

QUICK TIMES

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JULY 2021

Volume 27, Issue 7

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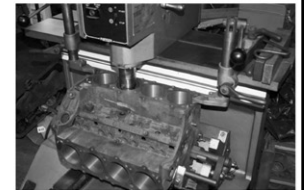
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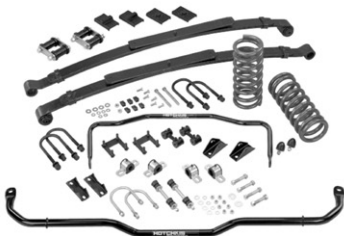
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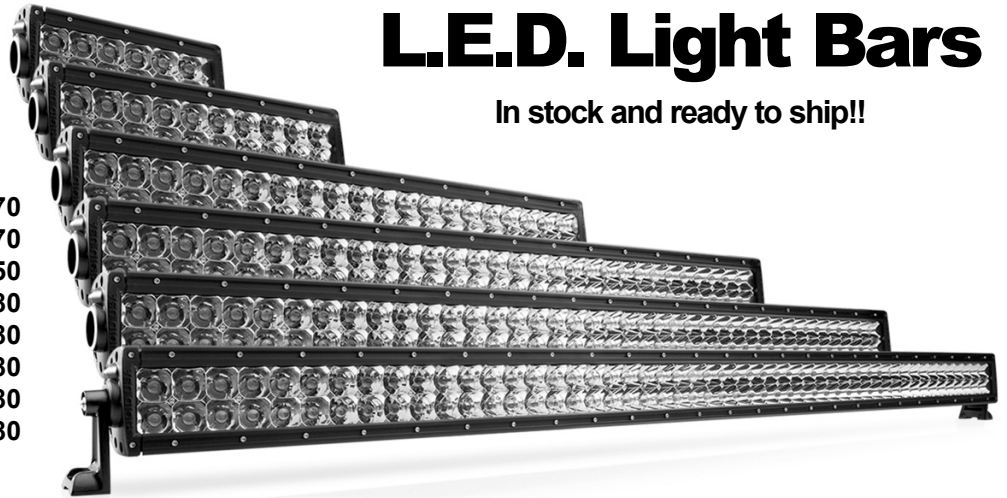


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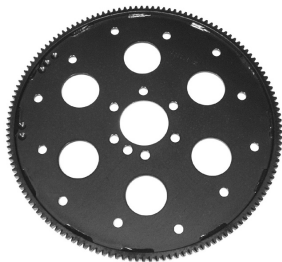
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Funny Thing

Questions?

*So many questions,
we ask ourself every day*

*Here's a few that
constantly run around
in my head...*

I still haven't found out who let the dogs out?

Where's the beef?

Why do all flavors of Fruit Loops taste the same?

How many licks does it take to get to the center of a Tootsie Roll Pop?

Why are eggs packaged in a flimsy carton, but batteries are secured in plastic that's tough as nails?

Why is "abbreviated" such a long word?

Why is there a D in 'fridge' but not in refrigerator?

Why is lemon juice made with artificial flavor, yet dish-washing liquid is made with real lemons?

Why do they sterilize the needle for lethal injections?

Why do you have to "put your two cents in", but it's only a "penny for your thoughts"?

And where's that extra penny going to anyway?

Why do The Alphabet Song and Twinkle Twinkle Little Star have the same tune?

And why did you just try to sing those two previous songs?

Why there is a stairway to heaven, but a highway to hell?

And just what is Victoria's secret?

...and do you really think I am this witty??

Well yes I really am, but I actually re-posted this from a friend, who stole it from her brother's girlfriend's doctor who lived next door to an old mail man.

Anonymous



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COVER Doug Adams pic

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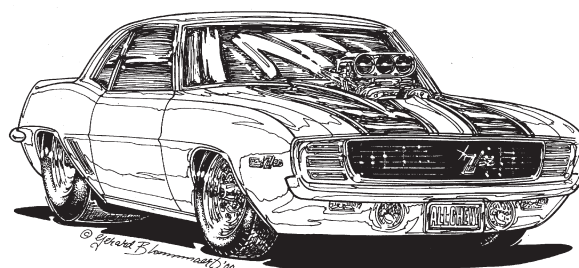
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Pismo

Doug Adams

Greetings Quick-Timers, Summer is upon us and I see that you were able to have a celebration of sorts a few weeks ago. The green light was given and the Red Deer Swap Meet was able to happen. To me, that's nothing but good news, what a great cure for cabin fever.

Down here in my area it's pretty much the same old deal. Our illustrious governor is supposed to lift the state of emergency, that he imposed, in a few days. The only change that I have heard about to this point is that mask wearing was going to be at the discretion of individual businesses, which it pretty much has been for awhile now. Restaurants are expected to open to full capacity and other non-essential businesses were going to be allowed to open....we continue to wait for that day to come. With any luck everything will fall into place and by the time you read this it will be old news.

As soon as the restrictions are lifted I'm expecting more organized car events to start popping -up. There's still a lot of summer left, I'm sure it's going to get to the point of making hard decisions on which events to attend.

A few weeks ago we celebrated Memorial Day, a day dedicated to honoring the fallen members of our armed forces. This is a holiday that really hits home for me and brings back a lot of memories from when I was a kid, growing up in a small town on the east coast. I was always up early on Memorial Day whether to march in the towns parade as a Boy Scout or to help my dad at the war veteran's hall.

