

Canada's Performance Magazine



**JULY 2025**  
**Volume 30, Issue 7**

SPECIAL  
ONLINE  
VERSION



**3 HILLS**  
**STREET FREAKS**



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3 Hills



# 3 Hills



**BPK Environmental Joins the  
Krista Baldwin Racing Team as Primary Partner  
for Norwalk Nationals**

June 25, 2025 (LIZTON, IN) Krista Baldwin Racing is set to enter the Norwalk Nationals with Spencer Massey and sponsor, BPK Environmental. BPK, licensed facilities for the Ohio EPA Water and Wastewater, will be represented as the primary partner on the KBR/Red Line Oil Top Fuel Dragster entry. With a slow start to the year, Krista and the team are ready to perform consistent, strong runs.

BPK Environmental owned by Joe Kristoff, provides certified water and wastewater operations for most facilities that are regulated by the Ohio EPA. BPK also specializes in minor water and wastewater rehabilitation projects. Joe has quickly become one of the pillars of the KBR team for the 2024 and 2025 season.

"I met Joe and his son Brandon during my first year of driving Top Fuel," says Krista Baldwin, team owner. "What started out as a friendship has morphed into a lucrative marketing partnership between us. Joe is not just a partner, but he gets his hands dirty too! He has been a great help in the pit during our turnarounds. I'm excited to host his friends and colleagues this weekend at their home track."

With stacked competition this weekend for the Top Fuel category, Krista and driver Spencer Massey are ready to tackle this ice cream loving track. "Last year we came to this track, and we came up short in qualifying by 6 thousandths of a second and we are ready for redemption," says Krista. "Having Spencer Massey drive the cheetah dragster is a huge honor. It's not often when you get to say that your hero pilots your dragster."



**VOLUME 30 ISSUE 7 JULY 2025**

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With him in the seat, and Scott Graham and the boys tuning this rocket ship, I expect a smooth and quick weekend of fun."

BPK and KBR are ready for battle.



## Street Freaks

## Don Macgowan

Let the good times roll in Three Hills, June 6 to June 8, as Cruise Weekend revs up for another spectacular event. The wind gusts were pretty strong as were the cars in attendance.

It all started on Friday, June 6, at 5 pm as "Meet and Greet" participants gather on Main Street.

There was a barbecue and live music next to the post office. At 6:45 pm, the engines will roar as the Friday Cruise Night began.

It's "Follow the Leader" around Three Hills before heading north on Highway 21, they had a blast!

Saturday, June 7, started your day with a Hearty Cruise Weekend Breakfast, from 8 am to noon, at the Knox United Church. Enjoy pancakes, sausage, coffee, tea and juice. The cost is \$15 (11 years and older), \$5 (6-10 years), and under 6 is free.

As always, vehicles of special interest will began lining up for Show and Shine registration at 8:00 a.m. Vehicles must approach 1st Ave East via 2nd Street North. All vehicles will be juried by members of the Three Hills Street Freaks before they are registered. A registration fee of \$20 per vehicle is charged.

Spectators filled the "Big L" stretching from 1st St East to 6th Ave and Main Street southbound to 3rd Street South. Along "The Big L" you'll have seen amazing vehicles of all descriptions, loads of vendors selling memorabilia, automotive services and food to keep you energized. This year a new ice cream, lemonade and coffee vendor will join the usual selection of vendors selling hamburgers, cold drinks and more.

The Annual Three Hills Drag Races were a go on June 7th and 8th at the Three Hills Airport. Race the Dash for Cash, no prep, heads up action or race in the All-Out, All-Day sessions. No classes, no eliminations - just throttle therapy.

Since 1981, this event has snowballed in magnitude becoming one of Three Hill's largest spectacles and bringing people together from across the country. Over the years, it has also become one of the community's largest fundraisers, raising tens of thousands of dollars towards local hospitals, fire departments, food banks and more. We are proud to show our support.

Prices are racer and one crew member - \$60, additional crew members - \$10/person, Junior Drag Racers - \$25/each. Cost at the gate was \$15 per person; 12 and under is free.





## Street Freaks

## Don Macgowan

A very well done show for a town of only 3000+ people.

The original show n' shine on Saturday has turned into a 3 day event that also includes 1/8 mile racing throughout the weekend. You can pretty much come and go as you please and choose which events you go to.

We just did the show n' shine and it is essentially just a \$20 dollar donation to their community groups to enter. There were a wide variety of vehicles there with some customs looking to be \$200,000 vehicles just sitting on the street. It's always a good crowd and people are respectful of the vehicles.

We are fortunate to have a fairly dedicated car crowd in Central Alberta. Red Deer has a weekly cruise night that rarely has under 300 vehicles and I believe has been just short of the 700 vehicle mark.

The Dash for Cash offered a \$3,000 minimum pot per day.

Remember, all of the rules of the road apply in and around Three Hills during Cruise Weekend.

