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25th
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SEPTEMBER 2021

Volume 27, Issue 9

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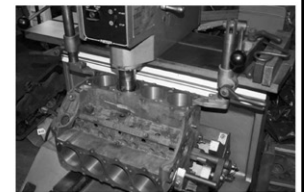
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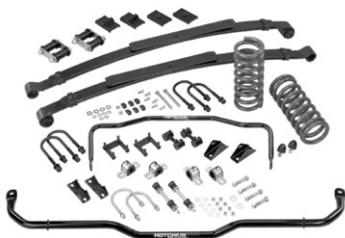
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Most of us, Quicktimes Magazine readers, are somehow affiliated with the automotive industry, or know someone in it. With all that has been happening, especially the GM & Chrysler fiasco that never in my wildest dreams or lifetime would I have expected. Time to put an end to speculation of ludicrous UNION wages that most of us will never ever come close to making. Read, ponder get mad, cause you and me are the new shareholders of GM(Government Motors).

Labour cost per hour, wages and benefits for hourly workers in U.S.A. Ford: \$70.51 (\$141,020 per year)GM: \$73.26 (\$146,520 per year)Chrysler: \$75.86 (\$151,720 per year)Toyota, Honda, Nissan (in U.S.): \$48.00 (\$96,000 per year)The average annual compensation for a college professor in 2006 was \$92,973 (average salary nationally of \$73,207 + 27% benefits).Bottom Line: The average UAW worker with a high school degree earns 57.6% more compensation than the average university professor with a Ph.D., and 52.6% more than the average worker at Toyota, Honda or Nissan.Many industry analysts say the Detroit Three, must be on par with Toyota and Honda to survive.

The latest contract, they say, must be "transformational" in reducing pension and health care costs. What would "transformational" mean? One way to think about "transformational" would mean that UAW workers, most with a high school diploma, would have to accept compensation equal to that of the average university professor with a PhD.Then there's the "Job Bank". When a D3 (Detroit 3 car-maker) lays an employee off, that employee continues to receive all benefits - medical, retirement, etc., etc., PLUS an hourly wage of \$31/hour.Here's a typical story.... Ken Pool is making good money. On weekdays, he shows up at 7 a.m. at _____ Co.'s Michigan Truck Plant, signs in, and then starts working -- on a crossword puzzle. Pool hates the monotony, but the pay is good: more than \$31 an hour, plus benefits. "We just go in and play crossword puzzles, watch videos that someone brings in or read the newspaper," he says. "Otherwise, I just sit."

Pool is one of more than 12,000 American autoworkers who, instead of installing windshields or bending sheet metal, spend their days counting the hours in a jobs bank set up by Detroit automakers as demanded by the United Auto Workers Union - UAW - as part of an extraordinary job security agreement.Now the D3 wants Joe Taxpayer to pick up this tab in a \$25 Billion bailout package - soon to be increased to \$45 Billion if Nancy Pelosi and Hillary Clinton have their way. The "Big 3" want this money - not to build better autos. No. They want it to pay the tab for Medical and



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Retirement benefits for RETIRED auto workers. Not ONE PENNY would be used to make them more competitive, or to improve the quality of their cars. We ALL have problems paying for our Medical Insurance - but the Democrat leaders in Congress now want us to pay the Medical Insurance premiums of folks who have RETIRED from Ford, GM and Chrysler.

Not a good deal for us the taxpayers of USA & Canada. How about Chapter 11 - and getting rid of these ridiculous union contracts?Side note: To the current Toronto, Canada Garbage Workers on strike for besides increase in wages; shift premiums; more vacation time; extra benefits;

IT IS THE 18-24 (depending who you talk to)
BANKABLE SICK DAYS A YEAR, YOU CAN CASH OUT ON EARLY RETIREMENT THAT PISSES ME OFF.

That is more than most have in vacation time off in a year! Like most others, I Don't have any sick days, no work-no pay. If I was the mayor of Toronto... I'd offer the jobs to all the laid off GM Workers, without any of your demands, and I'll bet they would take it... because it's a job.

Way Back

Doug Adams

Greetings Quick-Timers! I'm coming to you on a nice cool summers evening from here in my little slice of heaven on Californias Central Coast. Today was a good day to just come home from work, walk the pup then lock the door and listen to the wind blow the chimes in the backyard.

I'm not a big political person, I guess I learned from my parents. When I was growing up I would ask them, who did you vote for? My father would tell me, it's none of your business! They never talked about politics and they left this earth without ever telling me who they voted for.

I never became a big fan of the news either. Growing up with my grandfather the TV choices were news, westerns and army movies. Needless to say, none of the mentioned are on my must watch list!

At work, I'm off-site from my normal location. This isn't a place I'm really fond of in particular because the news is on in the crew/lunch room all day long, which can really wear on you, same stuff over and over. Fortunately, walking the pup and hearing the chimes got me back level ground. A few adult beverages would help too but it's a school night!

It's a good thing we have hot rods plus, later tonight I get to watch some mindless entertainment in the form of Street Outlaws. Yeah, I'm one of those guys. I asked the editor of a well-known racing publication from the south if those guys were legit. He told me they called them the Sesame Street Outlaws. Say what you will, the cars are cool, fast and the made for TV drama gets interesting at times. Plus you can't fake the wrecks, the drivers are going for it.

Back to the task at hand, reporting on a car event from here in California. The fact of the matter is, I wish I had something to report. This month like so many before has been a slow month for local car stuff, even though things are loosening up a bit. Instead of bringing you photos from yet another donut shop gathering I'm going to try figure something out before I finish this article.

The big shows for the month were Speed Week at Bonneville and the Pebble Beach Concours de Elegance. These are two places and events I have always wanted to attend and for one reason or another have never made it happen.

Making Bonneville this year would have been a stretch but Pebble Beach was doable a mere 3 hour or so drive up the freeway. Normally P.B. is held at the end of August but this year they moved it to the middle of the month, on the weekend of my wife's 60th birthday so, that put paid to that. I know somebody out there is thinking, take her with you, a noble thought but not her cup of tea. Any other weekend maybe but not on her birthday.

The good thing for the future is I have friends that go to Bonneville and friends that go to PB so they could give me the info I need to navigate my way around at both locations.

While I'm on the subject of P.B. I remembered a conversation I had with my buddy in Alabama a month or so ago.

My buddy Dave bought a 57 T-bird from the guys at the Hot Rod Ranch, here in my home town. Now, Dave had the task of getting the car from California to Alabama. Because of work Dave was unable to bring his trailer west and pick the car up so he had to arrange for transportation.

