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PERFORMANCE PEOPLE

"If they raced all year round we'd be there every weekend". That's the attitude of the enthusiastic pair of competitors Fran and Ray Belliveau. They are the people behind "Sour Kraut" that sweet little Volkswagon that runs in A/MC. The car itself was run for the first time last year in original red and got the trick silver grey paint and lettering last winter. The car's short block is basically stock with the modifications in induction cam and exhaust systems.

Ray is not as new to drag racing as the car is as you learn listening to him recount tales of running a '51 Chev. in stock eliminator back in the "good old" Pentfield days.

Plans for the future include selling the VW and building a stocker. Fran is excited about the idea of taking over the driving duties while Ray does the building and A-1 tuning. They are a pair to watch for.



In the E.T. Brackets where consistency is the "bye"-word, a blue 1969 Chev Caprice runs so consistently every weekend that we are getting used to hearing "and here comes Floyd Newman and his big blue Chev again". Floyd has been known to run identical times - back to back - exactly on the ET on the window, to the hundredth!

New this year to the drag racing game, Floyd has found a place in the E.T. Brackets where he's starting to make a name for himself. It's people like Floyd that bring new interest and enthusiasm to the sport and that the performance is there for the people who want to work and practice for it.

The big blue Chev is powered by a tough little 300 H.P. 327 C/D motor that Floyd has reworked for performance and consistency. Watch for Floyd in one of the drag racing eliminators one day where he'll prove his mechanical and technical abilities.



The light green 1968 G.T.O. 400 with all the win stickers gracing the rear window is backed by a proud and dedicated family of racers. Danny and Vinetta Arsenault have owned the G.T.O. since it came out of the crate. The car was purchased from G.M. in Detroit and delivered to Danny in Germany where he was working at the time. The racing career started at a track 250 miles from his "home" in Germany where Danny raced against the "Yanks". The racing bug that bit in Germany hung on and followed them home to Canada where they raced the G.T.O. at strips in Ontario, Quebec and the Northern U.S.A. Now stationed in Summerside, Dan and his family are regulars at the P.E.I. Dragway.

The Arsenault family are drag fans all, a family that truly exemplifies the "Family" name of the sport and the tenacious sporting nature of drag racers.



MARITIME RAG NEWS

Issue IX Sept. 1976 P.O. Box 2804, Postal Station "A", Moncton, N.B.

Kapping Off

The end of another racing season draws rapidly to a close. And, what a year it has been. We've seen familiar cars of former years much improved over their past performances. We've seen countless new and keenly competitive cars built right up till the end of the season, affirming the growing trend in the Maritime area that drag racing is the sport with which to be involved. We've seen, this year, cars running so close to their national index and even under, which is the height of success for any racer no matter where he races. We've shared the happiness for each racer's gain and the sympathy with the breakages, red lights, and missed shifts, all a part of the entire racing game.

And, that is what is so unique about this sport. A comradeship has developed among the racers which is ever present, binding them to the goal of achieving better racing. What other sport sees competitors aiding each other in the pits, offering advice, parts, and, if necessary, their mechanical assistance to get "the other guy" back into the field right up to the last elimination round? Regardless of who wins the next race, winner and loser are back to compare times or problems regarding the run. No hard feelings ever result between two keen competitors--the serious racers who come every week, the ones who know what's going on, who get the satisfaction of bettering their own personal record as well as attempting to come out tops in their respective eliminator brackets. These people are the "sports" that make up drag racing.

Like the Monday morning quarterbacks or the curlers behind the glass, it's quite one thing to stand on the sidelines

and criticize and quite another to be a competitor, sweating at the line, nerves on edge, attempting time after time to sort it all out and get that machine working at peak capacity and into the winner's circle.

Just two more great race meets remain to do it in. Sunday will see the last of the racing for this year at Maritime Dragway in Middle Sackville. This Championship Meet, sponsored by Karbelt Speed and Custom, Dartmouth, and CHNS, will see a bigger purse and a super turnout of the best cars and drivers the Maritimes has to offer, and you know we're guaranteed to see some keen racing in all eliminator brackets.

On the 25th and 26th of September is the annual King of the Hill race at P.E.I. Dragway. Qualifying runs will be made all day Saturday. If you can't make it until Sunday, your car still may be put in as an alternate on the bottom of the list of qualifying cars. The thirty-two cars that qualify closest to their index will be in that run-off for the coveted title Sunday. You know everyone will be out to spare the expense and get everything out of those motors for the last meet of the year. What an action-packed weekend that should be!

We don't expect you to disappear from the scene yet, though, and enter into the doldrums and the bench racing sessions. Finally, Girls, we get our night out.

