

Canada's Performance Magazine



May 2017

Volume 23, Issue 5

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## Goodguys Arizona Nationals

Greetings Quick-Timers, spring has sprung and it's time to get the hot rods shined-up and ready for the summer ahead. One of my fellow photographer friends is a member of the San Luis (Obispo) Roadsters. He keeps me up to speed with a comprehensive list of Central Coast car shows and I can tell you, the calendar is heating up with shows across the land. Things won't really start happening for me for a few more weeks but, there are a lot of shows out there to choose from. I'd like to make it a point to get out and see a few different events this year as long as work doesn't get in the way.

It's been a pretty rocky start to 2017, job wise. We have known for the better part of two years that my company was going to have major lay-offs. It all finally came full circle and the numbers were announced. We were within the last week of the two year period, the stress level was extremely high, when the powers to be announced that the number of people being laid off was going to decrease by thirty. In the original plan I was on the bubble, didn't know if I was going to be saved or going out the door. Yep, thirty four years in and I was on the bubble...amazing. But now I'm safe, for how long remains to be seen.

As things came to pass it all worked out but, all of this nonsense came at a price. I was getting ready to pack up the plantation and head back to the east coast, to a state where it was more affordable to live. The long and the short of it is we pay a premium in taxes to live in California and from all indications it's going to get worse.

Caught in the shuffle of all of this preparation to move was my latest project car, a 1966 Nova with a straight axle. I have been involved with my friend Earnie, with this car, for ten years. Originally we bought the car to sell. We were each going to invest five thousand dollars then sell the car. As things go this project became a root canal without Novocain. We reached our goal of 5k each. Then Earnie wanted to keep the car and build it for himself, I was ok with that. Then life got in the way and the car went into storage for years. I then decided that I would like to buy the car and build it for myself. Earnie was okay with that and we agreed on a buyout price. When all of this layoff stuff started happening I had to back out of the deal and after all these years, deliver the car to Earnie in Arizona.

We came to an agreement and set-up a weekend for me to load the old girl up and take her across the desert. I hired one of my friends Joe, who is getting laid off for sure, to tow the car for us. In spite of the layoff date I wanted to get the car to Arizona before



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we got any closer to summer, so we didn't have to travel in triple digit temperatures.

Joe and I loaded-up on Friday night after work and headed out on our 10 plus hour drive. Our grand plan to drive half way, get a hotel and drive the rest of the way in the morning kind of went out the window. We ended up driving to within two hours of our destination and sleeping in the truck at a rest stop. I'm sure everybody knows how sleeping at a rest stop goes. After about four hours of trying to sleep we got back on the road and set our sights on breakfast at Cracker Barrel.

Now that we were fueled-up on coffee and a hearty meal it was time to complete the first leg of the journey. About an hour later we had the car parked at its new home and it was time to turn around and head west, or at least I thought that's what the plan was. After we squared-up with the money, paperwork and all of that kind of stuff Earnie says, "you know it's Goodguys weekend out at Westworld, do you want to go? I'll let you guess what the answer was! It was off to Westworld, site of Barratt Jackson Arizona for the Goodguys Arizona Nationals. I just so happened to bring my camera and was ready to see some hot rods. The Arizona morning was a little cool but the forecast was for temps in the 90's.

# Goodguys Arizona Nationals

Doug Adams

I didn't believe it but it came true, it was cook'n by noon! If I had to compare this, Arizona Goodguys to the Del Mar show that I attended last year, I would have to say that this show was definitely bigger and the swap meet was much better. We gave it the old college try and walked most of the show but after a few hours in the hot sun it was time to think about lunch and the drive home. As fate would have it the A/C in Earnies car crapped out, there was no escape from the heat until we got to the restaurant.

We got back to the truck about three in the afternoon, said our goodbyes and began our journey west. Again, our plan was to drive half way get a hotel then drive home on Sunday morning. Well, I kept asking Joe if he wanted to stop, he said no, I'm good, let's see how we feel down the road. This conversation went on for the next nine hours and at midnight Joe was dropping me off at my house.

It was a feat that I wouldn't have expected to accomplish. We drove over 1200 miles, got little or no sleep in a 48 hour period and got everybody and everything home safe and sound. It was all good in the end but not a trip that I don't look forward to doing again, any time soon.

Enjoy the photos from Goodguys Arizona, I'll pull something out of the hat for next month, don't know what it's going to be just yet!

*Doug*



***It was off to Westworld, site of Barratt Jackson Arizona for the Goodguys Arizona Nationals***



# Goodguys Arizona Nationals

Doug Adams



Enjoy the photos from Goodguys Arizona,





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# Spring Fling

Don Macgowan

## SPRING FLING MILLION - BOGACKI WINS BIG

The day has come. By the time the moon hits its high point of the night later today, somebody's life will be changed forever with their win on the Friday main event at the K&N Spring Fling Million presented by Optima Batteries.

To start off the day, every racer on the property, regardless of whether they are Million Dollar race entrants or not, are eligible to take part in the special Brodix Run For The \$100,000. With a dial-in on their car, the person with the best package; a combined reaction time along with the amount over their dial; earns that person a new set of Brodix SR20 cylinder heads worth \$5,300. Second place receives \$2,000 in cash and third place a free entry into the 2018 Spring Fling Million, a \$2,000 value. However; and here's where the good part comes in; the first person to score a perfect run (.000 reaction time and dead-on the dial) receives not only the Brodix heads but also \$100,000 paid right on the spot.

As is usually the case, the action was heavy as door cars ran first which by the time they were done, the leader in the clubhouse was Matt Diamond carding a two-pack (.002 package) with David Beedy in second with a four-pack.

The continuation of Thursday's Racepak eliminations began half-way through the Brodix Run For The \$100,000 time run with Rayce Kidd receiving the bye run, Gordon Boven and Troy Williams battling it out with Boven using a .004 package to move on. With that run, Boven also earned himself the bye run in the semifinals to move him right to the final round. Finally Johnny Ezell and Sean Shaffer came to the line with Shaffer continuing on. Ironically all three racers hail from Idaho so they should be familiar with one another.

