

Canada's Performance Magazine



**OCTOBER 2024**

**Volume 29, Issue 10**

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**SATURDAY OCTOBER 12th**



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Nathan Sitko - 17 years old  
2002 NHRA Canadian Open Champion

# FAMOSO DRAGSTRIP PRESENTS CALIFORNIA HOT ROD REUNION



PRESENTED BY:



## OCTOBER 25TH-27TH, 2024

## Prock takes No. 1 qualifier spot, Force holds strong at No. 3 at Gateway

Limited to two qualifying runs because of a washout on Friday at World Wide Technology Raceway, Austin Prock and his AAA Chevrolet Camaro team still managed to secure their 12th No. 1 qualifier of the season Saturday, putting them one shy of the all-time record set by team owner and Hall of Famer John Force.

Prock, who won the last three NHRA Mission Foods National Events (Indianapolis, Reading, Charlotte) was quickest in both Saturday qualifying sessions, earning him the No. 1 qualifying position for Sunday's 28th annual NHRA Midwest Nationals. He delivered a stunning run of 3.836 seconds at 330 mph in the second round of qualifying. This positions him for a comfortable start on Sunday, where his Jimmy and Thomas Prock with Nathan Hildahl-led team will benefit from a bye in the first round of eliminations.

"Jim Prock, Thomas Prock, Nate Hildahl, this whole team - they're just so incredibly smart and dialed in right now," said the former Rookie of The Year. "It sure is fun to drive. I was confused up in the water box. They were like, 'You locked in number one.' I thought we ran .896 the first one, not .869. I was a little confused up there, but improved. Just really happy to be driving this AAA car this weekend. Love the paint scheme, love this fire suit. Maybe we'll get it in the winner's circle.

Prock's Funny Car teammate, 2012 NHRA Funny Car champion Jack Beckman, currently filling in for the injured John Force, will face J.R. Todd on Sunday in the first round of eliminations after qualifying fourth overall. Beckman improved from 4.301 in the first session to 3.888, moving the PEAK Antifreeze and Coolant team from 12th to fourth in the qualifying order.

"Gateway's an interesting racetrack," said Beckman. "It's only got 519 feet of concrete, the shortest on tour. The asphalt's pretty green. We know it's gonna spin going off there. I'm only getting two runs, and by the way, I haven't been here in five years. It's an interesting feeling, knowing the thing's gonna spin, and telling



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### QUICKTIMES,

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your mind, just hang on, a little spin isn't bad.

John Force Racing's lone Top Fuel Dragster, the Monster Energy Chevrolet driven by Brittany Force, posted its second-best qualifying effort ever in St. Louis, a third place result (second in 2021). Force briefly held the top spot in the second round before being overtaken by part-time racer TJ Zizzo and the class' winningest racer Tony Schumacher.

The two-time Top Fuel champion's 3.722-second run at 314.39 mph underscored her message that the team is focused. With four races remaining in the Countdown, they are expecting strong results after a challenging season

"We already got off to a slow start," she said. "When it kicked off in Reading, and we barely made it in at Indy, but we did. We're here. This season's been tough, but it's taught our team a lot about our character and our fight, and how we don't ever give up."



## Falls Village

## Doug Adams

Greetings Quick-Timers,  
I'm coming to you from my temporary HQ, on a dreary rainy afternoon! It's funny, when I lived in California it was easy to tell when it was going to rain, if the wind blew from the south it was going to rain. Not here, checking the weather apps in the morning has become routine. The good news is the storm is only supposed to last for one day then we get back to beautiful fall weather for the next few weeks.

This coming Sunday, Sept 29 the Lions Club of Beacon Falls is holding their 18th annual car show. As far as I know this is the last local show for the year. There are still a few big shows on the calendar, Hot Rod Fallout and Hot Rod Hootenanny are coming up in October.

Since I'm on the topic of shows, Nitro Revival 2024 has been added to my calendar. I have to wrap-up a few things in California and the dates of my trip fell in line with Revival weekend! I'll miss seeing the Quick-Times gang at



## Falls Village

## Doug Adams

Bakersfield but, it works out well because both the reunion and revival will get coverage!

For now it's the task at hand. Today's adventure takes us to the north west corner of Connecticut. To a cool little place called Falls Village. The village sits just about equal distance from Massachusetts to the north and New York to the west. Even though the show has been going on for 14 years this is the first time any of my friends had mentioned it.

