

Canada's Performance Magazine



**NOVEMBER 2024**

**Volume 29, Issue 11**

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With two of his race teams battling for the NHRA Mission Foods Funny Car championship and daughter Brittany showing flashes of the form that carried her to a pair of Top Fuel titles, drag racing icon John Force has secured clearance from doctors treating him for a TBI (Traumatic Brain Injury) to attend the 24th NHRA Nevada Nationals, Nov. 1-3, at The Strip in Las Vegas Motor Speedway.

"Vegas is close enough to home that (my wife) Laurie and I can drive over," Force said. "I want to show my support for our race teams, the fans and all our sponsors. They've stuck with me during a hard time, and I want them to know that I haven't forgotten them and I haven't gone anywhere. I've just been doing my rehab, trying to stay strong."

The 75-year-old resident of Yorba Linda, Calif., an inductee into all the major auto racing Halls of Fame, acknowledged that doctors have been treating him not only for the injury he suffered in the June 23rd crash in Richmond, Va., but (Chris) Cunningham and (Tim) Fabrisi. He tells me it's still my car but he's driving it like it's his. It's been exciting to watch him and (Austin) Prock on Fox but watching on TV is not the same as being there.

"I want to be there for Brittany and that team with (David) Grubnic and John Collins. They're gonna win a race with Monster and HendrickCars.com and Chevrolet and I want to be there when they do, and I really can't wait to see all my guys. I love them and I've missed them and can't wait to be with them again."



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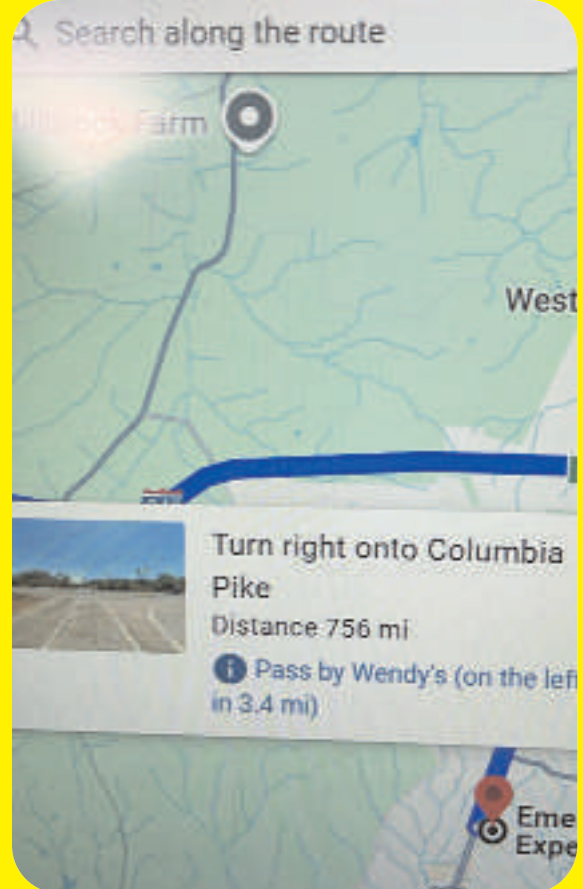
## Lion's

Greetings Quick-Timers! I'm coming to you on a beautiful fall day in New England. The sun is shining and the air is crisp. The leaves have turned colors and the views are amazing! When I lived in California I didn't really give fall a second thought. We had two colors of the season, green and brown! It would rain in the winter and turn everything green. Then, when it started to warm-up everything would die and turn into wildfire fuel. I certainly do not miss wildfire season. But, all things considered, it was beautiful when everything was alive and green.

While the Quick-Times crew is in California covering the Hot Rod Reunion, I'll be getting packed to head west for Nitro Revival. The sights, smells and the best kind of wildfire, 4 foot tall nitro header flames, will light up the night and provide a spectacle rivaled by no other event! There will be much more to come on Nitro Revival 7 in the future.

It's mid-October as I sit here preparing my column for this month and a tough decision

## Doug Adams



## Lion's

## Doug Adams

lies ahead. I have to make-up my mind, do I go to the Hot Rod Hootenanny, as planned or do I head off to Pennsylvania for Bruce Larsons 25th annual Dragfest? From what I've been told Bruce had to move Dragfest up a few weeks because he too was heading west to Nitro Revival 7. I'm fairly certain that I won't be disappointed regardless of whichever I choose.