This is a long story that dragged on for weeks but the short of it is Dave couldn't find anybody to transport the car. In an effort to help Dave I dug into a copy of my Hagerty Insurance magazine and gave him the names of several transport companies. Ultimately Dave did find somebody to transport the car, that's when I got call to tell me that things worked out. Then Dave asks me if I had ever been to P.B.? I said no, I really didn't want to do the whole show on the golf course just the car events that happen in the little towns around like Carmel and Sea Side. Dave says that the transport guy tells him that he has been hauling cars to P.B. for a month and that if he ever wanted to go this year should be it.

As I'm talking to Dave I get the feeling that he, in fact, wants to go. Dave is a spur of the moment kind of guy and would not hesitate to get on a plane and come to California for a day. So, as we are talking I tell Dave about my plan not to go to the show at the golf course. He asks me why and I tell him that among other things its pretty expensive. I tell him it's about \$150-200 for the whole deal.

As I'm talking I can hear his computer keys clicking away then he says, how about \$450? I just said, again one of the reasons I don't want to go to the golf course! Dave concluded that he too would pass. But, I still hold out hope for one year making it to both Bonneville and Pebble Beach!

Well, I have come to the conclusion that I'm going to get in the way back machine and jump into the archives from 2010 for some cool old hot rods. And since I was on the topic of land speed cars I'll go with some action from El Mirage 2010 too. I'm not sure what will be coming-up for next month. We hit some delays at work and we are weeks behind.

So you know what that means, overtime and mandatory Saturday work. What can you do?

Enjoy the photos,

Doug

Way Back

Doug Adams



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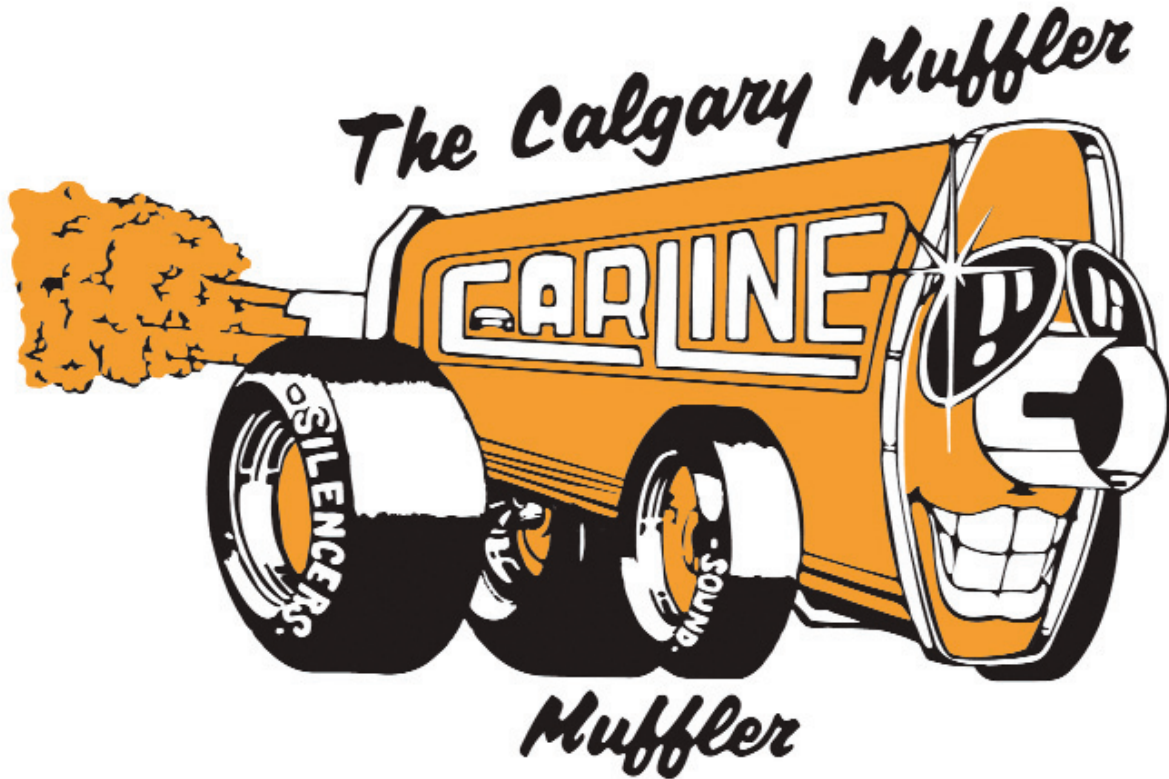
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Way Back

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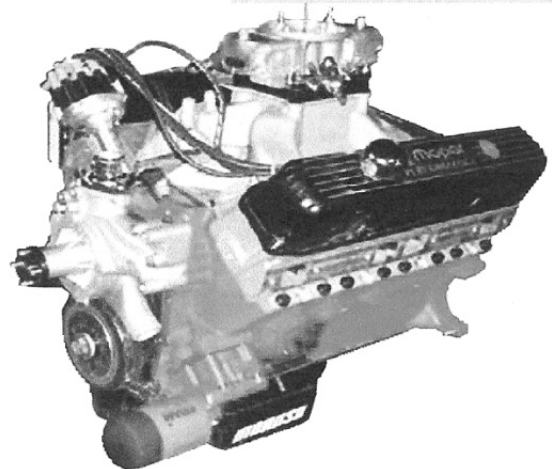
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565 Big Block Chevy - 1060 HPOriginally a Reher Morrison Engine by Ryan Bell at FPS in Edmonton, ABDart Big M 9.8 Steel BlockDart 355 Pro 1 Heads Bullet Cam Crower 903 Lifters ARP 2000 Rod Bolts Manley H-Beam Rods Edelbrock Super Victor Intake CP Pistons Manley Pushrods Manley Valve Springs T&D Rocker Arms MSD Distributor This engine is a multi-time NHRA National and Divisional Event Champion and Division Champion. Has been 9.90 @ 165 in Super Gas on the throttle stop, 10.90 @ 150 in Super Street on the throttle sto, and 5.70 / 120 in a 3300# door car at 5000' feet wide open. Engine has 85 runs since new rods, pistons, lifter rebuild, valve job, and complete freshen with receipts, dyno sheets, and build sheets for back up. Engine is manifold to pan, with balancer. Does not include carburetor, water pump, vacuum pump, alternator, flexplate or crank trigger. 15,900.00 Call or text Casey @ 780-232-5403

1969 350 - casting number #3932386 - hard to find high nickel Tonawanda block - HM suffix code. fresh build has not been run, requires camshaft break-in. block hot tanked and bored .030 over to 355 cubic inches. TRW L2304 forged .100 dome pistons - 11:1 with a final compression ratio of 9.5:1 new Speed Pro CS1013R hydraulic camshaft & lifters - (.443/.465 lift) Stage 2 camshaft with noticable idle1969 - 72cc heads - casting number#3970126 new guides, HD valve springs, positive valve seals, rocker nuts & head bolts - 1.94 intake & 1.50 exhaustOld school Edelbrock Torker intake manifold, Carter carb, new chrome valve covers & dipstick.Engine cradle includedBest guess 300 or better horsepower \$3600 text or call: (403)660-9747 J3

