a bunch of power, the homemade cranks didn't have the strength needed to withstand the sustained pounding of nitromethane fuel. Keith Black came out with the first billet crankshaft, and customers were chomping at the bit to buy one to level the playing field. Soon after came Velasco, Bryant, and Crower to keep up with racer's crankshaft needs.

As mentioned earlier, the fuel system needed to undergo a complete transformation to attain today's horsepower levels. The progression was slow, however, as the additional gallons per minute needed sufficient spark and boost to keep it lit.No one aspect could be advanced too far without causing an imbalance in the engine combination. Each combination of air, fuel or ignition had to progress in small steps, as there was no one at the time that could calculate how to make everything optimal all at the same time. The first hints of progression came the moment that the Snake ran 5.63 in Indy, bettering the field by 2/10ths of a second. This was relatively unknown until years later. During an interview with broadcaster Steve Evans, Prudhomme admitted that innovations with the fuel system had fuelled his dominance over the field for many years. Once others started to catch up, they found more ignition was needed as well, so the easy answer (and the only one available) was to add another magneto, and run 2 spark plugs per cylinder. Racers Armstrong and Bernstein even tried 3 magneto's and 3 spark plugs, until NHRA limited the class to 2.

The super chargers had to get better as well. I remember the first 871 that we got from Mark Danekas; we travelled to the old Mission Raceway Park and proceeded to burn all 8 pistons on every pass. We didn't have enough fuel. This see-sawing interaction between pump, ignition, and blower continued for 20 years, until necessary limitations forced the slowing down and refinement of the technologies. During the transition period, blowers kept growing in length, from 871, to 1071, for a short time to 1171, then 12, and finally 14. Mags went from 3 amp to 5, then 7, and 9, until MSD decided to abandon the archaic points system with the invention of the electronic magneto. Suddenly we had 12 amps, 20, then the penultimate 44 amp mag. At the same time, pump manufacturers were creating 16 through 24 gallons per minute flow, then dual 24's. While interviewing Gary Beck only 6 months ago, he said that his historic 5.39 run in 1983 Fremont was a direct result of installing a Waterman pump. It was the most volume he had ever run.
Top fuel cars now run monster pumps that flow 100 gallons per minute, and it is the balance between fuel, air and ignition that kept the engines running fast in each era. Fast, or blown up. This summed up the way things were in the 20 years of transition.

Said by Dale Armstong: "People ask me what was the single thing that made the biggest progression in drag racing from the 1970s, when no gains were being made, and I tell them it was the computer. It changed the sport in a way nothing else did. There's nothing else that even comes close. Front-engine dragster to rear-engine dragster was nothing compared to what the computer did. That was one step, and it was over. The computer went on and on, and to this day it's still doing it."

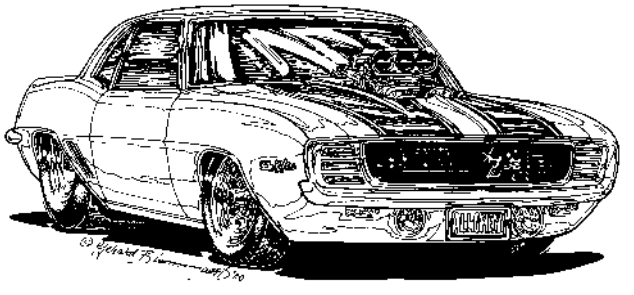
Ken

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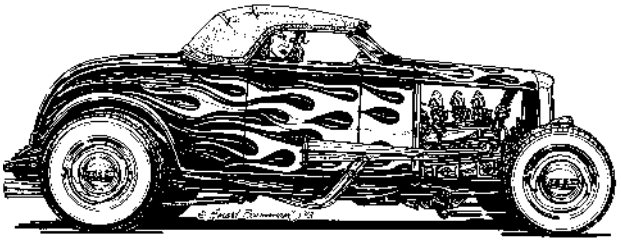
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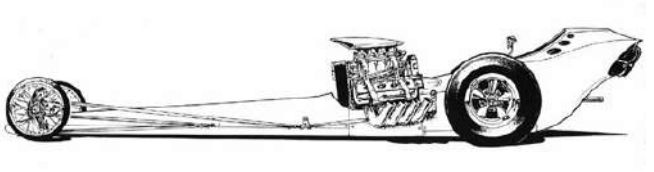
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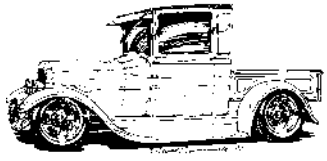
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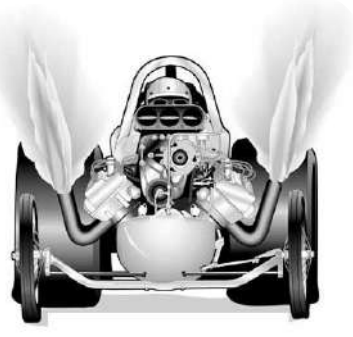
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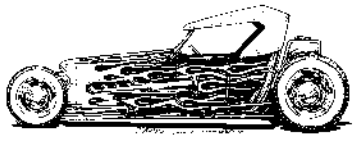
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