I've been busy over the past few weekends, taking in 3 events in 2 weeks. The first was a car show put on by the Lions Club, in the little town where I will eventually live, Beacon Falls. Next-up was the north easts largest hot rod show, Hot Rod Fallout held in South Glastonbury. Finally, it was back to the Naugatuck Valley for the Seymour Lions Club car show.

I've been getting spoiled at all these different venues like Falls Village, seen here last month. The background was amazing as it was at Prospect and several other locations that I will be bringing you over the winter months. So, I was a little disappointed when we went to a parking lot in the industrial area of Beacon Falls. It had nothing to do with the show, just the background. Everyone was grateful to the Kolga company for use of their facility but as your on the scene reporter, the opportunity to compose a "clean" photo wasn't there. But, the show must go on!

Mother nature wasn't doing us any favors in Beacon Falls as she provided a little liquid sunshine, throughout the day. I don't think we ever saw blue skies or sunshine. Minutes after the last trophy was handed out, the downpour came. I felt bad for all of the participants, having to drive home in the rain.

As we jump forward to the next weekend at the Seymour Lions Club show the day started off with much of the same, light rain in the morning. However, the skies did clear and we did see some sunshine. The Seymour show was held at a business in the Silvermine Industrial Park. The Silvermine area was developed on what was once reservoir/ water company property in the early 1980's. The tiered hillside parking area provided a cozy feel and the colors of fall were an added bonus!

If you were to drive between the two locations, you'd travel roughly four miles, putting both of these shows on my calendar of must attend events, in the coming years. It was great for me to meet some of the car guys in my area, several of which will be my eventual neighbors.

I chose to combine these two Lions club events into one story simply because they were both from the same area and both took place only a week apart.

It's too bad that guys had to brave the elements and drive their shiny 4 wheeled babies off into the rain. I'd prefer to keep my car dry, in the barn and be to be sitting home with a hot cup of coffee on a rainy day. The fact is, it's the north east, sometime you have to take your chances!

As I have mentioned in the past I'm always in search of the unicorns in the bunch, even a somewhat modern day unicorn. At the Beacon Falls show there was a guy that was all-in on a Dodge K Car wagon, right down to his t-shirt! At Seymour I saw an early fox body convertible mustang that looked showroom fresh.

## Lion's

The owner had all the documentation right down to the, long gone, local Ford dealers front license plate. Unfortunately, the judges didn't favor these cars but the owners had a great time showing them.

I have to admit that the unicorns didn't get my overall pick either, although I do appreciate them. At the Beacon Falls show I couldn't stop looking at a Hemi Coronet, that I had seen several times before. The car is bone stock and amazing. But, my loyalties turned back to the bowtie! I found a late arrival parked out in the back, a seafoam green with a white interior 65 Biscayne post car. This car had the look, a bench seat, 4 speed, dog dish hubcaps and black wall tires.

## Doug Adams

I was on the fence between the Biscayne and a 69, 427 Caprice but the Biscayne took the top spot despite its blown LS under the hood!

There were a couple contenders for my top pick at the Seymore show coincidentally, all were Fords. Several early 60's Galaxies and a Sunliner. I couldn't help but give the top spot to an unrestored 66 Galaxie 500 with only 20k on the odometer. Wow, what a beautiful survivor!

I'll see you next month with coverage from Nitro Revival 7!