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

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555 BBC Dart Big-M 9.8 block ,BB-2 Brodix ported heads, Jessel shaft rockers , MSD crank trigger, MSD distributor, Comp cam, 114 Lobe separation, .824 intake lift, .798 exhaust lift PAC double springs , Gas ported pistons , H-Beam rods ,Balanced rotating assembly, ARP Studs , 13.25:1 compression , Brodix intake, SV-1 Pro systems 1290 CFM carbureter 4500 flange. , Moroso deep pan with windage kick out , Moroso vac pump with regulator, Starter, made 865 hp, 715 torque at 7000 Rpm, went 9.49 in the 1/4 in a 3300 pound car 35 passes on motor since refresh. Half of which 1/8th mile \$10,500obo CDN , call or text 902-690-7782 M2

582 BBC Dart Big M Short Block will be just freshened upon purchase, comes with Edelbrock intake manifold. Callies, Dragon Slayer Crank, Carillo, 6.385 Rods, CP Custom pistons for nitrous, lots of Nitrous, Xceldyne belt drive, Aluminum Oil Pan, Ati Balancer, Isky Roller lifters Erson/Reher Morrison Custom Camshaft, Moroso billet oil pump, Msd Crank trigger, Edlebrock 2927 Intake Manifold ported to Match Brodix 383 non MC heads. Heads not included, Really Nice and clean piece ready for the bottle. \$8500, Jason Field 604-779-2495

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Big Block Chevy Fel Pro 1017-1 Head Gaskets Fel Pro Permatorque for MK IV Big Block applications 4.540-inch bore X 0.041-inch thick 10.9 cc volume Pre-flattened steel wire ring I have four available. New in the original package. Cost \$60 US each; my price: \$50 CDN each Big Block Chevy Mahle 55034 MLS Head Gasket MLS (Multi Layer Steel Shim) for MK IV Big Block applications 4.540-inch bore X 0.040-inch thick 10.8 cc volume Extreme quality head gaskets I have four available. New in the original package. Cost \$88 US each; my price: \$75 CDN each Big Block Chevy Mahle 3884SG Graphite composite for MK IV Big Block applications 4.540-inch bore X 0.045-inch thick 11.5 cc volume I have one available. New in the original package. Cost \$51 US each; my price: \$40 CDN PH: 250-738-0530 S1

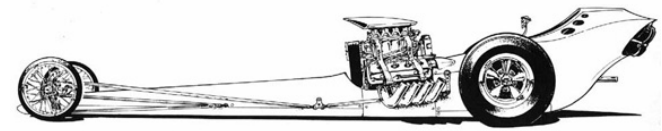
Quick Fuel Slayer 600cfm vacuum secondary. Comes with new base gasket, fuel rail and pressure gauge. Carb was only used for a very short period of time. \$400 Located in Airdrie 403 969-0045 S1

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Set of Wilwood 4 piston front brakes for a Mustang 2 spindle. Comes with the spairs plus the brake caliper mount. Located in Edmonton, Ab \$400 call/Text 780-235-2403 M2

set of 92-97 Gm LT1 aluminum heads and manifold. This is a fresh set of heads with 2-3000 miles on them. The rockers are there too. Casting # is shown in pics. The dual plane manifold is included. \$550 Ted 403-862-8555 M2

Holley Pro Dominator with a pair of 750 CFM Chuck Nytton methanol carbs. Used last season, worked great. BBC fit. \$1200, Call Roger at 780-678-5698 for more information. Located in Camrose Alberta. M2



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- Crane hyd roller sbc cam .509/.528 lift \$300-crate
zz6 hyd roller sbc cam \$300-gm performance flat tap-
pet cam out of a 406ci sbc \$150-gm performance
forged steel crank in new cond only 5 hrs run time out
of a zz6 crate engine \$850-gmpp 880 Sbc blocks 4
bolt mains, one piece rear seal, ones .030 and the
other is .040 over asking \$450 each-remote dual oil fil-
ter housing \$75-gm performer style intake off a Zz4
crate engine \$150-brand new in box sbf Holley mech
fuel pump \$100-406ci sbc rotating assembly (balancer,
crank, rods, pistons, flex plate needs a couple pistons)
\$475-new in box 2 hot rod style velocity stacks \$125-
sbc rewarder big tube water jacketed headers with
adapter plates and burns mUfflers and evac hoses
\$850- sbf upswept headers, individual pipes no collec-
tors\$250- powerbond sbc balancer for internal balance
engines. Brand new in box \$100-dual teleflex rack
style steering cables for a 19-21' boat brand new in
box \$300-bbc and sbc drive line adapters \$50 each -
All the prices are obo so don't be shy make me an
offer! Trying to make room in garage! (867) 875-7088

Fitech mean street 800 (8 injectors in this one) sup-
plies up to 800hp and high pressure fuel sump. It has
worked amazing for me but the new motor I have
won't work with it. Picture of the truck it was on but
better suited for a street vehicle. 1500.00 Located in
Grande Prairie, 780-402-4590 J3

Icon forged pistons, 495 Stroker, using 400 Pontiac
block, 6.700 rod, 4.500 stroke, 030. These are 863.99
us on summit + shipping. Clearing out at \$850.00.
Please contact Stew @ (403)227-3446 J3

Wilwood 0.75 bore detached reservoir compact clutch
master cylinder. Used only for a new build start up and
changed to a different bore size. \$40.00,
Text at 780-920-2261. J3

Brand new , never worn Racequip 120 Series fire
jacket and pants. Both multi layered. SFI 3-2A/5

approved. Both sizes are XL. Look up Racequip for
sizing. Located in Cambridge, Ontario. Delivery possi-
ble, shipping extra \$375 for both, Brand new set of
small block Chev mechanical/ solid roller lifters. Comp
Cams Endure-X, part#818-16. Centered pushrod loca-
tion, .842" diameter, removable link bars. Costs \$664
from Summit to your door. Located in Cambridge,
delivery possible. \$550, Shipping extra (519) 588-
4434

Used Bears axles - 31 spline, 5/8 studs, big bearing
(3.150), 2-3/8 brake offset, 24.125 and 26.250 long,
5x4.75 bolt pattern \$300 Used Strange nodular iron
Daytona pinion support. No races. \$50 Used Moroso
sbc valve covers. One is clean, the other has some
holes and goober welds. \$75 780-446-1429