According to Mr Google Falls Village is an hour and ten minutes from my location. About half of the drive would be on the highway the rest would be on picturesque state routes. My plan was to meet my buddy Ed "The Painter" at his shop then, make the reasonably short drive to the show.

One thing that I have to get use to is the whole breakfast before the show thing. When I lived in California most of the shows were on Saturday. Getting up and going to breakfast by 6 then hitting the road to the show was common. Well, here on the east coast, most of the shows are on Sunday and unless they have food at the show, which many do, you are hard pressed to find a place open at or before 6am.

When I reached Ed's shop I was a bit frustrated and said to Ed I'd like to get some food and the arches wasn't an option. Ed is the master of directions and he seems to know everywhere to eat. He knew of a little hole in the wall coffee shop that opened early and served up a local favorite bacon egg and cheese on a hard roll.

Just like a breakfast burrito is commonplace out west the bacon egg and cheese on a hard roll is a staple in the northeast!

Meanwhile back at the coffee shop we finished our sandwiches, got a cup of coffee for the road and headed to Falls Village. As I mentioned before, Falls Village was never on any of my friends radar, including Ed. He had heard from one of his friends that the show was huge, they close the entire town down and you have to take a shuttle to get there. To me this sounded like something you would have to go through to get to Pebble Beach Concourse, not a show in Connecticut.

But as the story was told, all of those points were true, albeit the shuttle was an old dude driving a golf cart but, it was a shuttle. We parked in a field about a quarter mile outside of town and the shuttle took us down the hill to the beginning of the show.

One thing about car guys on the east coast, they love induction, blowers and tunnel rams and one of the first cars we came across was a blown 66 Nova, polished and chromed to the hilt! My taste in cars might be considered a little boring. I lean toward the mild customs, stock and traditional stuff but, this Nova was not a car you could walk past without taking a look.

Another thing that I noticed at the shows I have been to over the summer is that there is a great population of A body GM cars and early G body cars here. Normally, when people talk about GM A body cars my first thought would be an LS6 Chevelle, forgetting about offerings from BOP. Even though the Chevys are well represented the other three GM brands turn out strong too,

## Falls Village

## Doug Adams

Buick Skylark, GS, Olds Cutlass, 442, Pontiac Lemans and GTO. Quite a few of the A body's that I have seen are special option cars, Convertibles, performance packages etc. I really enjoy the variety of these old muscle cars.

I'm not even going to get started on Hemi cars because that's a story in itself! One thing I will say is that I ran across several very unique A body cars that I will talk about in the future. I have to save a few stories for the winter and that is one of them.

Continuing on through the show, it was just as advertised. The entire little town of Falls Village was closed for the car show. The main road made a big loop around the town and it seemed like cars were tucked into every little nook and cranny.

One thing is for sure, there is no lack of scenery here. Everything is green, big, beautiful trees and old New England buildings make for a nice background for photos. It's time for me to wrap it up. Falls Village lived up to everything that we had heard and I look forward to returning next July!

Well gang, enjoy the photos and I'll see you next month with coverage of the Beacon Falls Lions club car show!