*Doug*





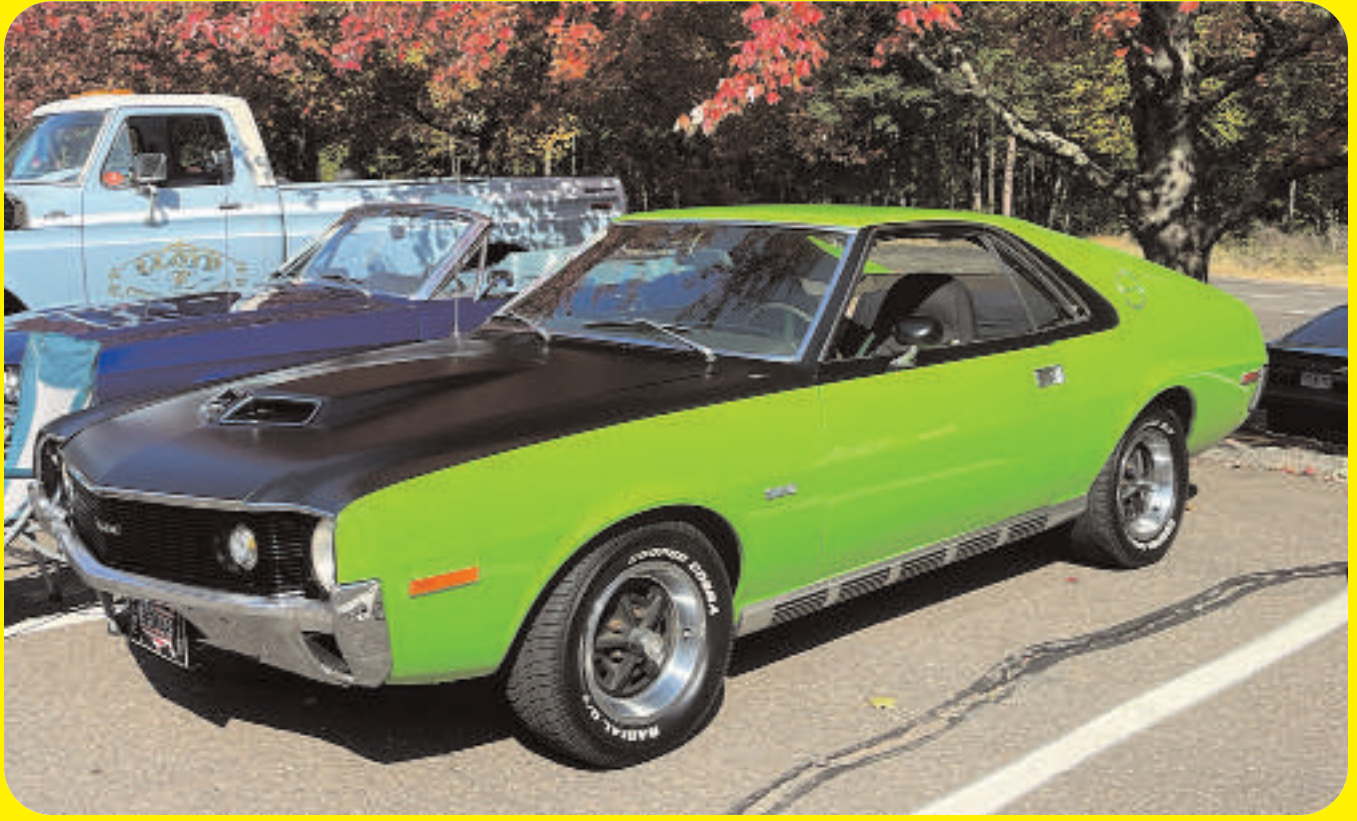
Lion's

Doug Adams



Lion's

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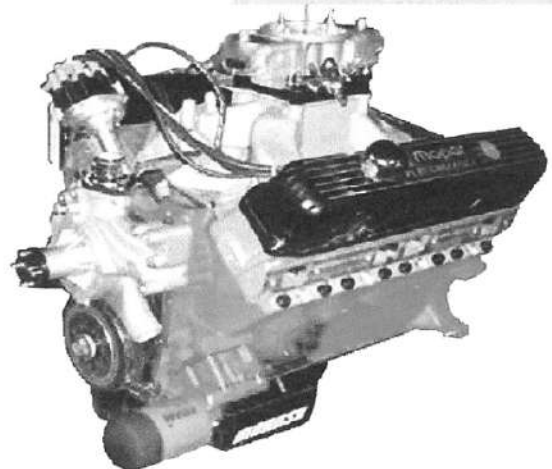
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Lion's

Doug Adams



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

s1

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A2

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m2

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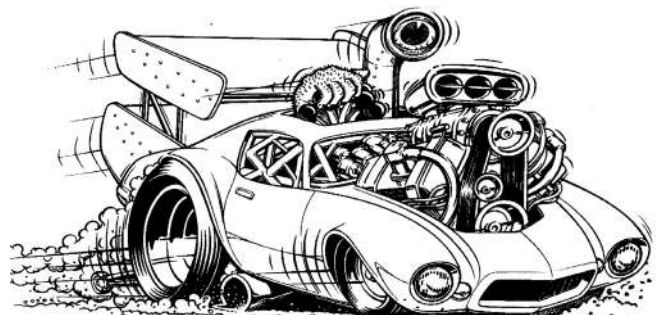
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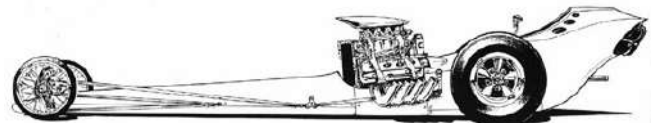