For that semifinal round, Shaffer and Kidd matched wits and cars with Kidd taking the win to advance to the final to face Boven where Kidd scored the win on a double-breakout affair and the \$20K which goes along with it.

"I have been dreaming of this moment since I was ten-years old," said Kidd, who received probably his best birthday present when he turned 21-years old two day prior.

Now back to the main event where the really big money will be divvied up with once again,

one person receiving life-changing money. Besides the money; which at this point stands to be \$230,000; the winner receives a great trophy, along with the accolades coupled with a limo ride for a night at the Cosmopolitan Hotel as part of their Million Dollar experience.



First up was the final for the Pro 32 racers after which that person will be seeded into the seventh round of the main event. Justin Lamb has another chance to improve on his runner-up finish on Wednesday as in the Pro 32 final, he'll face off with Randy Biddle. In that race, Lamb's hope ended with a red-light; actually there was a dual red-light with the Spring Fling TruSTART deciding the race with Biddle the less (if we can say it like that) red of the two.

For the quarterfinal round, six cars remained; Val Torres Jr., Bobby Dye Jr., Lane Dicken, Luke Bogacki, Michael Pennington and Biddle is seeded into that field. With the semifinals awaiting them, Biddle, Pennington and Bogacki advanced with Bogacki the lucky recipient of the bye run in the semis which puts him right into the final round against either Biddle or Pennington. A true footbraker off the bottom bulb, Biddle's "bid" came up short against Pennington to move the Texas racer to the final to face Bogacki.

Like two great champions, Pennington left first with a .012 reaction time however, Bogacki wasn't far behind with his own .014. And in true championship fashion, both racers ran dead-on their dial, with Bogacki .003 closer for the win. In an interview earlier this week, Bogacki said, "This is the one thing I've never accomplished in my career so far." We guess he can cross this off the list now.

"Anyone who knows me," Bogacki said afterwards, "knows I'm rarely at a loss for words, but I am right now. I had a feeling this morning it was going to be a good day."

# Spring Fling

Don Macgowan



*Bogacki said, "This is the one thing I've never accomplished in my career so far."  
We guess he can cross this off the list now.*



# Viva

Don Macgowan

The Viva Las Vegas Rockabilly Weekender is the largest and most respected Rockabilly festival in the world. It annually attracts 20,000 attendees to The Orleans Hotel and Casino in exciting Las Vegas for four nonstop days of music, hot rods, burlesque, and partying.

Rock 'n' Roll and Rockabilly aficionados from Europe to Japan, and even South America mark their calendars each year for the event. This festival features the best Rockabilly music from over 75 world-renowned bands and dozens of wild DJs, sure to keep you on your feet.

The weekender also puts on North America's biggest pre-1960's era car show where you can find hundreds of hot rods and just as many vendors selling vintage and vintage reproduction must-haves.

It isn't just a car show, it is a Rockabilly Weekend, so don't get offended by the "dress up" people, just have fun! Outstanding cars in the car show area, with strict guidelines on the cars to keep the severe ratrods at bay, lots of fun activities, great vendors, lots of great people from all over, and great car clubs.



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This is a must go if you're in the traditional car scene, or into Rockabilly music.

The Classic Car Show - the outdoor garage complexes are completely taken over by souped up cars from the 50s, 60s and before. Awesome, customized old school cars were revvin their engines to high decibals level. Gasser's, Hot Rods, Low Rider's, Customs, were all there!!

On Saturday, the car show also featured vendors selling everything from vintage clothing to pinstriped handbags, sunglasses to pomade, belt buckles to parasols.

There is a wedding chapel where you can get married or re-affirm your vows with a crooning Elvis impersonator. You can even get coiffed or tattooed.

Cult favorite Elvira was on hand signing autographs next to her spooky car, and you could get your photo taken in front of the Munster Koach built by the legendary George Barris.

# Viva

Don Macgowan

Girls and hot rods go hand in hand, and pin-up girls, burlesque performers, as well as attendees dressed to the nines in vintage clothing were all posing in front of cars. On the car show stage, the Lustre Kings, Dynotones, and the Blasters played great rockabilly; to end the day, Jerry Lee Lewis performed as the sun went down.

You can't ask for better weather for a classic car show than an 80-degree, sunny Las Vegas Saturday.

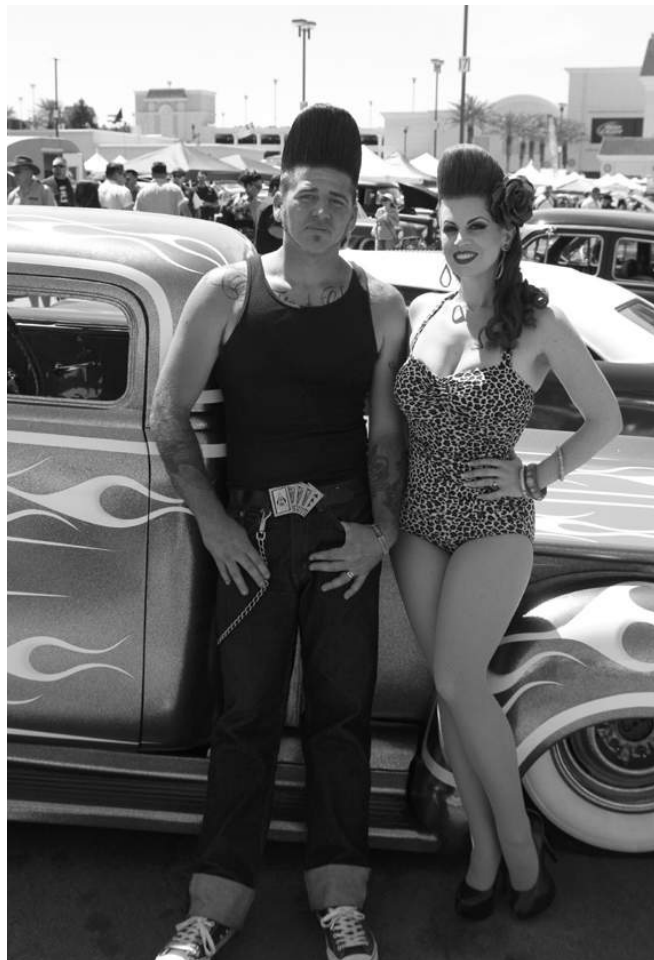
Three large parking lots were full of amazing hot rods, rat rods, gassers, and, to a lesser extent, motorcycles. The range of customization was phenomenal - great detailing, gorgeous finishes, and amazing craftsmanship. The atmosphere was festive as car owners set up tarps and sat with friends, and people milled around admiring and photographing the cars.

