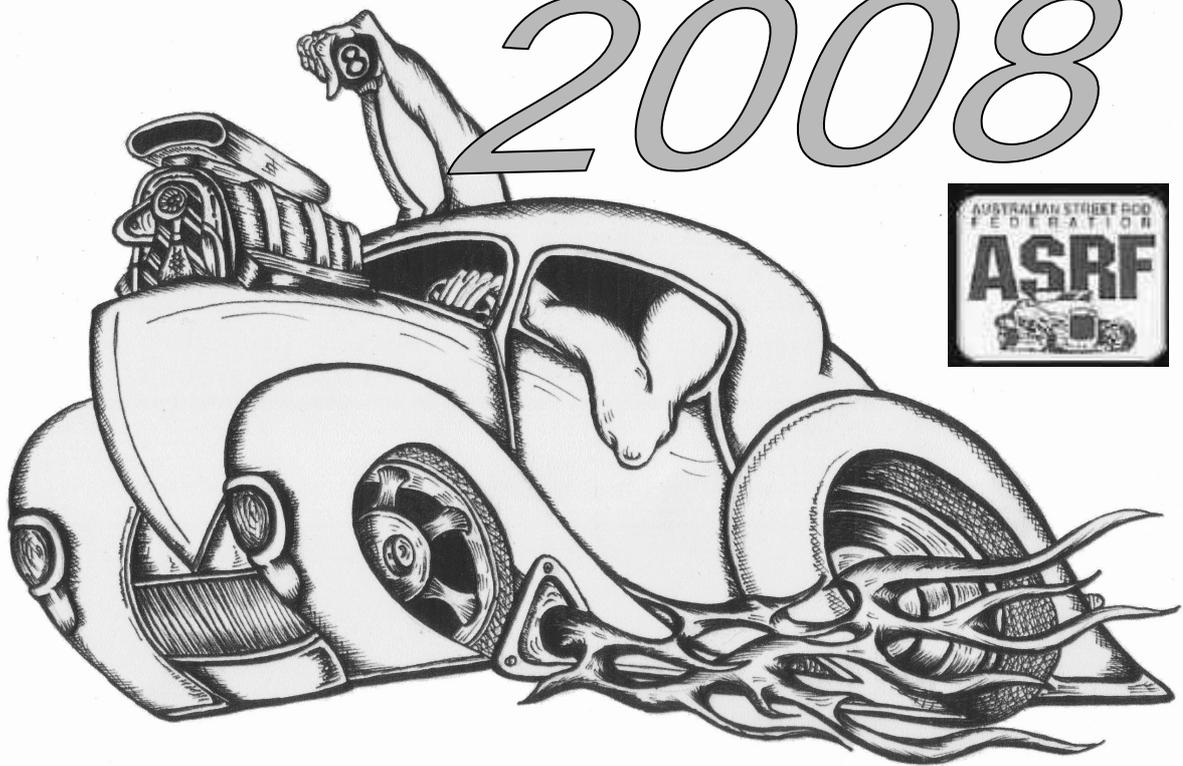


Canberra Rod and Kustom Kroomaze "The Book"

2008



HOT ROD HANDBOOKS

Inside . . .

- ⇒ Itinerary, pages 6, 7, 8, 9
- ⇒ Coordinator's welcome page 3
- ⇒ Contacts, Page 3
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- ⇒ Tech Tips, Page 19
- ⇒ Sponsor's pages
- ⇒ Cartoons, jokes, fun and games

Inside the CRAKK Book. . .

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Attention Rodders!

The streets of the CAPITAL COUNTRY HOLIDAY VILLAGE (CCHV) are PUBLIC ROADS!

The Police visit us each year and tell us the same things, and we MUST abide by their requests, which have always been fair. Due to the continuing difficulties associated with unregistered vehicles, we cannot allow mini-rods, motorized bikes or unregistered cars to cruise the park. The CRAKK committee and/or Capital Country staff will only ask you once to park it. And don't even THINK about allowing an unlicensed driver to drive your car.

The CRAKK committee, the CHRA and CCHV staff must also abide by NSW and ACT laws concerning the responsible dispensation of alcohol. Underage drinking and the supply of alcohol to intoxicated persons WILL NOT BE TOLERATED!

YOU HAVE BEEN WARNED!

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The Book of the CRAKK Run 2008

Welcome!

Welcome to the Canberra Rod And Kustom Kruise 2008.

This year's CRAKK has been organised by a new committee and we hope to follow on from the success of previous committees by putting on a run where you can relax and just enjoy yourself. While talking to past attendees, it is obvious that the CRAKK is a popular run because of its easy going, laid back atmosphere. The venue is fully self contained and safe for kids amid pleasant bushland surroundings with your choice of activities for littlies and oldies. All this adds up to an ideal run which offers something for singles and families alike.

Our hosts Bill and Marilyn have been busily updating and improving the accommodation and amenities at the Capital Country Holiday Village and we are sure you will approve of the results. Among other things is the establishment of a new on site restaurant which offers good meals at reasonable prices without leaving the Park.

This year's committee wasn't about to change a proven successful model and we have programmed all the activities you have enjoyed in the past. You can cruise to the Show n' Shine at nearby Gold Creek Village and enjoy a coffee or a beer while the girls explore the craft and clothing shops, take a cruise to some local tourist spots, cruise the Park or just pull a chair up to the cruising circuit and watch others go by in their cars.

The kids are catered for with a spark

plug hunt, colouring competition, visit to the mini trains, pushbike competition and, of course, the Saturday night disco.

You will notice the cruise circuit has been extended to include the permanent residents area - at their request. They just love to watch the Rods and Customs cruise by. You may wish to make a resident kid's day by offering them a lap of the Park in your ride. Inspire a future Hot Rodder!

Other activities will include the ever popular Beer Top Flippy competition, and the Hot Rod Olympics is on again - if you're game!

Cruisin the Park for goodies is on again on Saturday arvo. You must be cruising to score a goodie bag!

Last of all is the live music on Friday, Saturday and Sunday nights. Should be a hoot!

Once again we have a lot of Sponsors (listed in this book) who have stepped up to support the CRAKK '08 and we thank them all most sincerely. Please support them whenever you can.

Major entrant's prizes are again supplied by Graeme Thomas of Tractor Replacements and Danny Forte of Resort Trailers. Thanks guys.

So there it is. You can go hard, be selective or just kick back and veg out ... all to the sound of cruisin' rods and customs.

Once again, welcome... ..and enjoy!

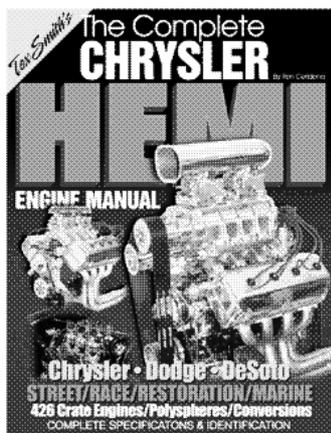
CRAKK Committee '08.