On October 1st, Skip MacKenzie, manager of Maritime Dragway, has arranged a banquet at the Dartmouth Inn. There will be a bar, banquet and boogying to the "Titans". Tickets are \$5 per person. Doors open at 7:30 P.M. with dinner, presentations, and finally dancing to follow. Tickets can be purchased at the tracks from Skip MacKenzie or Lynne Paton, or at Karbelt Speed & Custom, 800 Windmill Road, Dartmouth or write for them to Skip MacKenzie, 12 Avery St. Dartmouth. It'll be a great opportunity to let your hair down after, for many a hectic and frustrating season.

RACER'S PROFILE

Dick Purdy

A nice family sized big black Chev is hardly the car you'd expect to be a "gem" in drag racing circles. And, a '68 Chev Impala is not exactly what you would expect to be setting Stock competition on its tail, but Dick Purdy's big block Chevrolet sedan is doing just that this season.

Quiet and soft spoken, Dick is extremely modest about the success he has achieved thus far. He's like nine out of ten guys, still "just learning". He raced the Chev last year, acquiring it by working a deal with Brenda, his wife—a new car for her Chev. She was happy and so was Dick. He was "going racing"!

Last year, the car was a consistent class winner, but couldn't do better than third place, occasionally, and, as you well know, in Stock, third place wouldn't make anyone too wealthy!

However, it was enough to give Dick a sampling of drag racing fever, and he has acquired that bug, but good.

Over the winter, he sought the assistance of Paul Arsenault, a vocational automotive instructor. With Paul as a guide, Dick struggled through the basic mechanic's courses on the Chev until he is now able to do the majority of the maintenance work himself.

The 396 H/SA Chev is equipped with a basically stock engine, bored 30 thou over, GM replacement pistons, balanced and blueprinted. All the work was done locally. Barry Paton cc'd. the heads, Paul Arsenault did the three angle valve job, Dick added a General Kinetics 396 blueprinted camshaft, and together, they came up with a winner. Trans-mitting the power back is a 10 inch B&M convertor, a Fairbanks Turbo Hydro 400 automatic transmission, 4.88 gears and hooking it all up are 9 inch stocker slicks. The car really hauls with this combination. It improved from a best of 13.65 last season to consistent 12.89's on a 12.54 index. He has run under the national mile per hour record of 108 with two 106 m.p.h. runs, and three tenths off the national index is getting there! The car was one of the top winners in Stock eliminations each meet. Dick was the winner of the Stock Points Championship at P.E.I. Dragway



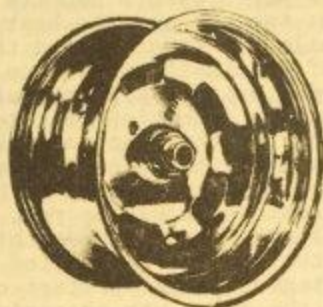
this season and was presented with the Bell's Towing Trophy for that honor as well as the green stuff to make it all worthwhile.

As well as working real good, the big black ark with Super Trick wheels and bright blue lettering looks real neat. The trick name "Daddy's Toy" was Tammy's, his daughter's, idea. Typically, whenever Daddy was playing around with anything, it was his "toy" to her, so aptly, the name suited.

Dick is one of the jolliest and keenest racers you'll meet, and really a great guy to have on your side. He's very serious about this sport and is very intense when speaking of the general "shafting" Stockers seem to get at any strip, as far as recognition or prize money is concerned. Many Stockers, he suggests, have as much money invested as Modified or Super Stock racers, yet they are generally treated like "black sheep" at the track although they outnumber the competitors in the other two eliminators together. He'd like to see this attitude changed.

Regardless of whether or not this happens, one thing is certain. Dick Purdy and Daddy's Toy will be back next season, better than ever. Over the winter, he'd like to change cars to take advantage of a better weight break for another class. Plans for next year include a pumped up motor, a 9" convertor, 5:13 gears and new sticky tires. 12.54, 108.08 --here he comes!

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| CP1562 | 15X6 5 on 4-3/4—5" | 43.95 |
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P.E.I. DRAGWAY - August 22

The "Henry J" launched on the last yellow, shaving the lights for a close green. The car leaped off the line on the green and fell flat on it's open-mouthed face. The white Camaro screamed off the line in instant pursuit and went charging on by. Dave Connell stalled in the last round of Modified Production which ensured Allyn Armstrong's first place position in the eliminator. Third place was taken by Bob Roach in the "Hatt Trick" Cuda in a storming catch-up run over Ray Belliveau in his A/MC Volkswagon. The heat that drove the crowds to the beaches also slowed cars to higher E.T.'s and lower M.P.H. figures in most cases. The hot sun hit everyone so much so that the tech people cancelled the drivers meeting and just announced any important points to save everyone the long walk to the tower.