I found that the rules regarding what cars are allowed in made for a focused show with consistently high quality rods. Good times were had by all.....



***Viva Las Vegas is the largest and most respected Rockabilly festival in the world.***

more on page 24



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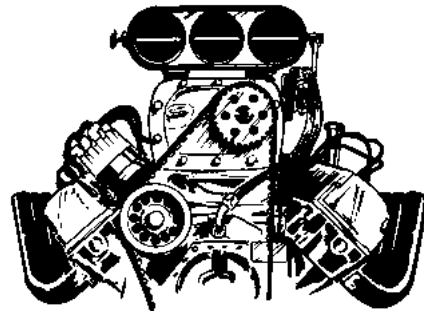
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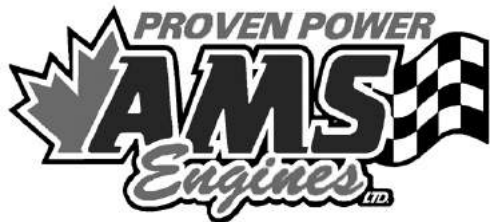
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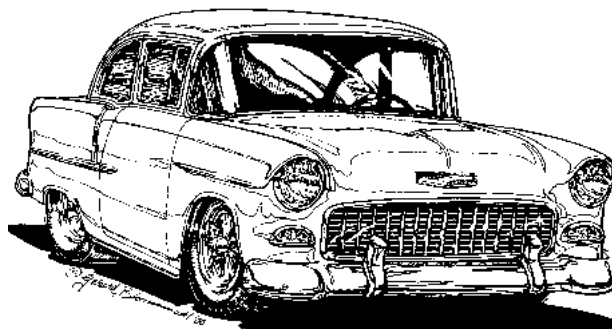
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# World of Wheels Calgary

Moe Putney

Here are a few pics from Moe Putney of Action Sports Photography from this years World of Wheels in Calgary.....enjoy!!



*Todd Blakney's 1970 Plymouth Super Bird. Registered as the Psycho Bird and was registered under the Conservative Hardtop - 1970 to 1979 class. It came in 2nd place*



*Wild AI brought out the Dunn & Reath and Rambunctious Funny Cars to the delight of showgoers, Allan Weise, the owner is having plenty of fun with them...and yes the Dunn & Reath car is the car from Funny Car Summer (the movie), nice job All!*

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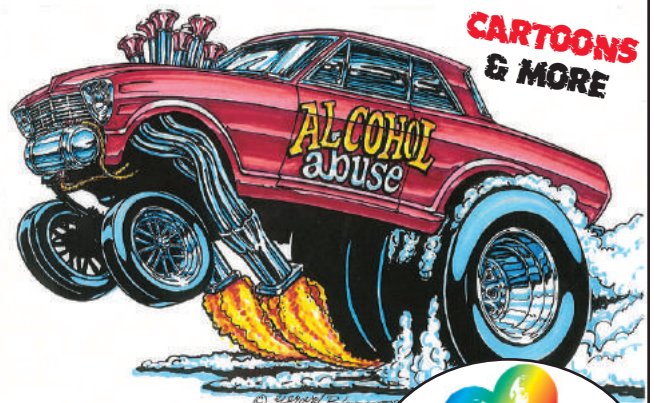
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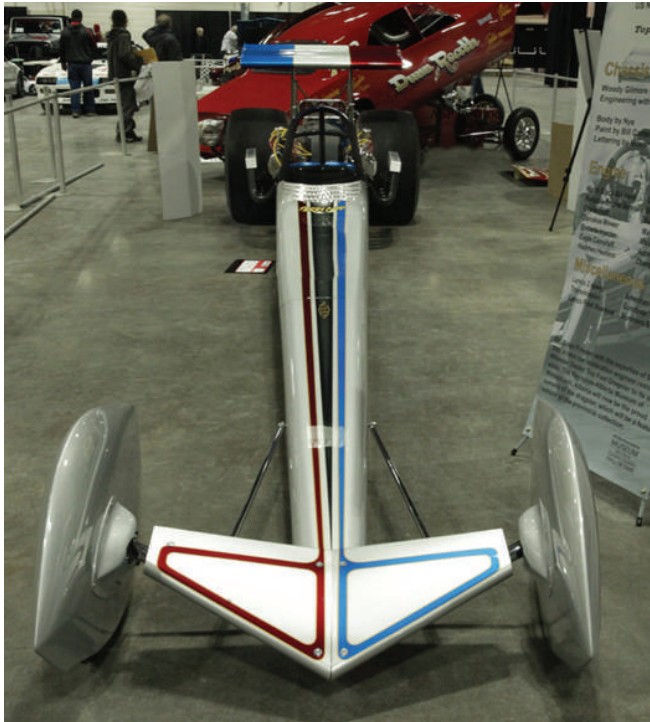
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## Drivers

There are a lot of drivers out there that do a fine job every weekend. When a person is learning to drive a race car, they usually get some advice from their friends, competitors, track officials, or even NHRA on some of the do's and don'ts. Years of experience allow them to hone their skills, become more consistent, and to do the right thing when something goes wrong. A driver must be able to react instinctively instead of thinking about it. Why is it then, that there are so many errors made by rookies and veterans alike? After all my time in Drag Racing, these are still questions I cannot answer.

I have licensed a lot of drivers in my cars, and all have been very good, but everyone has strengths in certain areas. All of them have had better than average reaction times, and some are better than others at feeling the car, and making a quick decision on whether it needs to be short shifted, pedalled, or even aborted if the engine is starting to go sour. Some people can't feel things like that. Another very important skill the driver must have is to keep control of the car, mostly on the starting line, with the rpm up, clutch in, and brake on. It is crucial that the car doesn't creep, and when something mechanical causes it to creep, they must recognize it, and make a quick adjustment to stay away from a red light. I believe there are 3 types of drivers; 1) Natural drivers that just need a bit of guidance, 2) Good young drivers that will be very good with proper training, and unfortunately 3) those that just don't have the aptitude to ever be a good driver. Luckily, I have never had one in the third category, but I have definitely seen them and raced against them.