At the end of the day we would go to the church cemetery for a small service, a 21 gun salute and the playing of Taps, something I'll never forget. For me those days are long gone, although the tradition still continues at home. Today, the only time I hear Taps played is at the beginning of the Indy 500 and that's enough to bring all those memories back. For many years now, close to twenty my Memorial Day weekend has always kicked-off at either Paso Robles or Santa Maria for the West Coast Customs Cruise'n Nationals. For the past two years the Streets of Santa Maria have been quiet. Without having Santa Maria on the calendar I was hoping that some of the local car clubs would try and get a show going. I didn't hear of anything but that didn't stop me from getting out and finding something car related to do.

Locally, the only car events that are happening are the Saturday morning gathering at the donut shop in Pismo and the Sunday morning gathering at the donut shop in Orcutt. The Central Coast cruise nights are still happening but after the debacle in Grover Beach I'm steering clear of that deal.

With the three day weekend upon us a few friends and I decided that it would probably be a good time to take our cars to the donut shop in Pismo. Holiday weekends are always good at the Pismo shop and considering the current situation Memorial Day Saturday should be pretty big, everybody is itching to get out of the house. So the plan was put into motion, we were going to get together and drive up to Pismo then afterwards have breakfast and do some bench racing.

As quick as the plan came together the plan semi fell apart. We just can't catch a break when it comes to getting the guys together. One friend, Joe took his car out for a check-out run the Friday before and got a sidewall puncture, he was out. Another friend, Jeff lost the forward gears in his 68 C10, he's out. This left Larry and I to continue on. In the mean time Jeff decided to ride with me, until his wife said she wanted to go. Initially, Joe was going to ride with Larry. But, since I lived closer to Joe, I picked Joe up. Larry drove by himself and Jeff didn't go with or without his wife. geez, this shouldn't have been this complicated! Anyway, off we went!

As expected, the donut shop didn't disappoint, the place was jumping and there were a lot of cars there that were not there the last time I attended. The next part was elementary, park the car, get a coffee and a donut then take some photos.

Since Joe and Larry were occupied talking to friends from work I took the opportunity to get around and see the cars. My pick of the meet, hands down bar-none was a jet black, poker straight, dual quad, four speed, 409 powered 1959 Impala. Wow, this car was absolutely gorgeous. I had to walk by it four or five times before I was able to get a clean photo, there was a continuous crowd around this car.

I joined back up with the boys and we did a few more laps around the lot before getting in our cars and heading south. For a holiday weekend traffic wasn't too bad and we were back in Santa Maria for breakfast in no time. We picked a place right off of the freeway that has good grub and wouldn't be as crowded as the fancier places around town.

After breakfast I dropped Joe off and headed home for two and a half days of being a bum. We worked almost every weekend from Christmas to now and I was looking forward to laying on the couch and watching racing, which I managed to pull-off in grand fashion! Now we are back to working the weekends up to July 4th so, I'll have to keep my ear to the ground and wait for something to come-up.

Until next month stay healthy, be safe and hope for the best! Enjoy the photos from Memorial Day at Pismo!