Dress for the weather, bring a lawn chair and apply your sunscreen and take lots of pictures....and be carefull of the wind gusts! You will have a blast!

Enjoy pics from the Three Hills Cruise Weekend 2025.

See ya there in 2026...



**Street Freaks**

**Don Macgowan**



The Street Freaks put on a great show

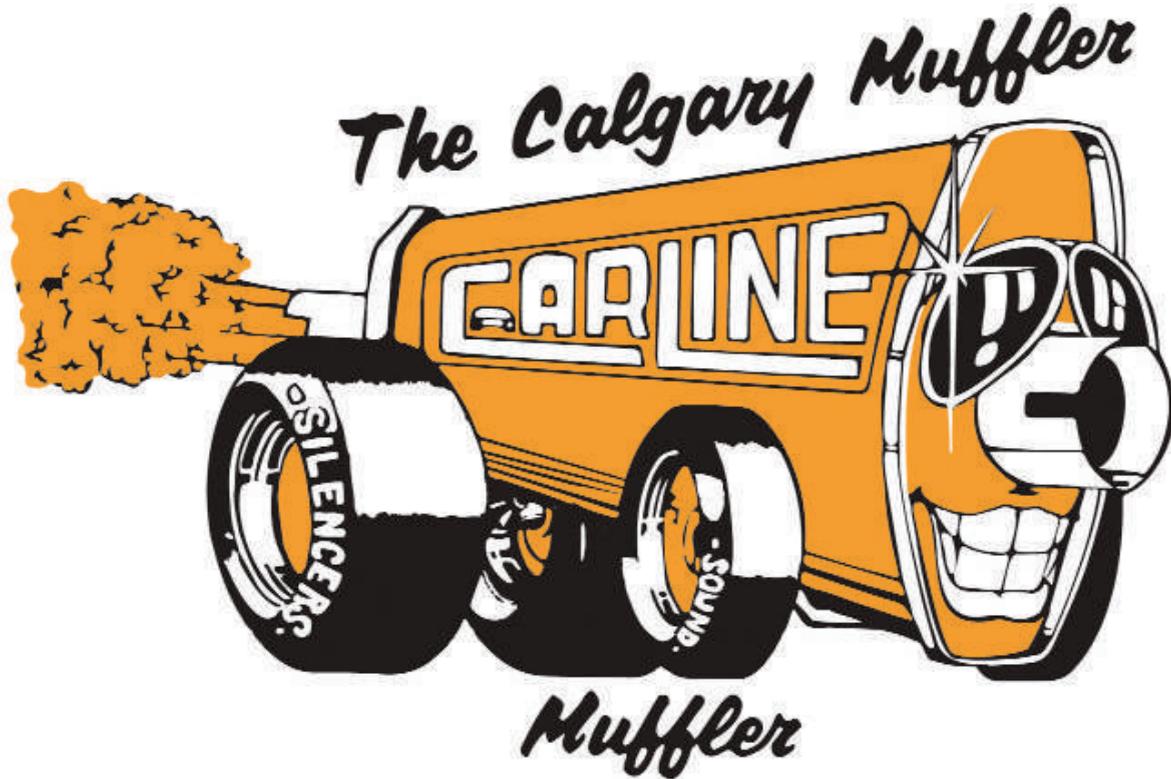


# Street Freaks

# Don Macgowan







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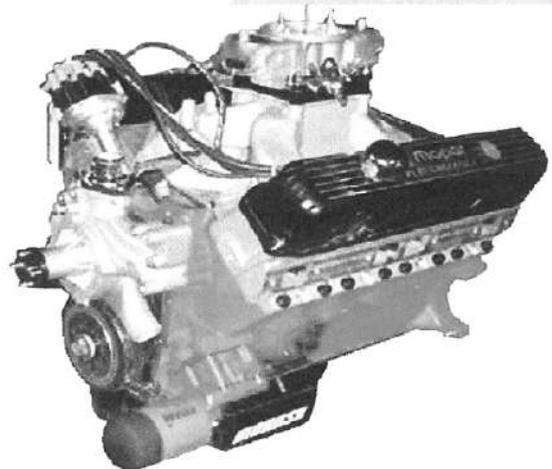
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## ENGINES

e-mail [don@quick-times.com](mailto:don@quick-times.com)

**408 SBF with F1R** procharger Engine was used in a fox body mustang makes good power and runs consistent. Has about 50 1/8mile runs on it since full refresh. 20 1/8mile runs since heads were fully rebuilt Comes with lots of spare parts and everything needed to just drop it in and go. (Except for a water pump) Car ran consistent 8.30 at 2450lbs Fastest was 7.90 30,000\$ Can message me with any questions at 780-292-5998 j3

**427 Chev** Engine Rebuilt. Built to Corvette 425 hp specs. Over \$12,000 in parts and labor. Have bill sheet. Motor Balanced. Built by Chris Woods of Red Deer. For Chevelle, Camero, Corvette. \$9800, Call Ray 403 877 1050. j3