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4" aluminum driveshaft with 1350 Spicer u-joints and Lenco yoke 31.25" \$600 Chevy solid motor mounts \$40 Electric shiftnoid \$100 Quarter max CO2 bottle bracket for 1 5/8 tube \$125 Holley blue fuel pump \$150 Msd digital 7 7530t \$550 Weaver Brothers 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 All prices are in CAD funds Will ship on buyers dime 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

Selling a Chuck Nuytten alcohol carb 850cfm. Asking 300 obo. Located in Martindale in Calgary. 587-226-1320. O1

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/66-69 Fairlane. 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 \$2100 CND without shipping \$1600 obo CND for everything. 403 556-9814 s1

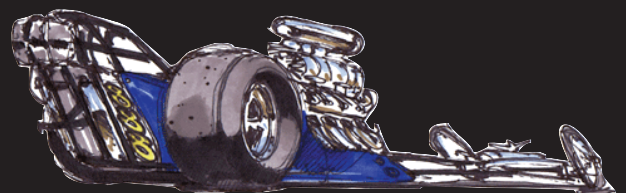
2 Rupert 1250 Carbs set up and regularly maintained by George Rupert. Went to a hat injection a couple years ago and time to sell. Comes with regulator, linkage, fuel shut off cable, and hoses. Shipping available. \$1250, Priced in USD. Trevor 780-288-5777 s1

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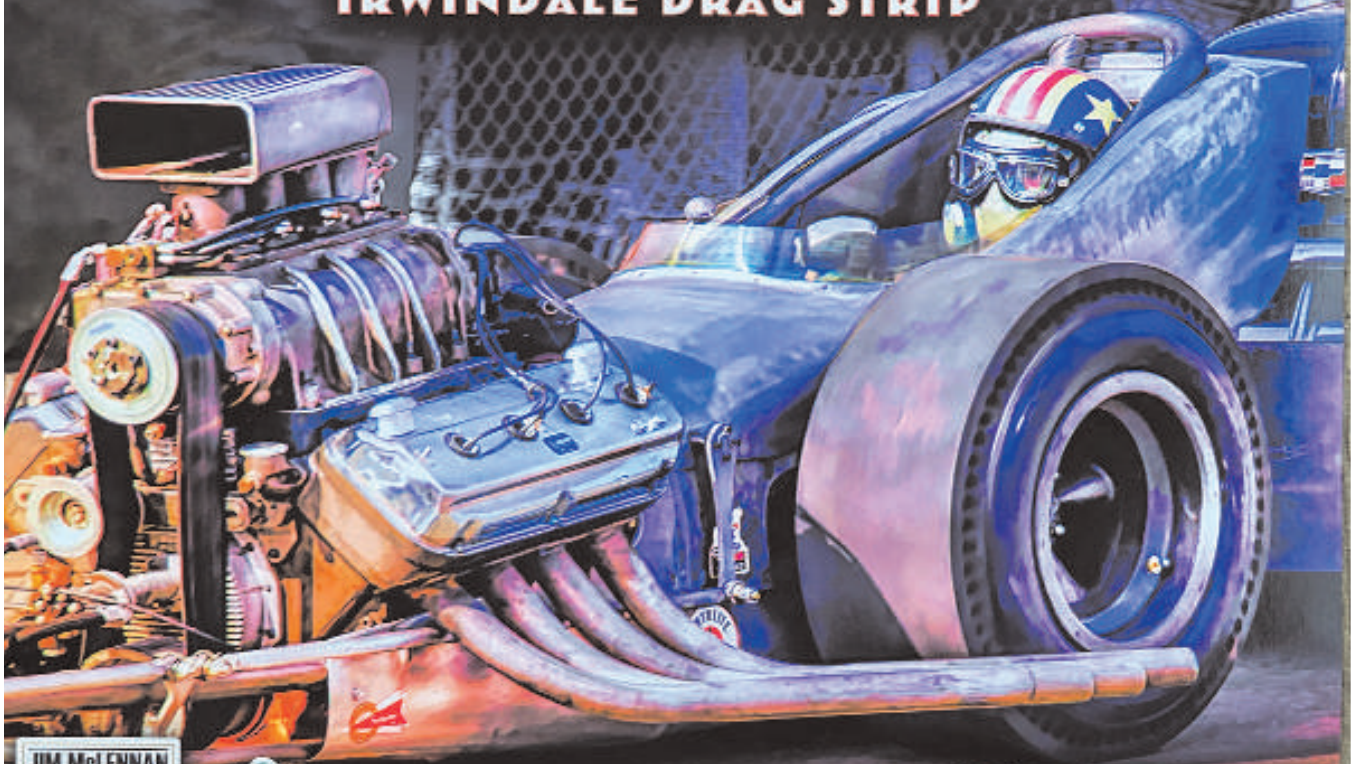
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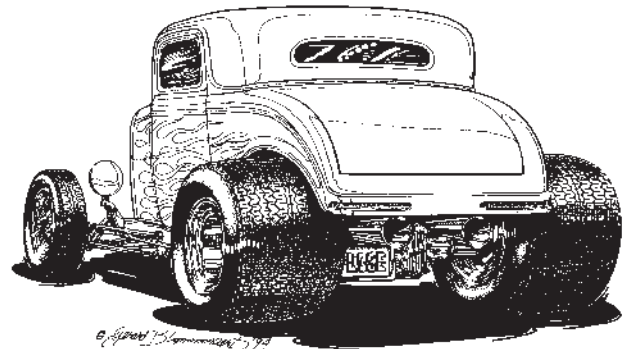
33x15x15 Drag slicks D05 compound , reason for sale went smaller , lots left . 350.00, Regina SK Canada 306-539-9627 O1