Doug

Pismo

Doug Adams



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Pismo Doug Adams



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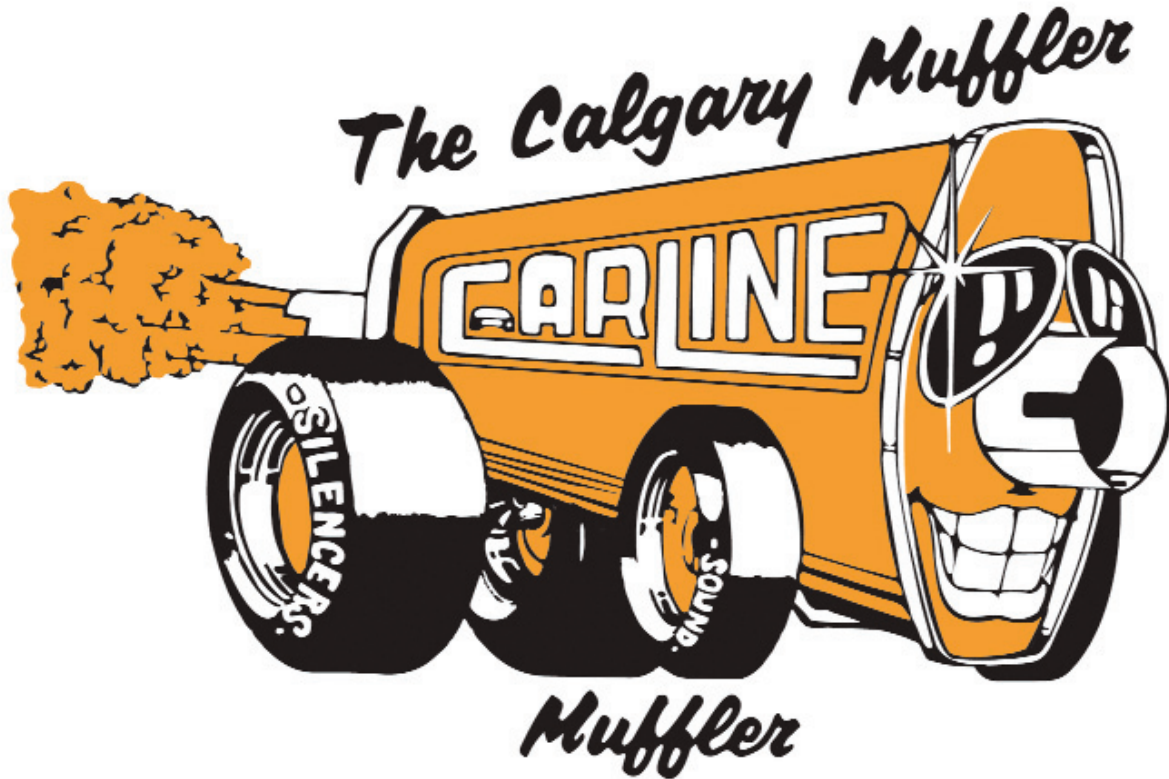
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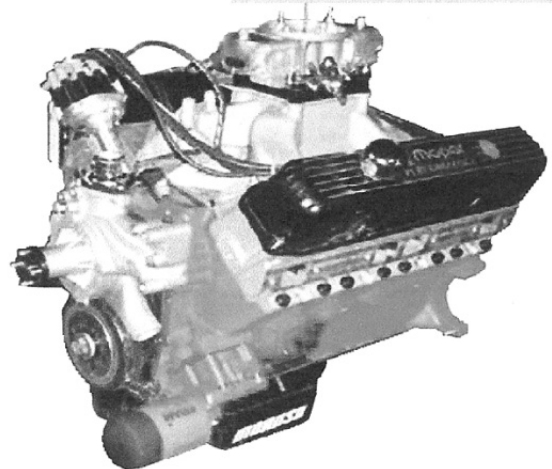
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383, full roller, 1.6 roller rockers with girdles, Victor Jr bowtie port matched to heads, Built at Precision In Grande prairie 3 years ago. 2.02/1.60 65cc heads 11-1 compression. Selling with the Fitech setup, mini starter, electric water pump. This thing is Bolt in and run ready, still in the truck and can be heard running. Safe to say less than 5 hours of run time a season and oil changed every year. I just gotta find the build folder in my shop for the full parts list \$6750, call 780-402-4590 J2

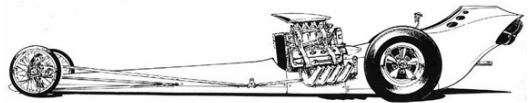
505 BBC W/8-71, AFR heads , electric WP, , crank trigger, professionally built and dyno at 800 hp, never installed in vehicle , call for more details. \$18,000 CALL Grant 1-250-371-7358 Kamloops BC M2

598 aluminum block 14-71. Comes with hood scoop air filter tray. Carbs. Starting line controller. Water pump. Flex plate. Puke tank. Abruzzi converter. Has 30 1/8 and 20/ 1/4 hits on it from brand new. Ready to go. Sold rail. This engine can be shipped to USA as well. have build sheet. \$42000.00 obo cdn \$36000.00 us Daryn 403-506-7402 M2

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327 motor. Bored .030 over for high compression pistons. Most machining is done to block. Needs to be line honed, Crank fully machined and prepped. .010 under on mains and throws, H-beam rods and stock rods, TRW high dome pistons, Rotating assembly needs to be balanced, Camel bump heads. Bare but machined and prepped to be built and used., Selling as a package. \$1200 obo Call or text 780-937-8862

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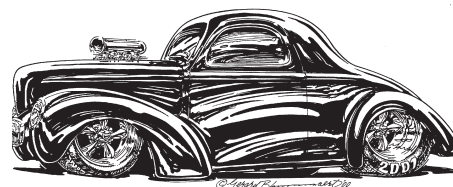
Blower shop Standard Helix 14-71, Teflon and nylon strips. 3
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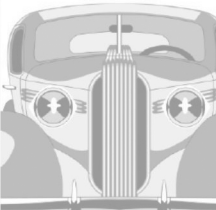
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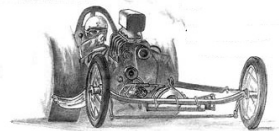
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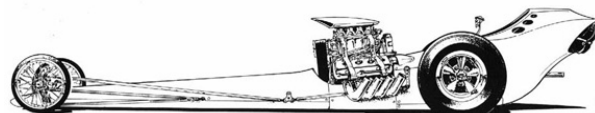
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Red-hot John Force looks to keep rolling, put on a show in Norwalk

John Force Racing doesn't look as though as it missed most of the 2020 season and the organization, led by iconic Funny Car driver John Force, will now look to put on a show at a track starved for NHRA action.

John Force Racing doesn't look as though as it missed most of the 2020 season and the organization, led by iconic Funny Car driver John Force, will now look to put on a show at a track starved for NHRA Camping World Drag Racing Series action, Summit Racing Equipment Motorsports Park.

The facility didn't hold a race a year ago due to the COVID-19 pandemic, and Force and his team sat out most of the year as well. But Force is back in style, winning two of the past three Funny Car races in his 11,000-horsepower PEAK BlueDEF Chevrolet Camaro SS and he's ready to put on a show at this weekend's Summit Racing Equipment NHRA Nationals. It's always an event big on pomp and circumstance, and an annual fan favorite and Force is thrilled to once again race in front of the huge area fanbase.

