



NOVEMBER 2025
Volume 30, Issue 11

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Reunion Coverage**



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Come on NHRA, stop sweeping things under the rug. We're all grown ups here. Fans, teams and sponsors we deserve honesty. Come clean and let us and the racers know what's really going on.

First and foremost - I'm a lifelong fan of NHRA. Always have been, always will be. That said, just like with anything you love, sometimes you don't agree with every decision that gets made. I've questioned things in the past, like only allowing two Harleys in Pro Stock Motorcycle for years, but those are stories for another day.

Let's talk about what just happened in Top Fuel at the 2025 NHRA Carolina 4 Wide Nationals. Like many fans, I was surprised when I heard straight from Antron Brown during a top-end interview with Amanda Busick, that Tony Stewart had his Q4 run thrown out. The official reason from NHRA? A "non-approved component" on the car.

Now, here's my gripe: Since when does NHRA start using vague language like "non-approved component" instead of just calling it what it is? If there was an illegal device, tell us. Let's quote Tony Pedregon and be transparent, What was it? What did it do? How long has it been on the car? The rumor mill is buzzing - some are saying the component was hooked to the Electric Motion Box and may have controlled clutch engagement (traction control).

Let me be clear: these are just unconfirmed rumors. But the silence from NHRA only fuels that fire.

Take a look at the Statement of Action Against Participants from the same event: Joseph Santangelo? Detailed infraction. holes drilled in secondary throttle blades.

Greg Hunter? Specific explanation. Hunter started and did a burnout with the temporary fuel tank insulation installed on his Top Alcohol Dragster.



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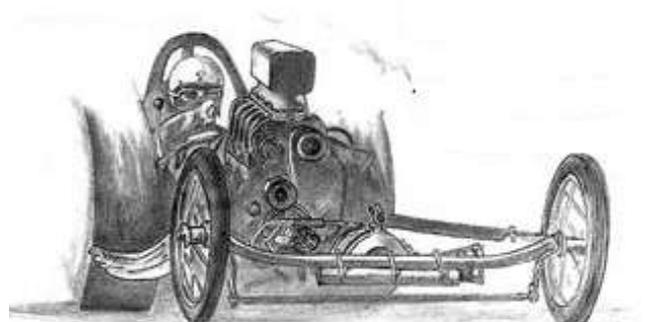
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Tony Stewart? Just "non-approved component." That's it.

Why the selective wording?

As fans, we're not asking for drama, we're asking for clarity. The more NHRA chooses to withhold details, the more it looks like there's something to hide. Transparency builds trust. Silence breeds suspicion.

NHRA, we love the sport. We support the drivers. But if we're going to hold everyone to the same standard, let's be consistent and let the fans know what really happened.



CHRR

Don Macgowan

California HOT ROD REUNION WRAPS UP IN THUNDERING STYLE AT FAMOSO!
Bakersfield, Calif. -

Just got back home from Bakersfield after attending the CHRR/Nitro Revival event. All in all, I have to score it a 9.9. Well attended, super participation and all around fun. Considering this was the first year of marriage for the new 2, CHRR&NR I think they are on their way to a successful relationship. Thank you to Cindy, Steve and Marge Gibbs, Blake Bowser and Kleet Norris for all your hospitality and help.

What a phenomenal weekend it was. Hoping the photo's I captured today are amongst my best. Total sensory overload. Everywhere I

looked someone special I wanted to meet, some racecar I wanted to photograph, some friend I wanted to greet. All the greats were here today. I only hope I did them proud

The 33rd California Hot Rod Reunion roared to a close Sunday at Famoso Dragstrip, wrapping up a weekend packed with nostalgia, nitro, and non-stop excitement. Under bright autumn skies, fans were treated to the finest in heritage drag racing as champions were crowned across the NHRA Hot Rod Heritage Series.

In Nostalgia Top Fuel, Pete Kaiser muscled his dragster to victory, capping a stellar weekend with hard-charging consistency from start to finish.





CHRR**Don Macgowan**

In Nostalgia Funny Car, Jon Capps lit up the scoreboards and the crowd, powering to the win with a strong final-round performance. The wild Fuel Altered class saw Greg Leahy keep his machine straight and true to take home top honors, while NHRA superstar Sean Bellemeur flexed his trademark consistency in A/Fuel, adding another Famoso win to his impressive résumé. Alan Hull claimed victory in Junior Fuel, while Tony Trimp blasted his way to the 7.0 Pro title.

Index and eliminator racing was fierce all weekend. Dave Isley captured Nostalgia Eliminator 1, Tony Citro earned NE2, and Ashlee Ballstrehl came out on top in her NE3 racer. The Gas classes were equally exciting - Ray Padgett (A/Gas), Chris Tourek (B/Gas), and hometown favorite Beau Dyson of Bakersfield (C/Gas) all scored hard-fought wins, while Dan Schrokosch powered to victory in D/Gas. James Maher grabbed the California Funny Car crown, Jeremy Smith triumphed in AFX, and Dan Rowley took the Hot Rod honors.