**Fresh 572** bowtie now 588, Built by Pendosy machine , Everything new except heads, block and crank., Have build sheet if interested 15k, Text me at 250-258-1200 J2

**BBC 496 stroker** short block, 9.8 deck. Eagle forged rotating assembly, 4.310 bore x 4.250 stroke. Estimated compression ratio; 12.71 to 1 with 118 cc cylinder head dome volume. Less than 100 short track passes. Hard bock filled, 4 bolt mains, JE-SRP 43 cc dome pistons, internally balanced. Comes with 7 inch SFI approved balancer, flex plate included. Moroso wet sump 7 quart oil system. Engine is clean and ready to assemble with your cam and heads etc. No stripped threads or helicoils, all threads chased with a tap. Oil pan easily removed for your inspection. Very fast and serious engine, not recommended for street, reasonable technical assistance available. Any questions, just ask! Located in Victoria, 250-415-5219 M1

**SBC Racing engine** for sale. 358 cu in, .040 overbore. SRP forged pistons 12.38 to 1 compression ratio. Eagle forged crank and H beam rods. Brodix heads. Comp cams belt drive. Milodon oil pan with windage tray. Block has been o-ringed and has copper head gaskets. Block has been filled to the bottom of the water pump holes. Billet Crane solid roller cam and lifters, 650 lift. Crane gold roller rockers 1.6 ratio. Crane stud girdle. Last time it was on the Dyno it made 558 hp and 468 lb ft with a 750 methanol carb on M5 fuel. Price does not include carb, headers Located in Kamloops BC. \$6000, Call or text 250-319-5501 F1

**Chevy 383 stroker** this motor went 11.30s in a 3500lb car N/A and has good street manners GM four bolt main block, Forged eagle 3.75" crank, eagle forged I-beam 6" rods King bearing, Mahle 4032 forged 4.030 flat top pistons with a large ring gap for N20, ARP main studs, ARP Rod bolts, ARP oil pump drive, Melling high pressure oil pump, Moroso oil pan, comp cams solid street roller cam 12-772-8 248/254@50 duration .576/.582 lift on a 110 LOB, comp cams solid roller lifters part number 818-16, comp cams cam retainer plate, JPP double roller Torrington bearing tim-

ing, cast aluminum timing cover, Moroso adjustable timing pointer, power bond SFI 8" harmonic balancer, Billet oil bypass eliminator, oil pump block off plate, performance world 64200 CNC heads with a 64cc combustion chamber CNC bowl blend 2.02/1.60 PEP stainless steel valves the heads flow 206cc on the intake runners, Comp cams locators, comp cams valve springs, comp cams retainers, Viton valve seals, adjustable comp cams guid plates, comp cams 5/16 hardened pushrods, comp cams ultra pro mag 1.5 ratio 7/16 rockers, ARP 7/16 rocker studs, locked out pro-billet distributor, MSD supper conductor 8.5 plug wires, Fel-Pro gaskets through out. The list goes on and on Tons of money spent on machine work and assembly nasty small block street motor that runs low 11s at the track, this motor makes a small amount of vacuum due to the cam shaft and dose make crank case pressure like all high performance engines. Selling as a long block no intake no carb \$8500 OBO we can work out a package deal, 6O4 8o2 8685 text

**Engine #1-** Brodix aluminum 440 SBC. 932hp 58 runs from new 55mm cam, Jesel 905 lifters Bryant crank, Diamond pistons, GRP all rods GM splayed valve heads, titanium valves , Jesel rockers HRE custom manifold, dry sump pan SS headers Engine#2-Dart (cnc lightened) 440cid. 939hp 63 runs from fresh 50mm roller cam, jesel 905 lifters Crower billet crank, Weisco pistons, Carrillo rods GM splayed valve heads, titanium valves, Jesel rockers SS steel headers 2- Book 1050 carbs Daily 6 stage oil pump and Peterson tank Build sheets and documentation available Lots of extra and spare parts, package deal for both 40k can. 403-809-0722 D1

**Sbc 406** new KB flat top pistons 882 heads Crane ht 284 cam Edelbrock intake fresh Rochester carb does not come with headers ready to go 4000 obo call brad 403-821-0756