CRAKK 2008 Committee	
Dave Cumbers	Coordinator. Ph 0405 791 005
Mark Curran (Scooter)	Ph 0409 123 387
Bob Langdon	Ph 0419 017 621
Ben Shiels	Ph 0409 040 077

AUSTRALIAN Street GRAFFITI RODDING

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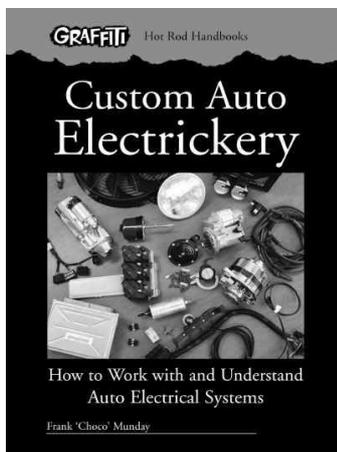
One lucky entrant will win a subscription to ASR magazine thanks to Graffiti, sponsors of the 2007 CRAKK run.



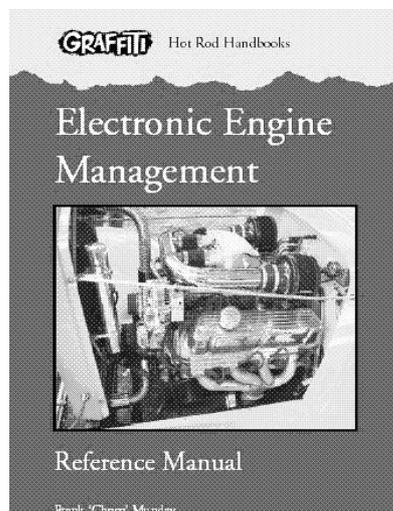
This Tex Smith book by Ron Ceridono has it all: Chrysler - DeSoto - Dodge Hemi are covered in detail for street, race, marine and restoration in blown and naturally aspirated forms. This book is the complete source for Hemi fanatics. It includes in-depth build-ups and covers everything from the best traditional tricks to the latest in fuel injection adaptations. Complete identification and specifications for all models are given. Also included are Polyspheres and the new 426 crate motors. Choco Munday also writes about the Aussie Hemi and the elusive Toyota Hemi.



Take a pictorial cruise back through Australia's early hot rod days from the photo albums of rodders who were part of the scene. Chapters follow Early Hot Rods on the Street, Early Drag Racing and Australia's Custom Cars. A companion to 'History of Australian Street Rodding'.



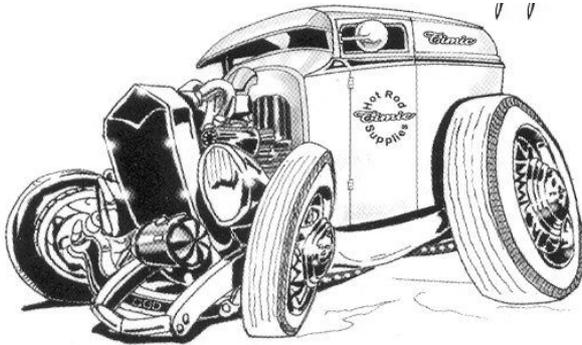
Custom Auto Electricker will help the home-based enthusiast unravel the mysteries surrounding Auto Electricals and Electronics. Author Choco Munday explains every area of this field in easy to understand laymans terms. From a simple wire to installing and troubleshooting your own engine management system, it is all covered in this book.



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Day 1
Friday 25th Jan

Time	Event
10 am – 11 am	Registration (Capital Country reception area)
2 pm – 4 pm	Registration (Capital Country reception area)
6 pm–Late	Sausage sizzle, beverages, live band

Tuggeranong Tyres



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RED MEAT

the unmistakable splatter of rotten melons

from the secret files of
Max Cannon



Day 2
Saturday 26th Jan

Time	Event
8 am - 9 am	Breakfast (Eggs, bacon, coffee and tea on us)
8 am - 9.30 am	Registration (Capital Country reception area)
10 am - 1 pm	Cruise to Gold Creek Village for Show n Shine
2 pm-4 pm	Krooze the Park for GOODIES!
4 pm - 5 pm	Registration
6 pm - 7 pm	Dinner
6 pm	Kids Disco—prizes and give aways for kids
8 pm - Midnight	Music and fun - Live Band, Presentations, Prizes.

A local Salvos office realized that the organization had never received a donation from the town's most successful lawyer. The person in charge of contributions called him to persuade him to contribute.

"Our research shows that out of a yearly income of at least \$500,000, you give not a penny to charity. Wouldn't you like to give back to the community in some way?"

The lawyer mulled this over for a moment and replied, "First, did your research also show that my mother is dying after a long illness, and has medical bills that are several times her annual income?"

Embarrassed, the Salvo rep mumbled, "Um ... no."

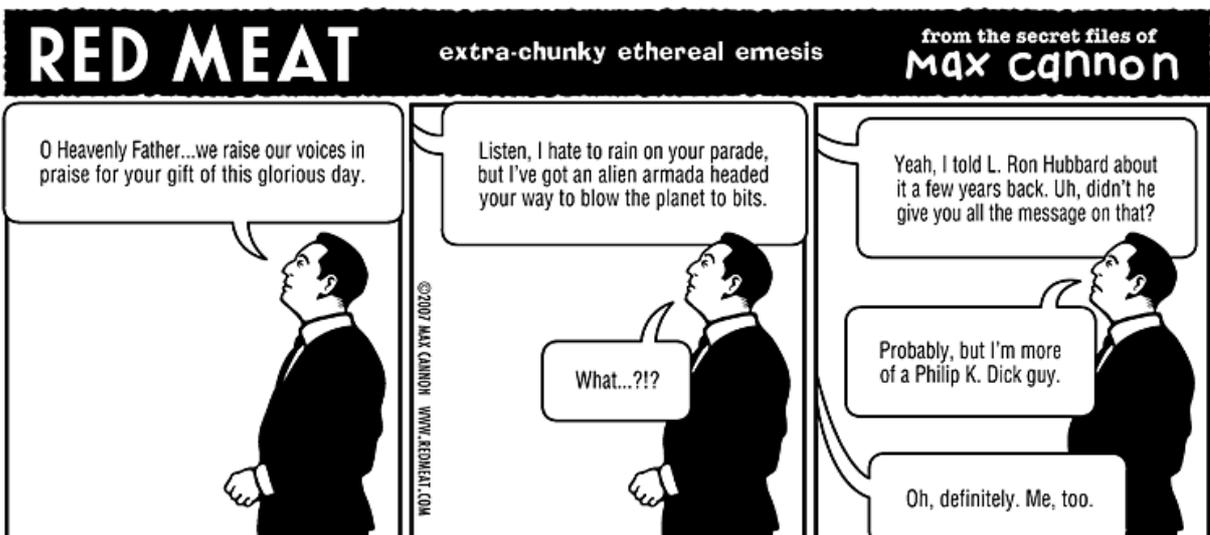
The lawyer interrupts, "or that my brother, a disabled veteran, is blind and confined to a wheelchair?"