*Doug*





Falls Village

Doug Adams



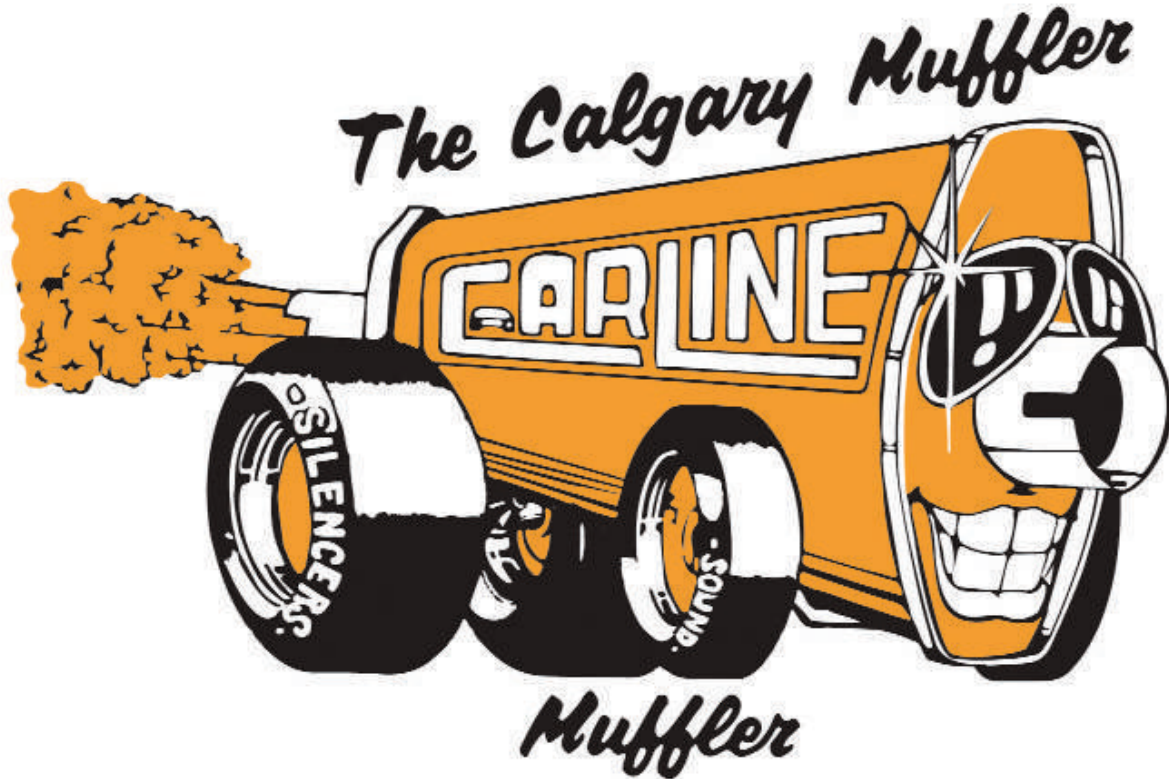
Falls Village

Doug Adams





## Falls Village



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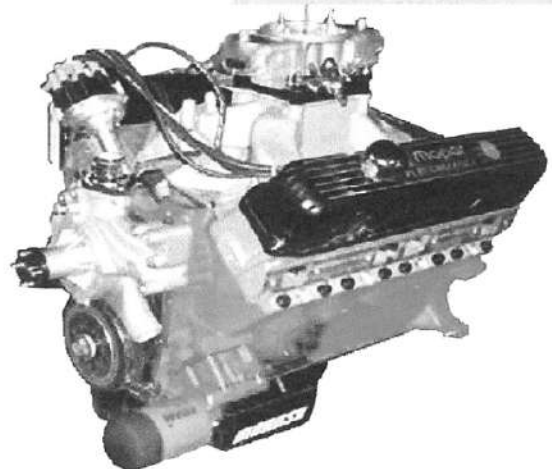
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**632 Driskell 14.5 degree**

Makes 1308hp on motor so would be a great engine even if you didn't spray it. I was spraying 2 kits with 32 jets (700hp of nitrous) running 6.5s in a 2305lbs door car. Reason for selling, sold car rolling. 31 passes since complete freshen.

APD carbs, Aluminum block, Aluminum rods, steal rockers, 2 nitrous kits, carb and nitrous regulators, 5 stage dry sump pump, external vacuum pump. Manifold sent back to Induction Solutions -31 passes ago to be flowed and services. Comes with everything shown in photos except motor plate. Built and freshened by Driskell. I have very good tuneups for this engine when spraying 2 kits that I will provide. This includes dry air with no water grains like in Vegas and Phoenix and well as Sea level. Also comes with \$2,500 worth of valvetrain spares.

\$39,000 USD Aaron 403-581-8338

s1

**393 stroker** short block Eagle rods,crank Probe pistons Stock windsor block Howard's sold roller cam Motor went 8.99 in a 1500 lb dragster a month ago \$3500, Intake to go with as well as carb 850 quick fuel \$800 Victor Jr intake \$600 Short block \$3500 Pelly Sk Mike 306 594 4646

**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.

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J2

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A2

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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