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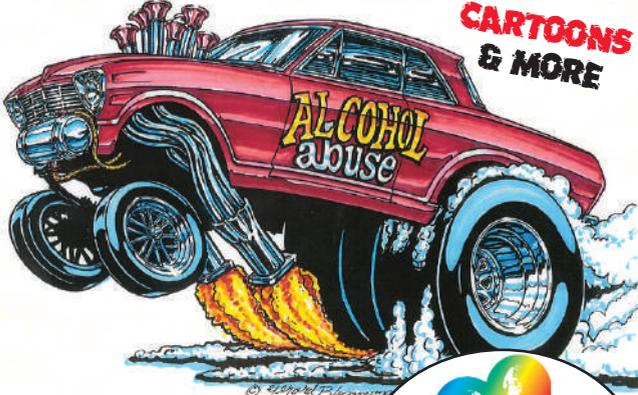
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- RCD mag drive , like new condition as pictured. No clamps. \$750 us funds Call Tony 416 948-8255 J2
- QuickTime RM-6056 bellhousing is for a Ford Fe 352-428 to bolt up a 5 speed tremec TKX, Tremec Tko, or a T5 transmission. Others may also work. It is not SFI approved, \$700 CAD comes with backing plate and bolts. In good shape located in Spruce Grove, Alberta, Canada. 250 833 2478. J2
- Brand new race shoes men size 11 never worn. \$80 Big block Mopar custom fab valve covers from precision race engines. \$150 Text only 780-933-7360 J2
- 15x14 polished pro-stars beadlock wheels with 4" backspace 5-4 1/2 bolt circle Located in Terrace BC 250-641-9647 J2
- 1973, 440 ci Stock bore block. Has bin "Dipped" & "Magged". Checked & tagged "Good" by Pro engine builder. Cyls hv very little wear. Can bore to as little as .020 Comes with set of new Frost Plugs. \$900. Best to know ahead of time what you got is good. 780-832-3405 stony plain M2
- Richmond Pro Crown & pinion 4:56 ratio for 8:3/4 rear diff. From 489 case in vg cond. Cheap. \$100. 780-832-3405 Stony Plain AB M2
- Holley 950cfm DP. Has had choke milled off. Will install new bowl, & metering block gaskets & new 0.130" needle/seat. Has only ever had C12 run through it. \$500. Cadogan, AB. 780 753-4478 M2
- New old stock . Holley 650 double pumper. Never had fuel in it. No choke assembly. Shillpng available. Cross posted. No holds . 403-870-3092. a1
- Kilduff Machine Ratchet Man 4 Spd Automatic shifter, brand new, never installed or used. Bought for a 4L60 (should work for other 4 spd auto's) part #1193 "Ratchet Man" Uses common B&M shifter cables. \$800, Located in Standard, AB will consider delivery / meetup within reason. 403-324-9924 a1
- Professionally built 4" aluminum driveshaft. 38 5/8" center to center. Sonnax tubing with Sonnax 1350 weld ends on it. Was a brand new spare that we can no longer use. \$200 CAD 778 840 3832 a1
- aluminum bell housing for 168 tooth flywheel, for big block or small block chevy. part # 464697...1 resurfaced 168 tooth flywheel for big block chevy, part # 3873457N, external balance.. 1 small block chevy 168 tooth flywheel, resurfaced, part # 3988795... 1 nice used centerforce 12 inch clutch assembly , fits course splined input shaft, and works with either of the fly-wheels...1 near new 12 inch street clutch assembly with course spline, and fits either flywheel as well..will sell bellhousing and your choice of flywheel, and clutch assembly, for \$500,, or clutch assemblies and flywheels for \$300 each. located in Grand Forks BC. phone 250 443 1964 a1
- DMPE M5 14/71 Blower-JBR carbon fiber injector hat-Spray bar in injector hat-Barrel valve, fuel lines & blocks included-2" set back plate-Stroud bag (expired)-TC Machine upper belt guard snout mount-Setup by Mike Janis, then owned and run by Al Billes.-Made 42lb's @ 35% over-Cosmetic defect on outer case near the rear, Crack was welded/repared and has been run afterwards. No effect on rotor seal.-Fresh inspection & service. Strips are perfect condition. Installed new bearings.\$18,000cadThis setup costs over \$30'000cad new.Located in Alberta Canada Message for more info 780-207-1294 M1
- 15x10 Centerline warrior rear wheels (2) 6.5" backspace 5x4.5 pattern. Drilled for rim screws. Used but in good shape. Very light wheels. \$400 CAD OBO US Gear 9.5" 4.11 ratio gear set. Low usage, in great shape. Was a backup gear set that we can't use now due to a gearing change in the car. Asking \$500 USD. Brand new 11" 26 spline ACT clutch kit. Fits 1999-2004 mustang V8 with aftermarket 26 spline input shaft (tremec or what have you) Will not fit on stock transmissions. Asking \$300 CAD Call 778 840 3832 M1
- 5/16 diameter7.500" length 0.080 wall Ran one season. Changed lifters, so needed new length. Basically look new Located in Saskatoon. \$120 obo 306-493-7329 F1
- Nitrous Outlet 1/4 turn shut off valve. -4 fittings. \$80.00 Zex pro nitrous solenoid. Works as it should. \$50.00 Wetaskiwin 780-362-0323 F1
- 2 t4 turbos for sale specs are as follows 69mm inducer 91mm exducer on the compressor side 57.5 trim turbine side 64mm exducer 73.5 inducer 75.82 trim they are brand new unused these should make 1200hp in twins max or 600hp in singles \$500 call or txt 306 261-0894 F1
- ACE 7" Billit dual disc Clutch, with gauge. Chevrolet pattern ., Fresh has not been run since 2014 recert, will need recert but no issues. TNT coated floaters & inserts, new discs/,floater/inserts/,fingers/stands/ring gear/, spare discs and bronze floater and tnt steel floater , fingers etc . \$2500 US. Mike 403-607- 5990 J1