The stricken Salvo began to stammer out an apology, but was interrupted again.

"or that my sister's husband died in a traffic accident," the lawyer's voice rising in indignation, "leaving her penniless with three children?!"

The humiliated Salvo, completely beaten, said simply, "I had no idea..."

On a roll, the lawyer cut him off once again, "So if I don't give any money to them, why should I give any to you?"



Day 3
Sunday 27th Jan

Time	Event
7 am - 8.30 am	Breakfast (on us!)
9AM	Cruise de Kanberra (observation run)
10 am	Arrive at first Krooze destination for steam train ride
11 am	Cruise to National Museum
1PM	Cruise to Dickson Tradies for lunch
2pm-6pm	Cruise the Park
6pm	Dinner
8-Late	Live band



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RED MEAT

anti-gravitas field generator

from the secret files of
Max Cannon

Ted, are you *ever* going to take off that body fluid harvesting suit? It isn't going to protect you from global climate change.



Sure it will, Honey. As long as I keep recycling my own fluids, I won't die from dehydration.

So you're covered for drought. How about mega-storms, crop die-offs, insect-borne diseases, massive flooding or boiling heat?



≡ ULP ≡

Nice going, Sweetheart. You've caused me to clog the feeder line on my suit. It's not really designed to handle solids.



SCHLORD!

Suck a little harder. I bet it will clear itself.

©2007 MAX CANNON

WWW.REDMEAT.COM

Day 4
Monday 28th Jan

Time	Event
7 am - 8.30 am	Breakfast (on us!) Pancakes, Maple Syrup, Coffee and Tea
10 am—11.30 am	Presentations. Major entrants prize draw. You MUST be present and you MUST be an entrant.
11.45 am	Hot dogs and farewells

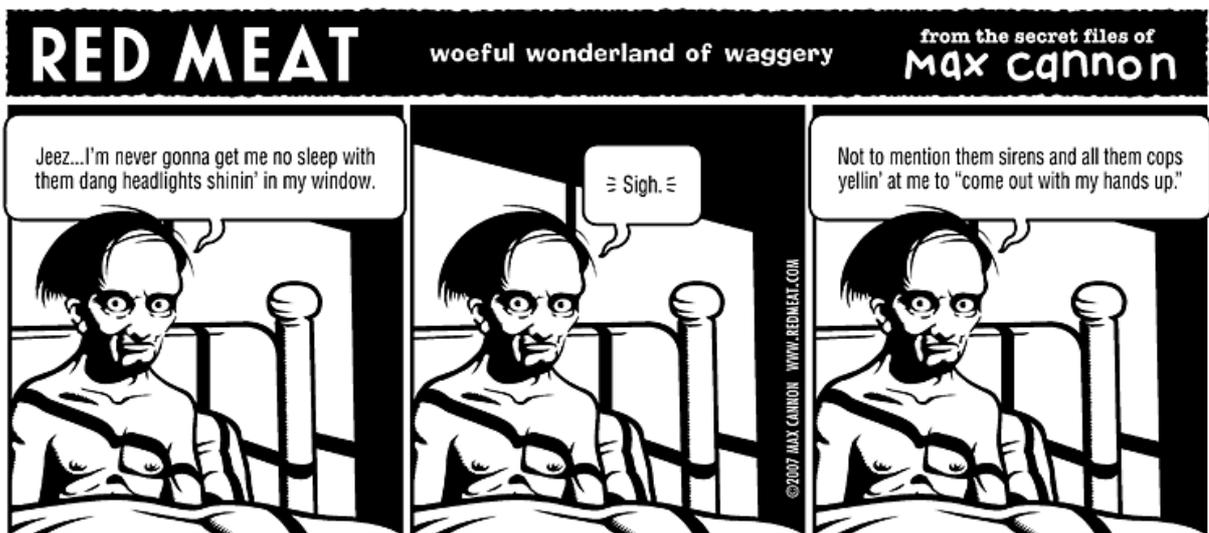


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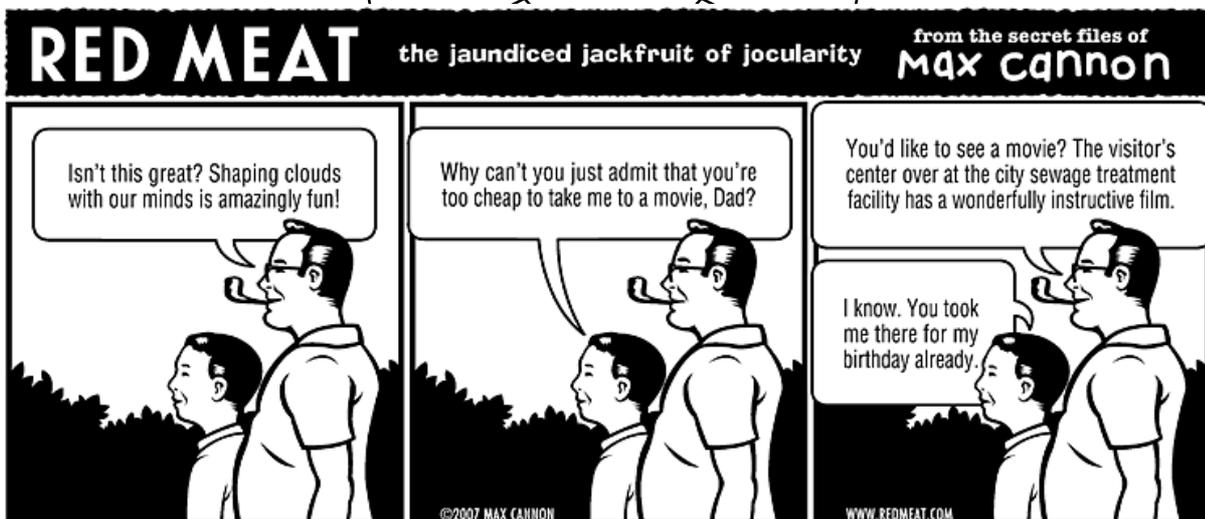
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RED MEAT