Capping off the weekend, Bakersfield's own Jason Barta was crowned the NHRA Heritage Series Champion in Nostalgia Eliminator 1, bringing the title home in front of an enthusiastic local crowd.

With the Hot Rod Reunion now in the books, the nostalgia scene shifts gears to the ANRA Season Finals this coming weekend at Famoso - promising even more side-by-side thunder as racers close out another unforgettable year of drag racing history!

The Calif Hot Rod Reunion isn't only about racing.. its also the people!! We all know Ron Capps drives a big show Funny Car, but he's also a parent. Yesterday, he was a proud papa watching with a BIG smile, his son's first cackle in the beautiful Baney Rapp Lisa Rossi front engine fuel dragster.

The comeback story keeps getting better! Blake Bowser's second year at the helm of the California Hot Rod Reunion, presented by Good Vibrations Motorsports featuring Nitro Revival, is proving that patience pays off. From cackle cars to community spirit, he's bringing Bakersfield's nostalgia back to life - one pass, one handshake, and one "smell of nitro" at a time.

Congratulations to the following on winning their classes at The California Hot Rod Reunion featuring Nitro Revival and presented by Good Vibrations

A/Gas: Ray Padgett
B/Gas: Chris Tourek
C/Gas: Beau Dyson
D/Gas: Dan Schrokosch
Hot Rod: Dan Rowley
AFX: Jeremy Smith

My California Hot Rod Reunion with Nitro Revival recap...it was frickin' awesome! Cacklefest, legends, hot rods, nostalgia drags and tons of nitro. Can't wait til next year, enjoy the pic's....



CHRR

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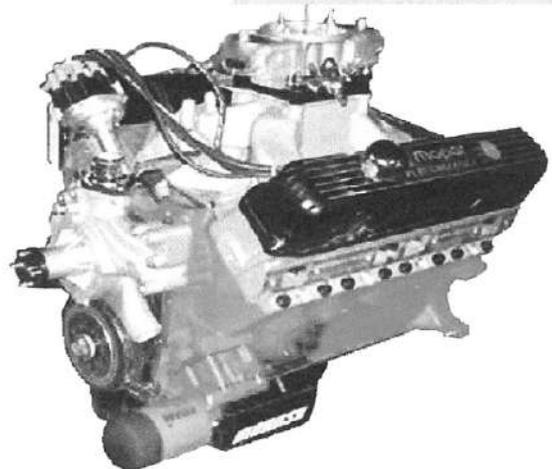
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Donovan 417 Hemi package. Block has had some repairs. Comes with 4 extra sleeves. 2 girdles, one really nice one and one that's been damaged and repaired. Wet sump pan and Donovan oil pump. Box full of hardware. 10 new Arias pistons. Bag of wrist pins and buttons. No crank/rods. Aluminum Donovan heads, also have had repairs, look to still need some finishing in the chambers. Donovan & M/T rocker assemblies. Intake rockers are roller shaft Donovan, and exhausts are aluminum roller-tip M/T. Donovan rocker stands. Used set of valves included. Mid-rise Donovan 14-71 style blower manifold. Custom Crane solid roller cam and a bucket full of misc. lifters. Nice standard style magneto drive base. I can send more pictures if you'd like. Sold all together, package deal. Not interested in separating anything. Asking \$5,800 cad (~4,200usd) Located in Saskatoon, SK Canada Text is best, 306-881-1654 O1

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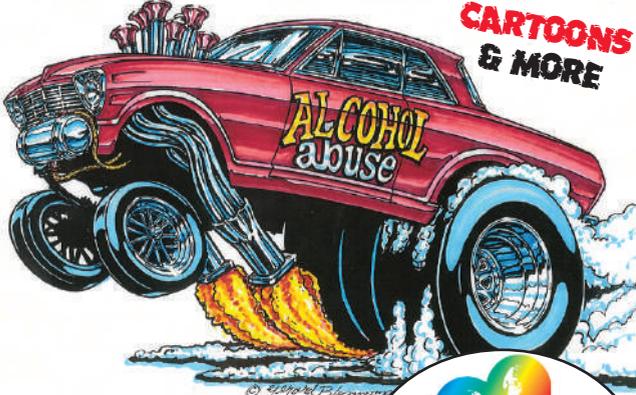
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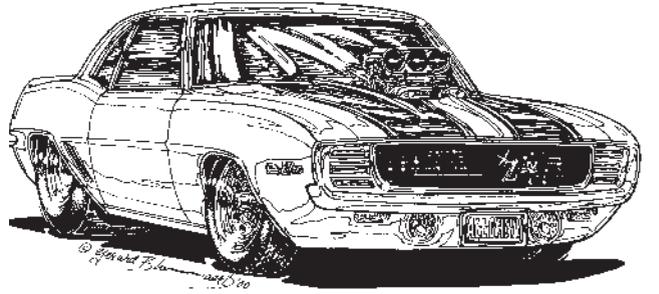
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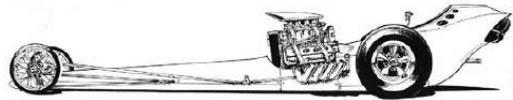
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Side pipe exhaust. 54" long. Should clean up good. Doesn't appear to be used. Project is gone and not needed. Believe they are pypes brand. \$300. 15x7 and 15x8 true centerlines. Polished. 5 on 4.75 bolt pattern. Wheels in good condition. 235/60/15 and 275/60/15(cooked). \$750
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Meziere BBC high flow water pump Very little use Threaded inlet adapter with -12 AN Male Can bring to Dallas, Vegas or Pomona Nat and Div events. \$650 US, Meziere 136 tooth starter and 2 flexplates. ProMod type 1/2 holes x 8 holes Teeth are in great shape on all pieces Was on a 959 Musi \$1,300 USD, Hughes Converter 35 spline- 1 1/8 shaft GM98B6+ 1/4 SM1437.5B+1 stator \$800 USD Aaron 403-581-8338 O1