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Flaming River rack and pinion #FR1507-6Q. Manual rear steer rack. New. Condition. \$400. Located in Lethbridge Ab 403-308-1730 J3

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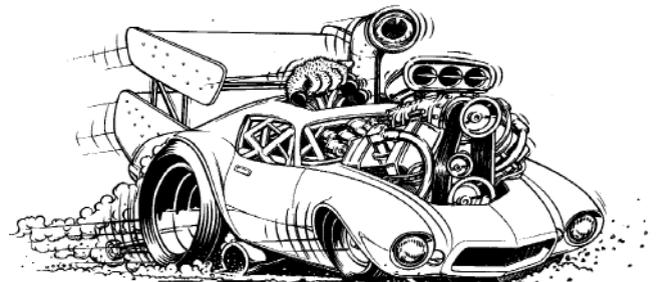
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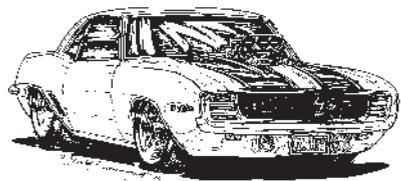
NOS Cheater 150hp kit(on Summit site for \$1300 without extras). Extras included: 2nd bottle, Autometer pressure gauge, purge solenoid, fuel regulator, steering wheel switch, dash switches. Both bottles full. Choice of either 4150 or 4500 base plate. Everything you need to run this system is included here. \$1300. Cadogan, AB 780-753 4478 M2

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ed to engine \$500 Milodon Oil Pickup, Press Fit, Aftermarket Pan Style, Chevy, Big Block, Small Block with 3/4 in. Inlet \$50 Dedenbear bracket master cross over delay with start line enhancer (o2) \$700 Dedenbear rtd-7 delay box ( no cross over) \$250 all items are used or like new except intake its new all are obo can ship buyers expense contact 780-903-3941 M2

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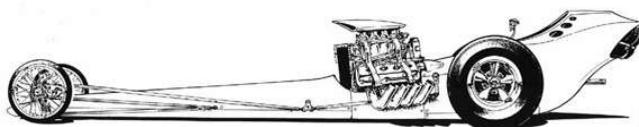
new set of Icon Forged pistons for .060 over 454.This  
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The World's Most Exotic Finishes Authorized Distributor		
		

As new, big block Chev Victor Jr tall deck dominator flange intake Mike 780-446-4810 J3

ACE 7" Billit dual disc Clutch, with gauge. Chevrolet pattern ., Fresh has not been run since 2014 recert, will need recert but no issues. TNT coated floaters & inserts, new discs/,floater/inserts/,fingers/stands/ring gear/, spare discs and bronze floater and tnt steel floater , fingers etc .\$.2100 US. ..DZE race clutch machine disc & floater resurfacers, does up to 11" discs , 10 spline or 18 spline capable, auto feed and belt sander table for facing floaters etc., new extra belts and diamond cutter. New cost from Bickle or 1/4 Max is \$5500 plus belt table option plus freight and applicable taxes. Etc 403-607-5990 \$3800ca J3

Brand new 15x10 weld pro star. 8.5" backspace with a 5x4.5 pattern. Never mounted on car. Tires are MT et drag 28/11.50-15 and still have the stickers. Replacement cost is about 2500 before shipping/tax,duty, etc. 1500\$ located near red deer 403-358-1330 J3

SBC MSD Pro Billet Distributor no vacuum advance mechanical locked and comes with cam gear for roller cam. 3 seasons old\$300, , MSD 6ALN built for high vibration 3 seasons old comes with new wire harness and mounting hardware. \$300 MSD Blaster HVC used 3 seasons comes with bracket and hardware. \$150 call Shawn 306-230-3899 a1

set of 14.5x33OL-15 hoosier C07 drag slicks for sale. They're in great shape. I sold the car so have no use for them. I also have a new set of Mickey Thompson tubes for \$150 more. Please call or text George at 306-550-6675 a1

351W ford parts all new in box's, spare cap I'll throw in as well MSD crank trigger distributor PN: 8378 MSD crank trigger PN: 8640 MSD trigger adjustment. PN:8605 Package deal \$800 obo for all. Pickup in red deer, spring cleaning and parts need to go 403-588-5346 a1

Bowtie Sportman SBC block. Heavy duty 184 casting, splayed 4 bolt nodular iron caps, siamese bores, priority main oiling, 2-piece rear seal. Currently at 4.060 but can go to 4.155. These blocks are comparable to a Dart Little M. Can be assembled as a 388 with all forged rotating assembly. Have other parts as well. Located in West Kelowna.\$2800, 780-499-3055 M1