perforated by the pecking order

from the secret files of
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2008 CRAKK entrant's
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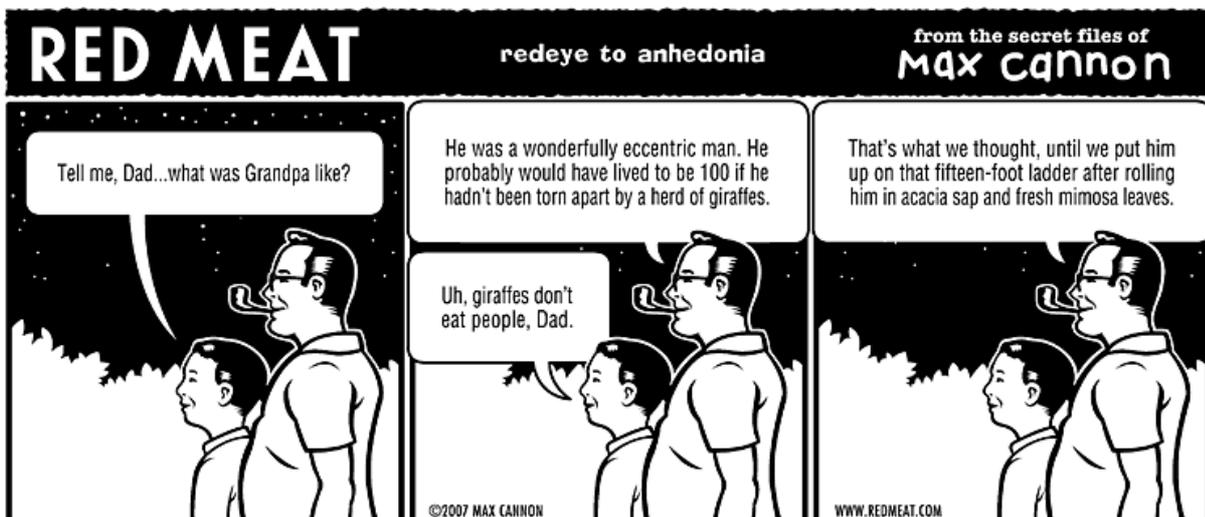
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"You reap what we sew"

The National Transportation Safety Board recently divulged they had covertly funded a project with the top three car manufacturers for the past five years. The project was to install black boxes in their four-wheel drives in an effort to determine, in fatal accidents, the circumstances in the last 15 seconds before a crash. They were surprised to find, in 5 of the 6 states and territories, the last words of drivers in 61.2 percent of fatal crashes were, "Oh, Shit!"

Only the Northern Territory was different, where over 89.3 percent of the final words were: "Hold my beer and watch this!"



CAPITAL COUNTRY HOLIDAY VILLAGE

FORMERLY WHITE IBIS HOLIDAY VILLAGE



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*Our special thanks to Swanee and crew
for their continued support!*

RED MEAT

guardrail breach at
the humor precipice

from the secret files of
Max Cannon

I'd love to stand here and visit with you, Johnny...but that sour, fetid reek wafting off of you is making me a little nauseous.



Oh, sorry about that, Ted. I've been drinking a lot of ostrich milk lately.

Ostrich milk, eh? I hate to rain on your parade, but birds don't lactate.



They don't?

Well, I guess you take your chances when you buy dairy products from a guy at the back gate of the city zoo.



Oh crap. That's where I've been buying all my rhinoceros meat.



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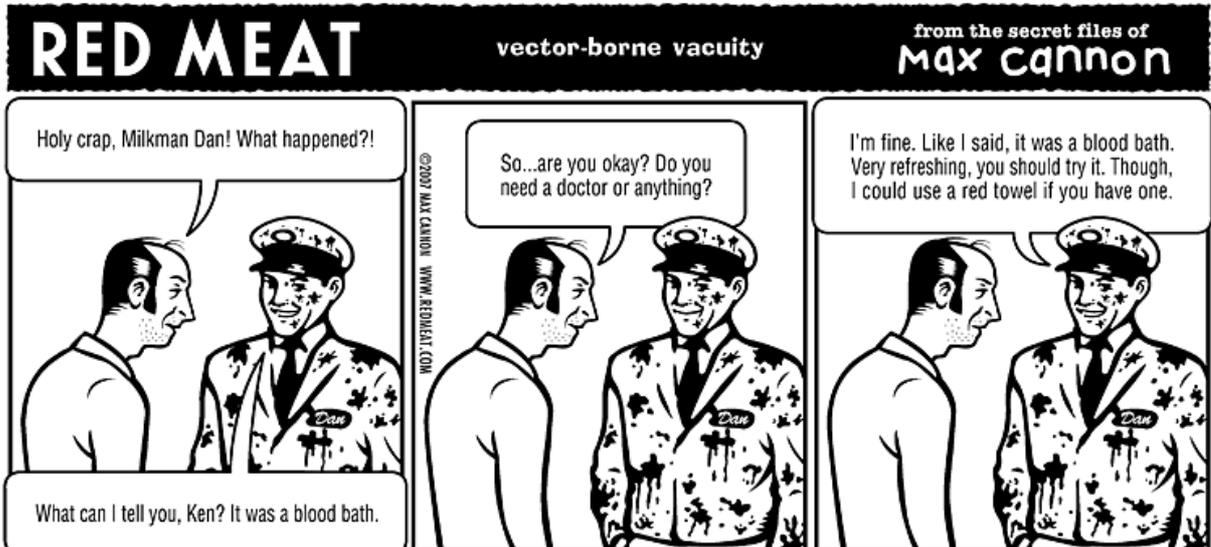
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Kraze Rodz

The CHRA wishes to thank Kraze Rodz, courtesy of Tony Muir, for their support for the CRAKK run 2008. Tony has donated a security system worth \$1,000 for a lucky Rodder's garage!

0405 310 004

RED MEAT

plaque-encrusted humor valve

from the secret files of
MAX CANNON

I know this might be a silly question, Dear... but why have you been standing out in the hot sun wearing that scuba diving outfit?



This is an experimental body fluid harvesting suit. This little get-up collects and recycles all of my bodily secretions.

So you're telling me that outfit collects and recycles everything that comes out of your body?



Exactly. It then percolates back out this mouth tube in a drinkable liquid form.

©2007 MAX CANNON

Uh, that is...if you consider a viscous, musky, sour pork flavored, gravy-like fluid "drinkable!"



Well, please don't fill up. It's almost lunch time.

WWW.REDMEAT.COM

RED MEAT

humor replacement surgery

from the secret files of
Max Cannon



Q: How many car salesmen does it take to change a light bulb?

A: I'm going to work this out on my calculator, and I think you'll be pleasantly surprised.

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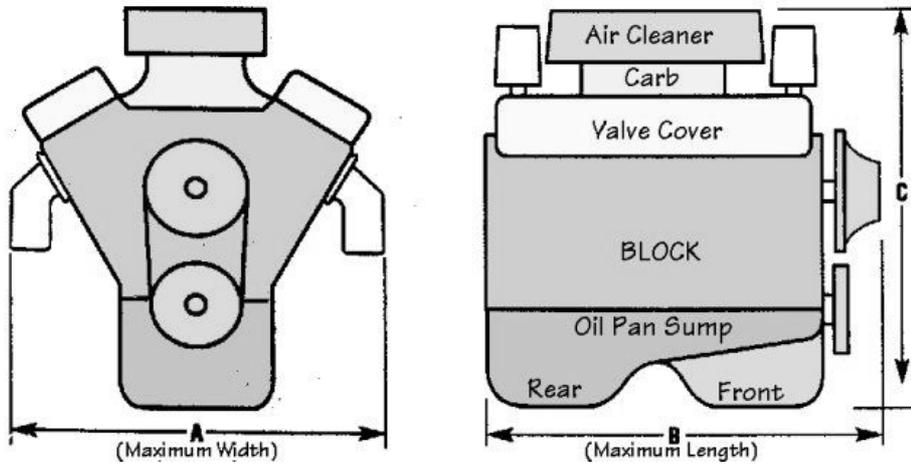
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Big three Engine Dimensions