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

Collectable REAL Offenhauser cross-ram for Big Block Chevy. Not a reproduction. Smoothed finish. If you want it shiny polished, grab some Mothers polish and rub it with a Microfiber cloth. Converted to oval port. If you desire rec port, just take the epoxy out. -8AN fittings installed to replace the leaky factory frost plugs. (I made AN lines connecting the plenums) Welded-in coolant temp sensor in rear of manifold to clean up wiring. Linkage included. This intake completely woke up my big block and pulled hard to 7000rpm with oval heads. It still cruises and drives nicely with good response. \$1800.00, Dual Quick Fuel 750 draw thru supercharger carbs Boost referenced power valves -6an fuel bowl fittings Installed smaller idle jets for precise Air/Fuel tuning at idle and cruise. Billet carb adapter plate with O-ring HVH super sucker carb tapered spacers Can be used on a street engine, when jetted for 850hp, this cruised at 12-14mpg. Current Jetting in it was making 1100hp+ on Q16 at 12psi. \$3500, Located in Bonnyville Alberta 780-207-1294 O1

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

Have 2 front dragster BBC 1/4in 21.5 centre to centre. Aluminum plate as shown \$125..... and 1-- 3/8in aluminum BBC mid plate as shown \$250 All brand new. Stony Plain 780 910-2843 A2

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set of h-beam 5.7 rods and 1 set of aluminum 6" rods for sbc. \$200 per set. Building something different now so no need for these. Pick up in Rutland or Westbank B.C or i can get a shipping quote. 250-215-5170 A2



Weld Draglite 15"x14" wheels. 5x4.5"/5x4.75" bolt pattern. 4 1/2" backspacing. \$800 obo Phone: 306-912-8857 A2



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

Aluminum transmission crossmember. Bought for 68 Firebird. Not sure what else it fits. Been on the shelf for years. Dont know brand. Only used for mockup Call or text 204-761-7051 N1

351windsor intake manifolds Performer 150.00 Airgap 500.00 Super victor efi with rails and elbow 900.00 Super victor carb new in box 800.00 Text 780 621 8597 N1

1Pr. Vintage J. C. Penny A/FX drag slicks 9.00 inch wide, 27 inches tall for 14 inch wheel, Excellent used condition for their age I am guessing that they are from the 1960's or 1970's Mopar, Ford, Chevy \$575.00 for the pair (708) 288-2879 N1

7-1/2" Dunn mag offset for tall deck BBC, 750\$ - Sold Tfx oil pan \$450 BBC kickout oil pan \$1000 New crane 669131 cam \$500 Used morel .842 lifters for dart/bowtie blocks \$500 RCD bolt on bearing support mandrel new \$350 Crower clutch can w/liner 300\$ 306-554-7975 N1

Jegs quick charge lug kit new in box for battery terminals 75, 1" 5/8 Motion raceworks Holley dominator roll bar mount with cable saver call pm or text Chris 403-371-9130 N1

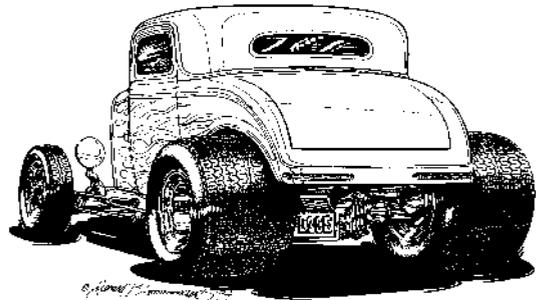
Driveshaft- 24&1/2" centre to centre, Mark Williams 32 spline Billit Yoke, upgraded 1350 forged joints.\$500 CA , has SFI tag Mike 403-607 -5990 O1