Temperament inside the car is very important. Drivers that are freaking out before and during the launch preparation are not going to do well. One of the most important attributes of a driver is to be quietly confident and calm so nothing can rattle you. Remember before every race that this is what you live for, so you should never be nervous. You should be looking forward to it. You should almost have a little smirk on your face, because you are going to give this guy everything you have.

I have been burned down more than once on the starting line, usually 7 or 8 seconds plus. I didn't care what was going on in the other lane, this just made me bury my eyes even harder into the light.

One flicker later and I had cut my best light ever. Turns out the other guy had broken a throttle cable after pre-stage. Doesn't matter what the reason is, your job is to leave the starting line on time, not to glance over and see what he is doing.

Staging first or last doesn't matter either, it is all in how you react to the situation. Some guys HAVE to stage last, usually I will let them, all it does is gives me more time to be ready. You can probably MAKE the other guy stage first, but this is at your peril, as the starter may give you a quick light, so when you finally move in, the tree activates before you are ready. To be honest, I would rather go in first in case there IS a quick light.

Another thing that is difficult to do, but very important, is to go to the line every time with the confidence that the car is going to make it down the track. If the car has been shaking, smoking the tires, or anything else out of the ordinary, that doesn't mean it will do it again. Thinking about it will probably affect your reaction time, and may even cause you to do something that wasn't necessary, thus ruining the run, like pedalling or short shifting. Unless you are Planning to short shift on purpose (for whatever reason) approach the run like it is going to go hard and straight. If something does happen, that's when you deal with it, your reflexes will kick in as needed. On the same note, don't hold your thumb above the shifter button when you leave, you might poke it un-intentionally.

One thing that really bugs me is the blatant red light. Sure, if no. 16 qualifier is going to be racing number 1, there is not much of a chance he will win. But there is a chance. Your car could perform better, or his could spin or shake the tires, break, or just slow down. Don't give it away by guessing at the light, instead try to cut your best light and have him worried for a while. If you red light, you lose instantly.

Along the same lines is the double step. You are so psyched about cutting a light that you may see something move, or your foot just decides it's time to go. I have always buried my sight into the last yellow on the tree, I don't see anything but the filament in the center. I think it helps me focus on that one thing, and no distractions can enter my field of view. The reaction time is much better as well, as opposed when you are just generally glancing at the 3 yellow lights on the tree.

# Nitro Tales

Ken Sitko

The double step does happen in all classes, even in Top Fuel and Funny Car, I think it is just a lack of focus.

One of my favorite tactics for gaining an advantage is to try to sync the final staging of the two cars so both stage lights come on at the same time. To do this, you must be real comfortable in your car have complete command of the controls, or you could just look stupid out there. Most people aren't usually prepared for both stage lights to go on at the same time and won't be ready.

This works best if both cars have been in pre-stage for a few seconds. If you have time, look over at the other car to see when it begins creeping into stage, and move in with him. Once you see the car moving, you must be able to see when your stage bulb lights, but also be know where your yellow is. When the Stage bulb lights, grab the brake and zone into your yellow. If you are lucky enough that both cars light the stage bulbs at the same time, and you get a quick light, your opponent may be dazzled, and you have a good chance at a holeshot.

Why, in any type of race car, does a driver choose to run the car all the way down the middle of the track, through the shutdown, and around the corner, after obviously blowing something up early in the run?

I could maybe understand it if the car just suddenly quit, but wouldn't it still be faster to stop safely, close to the guard wall, as soon as possible in case there is an oil leak? What are these guys thinking when they blow the supercharger off, or kick the rods out, then oil the entire track down resulting in an hour long clean up? I have seen this happen with every type of car, and in every rank.

The Professionals do it too, and I can understand not wanting to stop your car quickly at 300 mph, but the ones that really bug me are the tire smokers and rod kickers right off the starting line.

These guys could have stopped to minimize the amount of oil on the track, instead they drag all 20 litres through the finish line.

When I was 17, I kicked the rods out of my TAD at the Fall Nationals a couple hundred feet out. I was starting to clip along pretty good, but gained control of my car and pulled off to the side. The NHRA cleanup staff thanked me numerous times, like this had never happened before. It should be the norm.

*Kenny*



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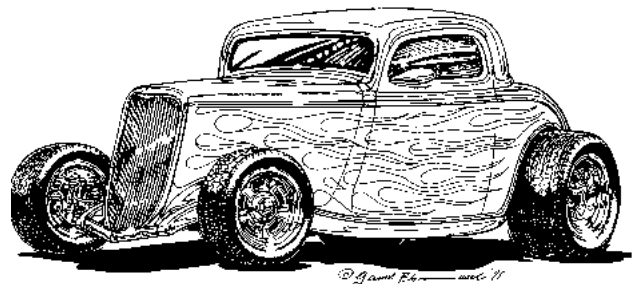
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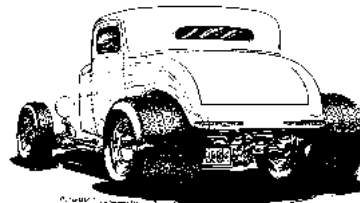
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Over the years, most car guys continue to build project vehicles. As newer and better things come along, we end up with something more streetable and user-friendly - but overkill in the power department.

Al Mikl seems to like Jeeps. His first buildup was a 1948 Jeep CJ-3A. Yes, they came out in 1949, but this early-production one came to him registered as a '48. The first and last year of a production-run are always the most sought-after.

It was all-original right down to the Autumn Brown paint, and after 33 years, it was pretty ugly. In the restoration, the color was changed to period-correct Harbor Blue. The tired little 134 cubic inch four cylinder "Go Devil" engine was upgraded to a Buick V6, along with the rest of the drivetrain. Oh, and it had to have 36-inch Swampers and an 8-inch lift kit; top speed was 60 mph either on or off-road. It required a stepladder to climb in. In 1979 Al bought a new Jeep CJ7 Golden Eagle.