"I always love coming to Norwalk," Force said. "The Bader family, they always put on a great show. We're going there with a full crowd, with everything having been shut down, the fans need the excitement, they need the entertainment. That's what we're going to give them. Header flames, 330 mph, 11,000 horsepower, how much better can it get?"

Steve Torrence (Top Fuel), Bob Tasca III (Funny Car), Chris McGaha (Pro Stock), and Andrew Hines (Pro Stock Motorcycle) were winners of the 2019 event. This year's race will be televised on FOX Sports 1 and FOX, including live final eliminations coverage starting at 2:00 p.m. (ET) on FOX on

Sunday, June 27. It is the seventh race of the 2021 season and JFR will look to keep rolling in a loaded Funny Car class.

Sandwiched between Force's victories in Charlotte and Epping is Robert Hight's Houston victory, putting the team on a good path heading into summer.

Keeping it up won't be easy, but Force, who has one previous Norwalk win, is eager for the challenge that includes racing against the likes of points leader Tasca, defending world champ Matt Hagan, Cruz Pedregon, Tim Wilkerson, Ron Capps, Gainesville winner J.R. Todd, Alexis DeJoria and Terry Haddock. "John Force Racing, we're running good," Force said. "The whole team, myself with PEAK BlueDEF, Robert over there with AAA Ohio, and Brittany with Flav-R-Pac and Monster Energy.

It sure doesn't look like we took a year off. Our crew chiefs are dialed in, our teams are working well together. It's all working for us. Now we have to stay consistent, we want to stay up there in the points, be in the fight, but we have to keep it going to fight for the championship and that happens in the Countdown. We'll be ready, we'll be good."





Now we have to stay consistent, we want to stay up there in the points, be in the fight





125" Altered chassis, Never run.M/W 9"40 spline axles, big bearing floater.17 gallon nitro and dry sump tanks 4 wheel brakes and master cylinder and hand brake lever.Almost new 34.5-17-16 Hoosiers with liners on prostars.Single wheelie wheel. Chutes, All belly pans, seat and tins. Also have assorted fuel motor parts. 403-612-3948 J3



No engine or trans, Chromoly Chris Alston chassis, Wilwood brakes, 40 spline gun drilled axles, Strange third member with 4:10 gears, 15x14 weld rear wheels, 15x3.5 front wheels, Varishock coil overs, Strut front suspension, 4 link rear, Carbon fibre wheel tubs, remote mount water pump.\$10k, Text or call 306-861-0470 J3



1965 Pontiac GTO, it's a true goat, 389 tri power m21 4spd, I am unsure if it's number matching motor, but I do know for certain that it was originally an auto car. Power steering, disc brakes, new front end, suspension, carpet and door panels(due to covid seat covers are backorder). To be a really nice car, the Quarter panels need attention due to bad bodywork from back in the 90's(couldn't buy full quarters back then, so they used patch panels) but looks good from 10 feet away. I've had this car for 8 yrs and don't see myself building it. \$23,000 firm, no trades, no more pictures, call if you are serious, a 65 GTO doesn't come up often, located in Castlegar BC. 250-304-2323 home or 250-687-1563 cell J3

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1986 Chev S10 Set up for Street or Strip. Removable Top 496 Big Block Chev, 10.5 Compression, Ported 781 Heads, full manual Turbo 400 trans, Ford 9 inch with spool and 4:11 gears, cage, fuel cell. Has run 6.81 in the 1/8 with 1.48 60 ft. \$13,500.Call Don at 403-860-3683 in Calgary or email 1roadhammer@gmail.com J3

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68 Camaro, Was (re) built as a bracket car , 10 point cage, 482ci. BBC - concreted to water pump, bill miller alum rods(10 passes) , speed pro coated pistons, .750 cam ,Rec port cast heads (claridge) 1250cfm dom. , 2spd, fibreglass flip frontend (very nice for working) , , 9" c/w strange, centrelines with 11" slicks. 10.26 et a very solid - rust free car . Requires re-cert trans shield & harness & new rubber. Or make it into a wild ride street car may consider keeping motor /trans? 22,000 complete, call Dave 780-446-8533 A2

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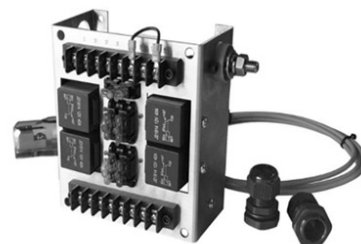
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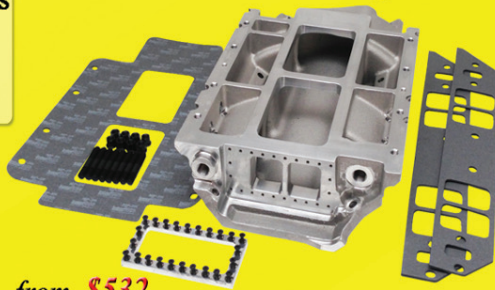
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1970 SPE slingshot Former T/F car 468 BBC Powerglide 7.50 chassis cert 8 3/4 chrysler rear end 18in hoop with cage that will fit 6'3 or 6'4 driver Will sell as a roller, or potential trade for a bigger slingshot or altered 23K TURNKEY 12 K ROLLER, usd Contact Chris 509-263-7689 for more info m1