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

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

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

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



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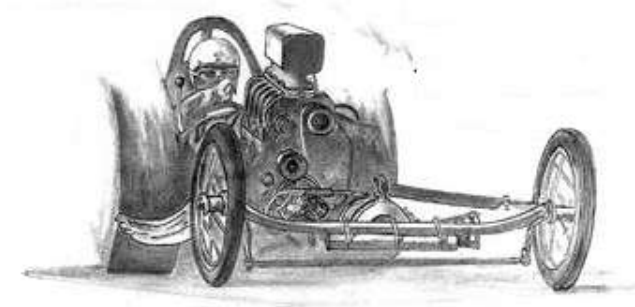
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A2



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A2

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

A2

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

A2

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

A2

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

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

M1

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**1972 Duster drag car.** Rolling Chassis. No engine or transmission. Chassis engineering super class 12 point cage Chassis engineering rear suspension Alden rear double adjustable shocks Dana 60 - 4.88 gears, drum rear brakes Mopar front suspension w disc brakes Weld wheels MT ET Drag 32/14-15 rear, MT ET front 24/4.5-15 front Fiberglass hood, trunk, front and rear bumpers Lexan door and rear windows Painless wiring Dedenbear SCO-1 delay box Alum fuel cell / Holley Blue FP and braided lines Car weighed 2980 lbs with driver and naturally aspirated 440/727 Ran 6.6x @ ~103 with 1.4x 60 foot times in 1/8 mile. Mid to high 10's in 1/4 Asking \$ 17,500.00 Cdn. Will consider reasonable offers. Text me at 403 783- 0532 O1