After many years of faithful service he restored it to showroom condition.

It was really nice...but even the guys in the local Mopar Club barely took notice, even though American Motors had become a part of Chrysler. And the Jeep guys, well, the more trail-ready mods, the better. One thing we have observed is that, whether consciously or subconsciously, most car guys will eventu-

ally end up with a street rod.

A lot of unique designs begin with the words "what if..." In Al's case, three years of careful planning went into his latest creation.

Odd body styles have been hot lately. A Jeep CJ is not that odd, but what if it had way too much power, handled like a sportscar, and instead of reaching for the sky, sat real low?

What had begun as a resto-mod hit the first snag when Al discovered the third crack in the frame. Time to rethink things. Even the most careful plan is subject to change.

A call to Scott's Hot Rods in California assured him that a custom chassis could be built to specifications. Those specs had to be precise, however. Since a full new steel body tub was now available from Willys Overland in Toledo, Ohio, this sounded better than a lot of bodywork. Plans included a custom paint job, so all the spotwelds were filled.

When the Scott's chassis arrived it featured their tubular A-arm suspension with rack & pinion (power) steering and a beefy Moser 9-inch posi diff with 4-link. Air bags are on all four corners, as are big Wilwood disc brakes. Rather than huge off-road wheels and tires, Cobra 17 x 8 and 17 x 10 mags with knockoffs mount 40-series speed-rated radials.



From one of his connections in Spokane, Al ordered a balanced 420-horse Chevy 355 aluminum-head engine. It has all the right stuff and bolts up to the Stage II Turbo 350 tranny.

A custom-built one-piece fiberglass front end was ordered, complete with fender flares that match the rears.

The exhaust called for chrome side pipes, so that would seem like one of the easier jobs. Nope. On his sixth round-trip (14 miles) to Mopac, Al found a set of Chevy Suburban headers that would work with minor mods...and re-ceramic-coating.

A suggestion was made to powdercoat the entire chassis, but Al is glad he decided against it. And lucky.

The last-minute relocation of the motor mounts and transmission crossmember would have been a disaster otherwise.

After three years and with everything trial-fitted a dozen times, Street Heat was chosen to paint the body Plum Crazy Purple, with the chassis and accents Panther Pink.

These are two of the most radical Mopar colors. We'll see if anyone, anywhere fails to notice it now. In the recent World Of Wheels, it was well-received and picked up it's first batch of hardware.

You can see it on our website.

The only thing left to do now is get the little beast dyno-tuned and then comes the roadtest. Until the roads have had all the little gravel swept up, that will have to wait. With this kind of power-to-weight and that short wheelbase, it is easy to swap ends without warning.

***Fred Nelson is an accredited Calgary auto appraiser who owns and operates Fast Car Appraisals and Nelson Racing. Reach him at 403-242-3856 or frednelsonracing.com***



1 pair of 14.5/31 ET Streets Mickey Thompson with tubes mounted on 15x12 Pro Stars only 6 runs on them \$1400 OBO- Ford 9" gear sets and complete 3rd members, Detroit Locker and posi traction- 2 pairs of Mickey Thompson Pro 275 drag radials mounted on 15x10 drag lites to fit foxbody mustang about 6 passes on them. Five stud. \$950 OBO- Also 31 spline axles and 4.11 gears \$350 OBO- Brand new in box Speed Pro 383 Chev forged flat top pistons 2 valve reliefs' 8-7067P .030 for 5.7 rod. \$600 OBO- 383 crank shaft, fresh grind \$350- Speed Pro 350 Chev forged dome pistons brand new in box 8-7051P .030 11:1 \$600- SBC 472 Ross 10 pistons 13:1 flat top with 64cc head \$1000- SBC 434 Ross pistons 11 in total 14:1 compression \$1500 OBO- 10 434 SBC JE pistons 11.8:1 compression with 64cc head, bore 4.155, comp height 4.155 brand new in box \$1500 OBO- 1 set of Lemon headers 2 1/8" stepped to 2 3/8, ceramic coated. 4" collector for 2nd gen camaro (open to offers)- 2" headman headers ceramic coated and lots of other headers for Ford, Olds and Amc (open to offers)- Grand National bucket seats (mint) dash and console \$750 OBO negotiable for just seats if preferred ALL PRICES ARE IN CANADIAN

CONTACT: NICK @ 1-778-214-9141 M2

Lunati BBC Solid Roller Drag Cam Great for Nitrous Part #'s 50214LUN / 40110914 Needs 4500 RPM stall converter, headers, 11:1 Compression, and 4.10+ gears Intake / Exhaust Duration: 320/322 .50 Duration: 274/283 Valve Lift: .744/.704 Valve Lash: 0.28/0.30 LSA / ICL: 110/108 4000-7000 RPM Range \$300 call 403-742-8797 M2

ProCharger F3C complete with brackets for SBC, pulleys, belt, carb, blow off, blow threw hat and Magna Fuel pump \$11,000 OBO- Brodie 15 degree aluminum cylinder heads brand new in box, raw. Part #wbcw641mcn771 \$1500 OBO- Complete rotating assembly for the SBC that ran with the ProCharger 427CID Callie's crank with BBC snout, 10-Ross pistons, Oliver billet rods, bullet cam with BBC journal, only 5 dyno pulls on everything \$6000 OBO- Turbo 400 transmission all ATI hard parts. Hughes trans brake CSR shield built to take 1500hp. Fresh! \$5000 OBO- Turbo 350 all TCI hard parts, aluminum front drum, TCI trans brake, SFI shield. Built to take 750hp. Fresh! \$3000 OBO CONTACT:

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2008 half scale jr dragster, \$9,000-7.90 3 5/16 whalley/woods terminator motor, (fresh with 0 passes) -Polar Pro Clutch (fresh)-All jack shaft and wheel

bearings are new (0 passes)-New cam lock seat belts - Mychron-4 half scale weight tanks-Stands and warmup stand-Starter and fuel jug included This car has won...- 2 Western Conference finals (2011 + 2014)- Several track championships -Race of champions winner 2010- Division 6 and 7 champion several times, If interested please contact 780-996-7453 M2