B 10 434 SBC JE pistons 11.8:1 compression with
64cc head, bore 4.155, comp height 4.155 brand new
in box \$1200 OBO -BBC Performer Intake manifold
small port brand new in box part #2161 \$300 OBO -
BBC sm port heads completely rebuilt. New guides,
valves, resurfaced \$600 OBO -1 Bowtie II Victor Jr
intake manifold SBC part #2972 \$300 OBO -2 Barry
Grant 280 fuel pumps, rebuilt \$200 ea OBO -Holley
fuel pump pro-110 \$75 OBO, Call Nick 250-801-4811

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Late 70s to early 80s TH400 2wd short tail housing transmission. Was from a big block powered Suburban. Been in storage for 25 years. Condition unknown. Rebuildable.
Call or text me 780 977 7974 A2

Motive Ford 9" gear set , 4.86 ratio. Can take photos of actual gears for who ever is interested nothing wrong just switched ratio . Located in Saskatoon SK , 306-270-1862 A2

Dyno jet 224 chassis dyno. Rated for 2000hp. System is still running winpep7. Comes with drum, computer cart, computer, 2 dynojet hardware stacks, software CDs and manuals, 3 extra breakout boards, 3 extra drum speed sensors, obdII interface, plx wideband O2 along with a dynojet wideband (which I believe is not working) , 2 pendants, 7 ratchet straps and other assorted spare parts and cables. Dyno is in great working order we just haven't used it over the last year as we got a hub dyno.
Price. 25,000 Contact Dave 604-723-4932 A2

Pair of Mickey Thompson Sportsman front 26x7.5x15. Still a decent amount of tread left on them. Located in Calgary \$150 takes em. Call or text Kay 403-909-8576 A2

Brand new moroso 7 quart oil pan for SBC. Dipstick on driver side. Bought brand new but did not use. Paid \$400. \$375 or best offer. Medicine Hat area. 306-221-2207 A2

Ford 8.8 axle for sale, out of a 99-04 new edge, 28 spline, 4.10 gears ran for a year, upgraded Trac lock spring, abs axles, bushings replaced last year. Would bolt up to foxbodys and sn95, or swap into your hotrod. No brakes or caliper brackets included. Changed mind on project.
\$500 cash only, pick up only, located in south Calgary, 403-680-9932 A2

Brand new TCI chrome 4 bars Bars only no brackets or mounts. Asking \$325
Located in NW Calgary 403-510-0868 A2

Canton oil pan for chev small block one piece rear main new never used has side and rear trap doors windge tray no oil pickup included \$230 model number 11-120m
780-913-4709 A2

1- longacre # 52-53050 temperature compensating digital tire pressure gauge w/case, 0-100, \$ 400.00. Also Keeps air pressure and temp readings as you

go around car.
1-Robic # sc-808 200lap memory stopwatch w/speed & countdown timer and instructions \$80.00 1-Rebco # 8950 Durometer 2inch dial w/case \$ 50.00
306-229-7801 Brent A2

454 Block 2 Bolt Main with ARP Studs the block is .030 Over / 9.800 Deck
Cam bearings installed This block has been torque plate honed / mag and clean all good
Square decked to 9.800 \$1500.00 OBO
CALL 604-819-1856 A2

I have a set of Hooker super competition headers for sale part # L2117 looking for 300 obo , fits most second gen small block Camaros and mid to late 70's Novas . Phone 587 228 6057 , also were ceramic coated , 1 3/4" primary's A2

Ford C4 Transmission. Pan Fill Case. Hughes Deep Pan. Billet Servo. Hardened input shaft. Direct friction clutches. TCI Full roller bearing kit. 6 pin planetary. P.A. Billet reverse pattern valve body with brake. Billet steel high drum. TCI trans shield. Has 40 runs on it, going manual. Comes with extra solenoid.
\$1500.00 obo. 780-818-7889 A2

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Street Machine Weekend

It's been two years since the Street Wheelers Car Club held their annual Street Machine Weekend officially in Lethbridge. This year's weekend went off pretty well considering, plenty of people and cars galore.

The cruise on Friday night that was normally done on Third Ave was not able to go again this year due to Covid so it was an uncontrolled cruise that luckily the citizens still chose to participate in which was packed all day until the wee hours of the morning. Saturday saw the same action, thousands partook.

The Poker Run on Saturday was a huge success and was at capacity at around the 500 car mark. Not only are the car owners happy to have Street Machine back, so are the business' and residents who've grown accustomed to what's become Lethbridge's biggest event of the year. Great economic impact.

While many of the visitors were taking in the sights, others were just down to enjoy the experience and make some friends along the way.

The Show & Shine took place at the Galt Gardens Sunday and vehicles of all makes and models were present. Well attended and a great day for a car show, all in all Street machine weekend was a good time even during the pandemic. We had a great time and we will be back, Here's a few pic's.



Street Machine Weekend







Parts Bin

e-mail don@quick-times.com

Turbine wheels 15 x 8 w/ 5 x 4 1/2 pattern bead blast- exc. condition 400 bucks, Rebuilt B.O.P. Turbo 400 w/ transco parts (500+HP built by Kamz Trans) never used 1000 bucks, New TCS torque converter (2500 stall) for turbo 400 trans, 250 bucks, Older unknown grille shell for your rat rod 150 bucks Mopar SB mini starter new 100 bucks, Pontiac forged SD connecting rod set (150 bucks Mopar SB timing chain set new 50 bucks MY6 - NP Overdrive (4 speed) trans with Hurst Competition plus shifter (same as Mopar NP A833 trans) 500 bucks Vintage fire extinguisher makes nice rad overflow catch tank for your rat rod 40 bucks Ph. Ernie at 403-504-4972 J2

31 spline yoke new. \$25.00, Off a Tremec Tko 600. GM, 8 used comp cams pro magnum roller rockers. 3/8" stud. 1.6 ratio. \$50.00, In Calgary. 587-583-6142

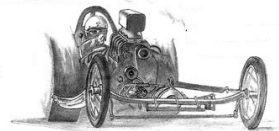
BBC Team Z intake 4500 series flange Great shape no porting or grinding, \$350 Also have 2 inch 4150-4500 flange adapter for an extra \$50, Will consider trades on 4150 flange BBC air gapper intake call or text 306-460-6702 A1

ESAB Tig Welder, as new, The Heliarc 161 is an inverter based AC/DC power source with squarewave output suitable for both GTAW and STICK (SMAW) welding. This unit operates from 230Vac single phase input power (see specification) and supplies up to 160A welding output at 35% duty cycle. This unit is mint, comes w/ pedal, cart, bottle and some rod, asking \$1750.00 call Don 403.872.0250 A1

ATI super BBC damper \$400 new in box, Msd complete ign. 6425 box. 8732 2 step. 8202 coil. \$350 403-506-7402 A1

Rosler th400 with lock up. Gear ratio 2.40/1.60/1.00 with a 27 spline input and dual stage dumps has 8 passes on it since refresh. \$8500 obo call 780-983-6008 a1