Big block Chevy fabricated valve covers \$200, Big block Chevy cast finned valve cover \$200, Small block Chevy Moroso valve covers \$120, Dual 4 blower scoop and k&n filter \$400, 15lb nitrous bottle and 4150 plate kit \$500, Located in Vernon ph 250-308-8386 A2

23x5x15 Hoosier front runners Brand new Rolled around shop is all had to go bigger 400 obo 403-382-0685 J3

1 newer 16 volt battery charger and 1 older one Hood with scoop to fit 79-82 Mustang. Scoop in mint condition with all studs in place. Hood is 100 % rust free but looks to have bondo cracking out in two spots where 2 small dents have previously been repaired. Easy fix. Cobra emblem is broken. will not separate. 250 firm. 403-357-4440 M2

Canton racing remote oil filter Ford small block or big block or any engine that takes a FL1A oil filter, Mark Williams dragster coupler for a turbo 400 and Strange large Pinon need gone ASAP \$400 for more information \$200, call Stephen 587 974 0661 M2



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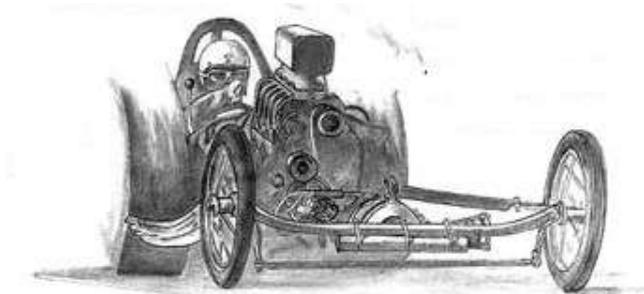

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N1



Used but very low mileage 1999-2004 Mustang Procharger system. This system started life as 6 rib 4.6L 2 valve system but went through several upgrades as time went on. The supercharger unit was upgraded to a polished D1-SC unit. The package comes with two intercoolers (one factory procharger as well as an upgraded oversized unit) . It has a vortech race blow off valve and a VMP / PMAS MAF tube. It's currently set up as an 8 Rib, but have multiple pulleys and inlet assemblies to go between 8 rib and 6 rib. Included is a Moroso Billet Air/Oil Separator. Comes with inlet piping for 4 valve Cobra/mach1 dual throttle body as well as 2V GT. This kit will fit pretty much any 1999-2004 Mustang with very minimal modification. \$6500 CAD 778-840-3832

O1

New Century Aluminum Big Block Chevy 9.8 deck water block. 4.50" bore 842 lifter Fresh cylinder hone Mains line-bored & honed Decked block to confirm flat O-ringed sleeves (Cylinder heads have matched up O-ring) 7075 billet main caps with 9/16" studs Custom head studs: 1/2" in block stepped to 7/16" for heads (studs in box) New Century gear drive timing cover with gears. All repairs to skirt of block were completed prior to my ownership. CFE 24? "BMF" 405cc heads Ported by CFE 2.325" Victory Titanium intake (data sheet available) 1.86" Victory Titanium exhaust (data sheet available) Custom keepers with integrated lash cap O-ringed to receive with block T&D one-piece shaft rocker system Moroso fabricated & polished valve covers included. With the correct components, this foundation would be a reliable 2500hp boosted combination. This setup would cost over \$25,000 New. \$14,000cad for the package deal. \$8000cad for the block separated \$7000cad for the heads separated Selling as I've gone a different direction. 780-207-1294

O1

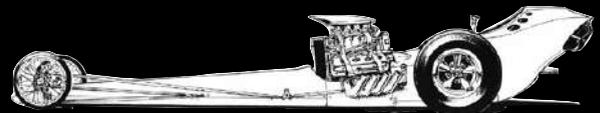
Brand new set of Flowtech headers-small block Squarebody, 1973-1987, fits 2 wheel and 4 wheel drive trucks, 1/2 tons, 3/4 tons and 1 tons with 350/400 sb , \$250, located in Camrose 780-781-5493

J3

Used Brushless Aeromotive 5.0GPM Fuel Pump no longer needed for our setup 1500\$ OBO Trick Cable and Switch Roll bar mount panel with lighting \$375 Located near Red Deer Airport 403-371-9130

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2008 Rear Engine Dragster 124 Box Car. Chevy 400 cubic inch small block. 700HP. Hillborn fuel injection system. Runs on methanol. 9 runs on engine. 2 speed automatic. Ready to race. Comes with brand new set of tires. Extra transmission & torque converter plus lots of other bits and pieces. Not interested in trades. Serious inquiries only please. Asking \$28,500.00. Located in Edson, Alberta 780-723-8178