Kilgore super light turbo 400, 2:48 low \$3500 CALL 780 554 1493 M2

AFR 210cc Aluminum heads for SBC upgraded with Manley valves and Pac springs. Ran 10.8 sec in a heavy car. \$1400.00 /pr. MSD Timing Control \$120.00 MSD Billet Distributor with bronze gear, advance spring kit and good cap \$120.00 Power Master gear reduction starter with staggered bolt pattern for SBC \$75.00, M/T slicks, 28 x10.5 x15" lots of wear left \$100.00/pr. Call or text Allen @ 780-818-1682 M2

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**1967 Pro Street MGB**, Corvette LT-1 (1970), TH350, Lightning Rods, 3500-stall, narrowed Lincoln 9-inch 3.50 posi, built 34 years ago, drive anywhere, \$20000. Fred 403-242-3856



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**'48 Austin pick-up**. Straight axle, could be used in Gasser class or street rod. Current cert. 8:50. Turn key. 5.0 L Ford engine. Stock. Fresh C4 trans. 9" diff, 4:56 M.S.D. B&M Goodyear. \$15,000 OR ROLLER FOR \$10K O.B.O. Call George 1-604-596-9991 D16



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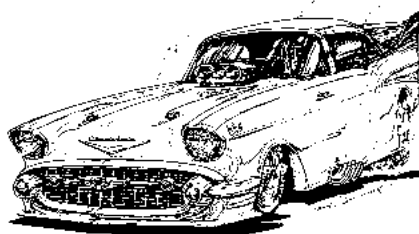
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**1974 Firebird** Backhalfed 4 link, 8.50 cage cert. Stroked 350 by Bel Engines, Dynoed @ 600 Hp/585 ft/lbs, Fresh PowerGlide, Strange 5:14/4:86 gears, carrier and axles. MSD 6AL, MSD Launch Control, MSD RPM shifter, "The TransTrigger" delay activation, One-Stop Throttlestop, Dedenbear Thunder delay box. Ran 10.23 @ 133MPH. All safety certs up to date. Also have a 20' enclosed trailer complete with all gear to go racing. \$17,000 Rick @ 587-410-3771 m1

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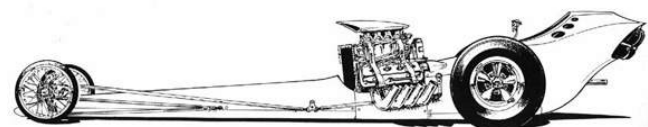


**1959 Corvette** 366 SBC Glide 9' ford -5:43 gears Morrison Chassis Disc brakes, Full roll cage 2500 lbs comes w/enclosed trailer 40K, 1997 Featherlite trailer Cabinet Tool box with tool Oil rack Winch -power tongue jack. email me at tytan1@telus.net or phone 250-632-2678 J1

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**27 Roadster**, Drag 7.50 cert and Street legal, Car is setup for S/Pro Steel body and glass fenders, Car ran 8.70s with a 900hp BB Chevy and Glide \$20,000 Rolling Can sell complete if interested \$20,000, Cell 778-884-2455 J1



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**1940 Pontiac coupe**, no rust stripped to metal have all sheetmetal parts that need replacing, nova front clip with new disk brakes and new tubular a arms springs etc, 6.0L LS motor and 4l80 trans, all new chrome for car, Ron Francis harness with door sole-noids, new wheels and tires, the list is huge, car needs final body and paint, all fitted to chassis, have factory rear seat, all glass. not sure what to ask but looking at offers over 12k, call 604-989-2375 F6

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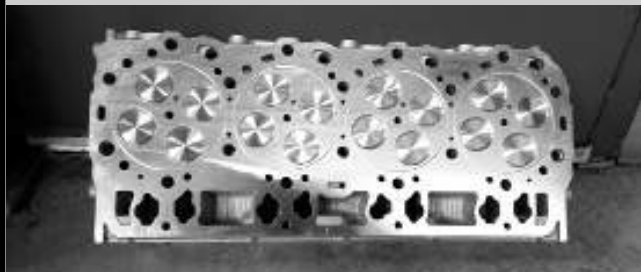
**1992 Cavalier Top-Sportsman Car, Rolling Chassis.** Certified IHRA 7:50 (June 2015) C/W Dendenbear trans,40 spline Strange gun drilled axles,Big pinion diff,Stroud fire system,Weld double bead locks,new front runners. Asking 23,500.00 OBO. S1-6 Please no low offers. Please call Mike 780-918-1754

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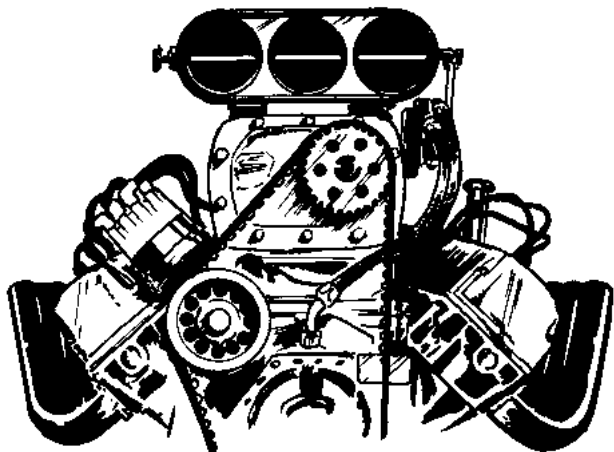
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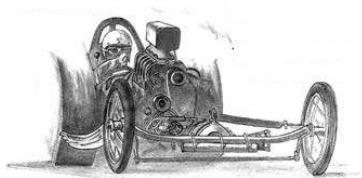
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**1982 Prostreet** Camaro Z28. Engine is 496 cu inch, comes with, Edelbrock alum heads & Victor Jr intake, Holley 1050 dominator, eagle rotating assembly, diamond pistons, comp cam and lifters, MSD ignition Moroso oil accumulator. Turbo 400 with brake & 5000 stall convertor. Equipped with line lock, 250hp NOS kit and purge. Custom interior in great shape with complete with Autometer gages and full roll cage, previously NHRA certified for 8.50, currently expired. Ford 9" rear end, narrowed with strange 35 spline axles and spool. Has ladder bar suspension, 31.5 x 18 Mickey Thompson Sportsman. Dual Barry Grant 250 gph fuel pumps. Car is street legal, and race track ready. Car ran low 11's without NOS and low 10's with this summer. Car is well built and capable of handling a lot more horsepower. Car must be seen to be appreciated. Contact Ken at 780-5188973 for additional information or pics. Asking \$29,500 OBO D1