5000 stall converter for turbo 350/400 \$750 obo, 4500 stall converter for C-4 trans \$750 obo, Oldsmobile, trans am, small block dodge \$200ea, Mufflers 3" flow pro's ceramic coated \$150 obo Borla 4" with H pipe off of foxbody \$150 obo, Dynomax 4" bullets \$300 obo, Header extensions and 4" stainless pipe - Open to offers, MSD 7AL3 \$1000 obo, MSD nitrous window switch, MSD start retard, 86 and earlier mustang hood \$100, 2 brand new corvette 15"x8" rims dual bolt pattern \$400 1987 Grand National hood insulator brand new \$200 Call Nick 250-801-4811 A1



Brand new MSD digital 7 plus ignition box. Only mounted on firewall. Comes with everything to hook up \$750, Brand new MSD power grid comes with everything needed to hook up. Part# 7730 \$500, Vernon ph 250-308-8386 A1

2012 Altronics PerformAIRE PC Weather station · Driven NaN miles, Altronics PerformAIRE PC complete weather station, Pager, Raceworks ET predicting software, wind sensor, O2 sensor and pager antenna and all cables. Everything works as it should. Only selling cause new trailer came with system pre installed. \$800 call 780-882-4227 A1

1993-2002 Camaro Race Headers Built by Dawson. Hooker Pattern Made for exhaust plates on heads. Spread bore SBC wedge. They were on 615x Headed motor in (Rick Patons Car) complete with collectors. small dint in one tube on bottom they are coated. Located in Regina . \$700, call 306 535 3558 A1

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A complete custom dash panel for a 64 B Body dash (was built for a 64 Belvedere with a floor shifter) Aluminum panel powder coated Metallic orange. Has a total of 7 gauges all Autometer Sport Comp series. Here is what's included: 2-1/16 Autometer Fuel Level #3314 (new) 2-1/16 Autometer Volt #3391 (new) 2-5/8 Autometer Water Temp #3431 (used) 2-5/8 Autometer trans Temp #3451 (used) 2-5/8 Autometer Oil Press #3421 (used) 3-3/8 Autometer Speedo (new) #3992 5" Autometer Monster Tach with shift light #3905 (used) All gauges if purchased from Summit retail for 592.93 USD = \$741. CAD offering while package for \$580. CAD Can ship Call or text Shawn 780-200-9827 M2

Crane hyd roller SBC cam .509/.528 lift \$300, crate zz6 hyd roller sbc cam \$300, gm performance flat tappet cam out of a 406ci SBC \$150 GM performance forged steel crank in new cond only 5 hrs run time out of a zz6 crate engine \$850, K&N velocity stack and filters new in plastic \$150, Dan Olson aluminum SBC oil pan repaired \$150, remote dual oil filter housing \$75, oil cooler, lines and filter housing \$500, GM performer style intake off a Zz4 crate engine \$150, brand new in box SBF Holley mech fuel pump \$100, 406ci SBC rotating assembly (balancer, crank, rods, pistons, flex plate needs a couple pistons) \$475, aluminum tall Vortec style rocker covers \$150, new in box stub stack for 4150 carb, new in box 2 hot rod style velocity stacks \$125, SBC rewarder big tube water jacketed headers with adapter plates and burns mUfflers and evac hoses \$850, SBC upswept drag headers with imca twister mufflers \$450, SBF upswept headers, individual pipes no collectors \$250, Powerbond sbc balancer for internal balance engines. Brand new in box \$100, dual teleflex rack style steering cables for a 19-21' boat brand new in box \$300, BBC and SBC drive line adapters \$50 each, Don't be shy make me an offer! Trying to make room in garage!! CALL (867) 875-7088 M2

used 7531 programmable. comes with NEW in the box main wiring harness. I decided to go to a Holley setup, not going to use this. \$550, Lethbridge Mike G 403-315-2660 M2

Daisy wheels, 2-15x8 & 2-15x7, 5 on 4.75, driver quality \$350 no lugs or caps. Cragar truspoke, 15x7 2 are unilug & 2 are 5 on 4.5, 2 center caps, 350\$ tube grill, was told sqaurebody but isn't, \$50, chin spoiler was told 1st gen Camaro and the other was 2nd gen, but never tried \$50 each, lag pipes, 60" long, brand new never installed, all mounting hardware, \$350. Castlegar. 250-687-1563 M2

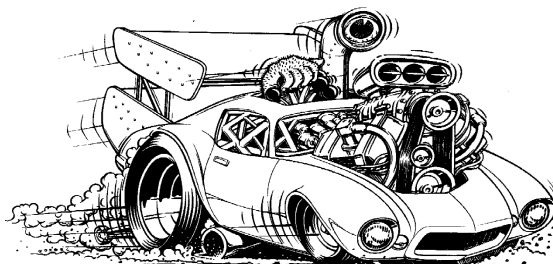
Diamond 4.525" bore hemi pistons, motor was 10.25-1 with stage 5 heads. 10 pistons all new never run. \$700, Will ship, located in Saskatoon, SK Call or text 306-291-8709 M2

MSD Crank Trigger Distributor for Big Block Dodge Mopar RB 440 in this package you will get the following; MSD Distributor model 8593 Low Profile with Crab Cap designed for use with an MSD crank trigger (not included) MSD Ignition Coil model 8207 Spare MSD Crab Cap - Brand New - model 8537 Spare MSD Rotor - Brand New - model 8567 The distributor and coil work perfectly. System only has about 50 runs on it.. only selling because I am going to a coil near plug set up. \$425.00 Call or text Shawn 780-200-9827 M2

Isky Redzone BBC Roller Lifters. 0.842. Freshly serviced at Isky. \$600.00 Dragster Scoop - Double barrel style. Like new. \$150.00 Scoop Tray. Non polished. \$100.00 call or text. 780-996-7453 M2

Weld drag light wheels 15x14 5x4.5/4.75 bp , 7.5" bs powder coated \$600, 4.30 gear set for 9" \$300, BBC front motor plates \$100 powder coated Nos fogger nozzles \$100 Chad Parksville BC call 250-720-9971 M2

LENCO 5 SPEED TRANSMISSION, 5 Spd Lenco drive with air pods and controller .No runs since going through it . \$9500, Call or text Craig for Inquiries 780-220-8700 J1