1996 Oldsmobile Cutlass Supreme · Coupe · Driven 1,234 kilometers, Mayfield Race Car,(1996 olds) Crome moly chassis,fresh565 (960hp) on methanol (Ron's mechanical) ATI power glide (25passes) moser third member 4:10 gears,4 link,lamb carbon fiber brakes, on board air compressor,throttle enhancer ,fire suppression,K&R delay box and dial boards. 16 volt and charger, 6.0 chassis all safety's are current. Car weighs 2300lb race ready. Runs 8.26 - 172mph. Asking \$75000.00. No trades. 306-281-6169



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

Top sportsman 63 Corvette 572 two speed automatic. Fuel injection never sprayed Certified to 6.0 Call Gordie 250-862-1111

A2



2002 Chev Cavalier, Jerry Bickell built, carbon body, carbon interior, original pro stock car built for Kenny Koretsky, 6.0 tag, all current certs, has 540 cu in with glide, lamb struts and brakes, Koni electric shocks on rear with air sweeps, 33-17-16 rear tires with beadlocks, stainless headers, Racepak v300, dash, egts,rear shock travel, and lots more, MSD grid, Aeromotive fuel system , onboard air system, Mega 450 delay box, K&R dial boards, \$80,000 turnkey \$67,000 rolling, located in Fort St John, 250-787-3983

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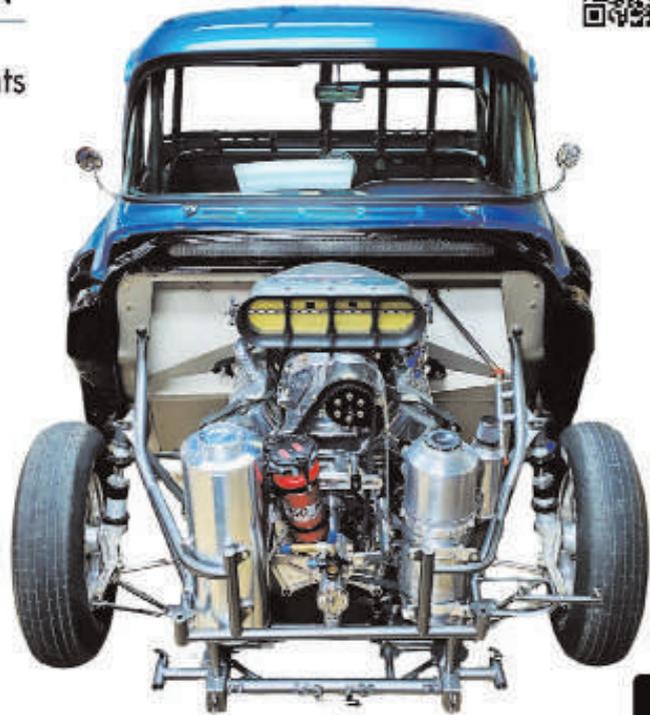
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56 Chevy wagon roller project is still for sale, finish it your way...Solid body and floors. I'm not gonna get to it so here's a good start on a 567 wagon for a good deal, no I don't want any trade's as I have enough thanks, located in Red Deer County, note no motor/trans and is a project, but mostly complete and pretty solid, \$6750 Call me at 403.872.0250 Don.



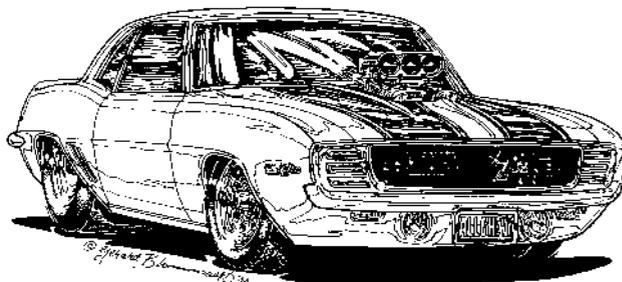
1955 Canadian Built 2DR HT Body #3557 out of 3559 built in 1955. Factory Power Steering, Power Brakes, Power Windows, Power Seat, 3spd with Overdrive. New Ciadella seat covers and carpet. 61K miles, paint is driver quality. 265 is gone, the motor has been updated to a 350. Excellent door and trunk gaps.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

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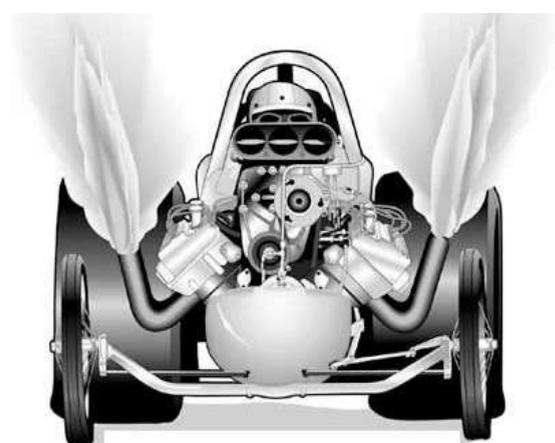
Al Lee or Lee brothers Baracuda that set 10 nhra records in ss/a or hemi superstock. The first car to break into .8 seconds first to break 150mph first car to