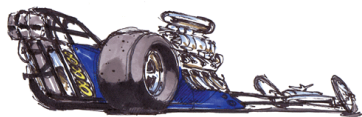
1963 Falcon wagon. Needs a full restore. Very cool. Comes with a new headliner and a driver's side quarter replacement. Motor runs with gas poured in carb. This is my last attempt at selling it. If it doesn't go I will put it away until I have time to build it. Last chance. \$3200, Firm on price. Located in Raymond. 403-308-2237 F2



1972 Chevrolet Camaro · Coupe · Driven 10,000 kilometers Second owner, garage kept since '79. Very good car, NO RUST. 572 ci over the counter crate engine purchased 10 years ago from Chevrolet. Pump gas 620 hp 690 tq. Borg Warner T10 4 speed, factory 10 bolt posi w/3.73 ratio, Weld Prostar wheels, Hooker coated headers w/3" exhaust to the back, frame connectors, Cal Trac bars, interior has been redone with cloth in factory pattern, body and paint was done 10 years ago with new rear quarters, door skins, front fenders, and rear panel. Comes with 2 hoods. Split bumper is custom. THIS IS MY BROTHERS CAR. Serious inquiries only please. Email neilsabourinsr@gmail.com 780-498-0670

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1997 Camaro Fibreglass Full Chassis Race Car (Art Morrison) Multiple Championship car Super Gas/Super Street/Super Pro Weight 2530-with Ballast 2830 Chassis certified 8.50 2022 Transmission Power Glide (Reid) certified to 2025 Freshened in 2020 -80 passes TCI Flex plate Exp.2022 TCS torque converter 5200 stall-freshened in 2020-80 passes ENGINE 565 890HP 740 ft lbs -420 passes Dart Block Callies Dragon slayer crank Manley pistons and rods w ARP 13.2 compression lifters/springs freshened 2020 T&D Rockers Jesel Belt Dart Pro 1 heads Comp Cam .824 277&284 Diff Ford 9" 4:11 Large pinion bearing -small yoke 40 spline Chassis 8.50 4 2022 \$27,500.00 780-984-9664 Carey J2



1970 Chevrolet Chevrolet SS · Coupe · Driven 12,345 kilometers Located in Weyburn, Saskatchewan, Canada, Fathom Blue 1970 true SS, GM documented. 454(non matching)-4 Speed manual. (Car was originally a 396 car) Supposed to be white vinyl roof, have new one from Year One, along with chrome trim for new owner to install. \$65,000, Any interest please contact. (306)861-8166 J2



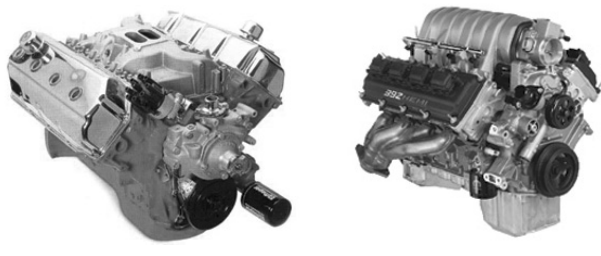
2014 Corvette Stingray M7 Manual 3LT Z51Power: 1005whp/874ft-lbs on Pump Gas, Around 1100whp on C16 (was street tuned) Best 1/4 Mile: 9.65 @143 last year on less power. Still the 3rd fastest M7 pass worldwide I believe. Should run a 9.4 @146 or faster (at +4K DA) this year but local tracks are closed. Milage: 80K kms/50K miles (Motor has ~800kms) Highlights: -ECS2200R Supercharger with 2.95 & 3.15 Upper Pullies -10 Rib Upgrade -Lingenfelter built 416 motor (Brand new) -GT35 Cam, Ported Heads -LPE Big Bore 2.0 High Pressure Fuel Pump -DSX Low Side -Triple Nozzle Alky Control Meth -RPM Built Wavetrac Diff w/3.90 Gears -17" Conversion with Weld S76 Wheels -9x19/11x19 RTF Monobloc Track Spec 5 Wheels (Very light) -PPF on 80% of the car, Full Ceramic Coating Car is located in Alberta, Canada and have no problem shipping to the USA if needed. Car has a ton more not listed obviously. If you are serious in the car, please feel free to message me. Car has been very well taken care of and is amazing shape and an extremely capable and well built machine. Price: \$75,000 CAD / \$63,000 USD Contact: 780-742-4678 J2

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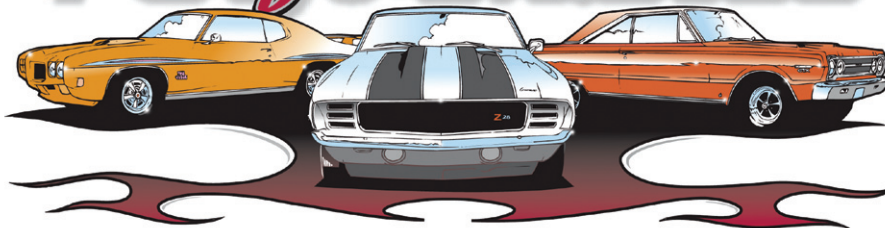


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MSD AL 6, delay box, rpm switch, throttle stop controller, Hurst shifter with electric shifter, Aluminum rad with fan, Needs paint, new Lexon (have old for template) new boots and your powertrain, Call or text 780-777-9139, \$7,500.00