Braille B168L 16v Lithium Battery Works great turning over 959ci Just not the battery/ charger setup that I run so I'm selling it. \$1,000 USD Aaron 403-581-8338

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



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

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

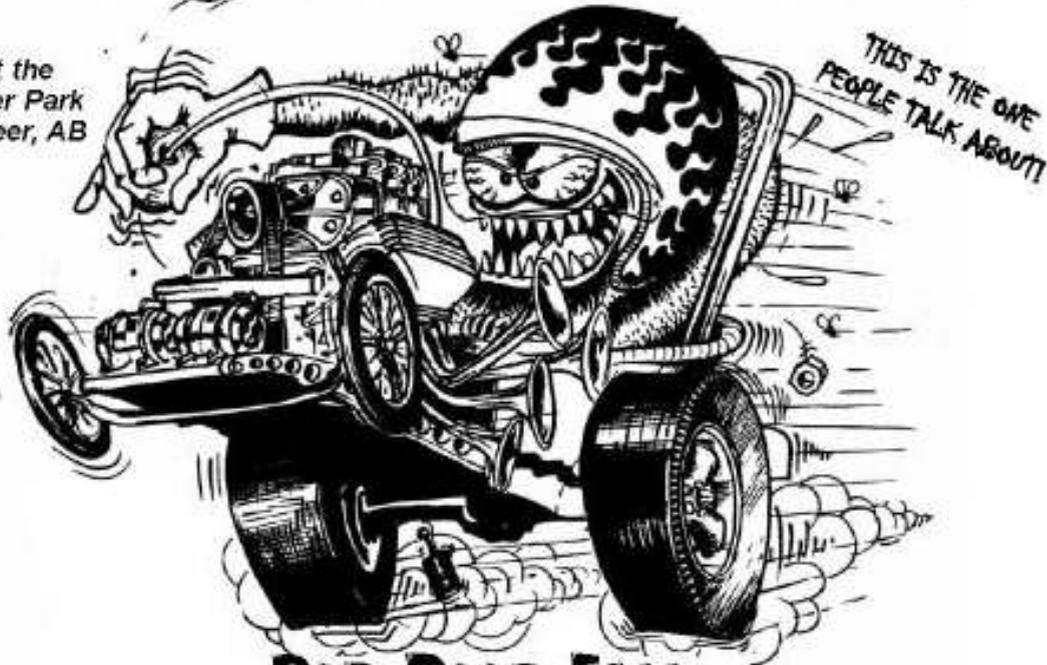
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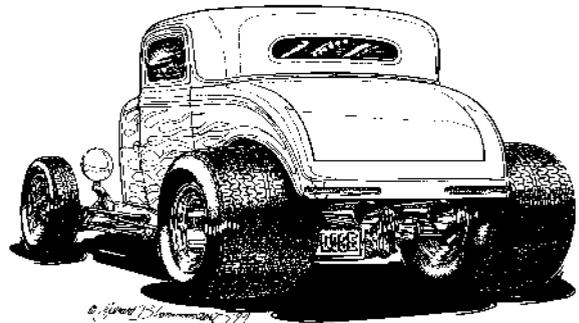
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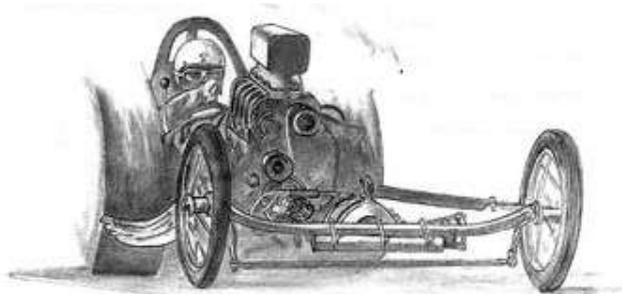
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A2



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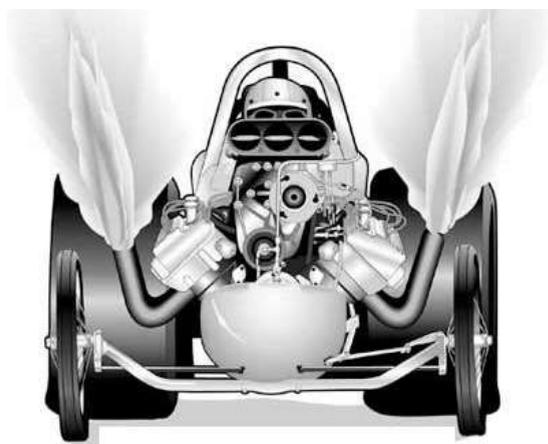