CID	A	B	C	WEIGHT	SUMP	STARTER
CHEVY 262-400	26"	28"	27"	575	rear	right
CHEVY 396-502	28"	30.5"	29"	685	rear	right
MOPAR 273-360	24"	29"	27"	550	front	left
MOPAR 361-440	29.5"	30"	29"	670	front	left
MOPAR 426 HEMI	29"	32"	32"	690	middle	left
FORD 221-351W	24"	29"	27.5"	460	front	right
FORD 351C	24.5"	29"	28.5"	550	front	right
FORD 429-460	27"	29"	29"	720	front	right
FORD 352-427 FE	27"	29"	29"	625	front	right
FORD 4.6L SOHC	28.6"	26"	26"	600	front	right
FORD 4.6L DOHC	30"	28"	29.2"	576	front	right

Tech Tips

These tech tips were pirated from the Hot Rodder's Knowledge Base on www.hotrodders.com. The original author is Fletch, a mechanical engineer in the US who is a 5L Ford Mustang enthusiast.

Intake Heat Riser Crossover - The exhaust heat crossover through the head and intake is only needed if you are using a cast iron intake manifold. The crossover is there to heat the intake in cold weather so fuel will stay in suspension better. Since aluminum absorbs heat faster it is not necessary to have an auxiliary heat source like is needed cast iron. During warm weather the crossover is not needed, it just adds unnecessary heat to the intake charge. So for aluminum intakes, block the exhaust crossover to keep your manifold cooler and gain a little horsepower.

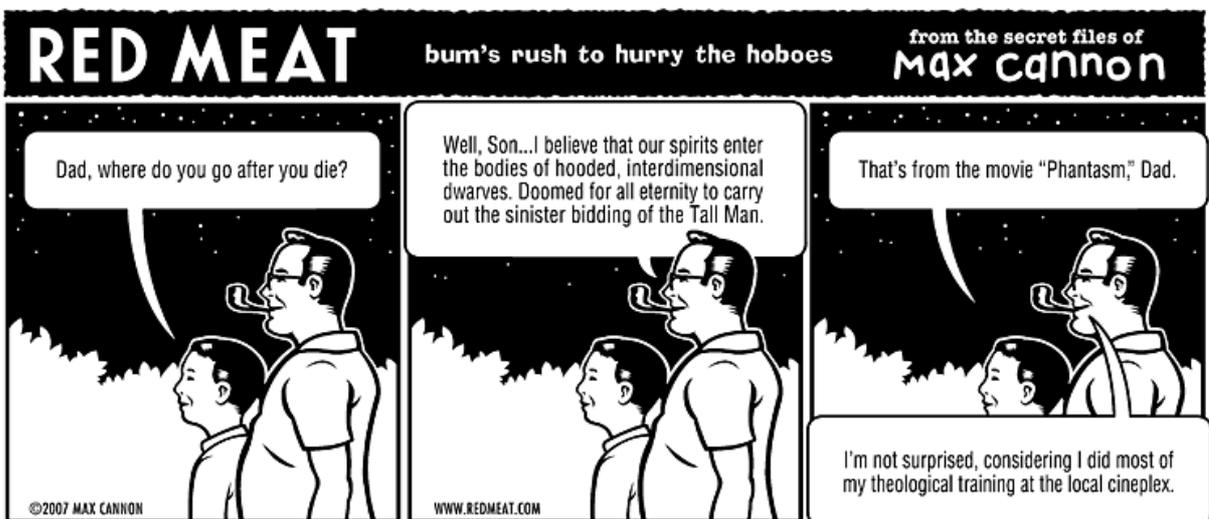
Exhaust Back-Pressure - Have you ever heard that it is necessary to have a little exhaust back pressure for an engine to run properly. What a bunch of crap!! The lower the exhaust back-pressure the better it will run. You can go too big on some components like a set of headers but this is wave tuning not back-pressure. Don't let anyone tell you that it takes back-pressure for an engine to run. The more back pressure the fewer horsepower.

Drill Press Valve Spring Tester - Have a set of valve springs that you want tested. Use a drill press and a standard bath room scale. Put the scale on the drill press table then use a set of calipers or tape measure to set the stop on the drill press at a certain height. Measure all the springs and record the scale reading. All springs should be within 10% of each other or the weaker ones should be replaced.

Aluminum vs. Cast Iron Heads - Many people don't pay attention to the compression ratio when going from cast iron to aluminum heads. Fact is that if everything was equal the cast iron head will make more power than an aluminum head. This is because the cast iron head doesn't absorb heat from the combustion process as fast as the aluminum head. Therefore more heat is available to push the piston down. The way to get back the lost horsepower is to up the compression on the aluminum head. Typically you can run about a half to full point more compression with an aluminum head over the cast iron.

Port Matching vs. Gasket Matching - Port matching is not the same as gasket matching. Port

(Continued on page 20)



(Continued from page 19)

matching is lining up the ports on an engine so there is no abrupt wall change when going from the intake runners to the cylinder head ports. Gasket matching accomplishes the same thing but the ports will be opened up to the gasket size. Okay so what's the big deal? If you gasket match the port may go from small to big and back to small because it was opened up too big at the gasket surface. The bottom line is you might lose a little power by doing a gasket match instead of a good port match.

Proper Ground When Relocating a Battery - When relocating your battery to the trunk for better weight distribution be sure to run the ground wire all the way back to the engine block. Don't just run a strap straight to the frame. This will save you a ton of headaches. The resistance through the frame is higher than through the cable. This will make a difference when starting your car. Use at least 2-gauge wire for both the positive and negative sides. Also run a good ground strap between the engine block and the firewall.

Extending The End Links on the Front Sway Bar - On a street / strip car don't remove the front sway bar for street driving. Instead extend the end links about 1.5"-2" on each side to allow the front to pickup higher and transfer more weight to the rear at the track. Removing the sway bar can make your car unstable, by extending the links the bar will still work properly.

Pilot Bearing not Bushing - To decrease the wear on your transmission shaft use a pilot bearing not a bushing. The bearing is a small roller bearing that goes in the end of your crank. A manual transmission's input shaft fits into the bearing for support. The bushing does the same function but without the roller bearing. It operates more like a journal bearing. So for less wear and tear ask for the bearing not the bushing.