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**Mustang Super Pro Bracket car.** 532 Ci BBF, Trick 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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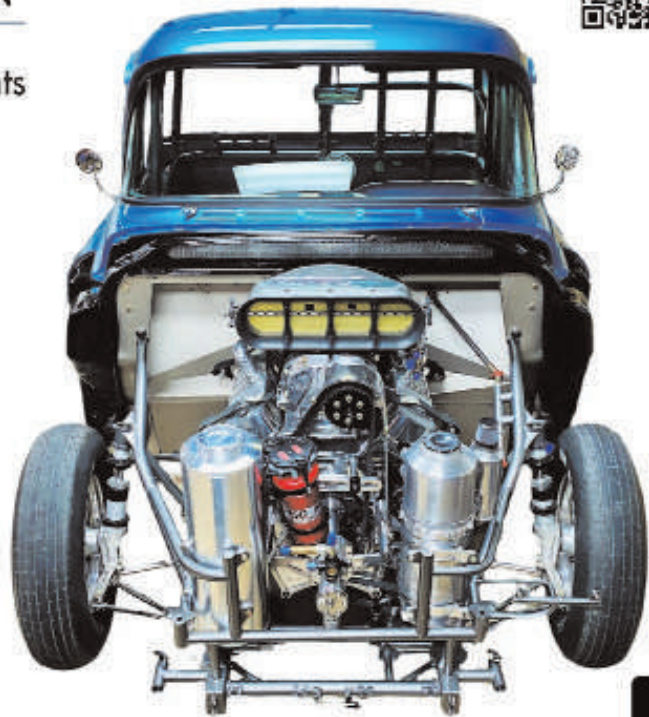
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**Jerry Bickel 68 Camaro Top Sportsman.** Text or PM for more pics or info. Details included in pictures. Car is located in Grande Prairie, Ab. \$100,000.00 USD Turnkey or \$80,000.00 Rolling. Price can go up or down depending on what extras go with. CALL 780-876-5239.

M1

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

M1



**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



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 Dave Waege 780-916-4896 J3



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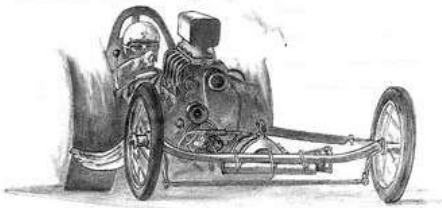
**1982 Mustang Notch Project.** I repeat, " a project". Original 4.2 L 255 c.i. v-8 car. 96,000 kms. Cars drives nice and runs/shifts great. Interior is near mint including headliner. Has new 5 bolt rotors on front. Rear is a 7.5" with Ranger 5 bolt axles and New LMR 5 bolt drums. Car needs rockers on 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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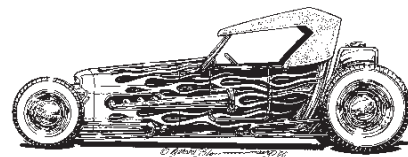
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**1969 Nova SS.** Was originally a US car Very solid and very reliable Mild build 454 tons of power for the car. Turbo 400 trans built locker rear end with 373 gears brand new Mickey Thompson tires all around along with new rims also have the factory 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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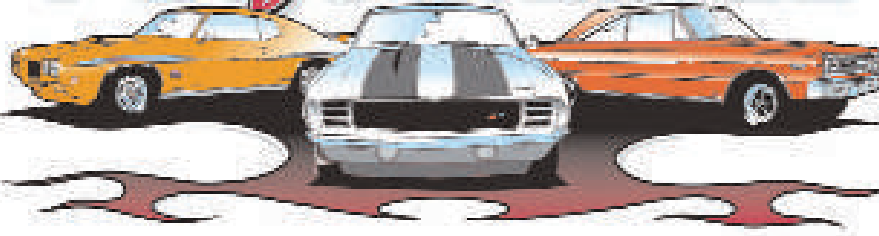






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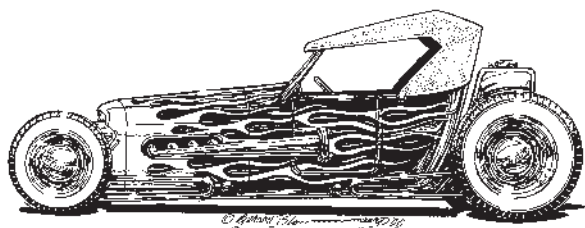
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**1970 SS Nova Drag Car**, 11:10 to 11:20 in the quarter mile, 120-125 mph, newly built by Kenny Gilmore, 4 bolt mains, has new belts, uses premium fuel, 2 speed glide heavily built automatic, Dana 60, 35 spline axles with spool, 4 link rear suspension,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



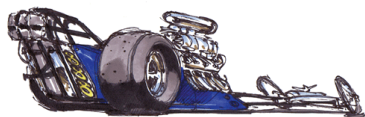
**2004 Vengeance race cars**, 69 Camaro TS / PM , Double frame rails , cromoly , carbon fiber body , 4 links , antiroll , full floating 9.5 fabricated housing , strange struts , liner rear wheels , racepak dash , data maxx logger , electric shifter , fire suppression , chrome wheelie bars , chrome zoomies , 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