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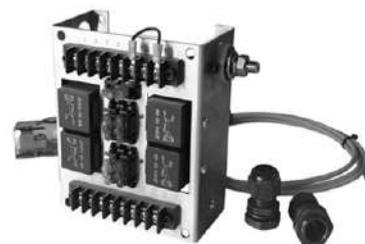
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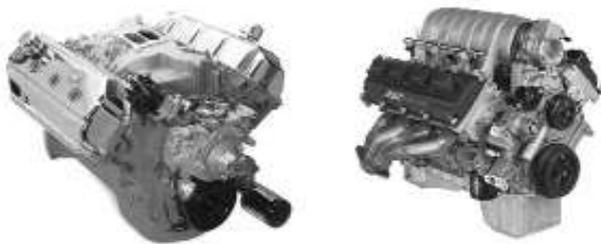
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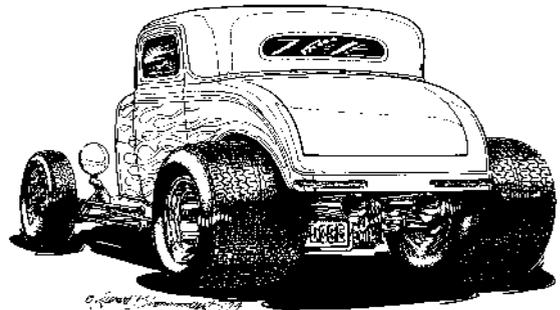
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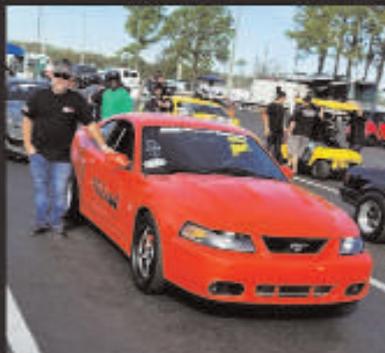
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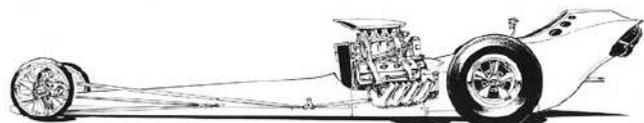




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I have set up a lot of race cars in my time. Never had the money to buy a tune-up, the closest we ever came to that was getting Shaun Hyland to set up the fuel system on the Arctic Traveller in 1996.

The tune-up worked great, we ran our first 5 second run out of the box, a 5.87 in Mission, then found we had to start playing with gear ratio's as we applied more power, or it would smoke the tires. Unfortunately, that was the same year that Clevite had their bad run of bearings; we kicked the rods out on what we thought was going to be a 5.60 something run, so of course I thought I pushed it too hard. After another blown up motor 2 races later, we babied the thing through the rest of the year. Turns out the bearings (now the famous A4 bearings) were delaminating after one run, blowing up motors all across North America. This was actually the major reason that the Arctic Traveller team came to an end in 1996, we had borrowed money for the best parts, got the tune-up, and were ready to be contenders, but ended up with a pile of junk at the end of the year, and just couldn't continue.

Most of my tune-ups start from some sort of base line, put enough fuel in it, the right amount of timing, compression, and blower, then make small changes to see what the car likes and what it responds to. I am talking blown alcohol here, not nitro. I still have a lot of learning to do on the nitro deal, I can't claim to be any kind of authority on that. I can help make an alcohol car run pretty good though, given enough time. Bryan Davidchuk and I had started the Arctic Traveller operation in 1990, and while not a world beater, it was a good match race car. We kept tweaking the combination, mostly adjusting nozzle sizes so each cylinder was running as hard as the other, so the motor was happy. One thing I kind of learned by mistake was about gear ratios. We would always run the biggest tire, and a rear gear that wouldn't allow the motor to rev too high at the finish line, and thought that if we made enough power, it would run fast. It turns out that the gear ratios are just as important as the motor. In 1994 we were in Saskatoon, and ended up blowing up our 4.56 gears and our motor.

We found enough stuff to re-build the motor, but we had a race in only a few days, and all I had on the shelf was 4.88 rear end gears. I put them in, thinking it was going to be way too aggressive for the Calgary track, but we had no choice. The first run down the track we ran a 6.29, tying the track record at the time. I drove that race against my brother Steve, and it was

the first time I have ever been planted into the back of the seat when I hit high gear. What I learned, some 20 years ago, was that you want a rear gear and transmission gears that won't pull the motor down, especially in high gear. With an alcohol motor, I have never run 36 inch tires since then for the same reason.

My tune-up evolution for each car is pretty methodical. As stated above, I start with something that I know will get down the track, put new spark plugs in (back in the day most cars I worked on didn't have computers), then make a run and see what the plugs look like. For most applications, it is normal to have fairly big fuel nozzles in the front cylinders and smaller nozzles as you get to the back of the engine. The back cylinders tend to be rich because the fuel is shoved back there by acceleration, plus the twist of the rotors in the blower is designed to push the boost towards the front of the motor, so it's kind of a double whammy.