**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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soon . \$1000  
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LS3 cylinders heads & rockers 0821 casting Good shape,  
bought for a project awhile ago but went a different route.  
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P305/45R17 Mickey Thompson ET Street S/S tires also  
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passes remaining on them. All for for \$1000, must take all  
four, I'm not splitting them up, and I'm not dismantling them.  
The new ones have never even been bolted onto the car.  
Summit Racing lists the tires at \$285.99 US (\$399 cd) plus  
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Casting Cylinder Heads. 325 cc, for 2.19/1.88 Valves. Hot  
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Holley Fuel Injectors, 160 lbs/hr. At 43psi. Tri-cone Spray,  
Bosch Plug, EV1 Body, 12V Saturated Circuit, 2.85 in. Seat  
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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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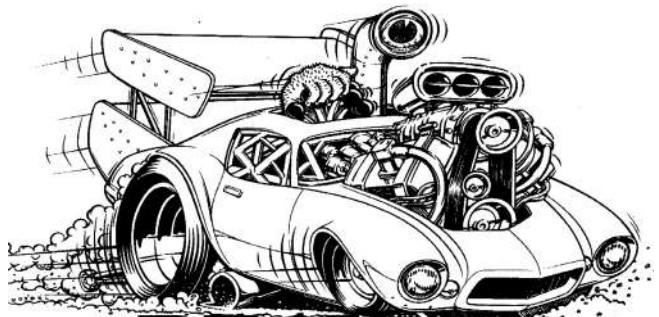
Spare screw blower stuff. Pulleys are 3.5" wide x 8mm GT. 33 tooth, 37 tooth, 74 tooth, and 99 tooth. 3 drive quills and 1 drive flange. 3 used belts of unknown time or value. Some miscellaneous restraint parts. Located in Edmonton, Alberta, Canada. \$1000 usd or \$1350 cdn also, SSI 6-71 std helix blower for nostalgia nitro engine. Modified case for better flow. \$6k usd or \$8200 cdn CALL 780-554-2470 **M2**

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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**

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-Weld Prostar wheels. 15 x 10, 5 x 4.5 bolt pattern, 4.5 inch backspacing. Bought but never installed because I needed 4 inch or less backspacing . Drilled for wheel screws no extra charge lol. \$700 obo. Medicine Hat area. 306-221-2207. s1

069 casting rectangular port GM winters intake. All the numbers have been ground off the top as well as the alt and coil mounting bosses. No cracks or repairs, still a very usable intake. \$300 USD + shipping. Edmonton 780-729-1252 s1

16x16 Weld wheels ,5 on 4,3/4 bolt pattern ,4 inch backspace \$900, Call Darren 306-539-9627 s1

New in plastic Holley HP (part#554-113), comes with Holley harness. Kit part#550-603, located in Martensville, \$2950, F1A Procharger, 12 rib serpentine bracket (#AT13LSBB005)for LS, 12 rib belt, black race BOV (#AT13FASS-004-B), 7.65" crank pulley, 4.38" blower pulley, located in Martensville, \$6950, text 306-491-8880 s1

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Set of 8 custom Arias Nitrous/ NA pistons for 4.50 bore. Comes with rings, spiral locks, wrist pins. Skirt sizes are written on the box. Pistons for 9.8 deck 4.5 bore with 6.386 long rod and 4.25 stroke crank. Great deal for these custom pistons. \$700 USD or \$1050 Canadian 204 801 4444 M2

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

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<b>New Replacement Panels</b> Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet	<b>Alsa Exotic Finishes</b> Candy Concentrates, Ghost Chrome, MirraChrome, Prizmacoat, Crazer, Crystal FX, Mystic Spectra FX, Eclipse, Flakes	
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Power glide with kick down linkage. B&m pro ratchet shifter new in box , sells for \$574 on summit. Never opened box. 9" 4500 stall converter and stock converter. Power glide most likely needs rebuilt. 500.00, Call Allen 604-991-3368 O1

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New AJE front suspension, will fit 65-70 mustang/66-69Fairlane. But was told it will fit any 60s Ford car, (mustang, falcon , Comet, ect) Has adjustable control arms, SBF engine mounts aluminum mount bushings caster/camber plates SN95 spindles, brake mounts. Will need foxbody/sn95 struts , sn95 rotors/calipers to complete install. This is a NEW kit, sold the car. Cost new over \$2100cnd without shipping \$1600 obo Cnd for everything. 403 556-9814 s1

2 Rupert 1250 Carbs set up and regularly maintained by George Rupert. Went to a hat injection a couple years ago and time to sell. Comes with regulator, linkage, fuel shut off cable, and hoses. Shipping available. \$1250, Priced in USD. Trevor 780-288-5777 s1