The Super Stock eliminator attributed his win to the type of luck found in the old style outdoor sanitary facility. Actually I know more than luck played a part in Jim Kaye's early round win against Glen Cole who red lighted. I think Jim pulled off a psych job again. The luck occured in the final round for the one two positions when Norm Carson could not get his "Cuda" started. Even though Jim would have waited longer, the tech crew held up the golden "bye run" digit that signaled Jim to start the Camaro on his lonesome run to the top eliminator spot. Norm Carson picked the runner-up spot while Glen Cole's "Duster" was third.

Dick Purdy stormed to a Stock top eliminator on the thin tires followed closely by Rand Cook in the runner-up and Borden Underhill in the third position.

In Brackets, Bob Breheault beat runner-up James White to take home the super big trophy offered to increase interest in the brackets.

After the hottest day's racing of the year, the points race is pretty solidly assured for the number one position in Modified and Super Stock. With the battles on in Stock and the lower positions of Modified and Super Stock, the fight for points is promising to make for some exciting racing right through to the end of the season!

Some 2,000 spectators, bless their hearts, pulled up a rock in the 95° weather to view an action packed afternoon's racing at Maritime Dragway, August 22nd.

The day's events had its ups and downs: tempers and the heat were both up while the traction and the running off of eliminations were on the down. However, better days are definitely in the offing - that's the determined attitude of the track officials who are endeavoring to correct the errors in their interpretation of how the eliminations should be run.

Helping to straighten things out were the racers in Modified Production who staged a small protest on the ramp until the chart was properly sorted. At the conclusion of the day's racing, a major upset occurred in Modified Production when Jack Conrad with his "Quali T" had a bye in the final run for top eliminator. The Nickerson's "T for Two" and he had made an earlier run for top spot but a handicap was dialed in when none should have been and another run had to be made. By this time, "T for Two" was ailing with a hole in the oil pan and the end result was a "could not show" on his part. General confusion became the order of the day then as neither winner, nor loser, nor management was completely satisfied or felt good with the final result. It was just one of those days - nothing seemed to go right for some. Hanging in there for third place was the "Squirrely Rat II" Camaro of Don Holland. Garnet Nicholson finally hit the jackpot when his D/MP "Bankrupt" Chevy took fourth while Borden Hanley's L/G Anglia, after a little more confusion, placed fifth.

Compared to Modified action, the other races were run off without a hitch.

Reg Barnes in his SS/M Barracuda placed in fifth spot in Super Stock. Barnes was unable to defeat Jim Morrison's SS/H Camaro which limped through the day's racing without the aid of low gear. The pretty SS/L Nova of Danny Whynot was back in action and came out in third spot. Barry Paton's SS/IA Nova and Allison Bell's SS/L "Mopar Express" placed first and second respectively. Paton turned an 11.43 to Bell's losing 13 second run.

Stock action was hot and heavy. The new record holding K/SA Chevelle which Allison Monteith purchased at the Grandnationals began earning its keep by walking off with first place honors in stock. He turned a 12.46 - getting right down there. The big block A/S Chevelle of Barry Dunn was second while Randy Cosman in his L/S Maverick placed third.

Ralph Brooks driving a consistent running Datsun took home the gold in bracket action.

We're confident with excellent racing like this and some 100 racers keeping a critical eye on the way the eliminations are being run off that from here on in, the track officials will be on top of it all and their performance, like the race cars, will only improve. With that comes better racing for all.

P.E.I. DRAGWAY - August 29

Curse the weatherman, curse the clouds, curse the rain that fools the crowds into staying home when the racing is so good. A stiff tail wind that was blowing almost exactly down center of the strip helped push many cars to all time low E.T.'s and high M.P.H.

Barry Paton's SS/IA Nova was over the NHRA mile per hour record and under the NHRA index by two hundredths of a second on his final run 11.11 ET. Well Done, Barry! Allyn Armstrong approached the threshold of the 10's with an 11.08 run in his C/SM top eliminator Camaro. Borden Underhill went 12.98 on the final run in Stock getting the F/SA Pontiac Tempest into the 12's. The first showing of the Econo Dragster of Dave MacKinnon we've been looking forward to all summer was a slight disappointment in the performance aspect. Braking problems and carburation troubles limited the rail to a few twelve second runs but if the performance wasn't earth shaking the car itself "sure was pretty". MacKinnon's B/ED is, without a doubt, the prettiest little dragster we've seen this year.