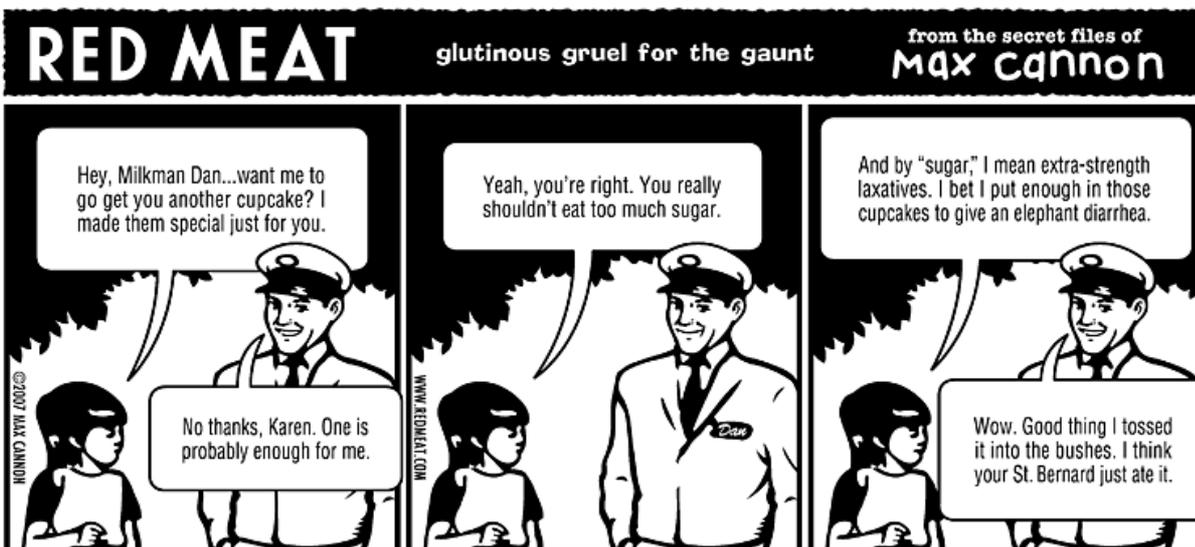
Don't Oversize the Carburetor - The formula for carburetor sizing is:

$$cfm = (CID) * (max. RPM) * (V.E.) / 2820$$

Where V.E. = volumetric efficiency. For a race motor use a V.E. of 1.1, for the street use 0.9. So for a 302 with a red line of 6,000 rpm on the street only needs 578 cfm (302*6000*0.9/2820), more than enough for a 600 cfm carb to provide.

Big Cams and Compression Ratios - Ever seen someone install a big cam and not get the results they thought they would? There is a reason why the cam manufacturers list the recommended compression ratio in their catalogs. With a big cam comes lots of overlap which means cylinder pressure bleed off. Up the compression to find that lost horsepower.

(Continued on page 21)



(Continued from page 20)

Windage Tray - When looking for horsepower improvements almost all the go fast goodies are related to the induction and exhaust. So what can you do to the short block to improve speed. The easiest thing is a windage tray. A windage tray attaches to the main cap bolts and keeps the oil mist found in the oil pan under control. Imagine how much easier it is for your crank to spin in air instead of the thick air / oil mixture. Expect an improvement of about 15+ Hp for a typical street car.

Ram Air - By ducting cold air to the carburetor inlet you can pick up a few horsepower over the hot air typically in the engine compartment. By taking a hood scoop and sealing the pressurized cool air being picked up by the scoop directly into the engine you can pick up a little more. Elapsed time improvement is about a tenth or two in the quarter for a typical 13-second street vehicle.

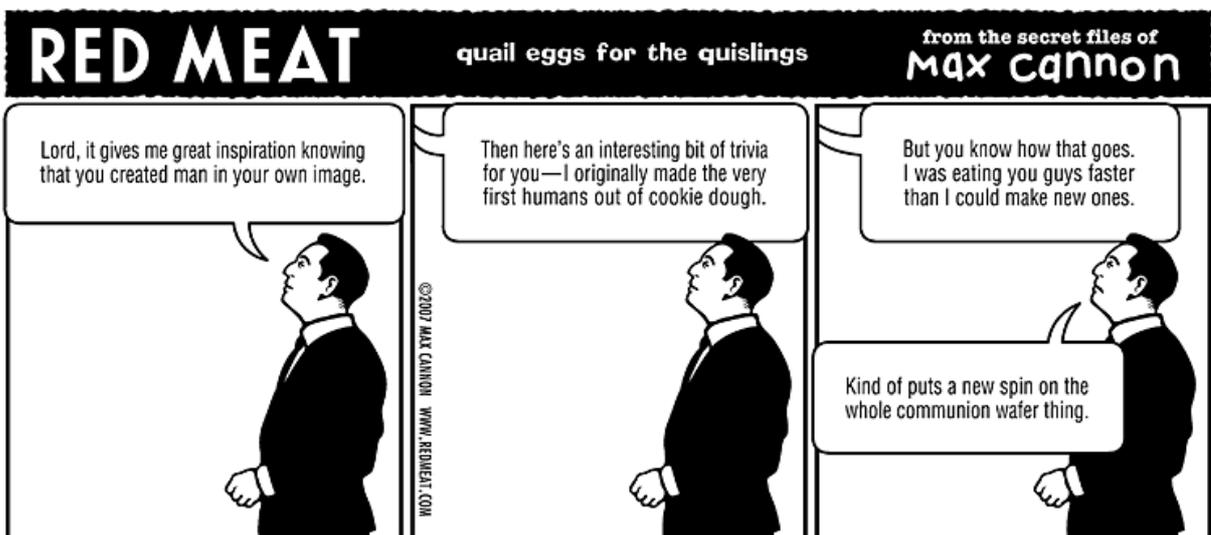
Concentration - The best and most consistent drag racers go thru the same routine every time. They do the same burnout, stage the same, watch the tree the same way, and shift the same. This helps them concentrate - gets them in the groove each time. Develop a routine that works for you and stick to it. Before long you'll be concentrating on the right things just like it is second nature.

28 Spline Axles - Stock 9" axles seem to be getting close to their breaking point at about the mid-12 second mark in the quarter, especially if you are launching hard and using slicks. A simple upgrade to an aftermarket 28 spline axle may be a good solution for you. Aftermarket axles can handle cars down to the high 11s without a problem. Faster than this then you would be wise to upgrade to a 31 spline or better.

Clutch Fan or Electric Fan - For a performance engine there is only two options for the engine fan - either clutch fan or electric. A flex fan wastes horsepower whenever the car is moving fast enough to provide sufficient air flow for cooling. The worst fans of all are the lightweight plastic fans - definitely stay away from those. So in order of best to worst, electric fan, clutch fan, steel flex fan, solid fan, plastic.

Baffling the Stock Pan - Adding baffles to the stock oil pan to keep more oil around the pickup during acceleration, braking, or cornering is easy. What you are trying to prevent is oil from climbing up the side or back of the pan and uncovering the pickup. Take 1" wide sheet metal strips and weld them to the sides of the pan all around the sump area just above the oil level. Now the oil will try to climb the walls of the sump only to met with the baffles and be

(Continued on page 22)



RED MEAT

forcible forays into fecklessness

from the secret files of
Max Cannon



(Continued from page 21)

redirected back toward the pickup.

Rear End Vibration Damper - That heavy bone shaped thing on the front of the rear end snout is the factory vibration damper. Each one is tuned to a frequency that corresponds with the factory gear ratio to cut down on noise, vibration, and harshness (NVH). Turns out the thing is no longer at the proper frequency if you changed the rear end gear ratio. Take it off and throw the bottom bone shaped part in the nearest trash can. Keep the top sheet metal part and

(Continued on page 24)

Road Runner Models

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- ★ → All Accessories
- ★ → Hot Rods
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Our thanks to AutoPro, ACT, and their suppliers for their generous sponsorship at the CRAKK 2007.