J2



75 Vega glass front end lexan windows 12pt cage 5 gal fuel cell Alston front tubular control arms, Autometer gauges Dodge 8 34 backbraced diff strange spool and axles 489 nodular carrier with 4.56 gears back halfed ladder bar suspension, has 434 Dart engine Scat crank and rods 4340 forged assembly 14.1 JE piston Bullet solid roller camshaft, AFR 245npp aluminum heads super victor 2 intake with 1050cfm Quick fuel carb, MSD billet dist with 6al2 box, 2spd glide with brake and 5500 stall 8 inch converter Weld Prostar wheels 31 by 13 15s on the back 3 and a half 15s on front. I think that pretty much covers most of it oh trailer is a 24 ft enclosed new springs hangers bushings and pins with axles aligned and good tires all around, also reskinned ramp door. \$29,500, call Ken 403-318-7530

M2

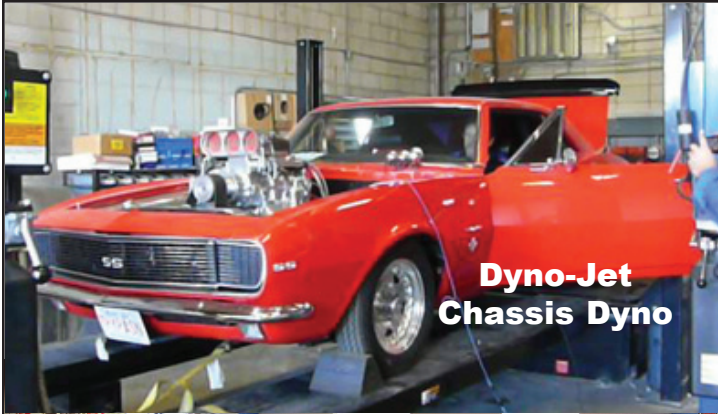


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m1



Pro-Street 67 Nova; fully street legal. Car is currently registered in BC and passed inspection. All steel body is straight and no rust, glass is good, windows all roll down, doors close better than new, and all the stainless trim is in great shape. The quality of this build is evident throughout, from the high-end components right down to the rear tubs as they match the contour of the quarter panels and are seam sealed. There is a stock sub frame up front with a dual master cylinder with disc brake conversion. Out back coil overs and ladder bar suspension suspend a narrowed 12 bolt with posi contains Strange axles and 5:13 gears and wheelie bars on a narrowed 2x4 rear frame. Wheels are Drag Lites with Mickey Thomson Sportsman tires (33 x 19.5). In the trunk is a 10-gallon Fuel cell, Holley electric pump, 1/2" fuel line, and dual battery boxes mounted with a master shut off switch under rear bumper. \$57,500 call if serious.

Text 250-552-7080.

m1



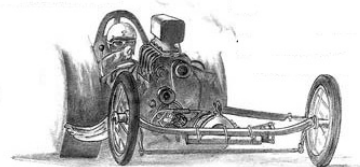
1968 Pro Street Camaro, Car come with BC Registration and paperwork . Certified 7.50 NHRA legal chassis, Best ET of 8.29 sec on a mild tune and still has lots of potential. Proven track and street reliability. Car come with 4 more Induction Solution tunes and is capable of mid 7 sec passes. 600 cid BBC pump gas friendly motor Car is built with the best of everything Comes with 24 ft enclosed trailer and lots of tools and spare parts. \$117500 Cdn Will entertain 6.0 cert T/S ,PM chassis ... Can sell with another engine Car is located in Langley
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m1



Art Morrison S10 chassis GTS fiberglass body mild steel 7.50 cert. 9 inch rear diff with Strange 40 spline axles and a Mark Williams bolt through center section with 4:10 pro gears. 4 link rear suspension and strut front end. Selling as a roller but I do have a 632 all aluminum BBC and a power glide if you want turnkey. Asking 25000.00 Canadian funds. rolling chassis
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m1





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Keith. 403-714-5845. Calgary Alberta J1



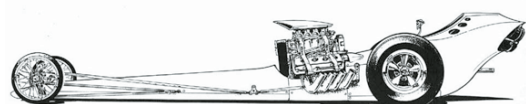
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1948 Fiat Topolino Altered 1575 lbs. 118" WB. Cert to 7.50, 383 chev engine on pump gas, 8.60s in 1/4 @151 mph. 5.50s in 1/8 @122 mph, Dart SHP block. Ohio Crankshaft assembly, Total Seal rings. AFR 195 CC heads comp package. Comp soid roller cam. Pro roller rocker arms., MSD Programmable Digital 7 Ignition, Pro Systems 4150 Carb, Reid pow-erglide certified transmission. Straight cut gears. TCS spragless converter 5500 stall, Strange 9" rear, nodular centre section. 4.11 gears, Weld wheels front and rear., Hoosier tires 33 x 17 x 16 rear 4.5 x 15 front, Double wheelie bars and single bar 7' \$27,000, email wcliff@telus.net 604-847-0029

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Well, our weekend at the March Meet in May didn't turn out as hoped. I was helping Jim Holtz with the tune up on his AA fuel altered, Jim and I had been talking back and forth for months about nozzle sizes, timing, blower speed, etc. I stayed at my dad's place in Norwalk; we drove to Famoso at 6 am Thursday morning, and arrived at 9 am to help get the car ready for testing that afternoon. This was an entirely new setup, it had never been run before. Once on jack stands, we fired it up. The idle was a bit high, but otherwise looked and sounded great. There was a mist of nitro out of all 8 pipes; we wanted it to run fat. The oil pressure was 180 psi at the start, 120 after it was hot.