The eliminators for the day were Allyn Armstrong in Modified Production with his fine 11.08 run, Barry Paton in Super Stock turning the under the index 11.11 clocking, Borden Underhill in \$stock with his 12.98 ET and Floyd Newman taking ET brackets.

Runners-up were Dave Connel's W/G "Henry J", Jim Morrison's SS/H Camaro, Rand Cook's H/S Duster and in ET Brackets.

Third place coinage was paid to A/SM pilot John Paul Kenny, SS/KA Chevelle driver, Courtney Allen and A/S Mustang mover, Tom Forsythe.

Super racing, management pacing, few cars, all stars - on to the big weekends!!

P.E.I. Dragway, Points Final, Sept. 5&6 Saturday-

Cars were watched closely on Saturday and the best times turned were recorded for qualifying positions in the Sunday field. After personal "best-ers" for several drivers, the upper positions for Modified and Super Stock were nailed down. Dick Purdy's #1 spot at 12.89, .35 seconds off his index was to hold all day in Stock. Barry Paton turned two under the index runs and then put the car back on the trailer to save it. His qualifying time was an unheard of .09 seconds under the index (which, by the way, is only .04 seconds over the NHRA record for the class). Jim Morrison was in the number two position and trying to do better when he hooked up so hard the left rear wheel spun inside the tire. Allyn Armstrong was so proud of his back to back 10.99's that we saw him actually showing someone the time cards. The .14 second runs off the index times were tops for #1 spot in Modified Eliminator followed by the "T for 2" Nickersons and then Dave Connell. A full day of good running cars promised great things for Sunday...

Sunday-

The most common gesture anyone made all morning was to turn their eyes to the sky. The question on everyone's lips was "Do you think it will hold?" It was a dull day, but exciting racing.

First round upsets occurred as the Nickersons red lighted to lose against Alde Robichaud's C/SM "Mamma Worries" Mustang and the "Hatt Trick" Cuda went out on the red against Dave Warman's E/Gasser. Bye runs went to Allyn Armstrong and Dave Connell as first and third qualifiers (remember #2 qualifier went out round one), and in the semi finals, it was the "Lobo" Vega of James Cowie losing on a wheelstanding 11.05 run against Jack Conrad's 10.32 second A/EA and Dave Connell's 12.45 went un-

der to Armstrong's 11.11 second ET. The big red light came on to light the way to second position for Jack Conrad, and Allyn Armstrong charged on to a solid 11.10 clocking. In a separate run for third, Dave Connell put away the Lobo car with a 12.49 second ET.

Super Stock Eliminator had fourteen cars qualify. The reigning "Killer Kar", Barry Paton's SS/IA Nova did it "One More Time" for top honors. Jim Morrison's SS/H "Speedy Gonzales" was second, following Barry's 11.17 with an 11.39 second ET. Danny Whynot's SS/L Nova positioned third in an extra run against Courtney Allen's "Born Free" SS/KA Chevelle.

In Stock, the former NHRA record holding K/SA 327 Chevelle of Allison Monteith took top honors by downing second place Rick Gould's '74 360 Duster. It turned a 13.28 to a 14.59. Dick Purdy got third place with an excellent 13.15 second ET.

The bracket cars and stockers who chose to race for trophies kept coming and coming down that "Dirt Track" in front of the pit stands. After wading through the mob, Paul Boudreau in his '73 Nova came first and Dave Bacon with his '73 Camaro placed second.

Stan Pettipas wheeled his way to top spot in bike eliminator.

The things that struck the noteworthy button were the 10.3 second 130 m.p.h. run of the drag motorcycle, James Cowie getting his ---together in the wheelstanding Vega "Lobo", D.B. Paton's super runs. Cars, cars, and more cars for sale the end of this season.

The points race has ended. In Stock, Dick Purdy was awarded the Bell's Towing trophy for first place. Barry Paton took top points in Super Stock, and Allyn Armstrong was tops in Modified.

Great cars, great racing -- it's been a good year! Congratulations to all these winners and to all who competed throughout the season.

Halifax - September 12th

Well, they finally came through. Those better days they've been promising finally came. The weather was cool, but the action was hot, fast and steady. No hassles, no yelling and no tree tricks made for a great day at the Middle Sackville track.

The largest field was in Stock where twenty-one cars qualified. In the end, big Dick Purdy in a smoking "Daddy's Toy" H/SA came out on top with a string of 13.1 second times. Second was Chris Estabrooks in his J/SA mount and in third spot was Gary Bowes and his E/SA "Country Roads".