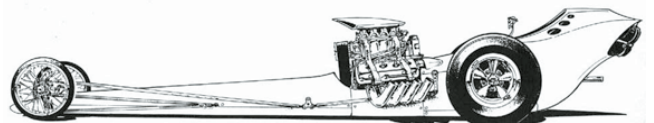
**Drag n' Drive Pro Street** registered 1978 Malibu, 489 BBC, AFR aluminum heads, roller valvetrain, 10.8-1 compression, forged pistons and rods, steel crank, balanced, 950 Quick Fuel carb, Aeromotive pump/reg, 350 HP nitrous w/ dedicated pump and tank, Edelbrock pregressive NOS controller, Turbo 400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



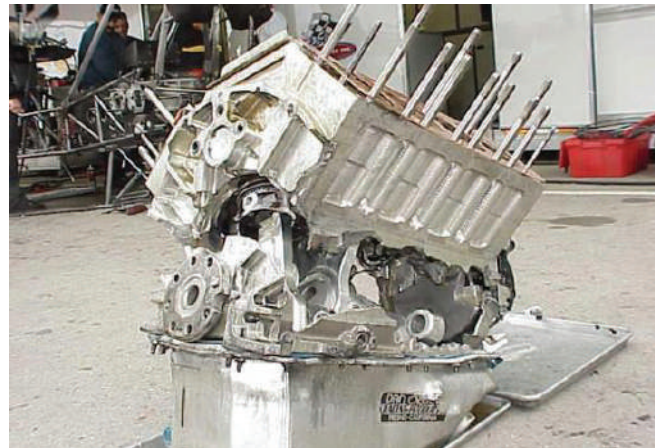
I have been racing supercharged alcohol and nitro cars over 40 years, and have never had more than \$20k to spend for the season, most of it coming from my pay check. From day one, we have had to manufacture and repair a lot of our own parts, without that ability we just couldn't afford to race.

Of course, there are parts that the average machinist just can't make, or at least it just doesn't make sense. Billet crankshafts are precision machined, ground and heat treated to withstand the abuse of huge horsepower, torque, rpm and tire shake, so they are best made by the professionals. We get them checked for cracks at least once a year. I have driven over a few broken cranks at 200 mph; not a good feeling! I have done a lot of research and experimentation with connecting rods and bolts, and have found hands down that MGP are the best. Other brands have produced broken bolts and stripped threads. We have had rods shatter into a hundred pieces on the starting line, just while Nathan was staging. After conferring with some of the other racers, I found that they had the exact same problem multiple times, so I will never use that rod again. When I examined the broken pieces I saw obvious layers of aluminum that broke off in "steps", so I'm thinking it was cheap material. More and more racers have started dabbling in their construction though, some might be very good, but I will stay with my MGP's for now. It is a really good feeling knowing that the rod itself isn't going to cause an engine failure.

Engine blocks started out as fully stock cast iron production parts in the 50's and 60's, then guys like Milodon, Keith Black, and Rodeck started casting them out of aluminum in the early 70's. The purpose was to shed some weight and to withstand the stresses better than cast iron. When nitro cars started making more power than the brittle iron could handle, the main webs of the block would crack, allowing crankshafts to start dropping out of the bottoms of engines, a scary situation for the driver, a big ordeal for the crew, and a big cost for the owner. Currently, just about every block in competition is precision machined by a computer controlled milling machine. Production versions are nothing short of works of art predominantly made by Brad Anderson Enterprises and Alan Johnson Performance (TFX).

Cast Aluminum Cylinder Heads came out about the same time as the aftermarket blocks, and solved some major problems over the cast iron versions. Hemi heads were extremely prone to cracked seats and bro-

ken combustion chambers, resulting in many of the huge blower explosions seen in the 70's. When I was 12, my dad taught me how to service the cast iron head. We only ran 200 lbs spring pressure on the seat back then. The cam was only a low lift flat tappet style though, so it didn't need a bunch of spring. I don't think we understood the importance of returning the big stainless valves quickly, perhaps more spring pressure would have helped even then. Nowadays the intake seat pressure on our nitro funny car exceeds 500 lbs running a titanium valve, alcohol cars are anywhere from 600 to 800.