I pick spark plugs that have CAD plating on them, like an NGK or Champion, then after the first run see which holes are lean and which are fat. Typically, even though there are already small nozzles in number 7 and 8, they will still run rich, so depending on how rich the plug is, I squeeze the nozzles some more. If the plug looks like it just came out of the box, say the CAD is still a bright silver with no heat on it, I know I can jump on it pretty hard. If there was a 50 nozzle in it, I will maybe go down to a 44. Any lean holes will be adjusted too, if a plug has burned the CAD down to the first thread, I will add .005 or more to that cylinder. My goal is to get all the plugs to be the same, usually if I get the cad to burn halfway around the plug on the top surface, the motor should run pretty good.



There is still lots of room at this point though, you can burn all the CAD off the top if you need, but I wouldn't go past the first thread.

If all the plugs are fat, and are showing no heat, you can adjust the main jet or the pump loop jet, I usually go 0.2 gallons leaner (about .005 to .010 on the main jet typically) per run until the plugs start showing some color. Don't get too carried away with the main jet; if you are already at 120 on the main, and your pump loop is a 70, start opening up the pump loop so the main and the pump loop numbers are closer together.

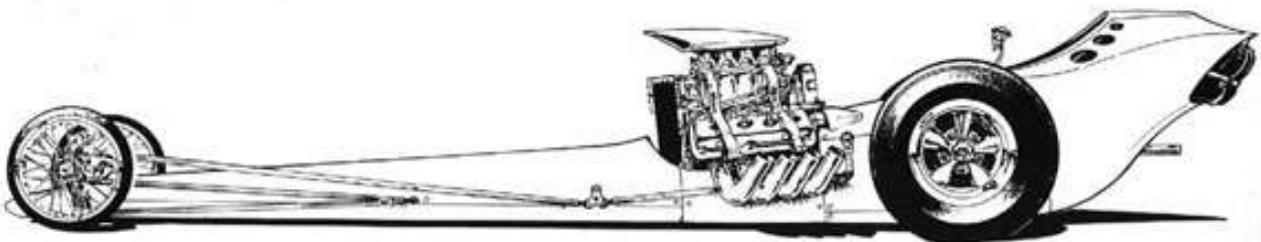
Once the motor is running even and happy, you have to determine if you need to go faster, or slow it down. In some cases, if you run on an index, like a 6.90 alcohol car, it is not about setting it on kill all the time, but just hitting the number reliably. Let's say the plugs are even, but you are still 2 tenths of a second slow. The first thing I would look at is the high speed. A lot of 6.90 cars run older blowers, so they make pretty good air at the hit, but don't make the big boost at the top end.

The motor doesn't mind having a lot of fuel on the launch, in fact it is pretty hard to be too rich. Shortly after the launch, however, it doesn't need as much fuel, so a high speed poppet is typically set up at around 62 psi with a 50 or 60 jet to dump some fuel back to the tank. In most cases, a 62 lb poppet will open about 100 feet out, which may be good enough. If the car is not fast enough though, or has a bit of a bog at the 60 foot mark, take a few shims out of the high speed to get it down to about 50 psi. Not only will the high speed open sooner, it will also lean the motor out more, as the fuel flows past the plunger more easily. You will find that the more shims you pull out, the sooner the high speed will open.

Once you get the bog out of the car, you can increase the size of the jet to a 70, 80 or even 90 if needed. This will keep the launch rich enough, but bleed fuel back to the tank for the rest of the run so the motor isn't blubbering at the high rpm's. When our Arctic Traveller was running its best, with a roots blower, we had a 110 in the main, an 80 pump loop, and a 90 high speed set at 52 psi. This gave us a lot of fuel at the launch, but dumped a bunch out when we didn't need it. At the time, we held the track record in Edmonton at 6.10. Every application is different though, so you have to take the time to go through the steps, this tune-up took me 2 years to get exactly right.

If you shake the tires early, or start spinning too hard 60 feet out, you have gone too far. Also, don't be afraid to go the opposite way on a bad track, or if it is really bad, block the high speed off completely. I have done that numerous times on fresh pavement, or on an old worn out track. No sense applying that extra power if the track won't take it. The above high speed advice doesn't really apply if you are running a really good blower, like a Littlefield LB20, a Kobelco Superman, or an SSI. These blowers are very efficient, and a lot of the time need more fuel in the top end, not less. Also, if you are running an indexed class, please keep your compression reasonable, you don't need 12.5 to 1. High compression ratios have a very narrow tuning window, and are very hard on rods, and it is totally unnecessary. Stay between 11.0 and 11.7, and don't go crazy on the timing either. A Mallory mag will work well anywhere from 32 to 38 degrees advance; adjust according to performance needs. For an MSD 44, DO NOT go above 27 degrees, you are playing with fire.

*Ken*



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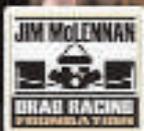
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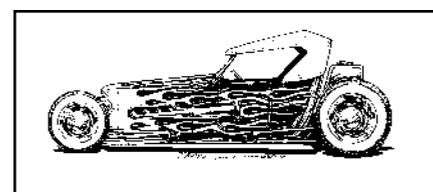


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