The Super Stock field was the smallest, where only six screamers scrambled for the wins. D. Barry Paton continued his winning ways with a string of low eleven's under his belt making him Top Eliminator in Super Stock. Danny Whynot's SS/L Nova continued its improving ways as of late, finishing in second place. Third place went to Jim Morrison who forced an ailing SS/H car to third spot. Fourth was the SS/KA Chevelle of Courtney Allen, followed by Cameron Hatt's SS/JA Ford.

Modified Eliminator saw Allyn Armstrong hold off the hard charging "T for Two" Nickerson's A/EA. Third was the good old standby Henry of Dave Connell, followed by Jack Conrad's "Quali-T".

The rain held off and the organization was impressive. Watch the next issue of Drag News for a report on the big final Championship Meet at Maritime Dragway and the "King of the Hill" Meet at P.E.I. Dragway.

See you at the Drags!



Point Standings

Modified Production

- 1st Allyn Armstrong
- 2nd Dave Connell
- 3rd Vance Hall
- 4th Greg Nickerson
- 5th John Paul Kenny
- 6th Don McNally
- 7th Emery Dryden

Super Stock

- Barry Paton
- Glen Coles
- Jim Morrison
- Jim Kaye
- Bill Van Iderstine
- Norman Carson
- Lewis Smith

Stock

- Dick Purdy
- Rand Cook
- Borden Underhill
- Allison Monteith
- Tom Forsythe
- John Balmain
- Gary Lowther

Bike

- Greg Machum
- John Hill
- Russell Stewart
- Brook Brehault
- Dave Amos
- Brian Gilman
- Steve Coater



The Connells put it together.....



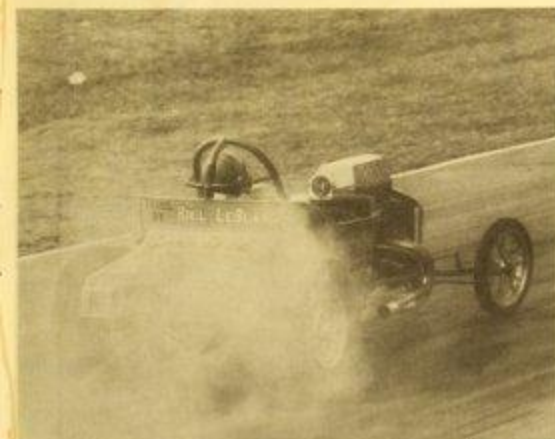
..... and make it go!



The Whynot crew.....



.....looking good too.



Greg Nickerson exits from the haze of a burnout.



Ray getting the power to the ground in style.



John Paul gets big bite out of the 'little' super modified tires.



Bordens car gets the finishing touch.



Allyn gets 'bite' out of the same size tiny tire.



"Can't hear a word you're saying"
Glen Coles Duster.



The last of the Hatts. By press time, we believe, this car is out west.



The Big Yellow Taxi that didn't.



Where there's smoke....
Allison starts a blaze in the bleach.



Our own 'Big Daddy' Dick Purdy
smokes it up in the points final.



Ducker MacKenzie adds to the smoke
as everyone heats the hides.



Allie and Kevin 'Techin' the latest
Econo Dragster effort.



LOBO is back with a good case of
power bad case of pigeon toe.



....and he said if you put this end
in your belly button.....

HOW TO SELECT THE RIGHT GEARS FOR STREET/STRIP

Selecting the proper rear-end ratio for your car is a matter of balancing three major considerations: engine potential, transmission type and the kind of driving for which you use the car. Since all of these considerations are interrelated, you must select a gear ratio that best satisfies all three.

Let's begin with engine potential. By potential we mean the size and power output of the engine plus its revving capability. For adequate response, cars with small engines need higher numerical rear-end ratios than do similar cars with larger engines. In essence, it's a function of available power and torque. For example, a Pontiac Tempest with a 326-cubic-inch V8 needs more gear ratio to attain good performance than does a similar Tempest with a 455-cubic-inch engine.

Along with engine size, the engine's peak rpm must also be considered. Smaller engines usually have more rpm capability than do the larger ones, allowing them to run a higher numerical ratio than the big-engine cars without overrevving the engine at highway speeds. The same thing applies to the drag strip, where it is desirable to have the engine reach its peak rpm at the finish line. For example, a Corvette with an LT-1 engine, which has 7500-rpm capabilities in stock form, would need a 5.14:1 ratio to peak out at 115 mph in the quarter-mile with a 26½-inch-diameter tire. A similar 'Vette with a medium-performance 454 engine that can only rev to 6000 rpm safely would be limited to a 4.10:1 ratio to reach the same speed on the same size tires. But of course a gear ratio of 5.14:1 would be absurd for the street, requiring the engine to buzz along at over 4500 rpm at 70 mph. Even the 4.10:1 gear will require engine speeds near 3700 rpm at 70 mph, so as you can see, it's tough to have your cake and eat it too.