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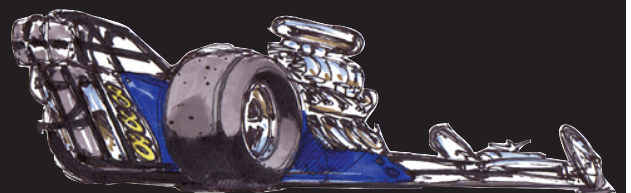
Strange Engineering Front disc brakes, complete take off Strange Strut, including polished 4 piston calipers. 4 3/4" pattern Tom Nolan 1-403-350-7873 \$500 usd

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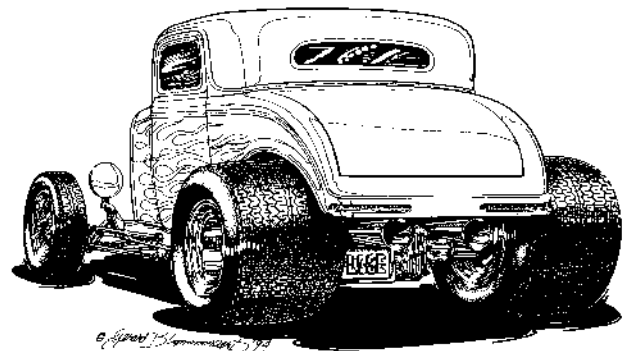
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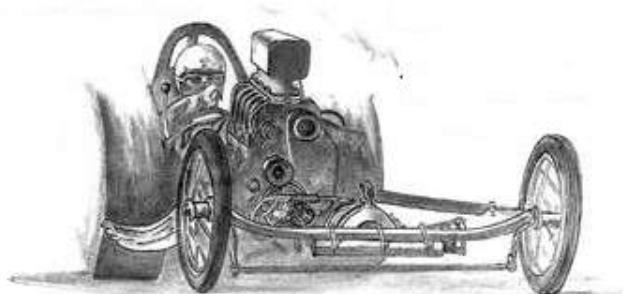
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A2



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A2

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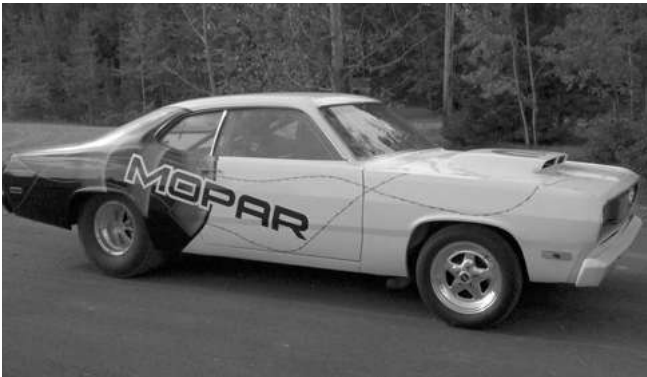


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O1



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A2



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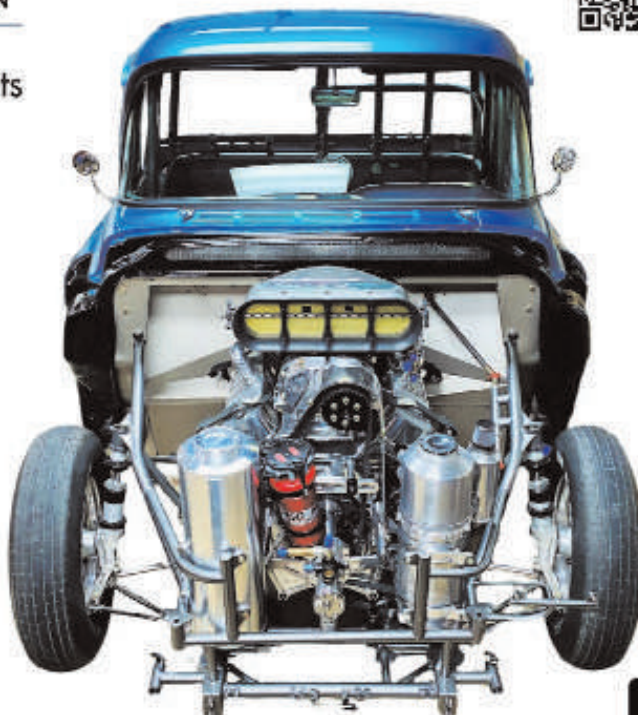
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M1