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



1997 procharged protouring Camaro z/28 original mint paint , 75,000 original miles 5500 miles on protouring upgrades imported from Arizona into a large collection in 2010 (currently Alberta registered) , made 615 rwhp on 12 pounds boost , rebuilt engine (\$11,300) in 2013 all best parts Callie's crank , comp had ceramic coated headers etc .. bmr & hotchkis suspension , Z06 wheels , new tires , custom carpet , seats suede inserts , high end stereo back in 2003 ! lol fantastic car as is with unlimited potential \$23,500 will consider interesting trades on classic muscle car/truck call or text Travis 780-216-8085 N1

1966 Ford Fairlane GTA 390 C6 Auto, ps, power top, bucket seat, console, drum brakes,9" diff low mile car, had it running 2 years ago great project for the winter , needs total refresh but worth the effort, all the convert specific parts are on the car. S code cars are very few in a drop top !! \$6600, Call Bob @ 780 621 8677





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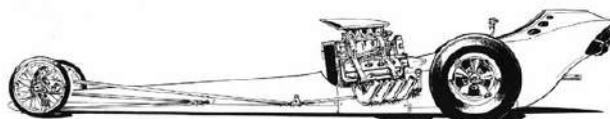


92 S10 ,bad Bus, SBC. Dart blown alcohol,671 Moonyham, Waterman pump, Enderly inj., Msd 20,pg trans ,9" ford rear,8.50 cert ex.,\$25000,interesting trades considered, no junk ,in Mission anytime @778-347-1136



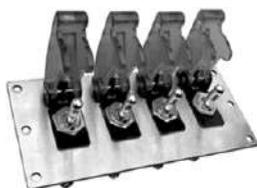
1965 Jim Davis slingshot dragster. Chromoly chassis, built in northern California. Great candidate for a restoration/display or cackle car. No, this will not pass NHRA tech anymore. I don't know the whole history on the car, but it obviously hasn't run in many decades. Located in Saskatoon, SK \$7,500 cad 306-881-1654

2010 255" TNT 24" cage Newer RON G shocks Msd grid V300, IQ3 dash, shock travel sensors and every other sensor you can imagine. Air compressor with CO2 back up bottle.



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1976 Chev Vega for sale rolling, set up for big block and glide, fresh 7:50 NHRA tag, new paint, all new tin, new 4 link bars, anti roll and double adjustable rear shocks, new ignition and mega 200 delay box, Dana 60 rear, car located in Fort St. John, \$19,500 ph 250-787-3983 N1



1970 Challenger R/T racecar. 528 ci Indy max wedge 860 HP - 720 TQ. 15:1 comp. Indy 440-1heads, spray bar oiling, Jessel rockers & belt drive, Eagle 4.150 stroke, Diamond 4.50" pistons, 1006 pro allum. Rods, Comp Cam & 1.6, 1.7 offset lifters. Indy intake. All new complete fuel system incl. Quickfuel 1050 carb. Few passes on motor. Runs 9.80 @ 136 detuned. Car weighs 2850 lb. 12 pt cage. New MSD 7al 3 box, wires, dist. & HVC II coil. New Cooling CSI pump & Rad. New Alternator, Smith 727 Pro-Trans w/ new upgrades. New Tcs 5600 stahl conv. No passes incl trans. Dana 60 w/ New spool & New lower 4:56 gears No passes. Pro-bear axles. Ladder bar susp. w/ Koni shocks. Centerlines w/ M/T 32x16.5 (90%) Front 28x7 m/t, New Spc A-arms & Wilwood drag-lite brakes & Qa1 shocks. Glass fenders, hood, trunk lid & bumpers. Back-halved car Not Butcherd. Retains factory glass, inner fenders & original vinyl roof in ex cond. Rust free U.S. Arizona car. \$60,000. No Trades 780-832-3405 Stony Plain AB M2



1991 GMC 1500 SLE CUSTOM STREET TRUCK 408 cu. In. small block Chevy, over 400hp and 450ft-lbs of torque, Holley 670cfm carb, and Edelbrock aluminum air gap intake. 700R4 Transmission with 2200 stall converter, shift kit, corvette servos. Custom body work, emblems shaved, flipped tailgate handle, welded in stake pocket holes, cowl induction hood, Street Scene mirrors and grille insert, 98 chev front grille and bumper, billet chev symbol and antenna, Lund roll pan, Bedrug, and to many other things to list. Belltech 2" front, 4" rear lowering kit. American Racing Titan 20x8.5" rims with Falken tires Too much to list or see a more complete list with the truck \$32000, Contact Marcel 780 699 2999 j3