Transmission type also plays a big part in determining what gear ratios will be comfortable on the street and good for performance. The problem with transmissions is that they vary widely in first gear ratios. A trans with a low first gear ratio, such as a 2.20:1 close-ratio four-speed, needs to be coupled with a fairly high numerical rear-end ratio in order to come up with a sufficient gear ratio multiplication to get a car under way with any reasonable performance. Normally ratios of at least 3.90:1 should be used with a close-ratio four-speed, with 3.70:1 being a borderline ratio reserved for high-torque big-block engines. Wide-ratio four-speeds and standard three-speeds with first gear ratios in the

area of 2.50:1 or 2.60:1 don't need quite as much rear-end ratio as the close-ratio manuals do, with ratios between 3.31:1 and 3.70:1 generally being quite satisfactory. However, in the case of the small, low-powered engines or engines with little bottom-end torque, a bit more ratio than this might be required.

Automatic transmissions are an entirely different ballgame. Because torque converters more than double the engine's torque to initially get the car under way, automatics don't need nearly as much gear ratio as do similar manual-transmissioned cars. This is especially true if the auto trans is behind a high-torque big-block. Street automatics rarely need ratios higher than 3.55:1 for impressive performance.

Naturally the type of driving for which the car is used will be the deciding factor in gear ratio selection. Cars that are street-driven—and this goes for sticks as well as automatics—rarely need ratios deeper than 3.55:1 unless the car has a close-ratio four-speed or a low-torque engine. In these cases, ratios of 3.70:1, 3.90:1 and possibly 4.10:1 should be selected. If the car sees a lot of highway driving, a gear ratio of 3.23:1 or 3.31:1 is a good choice. Big-block automatics can go as low as 2.73:1 and still have surprising performance.

Almost all street-and-strip cars, regardless of engine size and transmission type, should run gear ratios of 3.70:1, 3.90:1 or 4.10:1, but consider 4.10:1 to be marginal. If you do much highway driving with this type of car, lean toward the lower ratios. Otherwise the poor fuel economy, drivetrain vibration, noise and shortened engine life will soon make you regret your choice. For drag-strip-only cars, gear ratio selection is simply a matter of choosing a ratio that will allow the engine rpm to peak at the finish line.

For those of you who are not familiar with the mathematics involved in figuring out the mph that can be attained by a car at a specified rpm using a certain rear-end ratio and a certain tire diameter, we've included a *simplified formula* to help you. To make it as easy as possible, we've combined many of the mathematical steps, but trust us, the numbers do work out to give you an accurate mph figure.

$$\frac{20,146}{\text{tire diameter (inches)}} = \text{tire revolutions per mile}$$
$$\frac{\text{engine rpm}}{\text{rear-end ratio}} = \text{rear wheel rpm}$$

$$\frac{60 \times \text{rear wheel rpm}}{\text{tire revolutions per mile}} = \text{mph}$$

Example: Tire diameter: 30 inches
Engine speed: 7000 rpm
Rear-end ratio: 4.56:1

$$\frac{20,146}{30} = 673 \text{ tire revs per mile}$$

$$\frac{7000}{4.56} = 1563 \text{ rear wheel rpm}$$

$$\frac{60 \times 1563}{673} = 137 \text{ mph}$$

So consider your car and how you use it. Weigh all the factors and then make the choice that will best suit your needs. And in the event that you can't decide between two different ratios, here's a tip: Pick the lower numerical one. You'll be glad you did.—C.J.B.



"... just gotta get more payin' people throw these gates and then I can get me a haircut."