Vega drag car roller. Not street legal but does have a vin in door jam. Roll cage with 8.50 legal spring loaded swing out. Never got cage cert'd but it will all is up to code. Ford 9" 5.67 gears 33 spline axles 31x13 slicks one half season on them. Center line wheels. Griffin dual pass rad. Hooker super comp ceramic coated headers. These are over 1k now new. Comes with motorplates for SBC also comes with stock case glide with internal brake. Case has cracks that were siliconed and didn't leak but I have a good case to have the guts swapped into. 9" 5600 stall converter. Car is very light 2350lbs with aluminum headed sbc. Full fiberglass front clip. Stock front inner wheel wells cut out. Easy to work on. Wheelie bars cause it needs them. Also have a complete extra Center section with 33 spline spool but one tooth is chipped on the 4.89 gears. Good spare to throw a new set for 1/4 mile use. Car will need to be re wired. It was a mess when I bought it and I just patched it up to get me by. The price is \$6500. 403-846-5655 A2

All Aluminum Intake, Manual Rack & Pinion Steering, Narrowed Jag Independent Rear End 3.75:1, TCI Independent Front Suspension, Painless Wiring Harness, Beautiful Red Paint w/ Custom Pin Striping, All Steel with Fiberglass Fenders, Rear Fenders Widened 3", New LeBarron Top and Bonney Convertible, Cust Made Fuel Filler, West Virginia Oak Bed w/ Stringers, Custom Trailer Hitch in Bed, Stainless Drive Shaft Loop, Custom Boxed Frame Painted Red, Floorboards are clean, solid & Painted Black, American Racing Wheels - 17" Front, 20" Rear, BF Goodrich TA's, Fiberglass Dash & Imitates Swirled Metal, Stuart Warner Gauges, Pioneer Stereo System, Custom Door Panels, Tilt Steering Wheel, Seatbelts, AIR RIDE Rear Suspension that Rides Like A Little Cadillac. Custom Made California Covers Car Cover. Winner Of Several Awards, including the Detroit Autorama. 5 Page article in Custom Classic Trucks Magazine include. Truck has 7500 KM's on it. Price Includes 2013 (20 Ft.) Enclosed Continental Trailer to haul it in. Trailer is low km's (12,000), Stainless Steel Trim& LED Lighting, New Spare. Load The 29 In And GO!!!! OR Will Separate If The 29 Sells On It's Own First. \$52,500 For The Truck Alone. Extra Photos For Anyone Interested. Contact number is (780) 970-4744



Great ratrod, comfortable cruiser with 350 small block chev, 350 auto, Camaro front clip. Power steering, power brakes, heated seats, excellent stereo. Its a Ratrod so there is faded paint and surface rust. It's on the road, runs great. I enjoy it daily. \$19,500. Colin at 403-848-0447 A2

302ci engine, Twin Throttle Body Fuel Injection, AOD 4 Speed Trans, Disc Brakes, Tig Welded Stainless Exhaust, Aluminum Rad, Custom Spark Plug Wire Ways, Chrome Alternator, Jet Coated Headers, Electric Fan, Polished Water Pump & Timing Cover,

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1927 Ford Model T roadster pickup rat rod. I bought this car / truck in 2018 after seeing it at the Syracuse Nationals (New York) where in 2017 it won best rat rod in show award. That's significant as there are typically over 8000 cars at this show and a good number of those are rat rods. It's basically a 1927 Ford Model T roadster pickup with much of its workings including drivetrain, wiring harness and rear end from a 1979 Toyota Corolla. That particular engine was chosen as it has a hemi head, thus the lettering on the body in several locations indicating "1/2 Hemi". The engine is a 1.6 litre R22 and the tranny is a 4 speed manual. The car is amazing and easy to drive, runs and shifts effortlessly despite the look. Front brakes are 48 Ford, rear brakes are Toyota, all hydraulic drums, steering box and steering column are 37 Chev, front end is 48 Ford. Leaf spring suspension on all four corners. Frame is based on a Model T with much stiffening and modification. Has removable fenders and has been registered in Ontario as a 1927 Ford with a matching VIN. Fuel tank is custom and currently under the pickup bed and fuel pump is electric. I have built a new beer keg fuel tank to mount in the bed per the attached pictures. Car has a folding top but depending on driver height, might not be high enough for someone over 6' tall without modification. Dash gauges were Toyota but speedo didn't work so the gauges were replaced with new and dash was modified to adapt. New Speedo is driven by GPS. It is equipped with necessary safety features including low and high beam headlights, amber daytime driving light, 3rd brake light, seat belts, horn flashers and battery power shut-off switch to pass safety and register. It also comes with registry approved 1927 Ontario license plates for new owner use when registering. Despite its low stance, ground clearance is minimum 6". Car was built by a hot rodder in Peterborough Ontario. I would estimate the fair market value of this vehicle at \$15k and that's the asking price though I'm open to offers and trades. Really want the cash but

will trade for a similar value classic / muscle vehicle or mint 17' - 21' bow rider boat with trailer. Car is located in Seeley's Bay Ontario (30 minutes north of Kingston off Highway 15). I'm willing to help facilitate shipping for long distance buyers. Car also comes with a bumper tow bar with safety chains and towing wiring harness to pull to its new home. Call or text Terry at (403) 818-3044

A2



2006 Halfscale soft tail jr dragster, turn key car, tons of spare parts plus a pair of stand, warm up stand, starter, tow dolly, car cover, drivers suit, spare MT slicks and more. It has a 7.90 blossom engine with shock wave clutch and mychron 660. Engine has a new crank but needs new rings. Only selling because we're Getting out of jr racing. Asking \$7,000 OBO serious inquiries only no tire kickers. For more info call or text Rob 780-220-2666.

A2

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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

69 Acadian 355 sbc 671 Weiand blower turbo 400 3500 stall Ford 9in 513s tubbed and caged , have BC Reggie little work can be put on the street...yes I have all the parts to go back on bumpers grill ect will be putting them on as time permits will sell less motor to much to list 20k, phone 250 612 2819 J3



Fully restored. Every nut and bolt taken apart and cleaned and redone. This car is very solid and done to high-level. Original motor and transmission. All the original Acadian trims are on the car and refurbished. There are no reproduction parts for the Acadian so everything was painstakingly restored. Original door panels and seat covers are done in the original patterns from SMS in Oregon. This is a very nice clean car disc brakes in the front?. CPP kit in the front replacing the A-arms and the torsion bars. All the rest the car is original restored. \$45k,call 604-614-1672 J3

1993 Ford Mustang rolling chassis, lots of great parts, all new suspension with adjustable upper and lower control arms, 8.8 rear, with rear disc brakes, long tube headers, race seats, gauges, etc. A good piece to build, quite solid underneath, asking \$2000, located in Grande Prairie, 780 978 9963 S1

SELL IT HERE!!