We pulled up at 4 pm to make a test run. I wanted to do a half track pass to check the tuneup and check if we were going to run close to the 6.00 index. It doesn't hurt to get the driver some seat time either, he hadn't been strapped in for more than a year. The engine lit instantly as I pulled the coil wires, and Jim did a nice burnout. Craig Peterson and his son Cody helped us out; Cody mirrored my hand signals to the driver as we backed him up in his tracks. After helping Jim a few times, I knew that I had to get the car centered by the 100 foot mark; he tends not to steer the car anymore past that point. Everything still looked and sounded great so I pulled him into the beams and raised the idle so it was easier for him to stage. For a high gear launch, the altered launched really hard! Jim shut it off at about 500 feet, the numbers were 4.23 second at 185 mph at the 660 foot mark, pretty good for coasting through.

Holtz was happy with the run, he was really happy with how hard the car pulled. He said that the engine shut off clean. Back in the pits, we pulled the plugs, they still looked new. We got the valve covers off, and after poking around a bit, I started to get concerned about some aluminum flakes I found on the rockers and springs, they should be there. 5 minutes later the engine diaper came off and gave us the answer, it was full of oil. There were no holes in the side of the block, just a 1/2 inch puncture in the bottom of the oil pan. The pan came off and showed us an empty spot on the crankshaft; the rod cap was laying in the pan. It was pretty obvious what happened, as the rod bolt still had the aluminum threads on it, it pulled the threads out of the rod. This must have happened just as the engine shut off.

We didn't have to run the first qualifier for another 26 hours, so we started taking things apart. The sleeves were dinged up, but still runnable. The crank was another story though. Number 4 main was real black, and the 3-4 rod journal was tore up a bit. My dad George, Jim and I discussed what to do, and decided to try massaging the crank with some fine emery cloth. The crank looked respectable by noon on Friday, once everything was cleaned up it was ready to run

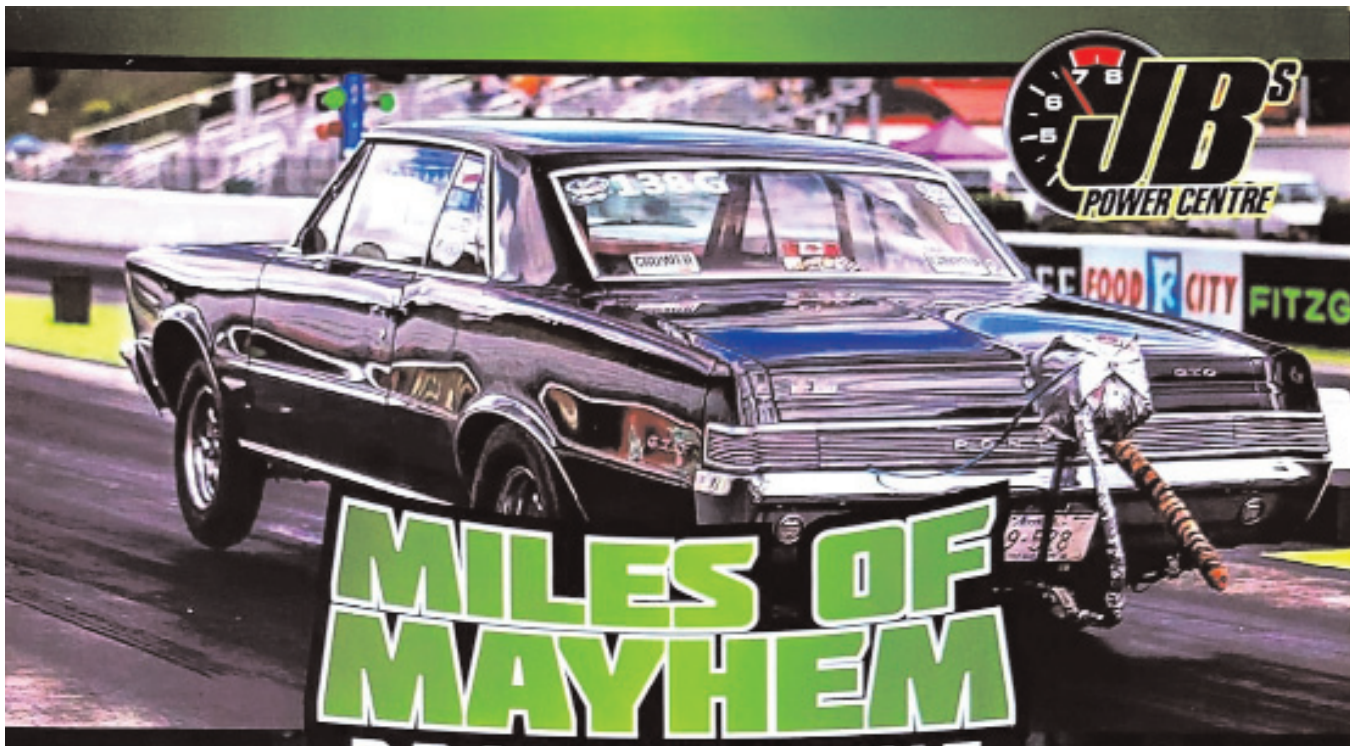
by 4. We weren't in a hurry, and it was real hot out, lol. The engine fired up with no problem and oil pressure was at 180 again, so we thought maybe we got away with it.