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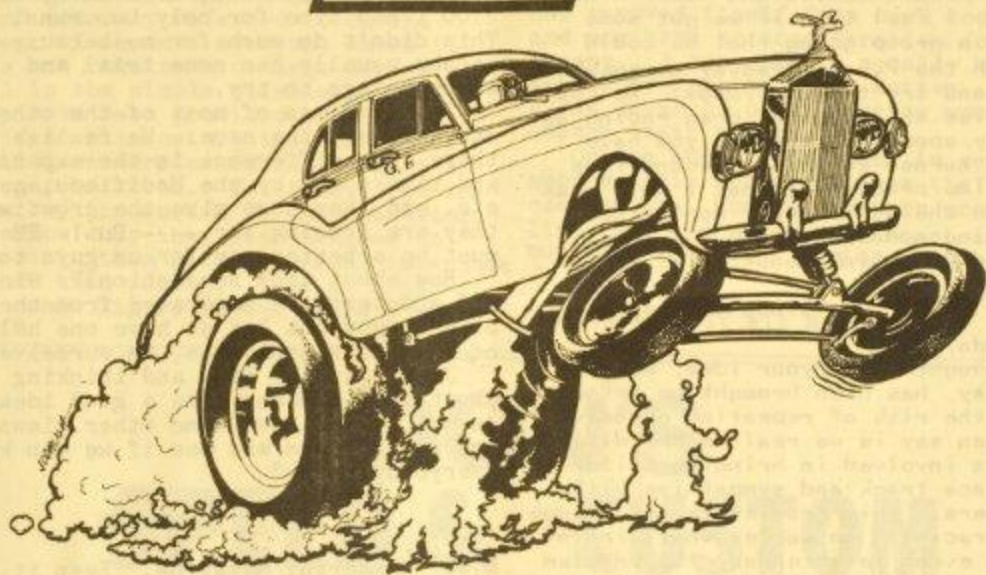
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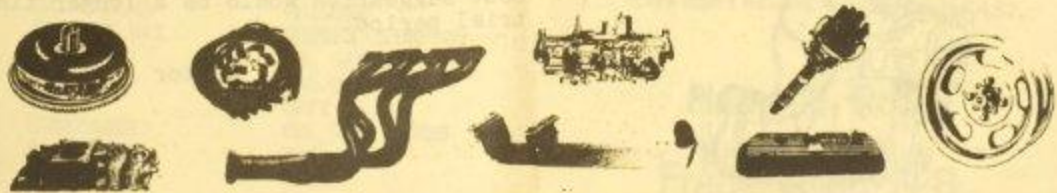
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**EDITOR'S
CLIPBOARD**

Dear Editor:

Your article on "Nobody asked but", July 1976, sure hit the spot. Yes, I am an avid fan of drag racing and I do read Drag News from cover to cover, but I do have some complaints too. I would like to see more facilities available to wives and children such as a playground, picnic tables and other minor things. I feel that if we got some kind of a group going that we could approach the P.E.I. Dragway management and go and try to find funds. We could also raise the image of drag racing as a family sport. I suppose you have already turned this idea around your head. The problem is that I am a newcomer to the strip and I don't know everything and everybody.

Could you think about this?

Linda Lowther

Dear Linda,

We thought about your idea, which by the way, has been brought up before, and, at the risk of repeating ourselves, all we can say is we realize the difficulties involved in bringing children to the race track and sympathize with the mothers. This problem is not unique to drag racing: no matter what kind of sporting event is attended, the problem of entertaining the children remains, but I don't know of one sporting facility that provides conveniences for children.

The only consolation is that, as they grow up, better days are ahead. For now, you'll just have to grin and "bear" them.



Dear Editor:

Well, since people are voicing their opinions, I thought my two cents worth might be of interest.

This season, I am running a stock car and, like some of the other stockers, I have some suggestions towards the procedure at the Island Strip.

First my side of the story, June 20th I was up bright and early like most of the other fella's. Caught an early boat and was waiting at the gates by 9:30. At 10.00 A.M. things started rolling and at 12 noon the time trials started. Fine! But, from 12:00 till 2:00 I had time for only two runs. This didn't do much for me because a person usually has some trial and error things to try.

The feelings of most of the other stockers are the same. We realize there is a difference in the expense and time spent by the Modifieds, gasers etc. and they sure give the crowd what they are looking for ---- But! There must be a better way for us guys too.

How about this suggestion?? Since the stockers are separated from the others, why not let us have one half of the track, one side, to ourselves?

Just standing back and thinking about it, it seems like a good idea. Anyway, let's have some other views and suggestions and see if we can keep everybody happy?

EZ GOING

P.S. Wonderful Magazine. Keep it up!

Dear EZ:

I know the hassle of trying to get a time trial in that 1 1/2 hour period (that's about a minute per car when only 100 classify) - long "test" burnouts, repeat burnouts, slow staging, dilly dallying in the braking lanes all eat this time up as well. The best suggestion would be a longer time trial period.

Editor

Dear Editor:

I would like to comment briefly on the variety show held at Maritime Dragway on August 22, 1976. My observations noted everything from hour-long arguments, fists fights with even a hint of a beer garden celebration thrown in.

It is very difficult to understand how anything could be so unorganized. There were lapses of an hour at a time when not one car would have privilege of travelling down the track. If I found it boring as a racer think of Mr. Spectator.

