



RACING PROFILE of DAVE COLLINS
Born 1949 Winnipeg Manitoba

In 1968

Drag racing career started @ Keystone Dragway 30 miles east of Winnipeg Manitoba

Race car featured in the above picture top left

1955 Chev Belair 272 cid SBC based on the original 265 cid v8 engine 225hp dual quad engine from a 1956 Chev NHRA G stocker of the era.

1979

Race car feature top right

1966 Pontiac Canso SD 331 cid

I received this car in a trade from a customer. I had quite racing to start my business career as a car dealer. This car and friend Graham Dick from Edmonton were the influences that got me back to the track in 1979. I took it to Edmonton to sell it. Graham convinced me to take it to the Speedway as the drag strip was called in the day and make a few passes. He was sure someone would step up for my asking price of \$5500. As fate would have it no one was interested in it but after a couple of runs I was hooked again. Back to Winnipeg down to Drag Mart where I bought some wheels and slicks. Went to Gimli the next weekend entered the bracket 2 class (sportsman in today terms) and won my first event with many more to follow. The next year I updated it to the car you see in the picture. Using a 372 cid Ken Murray prepared engine.

This was the first car I raced at SIR.

1980

Now in the fast class at Gimili and finishing second in points that year to a fellow named Dave Philip driving what is now the Dwayne Treleven blown altered (aka the Pacemaker funny car of 1972.

I learned quickly that an altered cut the wind much better than my boxy Canso so I made the decision to get my first altered a Bob Forzley creation A/A altered owned by Chapman and Hoglund of Winnipeg.

January of 1981

Wife Charlotte and I headed for the only place to license in the winter California. After three weeks at Orange County and destroying all my parts I had my license. Ken Murray fixed me up and I was ready for the Gimili season opener. In the season opener final round I skyed the motor to 10,000 and I had more junk. No MSD rev chips in those days.

Not to be deterred friend Norm Martin a great stock racer with years of experience driving and tuning the "City Radiator 59 Chev convinced me to put the old 331 Canso engine back in the altered. He figured it could possibly run in the 10's and I could still run the season. Besides it had a short flat tappet cam and further miscues would be minimized. Next race we won running 10.38 at 130 something.

Started racing at SIR on a regular basis.

1982

We moved permanently from Winnipeg to Saskatoon.

1983

SIR Track Champion

1984-85

Took over operations as lease operator of SIR

Most memorable moments

Combining drag racing and tractor pulling in one venue called

The ULTIMATE WEEKENDS

Trivia

First Super Modified Tractor winner

Floyd Chapple

1986

Retired from drag strip operator and returned to my car business roots

Started construction on my 1969 Corvette super gas car my last Forzley creation.

(Pictured middle centre)

1988

It was ready in early January. Off to California for a month or so to sort the car and get the paper work done. No more Orange County so we used Palmdale in the high desert north of LA.

Best race 1988

SIR winner quick 32

1989

After the 1988 season opportunity presented itself
a much newer suspended altered the 1982 John Lingenfelter t' altered
that had been driven in comp and brackets by Bob Buccini and Mickey Stanley of Winnipeg.

(centre lower picture)

this car is currently owned by Chris Chapple
previously owned by Jerry Edmons
Dave and Sherry Bodnarchuk

1990

SIR now had all the super classes running so Super Comp was the choice.

1991

This was the year I purchased a 1956 Chev later to be known as
the **SHOE BOX RACER.**

Fred Schwab and I had some titanic battles
racing SUPER STREET for the next couple of years.

1993

Had an idea for a tv show

WHEELS

TELEVISION MOTOR SPORTS

was born

1993-1999

continued to race the Shoe box 56 thru 1997

1997

Help from old friend Orley Neuert and kind donation from Brad Smith auto sales

Project Race was birthed for television.

The goal to show drag racing from the car lot to the track and everything in between.

TRIVIA

Most rewarding race: *STREET LEGAL FRIDAY*

Beating' Amie Decae and taking the shirt of his back

1997- to present

Project Race "1984 Buick Regal has been making laps every year since.

FIRST ET 17.80 305 cid

FASTEST PASS 118mph 336 cid BEST ET 11.52 sec 355 cid

Member

Old Geezers

Sponsors

Allomatic transmission, Prairie Auto Haus, Wayne's Driveline, Lazer Autobody

Trusty Appraisal service

Side note: Stock cars

HOT 93 1996-1997

my brief foray in Super late model racing

driver: **BJ WILSON**

1933 DESOTO STOCK CAR RESTORATION

MADE FOR WHEELS TV

CURRENT JOB DISCRIPTION 2009

TRUSTY APPRAISAL SERVICE

Collector car Race car dealer and bank appraisals, SGI arbitrations, accident adjustment service

licensed auto dealer Saskatchewan