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**1985 Chev S10** Blazer, includes 26' enclosed trailer. This bolt built by AMS. Manual shift 3 speed 400 trans., built by Snowman Transmissions. 8 3/4 Dodge diff, 4.56 gears. All the best parts. 2016 Castrol tech. Only 6 runs. Over \$20,000 in Blazer alone. Serious inquiries only Please, \$16,000 OBO. Call 780-349-5099 D1



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**240" R. E. dragster** chassis, S&W kit, C.moly, 95% compl. Was cert. to 6 sec. (expired) needs body and steering install, chassis is c/w gas tank, seat, steering rack, spindles, deflector & motor plates, dash panel and battery box. \$5000 or best offer. MW billet rear c/w axles, brakes, center with 4.30 gears avail. extra call 780-203-9248 Dave. A16



**Do not have the time to finish**, my 55 T bird funny car. My loss could be your gain. 125" wheel base chassis. Ford 55 T Bird body fire proff. Chassis will need recertification. Will 6 foot 220lb person. New 34" by 17" Good years. Dana 60 with 4:30 gears, Dual chutes. Weld bead lock rims. Hand brake. Wheelie bar. Fresh air system. Fire bottle. Mid plate for Chevy. WILL TRADE FOR A late 60's or 70's muscle car. \$15,000.00. CALL 403-660-7062. F6

**1970 Nova SS** Bracket car for sale.540 Dart block. Power glide transmission,Ried case. 12 Bolt rear end with 456 gears,MW 35 spline axils.Smith Racecraft round tube crome moly front end.Car set up for electronic class.Car run 9.40.Price \$26000.00 Call Darren 780 246 1087

**1980 Malibu**, runs mid-high 10's, 489 BBC, 660HP/515lb-ft, 950 Holley, turbo 400, reverse valve body, brake, MSD ignition and crank trigger, Autometer tach, Dedenbear delay box, back-halved/tubbed, ford 9 inch, Strange pro-gears/axles, new Hoosier 33x15 slicks. Many other items. Asking \$18,500 turnkey. Call Al at 403-615-7454



**1966 Tube chassis Corvette**. Shafiroff BBC 540 ci @ 862 HP. Rebuilt glide with trans brake & electric shift. New TCS 9' convertor. New cage with swing out bar cert to NHRA 8.50. Professionally re-wired. Dana 60 with 4:10 Richmond gears. Disc brakes all 4 corners. QA1 adjustable shocks all 4 corners. Alum rad, electric fans & water pump. Overhead control console. Chrome moly drive shaft with 3150 u-joints. Alternator, dual batteries etc. Too much to list. Runs 9.20's - 9.30's @ 146 - 149 mph.New paint job.\$39,000, Enclosed 26' trailer with electric winch & electric jack for additional \$7400. Golf cart for additional \$1500. Call Charlie 306-845-7654. J1

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A1

**1980 Malibu,** Fresh 406, New Center Force clutch, Scatter shield, Vertigate, shifter, Drag radials New front tires, Tinted glass, Ford 9 inch, New paint 2 yrs ago, Ran 12.2 at 115 mph on street tires with 4spd \$19500 OBO will consider partial trade, Call or txt 403-550-2323

J2

**79 Mustang** drag car. Rolling chassis ,Full interior minus backseat. Complete 3 inch exhaust with X pipe ( no headers) Over \$7000 in front and rear suspension upgrades. New front tires last July and the rear slicks might have a half of season on them so plenty left to play with. All tubular front end suspension and fully adjustable aftermarket rear suspension with anti-roll-bar and coil over strange shocks. 8.8 with 4:10 gears with spool and 33 spline axles. 4 bolt centreline wheels ,Aerospace disc brakes. Wilwood master cylinder. Line lock .Complete MSD 6 AL ignition system with three two-step modules and the usual array of gauges. Engine compartment has been welded up and reworked so it's not full of holes Chassis is legal to 10.0. Body and paint or one of the best around and is not full of mud or patch panels. I'm not interested in trades of any kind except for cash. Don't offer me anything over a text. Only serious buyers please. CALL 306-291-5398

M2



**225" DRAGSTER** WD two piece chassis. Cert for 6.00. all chrome moly very well built. 355cu in SBC RHS iron heads, Diamond pistons, GRP rods, 3450 billet crank, engine is all new crank, rods , pistons, valves, springs. Has 4 runs on new engine. Has run 7.28 1.09 60'on methanol. Two stage custom fuel system, air shifted powerglide, billet crank support fuel pump mount. Billet rear axel tubes, all pedals adjustable. Monostrut wings ( 2) comes with spare 671 supercharger, aluminum heads, Powerglide spare parts, roller lifters, all special tools for servicing included. will run in the Top Eliminator class, or Top dragster. One of the most powerfull SBC anywhere. Will help train new owner on setup and tuning. in this car is in great shape. Very strong runner. Everything in this car is in great shape. contact Walter Dwelsdorf @ drag653@hotmail.com... 780 970-3019g in this car is in great shape. Very strong runner. \$20,500.00 or best offer.