The majority of the trouble seems to originate in the "House of Confusion" commonly referred to as the tower. I am sure everyone knows it does not require a college degree to fill in the simple eliminator sheets they have been provided with. Yet in Modified Eliminator, the number 1 & 2 qualifiers were scheduled to meet in the second round. Not funny from the point of the racers or the spectators who know only they have decided to entertain them with a musical interlude rather than racing. Come on Skip, if you can't figure it out "hire a student".

It would not really be fair to put the blame entirely on Mr. MacKenzie. The Moncton Speed & Custom Club should be in line for a few of these awards. Had it not been for their dialing in of a handicap between the 2 finalists when in fact it should have been a heads up run, some of the bad feelings could have been avoided. It should also be pointed that on a very hot day, it is not good for the cars to have to sit there for a long period of time waiting for the lights to start down. Give that guy a nudge and perhaps the jolt will cause him to press the button earlier than planned. Could it be the Club has removed itself from cars too long and now have no consideration for the racers. A car club is usually kept active by keeping a car active. Maybe a few weeks of participation would change their habits.

On the whole, the place in general, need's their act as well as the grounds cleaned up. They had better soon realize they are operating a serious business and not a 3-ring circus.

Concerned

You've said it all Brother! Ed

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Did you hear...



- Greg Nickerson is taking up boxing in his spare time at the track?
- Reg Barnes and Jim Morrison were planning a way to get around Paton's consistent wins in Super Stock action? Spill a little beer and drop a few bottles on Paton's trailer-- ought to be enough to get him disqualified before racing begins. Think it will work?
- Merl McRea is reportedly finally putting all those "riggins' and trinkets" he's been gathering into a stocker? Time will tell.
- Bob Reade was modelling his Stanfield's (jockey even) in the blistering heat at Maritime Dragway? Wow!
- Borden Hanley's memorable quote after eliminations at Maritime Dragway, August 22nd (chorused by others) - "!!?***##?" - (expletive deleted)?
- Dave Warman finally found the reason for his car's slow performance? Even I know the spark plug wires do need to be connected, Dave. Whoops!!
- Danny Whynot was smiling after lucking in against the red-lighting Teaser of Glen Coles at P.E.I. Dragway September 6th? This is the first time he's used a screw driver during eliminations instead of a hammer on his pretty Nova.
- via the grape vine, look out for women's lib. We hear Jean Warman, Fran Belliveau, Lorna Hanley and probably more are thinking of taking over the driving duties in various eliminator brackets next season. That should make for some keen competition for you male chauvinists next year!
- Glen Coles has been harvesting in the cherry picking department? Red doesn't look good on any racer!
- Ted Langis is back in action after a few year's abstaining? He's looking to gain his reputation back as a "big daddy" in the drag racing circles. Things have changed a bit since Scoudouc days, haven't they Ted? Hope you get it all together over the winter. Great to see you back in action.
- the bear skin decorating Ross McKay's dash on his Poncho is changing color, getting ready for winter and hibernation? It just came out of hibernation a month ago, didn't it, Ross?
- Wayne Lutes, after towing a certain modified to its first race, said he felt like he'd taken a River Glade stock car to the Daytona 500? Since then, though, with a quick rule book study and a sorting out session, they're getting the car's act together. Now to make it bullet-proof, Ducker.
- Tom Johnson has sold his 1200????? H.P. 426 Hemi?
- Norm Carson and his pit crew are reportedly finally in the process of getting their model kit car back on the track this season? Three transmissions later, we've got a tip for you. Boys, you better send \$1 for the latest bulletin to Direct Connection on checking transmission fluid. (Tip--in neutral, engine running, to full mark.)
- Lewis Smith is planning on camping overnight next time to be able to make it from Kinkora to Oyster Bed Bridge on time for racing?
- Dick Purdy was heard mumbling something about losing eighty pounds over the winter? Go into a cave and pull a rock in front of it. It's the only way!!
- Bill Jennings goes to the drags to watch a football game on T.V.?
- Ripley's "Believe it or Not" was pleased to add another to their list. Jim "El Destructo" Morrison was the first to do the impossible and break a Dana rear-end. On to bigger and better accomplishments, Jim. Look out 60 series GMC.
- the height of GM devotion was displayed by Brian Johnson as he calmly picked up his Camaro front bumper which he had just driven over in front of a Dodge dealership in Moncton. The General would be proud of you, Boy!
- Art King is finally on to this ciphering, thanks to the flu bug confining him to home and The Count on Sesame Street. And tomorrow, it's being brought to you by the number thirty-one.

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