I remember spending days porting and polishing the cast iron heads off our top fuel car, just to have the seats crack only a few races later. We were always looking for more castings, I think the junk yards were starting to run out. The first aluminum heads didn't offer much of a performance advantage, but then 2 people, namely Brad Anderson and Ken Veney, started building heads for their own race cars. They were each able to develop cylinder head/port designs that made them quicker than most others in the class. A lot of others, including myself, built cylinder heads too, but if you didn't have a Brad or Veney setup by the mid 70's, you were not likely going to win.

The basic premise of cylinder head development was to straighten out the ports to allow higher volumes of fuel and air to flow into the cylinder, and to get the exhaust out just as efficiently. Veney and Anderson used different methods to achieve the technologies; the obvious change that they both clued into was to make the head thicker, taller, fatter. This allowed the ports to be aligned for better flow, which was way better than the flow when having to bend around an almost 90 degree corner to get to the piston, then back around the same type of "corner" to get into the



header pipe. The difference between the two designs was basically the chamber size, Brad went with a very small volume of 93 cc's, Ken almost double (176 cc). The stock combustion chamber was 172, which fit the conventional piston nicely.

The Veney piston is very tall; it fits right up into the large chamber. This maximizes the quench area, which in my experience, makes the blown alcohol motors run real fast. The quickest I ever ran back in the day was when the dome of the piston would bump against the chamber at 9000 rpm, polishing it up nice and shiny. The dis-advantage was that the piston was thick and heavy, not something you typically strive for.

There were a lot of racers that ran very well with this combination however. The BAE combination allowed a very light piston, and a better flame front due to the flatter piston and the smaller combustion chamber. Both types of heads, due to their increased thickness, have extremely heavy valve trains, and pushrods that are in the 12 inch range for length. You would think that this would limit the rpm's, but they are pushed to near 11,000 rpm regularly. Over the past 5 years or so, the rocker technology has gotten very good, so now the alcohol guys can buzz these motors to 11k with little risk of breakage, as long as they replace the parts about every weekend or two.

A lot of racers, myself included, were building their own injector hats in the early 80's. The only commercially available units were "bug catchers" or "bird catchers" which were relatively small compared to today's standards. The injector I built had 4 square butterflies equaling 54 square inches which dwarfed the bug catchers' 21. It worked real well too, I won the Canadian Division championship with it. Of course, most fuel systems are bought off the shelf now as there are all sorts of options available.

The chassis itself has made a big transformation in recent years. From the early 70's until just 10 years ago, most chassis, both funny car and dragster, were built by professionals for all the big teams.

I started building my own dragsters in 1987 because I couldn't afford to buy one. I learned how to do this by watching a DIY video and purchased a tube kit supplied by Mark Williams. I got good at making aluminum body panels and even made my own rear wings for a while.

All the multi car teams build their own cars now, which gives them the ability to customize them to fit their needs. This also allows them to construct the chassis, or many of them, at their own pace, and without having to wait on someone else's schedule. It can't be too good to be trying to run a chassis business any more.

*Ken*

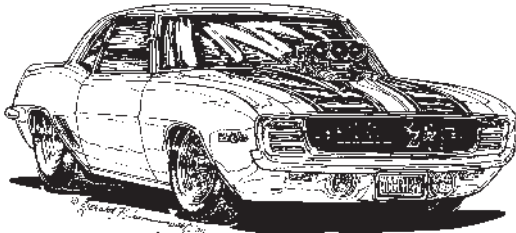


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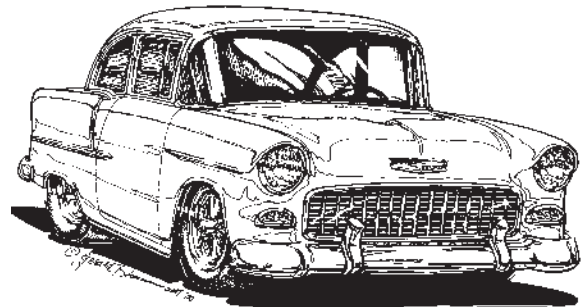
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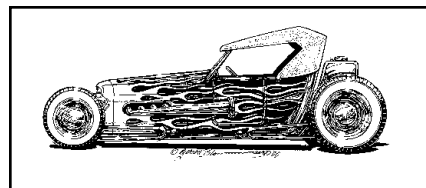

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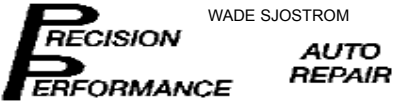
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