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Wesfil

(Continued from page 22)

reattach it to the rear end with some shorter bolts. This gives the pinion snubber something flat to hit against.

Polishing the Crank Journals - A simple way to polish small imperfections from the crank journals is to use sandpaper and a shoestring. Cut a strip of 600-grit wet/dry paper the same width as the journal. Wrap the paper around the journal. Then wrap the shoestring around the paper a couple of times. Pull back and forth on the shoestring until the journal is polished.

Pinion Snubber - Using a pinion snubber to control the pinion angle during a hard launch is one way of increasing traction and controlling wheel hop. Build or buy an adjustable pinion snubber for mounting above the front snout on your car's rearend. Optimum pinion angle is typically about 4° down.

Brakes Can Slow You Down - Try this experiment sometime, jack one of your front wheels off the ground and rotate it with your hands. Does it spin freely or is there a substantial amount of drag? If you give it a good spin does it continue to spin when you let go or will it quit almost

(Continued on page 25)

DREW FUS
DESIGNS

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Designers of the CRAKK 2008 Logo

SPEED & STYLE

RED MEAT the mossy mandibles of mundanity from the secret files of **Max Cannon**

Well, Doc...if the examination is over, is it okay if I put my clothes back on?

Not just yet, Johnny.

I need to take a few more polaroids.

You already took a bunch, and I'm startin' to wonder what kind of doctor would need photos of a patient naked.

Take it easy, man. Who said anything about me being a doctor? I run an adult web site called "nudefreak.com."

Oh. I wondered why your receptionist had tattoos on her face and the waiting room had ashtrays and men's magazines.

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(Continued from page 24)

instantly? This is drag from your brakes and any amount will slow you down and hurt your gas mileage. To fix the problem on the front, check to be sure your discs are not warped, use solid caliper bushings to keep everything better aligned, and make sure the pads are releasing from the rotor properly. On the rear brakes, check the drum to shoe alignment, back off your self-adjusters a little, and make sure the shoes are releasing properly. One last trick on the rear is to add a touch of high temp grease where the shoe rids against the backing plate. But don't get any on the pads themselves you still want the brakes to work.

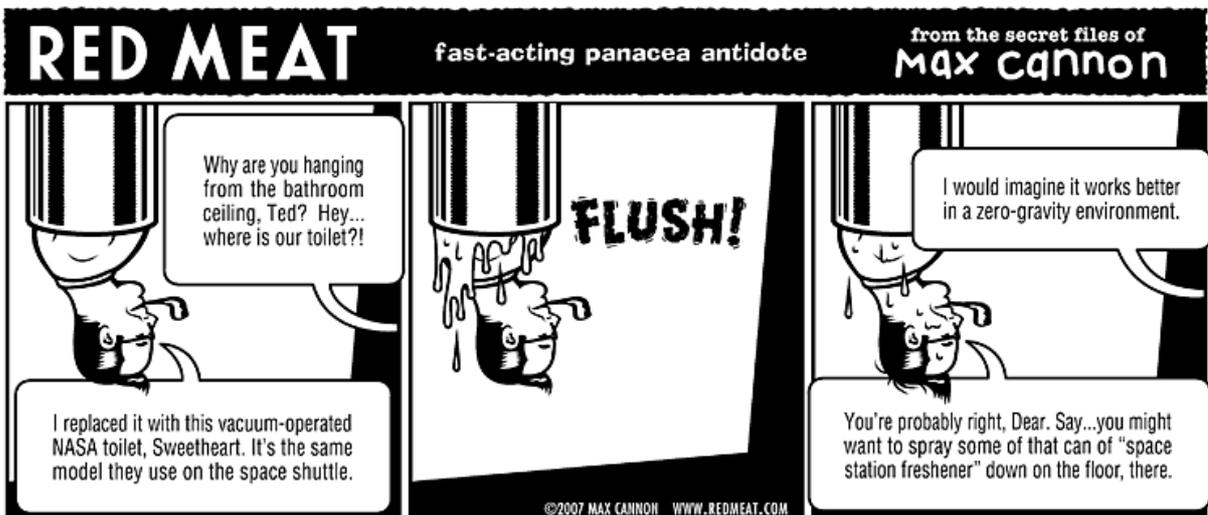
Aftermarket Oil Pressure and Temperature Gauges - The stock gauges on most cars are slow to react and highly inaccurate. I replaced mine with Stewart Warner gauges. Things to look for in a good aftermarket gauge are a full 270°-indicator movement, price, and name brand. Good gauges are expensive. This is one part that you get what you pay for.



Baker's Delight, suppliers to the CRAKK run — fresh bread daily.

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RED MEAT fast-acting panacea antidote from the secret files of **max cannon**



Why are you hanging from the bathroom ceiling, Ted? Hey... where is our toilet?!

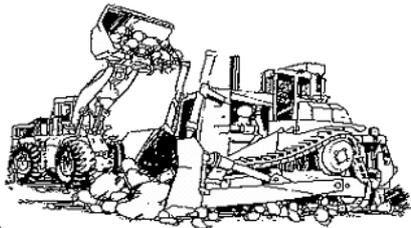
I replaced it with this vacuum-operated NASA toilet, Sweetheart. It's the same model they use on the space shuttle.

FLUSH!

I would imagine it works better in a zero-gravity environment.

You're probably right, Dear. Say...you might want to spray some of that can of "space station freshener" down on the floor, there.

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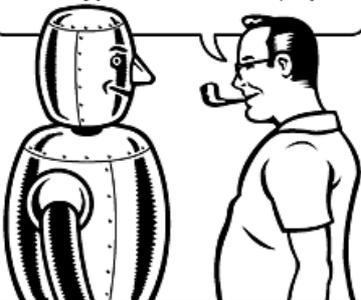
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- Battery charger
- Battery leads
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- Grease-Pumps
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- Ground engaging tools
- Grouser bar
- Grouser shies
- Hand cleaner
- Hand tools
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- High tensile bolt - unc, unf: metric.'
- Honda engine
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- Hose Clamps
- Hydraulic breather cap.
- Hydraulic filters
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- Hydraulic power packs
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- Seats
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- Spanner sets
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- Spring pack
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- Stands
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- Tension wrench
- Thread inserts
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- Tipper body locks
- Tool box
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RED MEAT

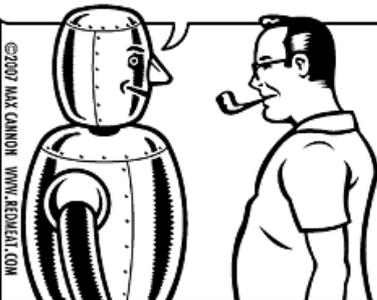
plastic footwear stench incubator

from the secret files of **Max Cannon**

Happy birthday, Mr. Bix! Today is the tenth anniversary of the day I finished building you. We should have a party!