1957 Chevy NOMAD, LS3 engine L460E auto trans, GMP parts harnesses engine & auto GMP parts ECM ,TCM.it is the GMPP hot rod plug and drive from G.M. Dakota digital gauges, tubular A arms, retro sound radio with blue tooth, Patriot headers. 60.000.00 OBO
Phone Calls only to Hans 1-780-722-7294 M2



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

C4 Corvette Roadster For Sale as a Roller, delay box and T stop timer removed. Set up for Big Block Chev and Glide Mild Steel 750 Cert. {Expired} Strange Front Struts, 4 Link Rear Koni Dbl Adjustable Rear Shocks 9" Ford Rear end with 456 Gears Comes with Big Block Chev Headers complete with Borla mufflers Car will fit a larger person. Was originally built for a fellow in the 275 pound range. Car has been campaigned in Super Gas as well as Super Street. \$9500.00 OBO. Call Ray anytime at 250-706-3610 F2



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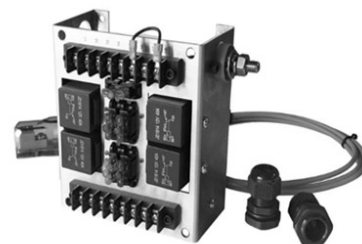
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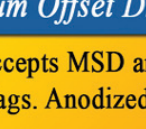


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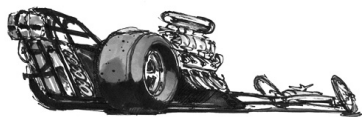


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1970 Chevrolet Chevrolet SS · Coupe · Driven 12,345 kilometers Located in Weyburn, Saskatchewan, Canada, Fathom Blue 1970 true SS, GM documented. 454(non matching)-4 Speed manual. (Car was originally a 396 car) Supposed to be white vinyl roof, have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



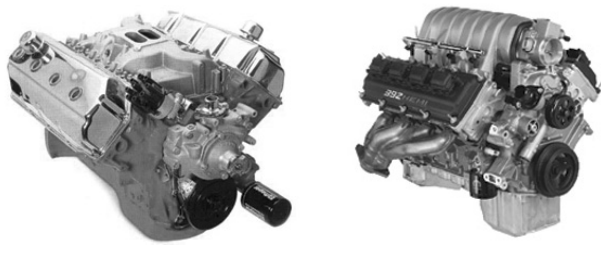
2014 Corvette Stingray M7 Manual 3LT Z51Power: 1005whp/874ft-lbs on Pump Gas, Around 1100whp on C16 (was street tuned) Best 1/4 Mile: 9.65 @143 last year on less power. Still the 3rd fastest M7 pass worldwide I believe. Should run a 9.4 @146 or faster (at +4K DA) this year but local tracks are closed. 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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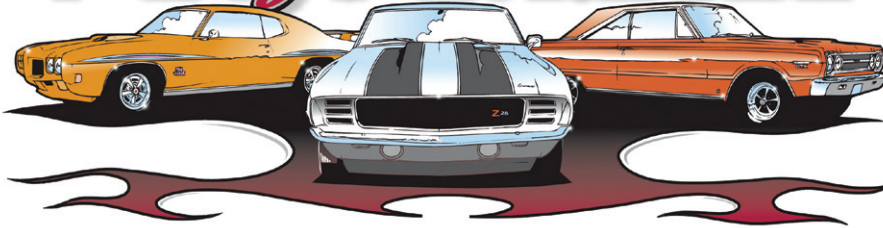


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J2



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

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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.

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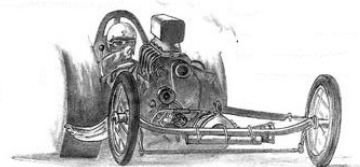
1968 Pro Street Camaro, Car come with BC Registration and paperwork . Certified 7.50 NHRA legal chassis, Best ET of 8.29 sec on a mild tune and still has lots of potential. Proven track and street reliability. Car come with 4 more Induction Solution tunes and is capable of mid 7 sec passes. 600 cid BBC 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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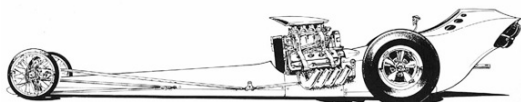
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Well, it finally happened. For the first time in 2 years, we were towing out to Castrol Raceway with the Arctic Traveller nitro funny car. The last time we burned nitro was in August of 2019 in Spokane. It was a very exciting time, as we ran our best elapsed time in many years, a 5.84, against Jeff Arend, in a close quarter final loss. We were so pumped about the future of our race program, then the whole world closed down.

The funny car had been in the trailer for the last two years, but it was ready to run, sort of. The clutch disks were were real thin, down to .290 inches thick, most likely the facing would come unglued the next time we ran. The rods were 30 runs old, way past their prime. The bearings had been sitting in nitro soaked oil all this time, probably their integrity was compromised. In addition, the roller lifters had been sitting in the engine for a long time; likely the oil in the needle bearings had all dripped out. Starting them in that condition could have wiped out the camshaft. We stopped marking the number of runs at 17 on our Hoosiers early in 2019. They were 4 years old anyway, I didn't think they should go down the quarter mile again. So Nathan organized a shop day to deal with all these issues so we didn't look like idiots out there.

The maintenance went well. We did replace all the rod bearings. Some, as we had suspected, had major discolouration from the nitro laying on the surface for too long, so no sense taking a chance. All we had left to do at the track was to put new clutch disks and floaters in. I debated about changing them because installing a complete new clutch pack usually screws majorly with your combination, but I didn't think we had a choice. These were Bonifante disks, which we had never used before, plus the surface hardness was different. We were excited to try them, but also apprehensive. Add to that trepidation the fact that we were also putting new Goodyear tires on the car, I haven't used those in 20 years. We mounted the Goodyears on our spare rims, the Hoosiers stayed on the car for the ride out to the track.

We got to the track early on Saturday, we weren't due to run until 6:30 that night. It was a busy day, we started with the clutch, and moved on to other unfinished projects. Our Waterman fuel pump flowed the mandatory 21.0 gallons per minute at some time in history, but it was getting old, and we had a new Rage pump in the drawer, so we installed it as well. I wanted to run the car pretty hard, I always want to learn something, even on a match race. We didn't want to

blow anything up, or make more work than necessary, but if we backed it up too much it could cause tire shake due to lack of power, plus I don't like losing. The last time we ran the car, I had 97 percent nitro in the tank. I was admittedly over center on that tune up, but I couldn't imagine going much lower in Edmonton because it was very hot, the corrected altitude would be over 5100 feet. Nathan and I finally decided on 94 percent, blower at 18.9 percent overdrive, and timing well over 60 degrees.

We fired the car at 3 pm on alcohol to save some money on nitro, it is so precious right now. For the final minute though, we switched to nitro, and it was awesome! The sound and the smell gave us as much of a thrill as it did for the fans, now we were ready to race.