At 9 that night, the Holtz altered did a crazy sideways burnout to the appreciation of the starting line crew, one exclaimed "gotta love altered's!" I pulled the tape on the injector to bring the rpm up even more than last time. Jim staged and left hard. There was a real decent haze off the tires about 150 feet out. I really liked seeing that! At half track though, I heard the engine nose over, then saw a big flash at 800 feet as it blew up. The fire lasted only about 4 seconds, Jim coasted through with a 7.02. Our weekend was done. At least we didn't oil the track, the diaper kept it all in.

After putting everything away, we were now spectators. We talked about getting ready for Boise, but after thinking about it some more, we are thinking now it probably won't happen. The block needs to be fixed, needs a new crank, cam and rods. We have a real good combination going though, once it is fixed it should be hard to beat. I was in California with my dad for 3 weeks, we had an awesome time.

Kenny





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2 15x7 corvette rally wheels, one has a 4" backspace and the other is 4 1/4 backspace \$75 each or both for \$140. Located in Airdrie 403-700-8070 J3

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SBD rocker shafts and rocker arms \$50 SBD stock valve covers \$15 Stock SBD exhaust manifolds these I think are off a early 90s truck. Right side casting #005306618 and left side 005306619 \$30 for the pair 403-815-4767 J2

1970-1972 floor shift console and shifter. This particular unit is out of a 1970 Cutlass and includes a 2 year old neutral safety switch (\$100 USD part). I am not willing to ship this item. Come and inspect it if you wish to purchase. Pick up at Cochrane AB T4C 0A8 403-620-6104 J2

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67-72 c10 visors, not perfect, still nice though \$20, 70-81 camaro factory height springs, brand new \$80, Sbc water pump \$40, Old Grant 11" steering wheel \$80, 67-72 c10 park brake pedal and cables, functions fine \$80, Call 403-680-9932

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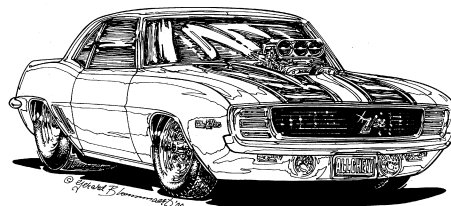


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1998 Pace-American 48 foot · Driven NaN
kilometers This trailer is 48 feet long, 28 feet in the garage, 7k onan gen, living quarters Goose neck hitch as well as fifth wheel Located in Rocky Mountain House \$27k, 403 418 5185 J3

40ft vintage car hauler/ living space. It has 20ft garage and 20ft of living space . 3500 lbs winch in garage. The rear door is 90 by 90in and 82 in between the inner fenders in the garage. A few soft spot on the outside side of the trailer over the fenders. Has 5200lbs axles. The table folds down for another bed. Decals will be removed. Only selling to go for one with bigger garage. In Fort McMurray. Asking \$20000 obo. Fifth wheel hitch on it . Call or text 780-714-1868 J3

2003 Continental Cargo Gooseneck 38' total length with 30' on the floor, triple 5200lb axles, recent 10ply tires, two speed landing gear, ramp back door, 48" side door, 2-5/16" ball setup standard 4" sleeve so can be swapped for 5th wheel pin. E-track on floors and walls, Has upper cabinets and closet but could take out for less \$\$\$. Not all beat up and never pulled in the winter salt. \$14500obo \$13500 without cabinet/closet. Also have offset hitch for use with short bed trucks. \$300 Would trade for 24'-28' bumper pull race car trailer CALL 403-741-4261 A1

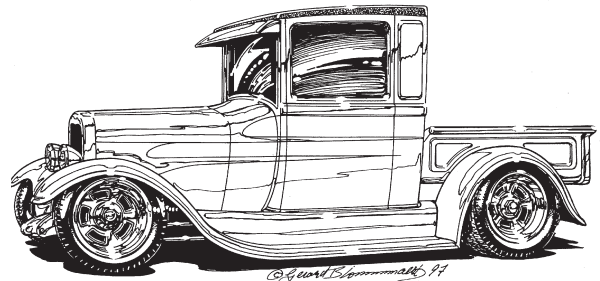
2014 52 foot gooseneck tri axle with 2 viewing on right side , 8000 pound axles, hydraulic jacks , no rust no winter use , top viewing deck with aluminum railings couple small little blemishes on trailer (SMALL) tows beautifully 705 698 0954 for more pics 29,000 located in Sudbury Ont F2



1989 slammed square body 1989 rust free dually Suburban, Cowl hood, Fuel Injected 454, turbo 400, ceramic header, 1 ton suspension, lowered, Satin black paint, deck interior, JVC stereo, hidden hitch, rear air bags, pretty nice old truck. \$10,500 may consider a part trade, Call Don 403.872.0250 S1



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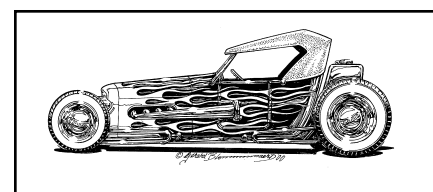
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