It's thoughtful of you, Ted...but I already celebrated my date of inception by going berserk and leveling a local shopping mall.



Bix...please tell me you didn't destroy the entire Shopwood Mall. It's the most conveniently located one to our house.



Not the entire mall. It seems Radio Shack® had anticipated such an event and installed an electronic shield against robot attack.



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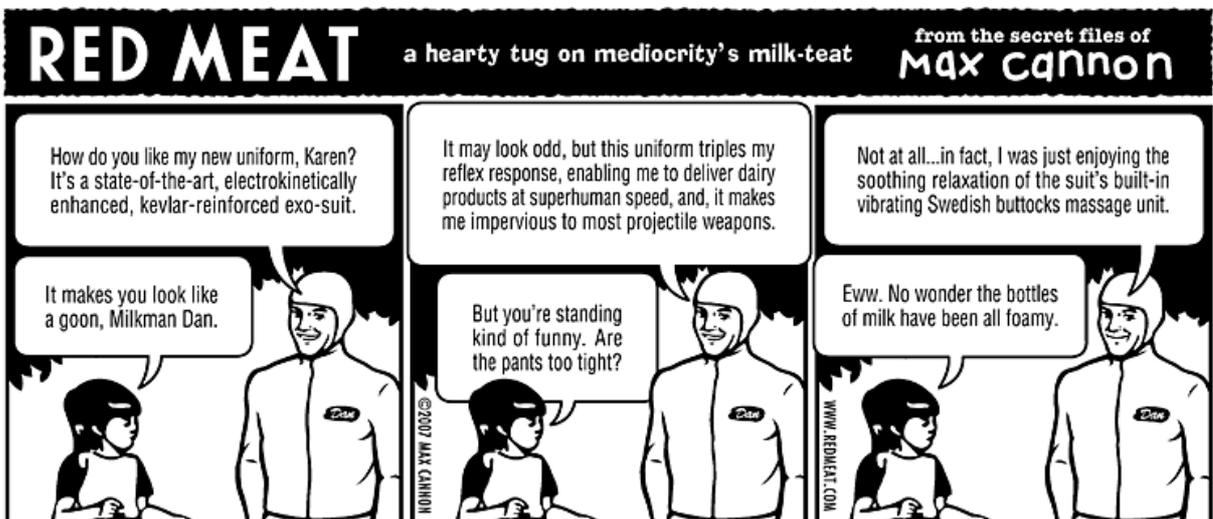
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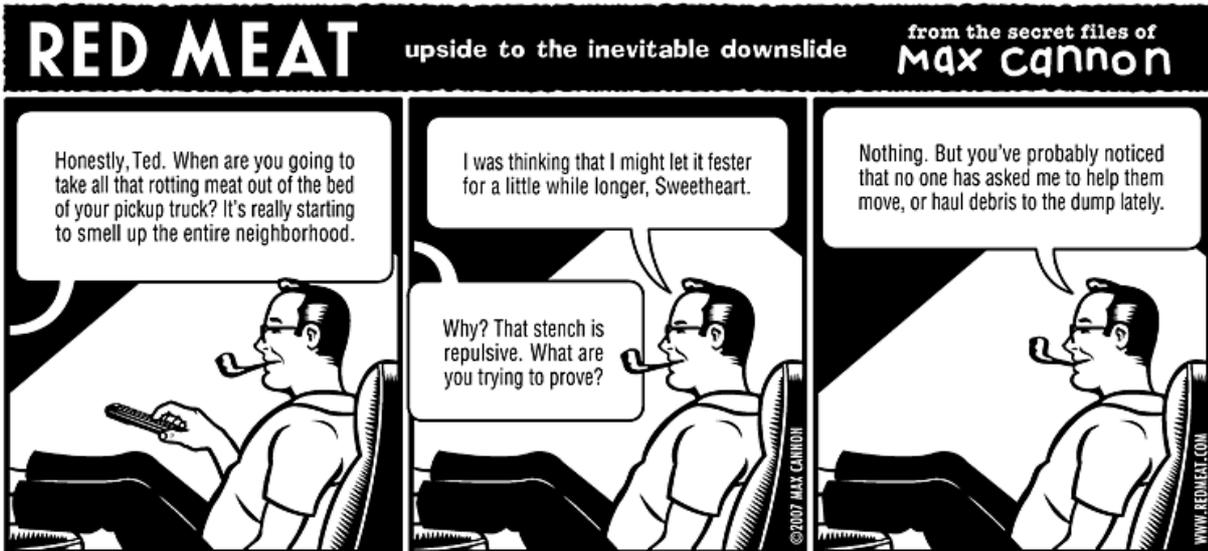
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A not-too-bright but beautiful blonde was driving home one night when she was caught in a terrible storm. The hailstones were as big as golf balls, and her car was dented badly.

Next day at the auto shop, a repairman decided to have a little fun at her expense. "To fix the dents in the body," he said, "drive home, park the car, and when the tailpipe is cool, get down on your knees and blow really hard into the tailpipe, and the dents will pop out.

Later, a girlfriend of the blonde is driving by and sees her friend on her knees, blowing hard into the tailpipe. She asks what's going on and is told the story. The girlfriend laughs. "Well, duhhh! You need to roll up the windows first, silly!"

Question: What's the difference between a cactus and a Porsche?

Answer: On the cactus, the prick is on the outside.



CRAKK 2007 Trophy List

The CRAKK run is open to all ASRF class vehicles, specifically modified pre-48 Hot Rods/Street Rods and modified pre 64 Customs. For details of ASRF vehicle classes, refer to the ASRF handbook or contact your state director or state steward. Sponsored awards are open to the sponsor's interpretation. The CRAKK coordinator reserves the right of veto where necessary.

Trophy	Classification	Sponsor
Top Six	ASRF class	Tractor Replacements Tuggeranong Tyres Resort Trailers Mothers Hostile Embroidery
Dare to be Different	Sponsored	Road Runner Models
CCHV Choice	Sponsored	Capital Country
Koolest Bicycle: Rat	Sponsored	Dukes
Koolest Bicycle: Custom	Sponsored	Dukes
Top Ratster	Sponsored	KRAKK
Top Custom	ASRF Custom class	KRAKK
Trevor Abernathy Memorial Mystery Cruiser Award	Sponsored	Baker's Delight
Ross Eldridge Memorial Kool Kruzin Award	Sponsored	AutoPro, ACT
Bill Lynch Memorial Car Lending Award	Sponsored	Greenlight Mortgage Brokers
Frank Mardel Memorial "Most Family Oriented Rodder" award	Sponsored	CHRA
Longest Distance	Sponsored	Poor Boyz
Spark Plug Hunt		Road Runner Models
Colouring Comp 1-2		Road Runner Models
Colouring Comp 3-4		Road Runner Models
Colouring Comp 4-7		Road Runner Models
Colouring Comp 7-10		Road Runner Models
Colouring Comp 10-13		Road Runner Models

See ya next year!

Gold Sponsors

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