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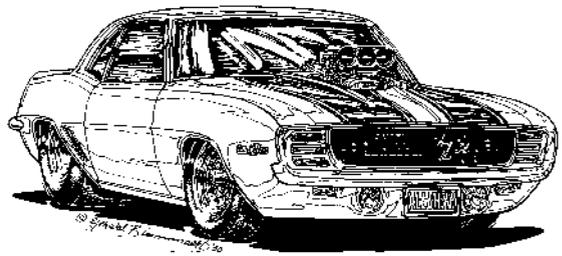
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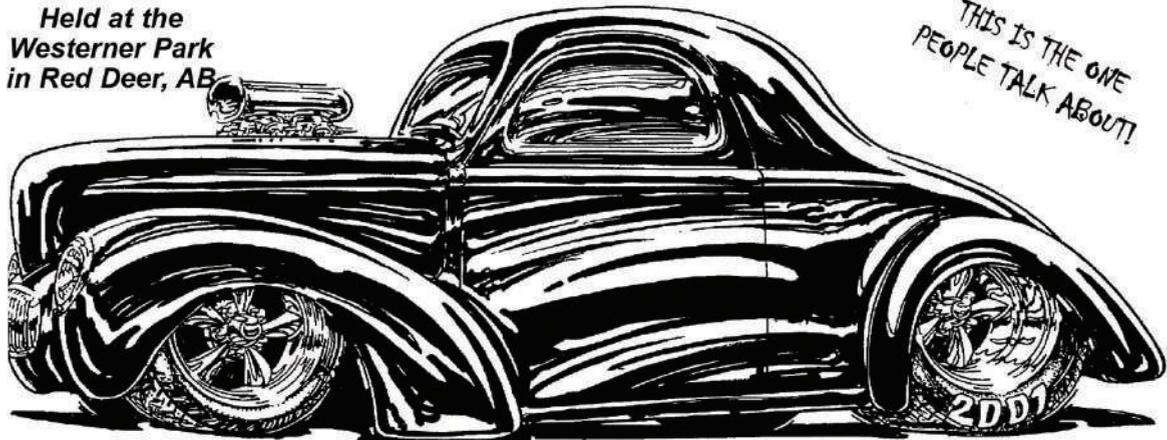
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1971 Nova, original buckets console car. Have 350 engine, no trans (originally a TH350) no rust in the floors or trunk. Small amount of rust shown in the pictures around rear wheel well lips. All original interior is there. 10 bolt rear end. Painted and re-sealed. Front clip painted with drop spindles & MBM power disc brake kit. Smoothed firewall. All new energy suspension bushings in front control arms, have energy suspension body mounts and rear leaf spring bushings. No Hood. US Mags wheels 17x8 and 20x8 with almost mew rubber. Have all original parts except hood. No windshield or rear window glass. Side glass in excellent shape. Vintage Air under dash A/C & heat unit with controls. Ton of work invested, body in primer. Too much to list. This car has been in the family since 1991. \$12,500 Message or text 780-777-2195 J2

Gebhardt's pro cars dragster 235 inch wheel base, 23.5 inch cage. I'm 6.1 @ 280 and fit great, room left for larger and taller. Petals can be adjusted. BBC 489 @ 700ish hp p/g good for 1800 hp Run in s/c or s/p. best with this setup is 5.24@130, 8.90@157, I never ran it full out in the 1/4 but should be 8.27@161. all of the sfi certs are up to date. Chassis is wdra until June 2026 , nhra and ihra have expired certified for 6.0 turn key \$22,000.00 call bill Solomon 1-303/740-9092 A2



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

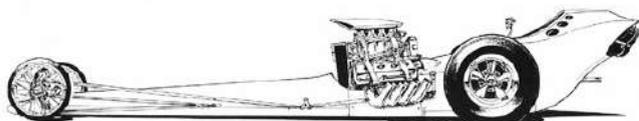




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72 El Camino SS Big Block tribute. 502 ci with upsized cam, less than 3000km on engine. Bowtie Specialties 700r4 trans. 3600 Yank stall converter, 12 bolt position with 3:73 gears. UMI stage 3.5 Pro Touring suspension with dual adjustable coil overs 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



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1964 Ford Custom 500 2 door post. 462 FE engine. Forged bottom end, Edelbrock heads, hydraulic roller, 2 600 Holleys, 6R80 transmission, 3.89 Truetrac 31 spline Strange axles. Can drive anywhere. Not perfect & not a car for everybody. If you're serious take a look & I will give all the details. Located in Moose Jaw 306-684-0499. \$35,000. j3

06 Ram drag truck, not street legal, 6.1, 727 with brake, Dana 60 with 4 link, selling due to poor health, \$25k, may consider trade, text or call 204-648-4832 for more info j3

Well, the fireball on the last qualifier wasn't on our to-do list, but really it did not do a lot of damage. The driver was fine, and actually he didn't even see the fire. From the starting line I could definitely see the flash, but it only lasted 1 second. What happened was not a blown up engine, or even parts failure, it was a loose fuel shutoff that started shaking shut as the car was racing down the track.