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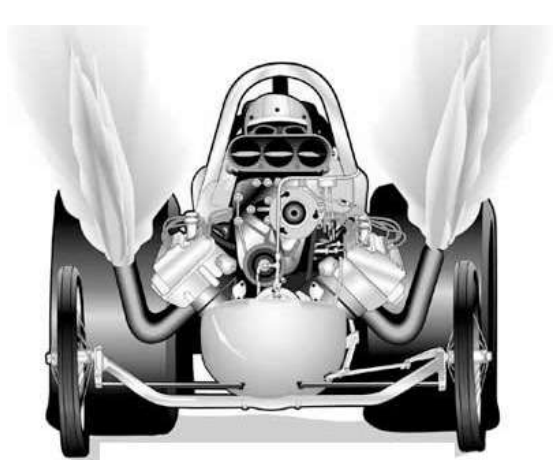
J2



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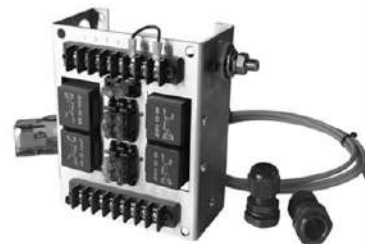
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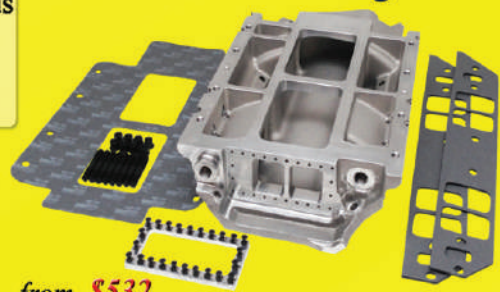
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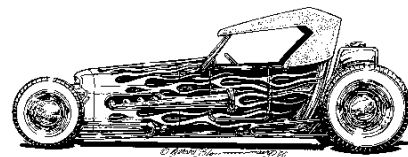


**1969 Nova SS.** Was originally a US car Very solid and very reliable Mild build 454 tons of power for the car. Turbo 400 trans built locker rear end with 373 gears brand new Mickey Thompson tires all around along with new rims also have the factory SS wheels with BFG Goodrich tires Black interior with 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



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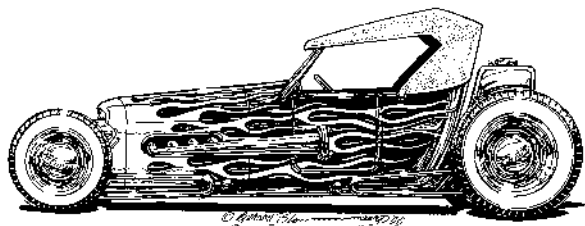
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**1970 SS Nova Drag Car**, 11:10 to 11:20 in the quarter mile, 120-125 mph, newly built by Kenny Gilmore, 4 bolt mains, has new belts, uses premium fuel, 2 speed glide heavily built automatic, Dana 60, 35 spline axles with spool, 4 link rear suspension,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



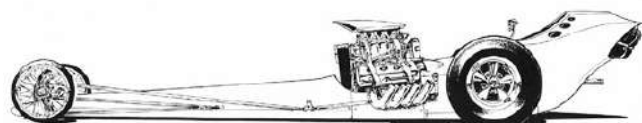
**Drag n' Drive Pro Street** registered 1978 Malibu, 489 BBC, AFR aluminum heads, roller valvetrain, 10.8-1 compression, forged pistons and rods, steel crank, balanced, 950 Quick Fuel carb, Aeromotive pump/reg, 350 HP nitrous w/ dedicated pump and tank, Edelbrock pregressive NOS controller, Turbo 400 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



My wife Irene has been an important part of our race teams over the last 40 years. Since 1981, our family has raced a dozen different TAD's, Alky and Nitro funny cars, and she has watched and learned with all of them. Irene used to pack the chutes every run, and anything else we needed to get ready. She listens to every warmup, and can tell me if it is stout enough, or if it's not quite right. She can diagnose a run, and tell me what we need to improve. The biggest thing is that we are using the weekends to share our common interest. I guess that's why we have been together for 44 years.