J2



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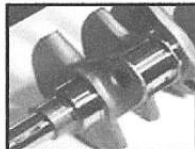
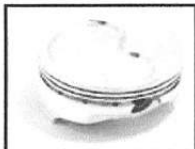
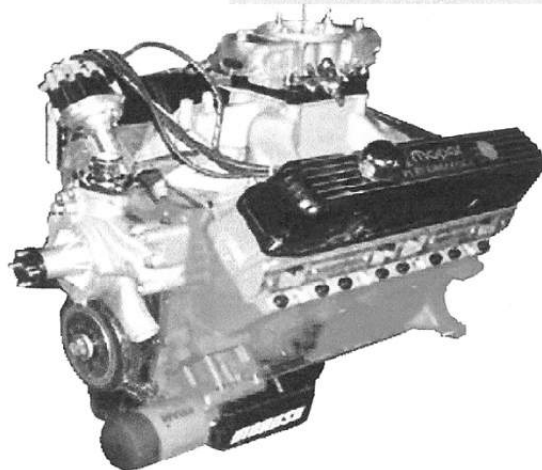
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**BBC** 178 & 878 exhaust manifolds. The 178 is dated C22-8 which should equate to March 22/68. The 878 is dated D20-8 which should equate to April 20/68. These are Non-Air style. Everything appears to be in great shape on these. They would make a great addition to your survivor and restoration. \$600.00 I have some other BBC items for sale. Call 403-357-9524

**1969-70 SS Nova, Camaro or Chevelle wheels.** 14x7 rims with trim rings. 450.00 Call 780-922-4515 M2

**1937-41 Ford roundback spindles and steering arms.** These are the spindles used for hot rod front ends. Will need kingpin bushings, otherwise they're good to go. \$200 including shipping. Lee 780-886-1409

**1972 Olds** 455 Motor. Needs Rebuilding. Block #396021FA Heads #GA Crank #97368 Intake is Edelbrock Torker. \$600OBO Call Al @ 780-819-8629 Pick-up in Spruce Grove M1

**1968-69 Camaro Rally Disc Brake OEM Wheels** Code XG 14"x 6" complete with unused Goodrich P215/70R14 96S tires and new GM OEM trim rings. Set of two. Asking \$575 OBO call 780-437-4046 F1

**WANTED!** Older air-cooled Volkswagen Beetles and Buses. Pre 1967 VW vans with the 2 piece front windshields. Pre 1957 VW bugs with a oval or split rear window. Also any fold back sunroof or unique VW . Cash waiting for the right VW. Leave message with details. cell (780) 221-9995 M1

**1965-1973 Mustang,** I have a used hump hugger console for a Mustang. Velcro on bottom to stick to carpet. Can be secured with a screw to the transmission tunnel as well. These consoles are designed with quality in mind. All consoles are constructed using automotive grade vinyl and are double stitched with commercial grade nylon thread, resistant to heat and sun. All hinges are corrosion resistant nickel plated for longevity. These consoles fit Mustangs without original factory consoles. \$100.00, 65-66 Mustang stuff, (2) Grille Bars \$20/pair (compare at \$51.72/pair at the Mustang Shop) (2) Grille Bar Mounting brackets \$5/pair (Compare at \$6.19 ea at the Mustang Shop) (3) Wheel Centres for Styled Steel Wheels \$60/set of 3. (\$143.94 for 4 at the Mustang Shop.) Rear View Mirror with bracket (Some Pitting) call 403-607-2444 F1

**56 Chevy truck** all parts are there with extra fenders and cab, no original motor in it was no good, I do have a rebuilt 454 BBC And a 400 turbo tranny I was gonna drop into it but that's getting sold separately good tires for it 403-650-4411 Ryan J1

**Camaro hood** to fit 1967, 1968 and 1969. Hood is used with a repaint. Hood does have some small dents mostly from storage. Good daily driver or it would not take much work to make it a nice straight hood. \$125 OBO Call 403-820-4608 J1

**M21 4 speed** Comes with scatter shield and clutch, Everything works, shifts nice 4 speed 1500\$ OBO, 587-224-3365 J1

**10 Bolt Posi,** 4.10's with Strange Axles \$1650.00, Wheel Well Moldings, New \$300.00, Mint 4 Barrel Air Cleaner \$50.00, 67 Nova driver quality headlight bezel \$60.00, Driver Quality sill plates \$40.00, XL Corvette Shirt, not cheap quality \$30.00, Rebuilt Turbo 400 Trans by GM Tech \$800.00 call 403-913-4567 J1

**1969 Chevelle** fenders, 200.00 each, grill 150.00, bumpers, 200.00 each, 1968 Chevelle big block hood with all the chrome mint blue 850.00 ph. 403-350-2787 **Camaro Z28** 1970-1981 rear spoiler and trunk lid Z28 Z28 trunk lid and rear spoiler in good condition, not rusty, Includes 3-piece spoiler , Fits 1970 to 1981 Camaro's \$100 firm Rear bumper Camaro Z28 Nice rear bumper, no cuts, includes inner mounting bracket, Correct for 1978-1981 Camaro and Z28 \$ 50 firm Rear Glass back window in good condition, Not scratched up. Fits 1975-1981 Firebirds and Camaro \$80 firm call 587-930-7774

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**35 ft enclosed car hauler with side door and rear ramp.** Electric/hydraulic jack, Kohler generator (don't know if genset runs, never used it myself) and wired for 120V with 3 outside floodlights. 7000lb axles. Asking \$4000 obo. CALL 403-594-9517 , M2

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**1995 Featherlite** aluminum 45' trailer, e-track on floor, 40'awning, race car set up.\$18000.00, call 780-789-1933 or 780-984-5087. J1

**42 foot Nascar** triple axle trailer built by Eliminator, 21 foot car bay, front tool storage and work area, rooftop viewing area with inside ladder access, built in furnace, and fuel cell for genset (genset not included). Excellent condition, with mags. Phone calls or email only please, no text. Located in Kamloops call 250-819-0405 J1



**2006 44ft Vintage Race Trailer** with LQ Selling my 2006 Vintage 44 ft LQ race trailer. The trailer is in great shape with full LQ amenities , bathroom/shower ,stove top, microwave oven, Fridge. Everything works well in the trailer. The living Quarter is 20 ft and the Cargo area is 24 ft. Installed a new fridge last season and installed a new 28 ft awning. Generator not included in price. \$27,000 call 780-340-4384 F6

**2004 40ft White United Gooseneck**, Great condition near new tires,usable cabinet space. Cummins Gas generator 317 hrs. Carpeted floor on gooseneck. Radio and interior/exterior lights all work. No dents or scratches. Overall great shape! asking \$17000 obo 780 986 7223 M1

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