Enough fuel was finally diverted away from the motor that it burned the straps off 3 of the spark plugs on each side, leaving 1 on each side to continue firing.

In an instant, 3 pipes on each side were spewing large amounts of fuel, and the remaining two plugs still fired one cylinder per side, lighting up the whole mess.

When we got back to the pits, there were no holes in the motor, no melted aluminum, nothing wrong at all except the 6 out of the 8 plugs were melted. Jim took the motor apart the next day, and the brand new pistons we installed on Thursday still looked brand new.

The UK-DRN photo was timed to perfection, and captures the fire at its worst. The cool part, though, is that if you zoom in closely you can see the fuel shutoff closed past the halfway position.

By the way, this is from the 2025 California Hot Rod Reunion. I flew down to help Jim Holtz get his new car running. He said it had a big block Chevy in it, that didn't make me happy. Sorry, I'm a hemi guy, I don't like the way you have to set the valves, and I don't like the setup of the valve train. It is so easy to pull the rocker arm threads out of the head. That actually happened on Q1, so we had to put the spare heads on.

Anyway, I was there to put a magic tune-up in a Chevy on nitro. I had 2 runs to do it. I did a lot of research, calling up my friends that may have had some experience with it. I got some real good info from Mike Grekul, who did run a nitro Chevy for a few years. I sent the proven nozzle sizes to Jim; he was still working on the car in his garage.

We came up with a plan for blower speed, fuel pump size, and ignition timing. I figured we shouldn't run more than 55 in the mag, I wouldn't feel good if the bottom came out of the cast iron block. 30 percent blower overdrive seemed ok, there were no strips in it so it wasn't going to make much air.

When I got to the race track, the first job was to change pistons. The pistons Jim got were way too low, compression ratio was less than 5 to 1.

Surprisingly, the engine came apart pretty quick, we got the new pistons in and were ready to fire. Keep in mind that most of the crew were rookies, but all had a willingness to work.

The engine didn't sound so good on the first start, barrel valve and butterfly gap were not right, so it would not idle properly. I made a few final adjustments for the 3rd try, and it scared me when it fired. I wasn't expecting it to jump to a 2700 idle.

The Chevy almost sounded like a hemi, it was pretty stout, and the little pop up tent we were using seemed to collect the majority of the nitro, I couldn't see or breath for 30 seconds.

We didn't qualify but we had fun, and if we ever run a Chevy again, I have a pretty good starting point. I think Jim is getting a hemi for March though.

Ken





The UK-DRN photo was timed to perfection, and captures the fire at its worst.



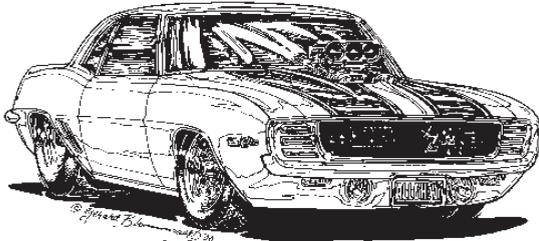
Ford Y-Block 292 cu. in. .060 over motor; Clay Smith cam; competition connecting rods; Mummert aluminum heads; Mummert intake manifold; roller timing chain; water pump; Power Bond PB 1199 vibration damper - doesn't come with valve covers - \$8,500. -
Dick - 780-984-4340 or 780-922-5610 N1

4 speed Saginaw transmission out of a '69 Camaro. It was in the Camaro for a very short time as the car got wrecked. The car had a 327ci (which I have but not included in this ad) with the Saginaw 4 speed. I have not run the numbers on the engine yet. The Transmission has been kept inside since and not messed with. It has 3 grooves in the output shaft so it is the more desirable 3.50:1 first gear. The numbers on the passenger side of Transmission are: 3925656. Asking 1500.00 obo for the transmission. Call Duke at 306 921 2172 N1

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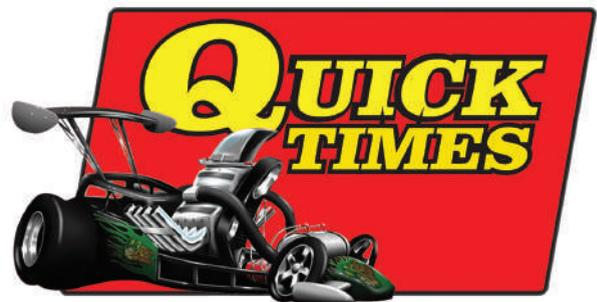
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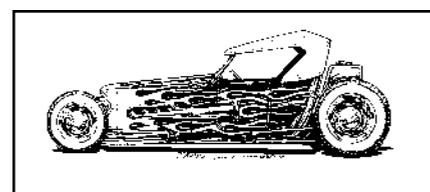


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