When we raced in Mission in 2002, it was Nathan's first race after licensing only the month before, 17 years old, with a crew of himself, me, his mom Irene, and her mom Mary. 4 of us to maintain a Top Alcohol Dragster. Irene and Nathan decided to do the bottom end, check bearings, re-torque the rods and put the pan and engine diaper on again.

I did the top end, fuel, oil, etc., while Mary helped with fuel and stuff, and us fed. We must have done ok, because we won the race.

The most important thing that keeps couples together is to have mostly the same interests. This is especially true when your guy is a drag racer. People call it a hobby, but it is much more than that. It's an obsession, an addiction (but an enjoyable one), and depending what class you run, it can take up most of your free time.

Only those that truly love working on the car can appreciate the exuberance when you win a round, run a personal best, or win the whole event. That's the joy of drag racing, what we strive for every time out.

*Ken*







A/FX competitors set to compete at the Hot Rod Reunion with renewed enthusiasm.

Bakersfield, CA (August 27th, 2024) With an increased car count and a class sponsorship, A/FX will once again entertain drag racing fans at this year's California Hot Rod Reunion, presented by Good Vibrations Motorsports.

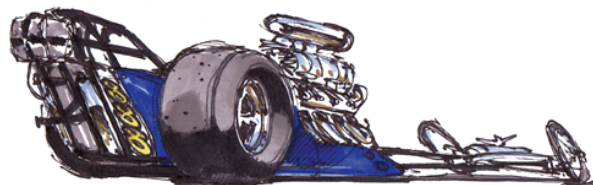
Thanks to Ernie Algorri of Dewitt, Algorri, and Algorri Law Firm of Pasadena, California, these ever popular wheel standing and gear grabbing door cars will compete all three days of this year's California Hot Rod Reunion.

"A/FX promotes the heritage of muscle cars from the sixties." Said Ernie the Attorney, Managing Partner in the sponsoring law firm and a competitor in A/FX. This is a closed class and does require pre-approval to ensure each car keeps it real and meets the heritage requirements. All of the A/FX cars are period correct, naturally aspirated, use the manufacturer's engine and chassis and with many using factory front suspension." Algorri explained.

Dave Sprague, who also competes in A/FX says, "A/FX is the bedrock of production car drag racing that first began when Ford, GM and Chrysler cars were modified to compete on the drag strip. Ultimately, A/FX evolved into what is now known today as Funny Cars."

A/FX fans, don't miss the chance to visit the pits and meet the racers and teams up close! Take a closer look at the classic early make and model cars that will be competing. It's a great opportunity to experience the excitement firsthand!

The 2024 California Hot Rod Reunion, presented by Good Vibrations Motorsports, officially kicks off on Friday, October 25th and runs through Sunday, October 27th at Famoso Dragstrip, but fans who purchase a Full Event - 3 Day Ticket will be admitted free for Thursday's Test and Tune day. For more information or to purchase tickets, please visit [famosodragstrip.com](http://famosodragstrip.com), call (844) 34-NITRO, or email [CHRR@famosodragstrip.com](mailto:CHRR@famosodragstrip.com).

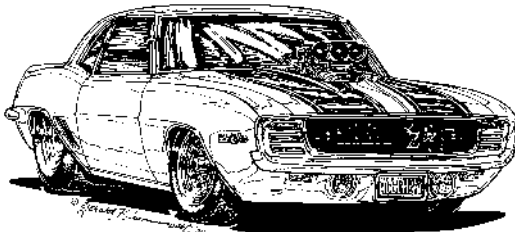


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**64-72 Chevelle, GTO, Cutlas, Skylark,** 12 bolt posi rear end, 4:10 gears, locker, C clip eliminator bearings and long race studs, also has brakes and drums. Needs to be set up. \$1800. Call Tom@ 860-212-0669 A2



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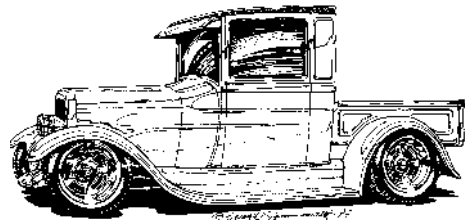
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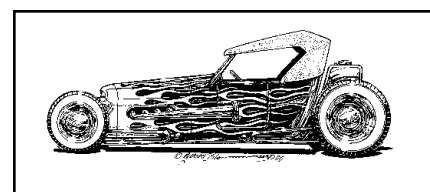
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