We pulled up to staging alongside the Warchief funny car and started strapping Nathan in. Once he was secure, we started dropping the tire pressure. The new Goodyears looked great on the car. There was a problem though, the right side tire wouldn't let air out, and it was still at 9 psi. Anything over 6 psi would likely cause severe tire shake, it would grab the track surface too hard. We couldn't run it like that. I thought the air was coming out slowly, but after 10 minutes I knew it was a lost cause. Warchief was signalled to run without us, that was so embarrassing. It is not often that we don't make the call. They ran a very nice 6.09. At that point we ran back to the trailer to get the old Hoosiers, which we quickly mounted on the car. We fired up, did a strong burnout, and Nathan crawled into stage, flipping the fuel lever to the high side which routes ALL the fuel that the pump produces into the motor. Normally the amber that sends the driver down the track illuminates within a few seconds, but nothing happened. 4, 5, 6 seconds went by and Nathan was still sitting, the motor loading up with fuel and the clutch disks building lots of heat. The starter, realizing the tree had malfunctioned, stepped quickly to the side window of the 65 mustang and motioned for Nathan to go, so he made the run with no timing system. The car left hard, wheels up, then picked them up again 300 feet out. It flat hauled ass, too bad we didn't get a time. The data acquisition system did give us a good indication though, looks like it ran between a 5.85 and a 5.90. There was a big puff of smoke when the chutes opened though, so we had some work to do.

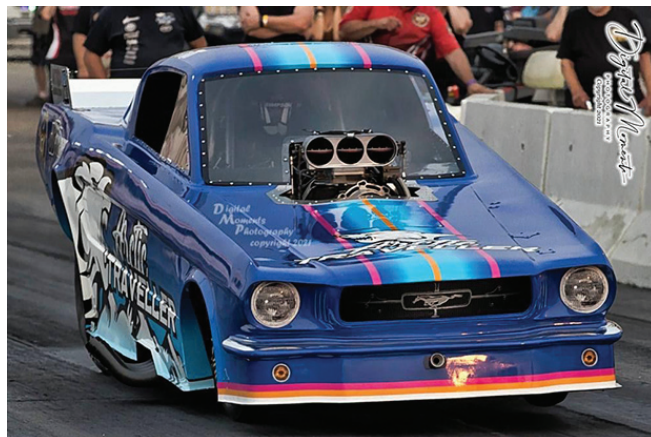
The heads were off in 15 minutes, great work by the crew! We had only burned one piston, but it was pretty bad.

Just a lump going up and down in the sleeve, which was also burned to a crisp. Ed pulled the rear main cap off, which was standard procedure. The reason we do this was clear right away, the bearing and crank were black. I got under there to check the severity, and found a piece of emery cloth to try to remove the black.

If you have never been under a nitro motor just after a 5 second run, you have no idea how hot that crank can be. It is impossible to fish the strip of emery cloth into the space where the bearing used to be without accidentally touching the crank surface with your fingers a bunch of times. It was obviously not red hot, but it might as well be. In addition to the heat generated by the motor, the clutch pretty well doubles the temperature. Luckily, after only 1 minute of sanding, the blackness was gone. I stuck a new bearing in and we started sticking the motor back together.

We really didn't have time to perform all the niceties when putting stuff back together. The pushrods were still in their proper order so the rockers were bolted on at their previous settings, no need to set the valve lash. I knew from earlier that day that 1100 millilitres of methanol in 5 gallons of 100 percent of nitro makes 94 percent, so we made up 10 gallons that way and poured it in the tank.

We fired the car for 20 seconds just to make sure there were no leaks then headed up to the starting line. Of course, after all that thrashing, I felt some raindrops. It wasn't making the ground wet at all, so I thought we were ok, but some of the cars in front of



us were going sideways at half track. The track officials checked the entire surface, and said it was still sticky, but due to the traction problems, they decided to run singles, and even suggested we just do burnouts. Warchief did as they were told, but after our burnout I gave Nathan the thumbs up because the track felt great.

We had already decided though, that we wouldn't go past the 1/8 mile. What I didn't know was that Nathan pushed the mag retard button on the steering wheel, which takes 10 degrees of timing out. Probably a good call, as the car once again left hard, and hauled ass to the 1/8 mile mark. A 3.99 at 190 came up on the board, pretty decent for the detuned motor.

Ken



1976 Chevy truck front clip, got it for a truck I had and sold the truck . Complete front end fenders inner fenders rad support and good. With a 70's tube grill in great shape . Little rust on the inner fenders but crazy solid . Asking \$550 located in Calgary . I took it apart to fit it beside my house and there are zero broken bolts and has hood hinges as well.
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First gen OEM bezel - \$40, First gen wiper arms and blades - \$50, Driver side rear inner fender(I think) - \$40, Tail light gaskets ('68 std) - \$10, Camaro heater box with core - \$40 (have controls too), Vintage air control conversion kit - \$40
403-617-1626 J3

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

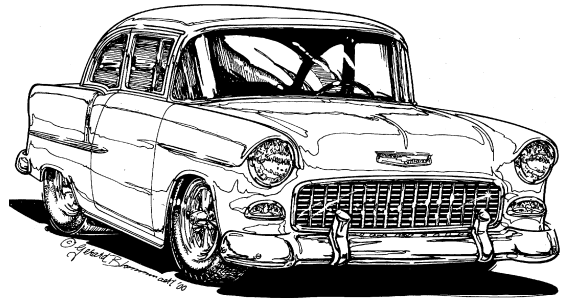
Left and right fuel tanks to fit 67-72 Chevy or GMC long box trucks. Works with coil or leaf springs. Complete with crossover tube and mounting hardware. Located in Cochrane, Alberta. \$150, Call Tim at 587-223-0045 M2

1958 - 59 Chev truck hood Near mint Bolt on louvers Asking \$375 Located in Calgary 403-510-0868 M2

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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

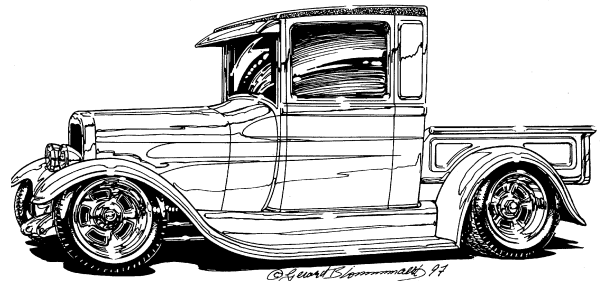
2014 52 foot gooseneck tri axle with 2 viewing on right side , 8000 pound axles, hydraulic jacks , no rust no winter use , top viewing deck with aluminum railings couple small little blemishes on trailer (SMALL) tows beautifully 705 698 0954 for more pics 29,000 located in Sudbury Ont F2



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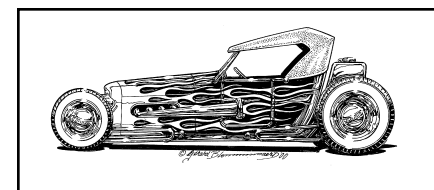
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