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25th
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OCTOBER 2021
Volume 27, Issue 10

SPECIAL
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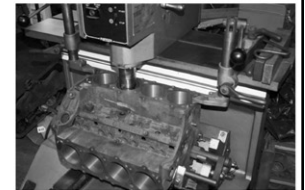
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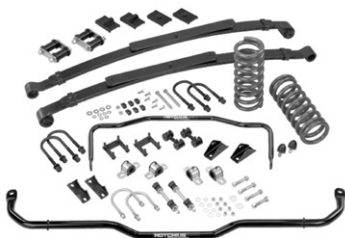
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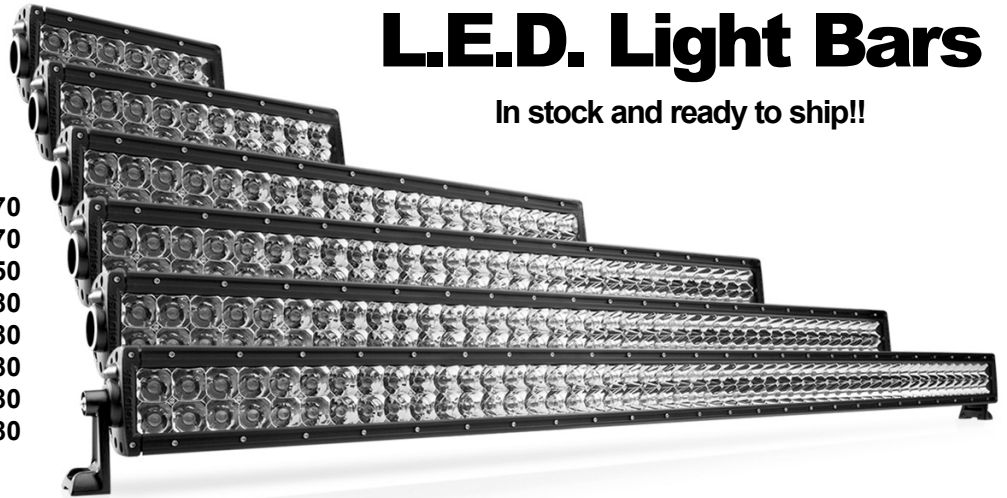
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Whether we like it or not the one percenters and leaders of the Free World have decided that mass human propulsion will be electric. From Climate Change to the emerging science of minute metal particulate pollution it's clear to me change is coming and coming fast.

If you enjoy fuel burning, piston pumping, tire frying vehicles do it while you can because there is a very good chance that this will be the last generation of motorheads (engine heads?). The speed of change is evident from changes in diesel and gasoline fuel formulations, engine and transmission oil formulations, emissions equipment and control systems, and of course hybrids. All great but failing efforts to make a piston engine something it is not yet - clean. If there is some break through maybe this all changes but if it doesn't, we will all be driving our favourite hot rod retrofitted with a Tesla powertrain or similar in the next quarter century.

California is looking to draft legislation that will eliminate diesel powered piston engines in that state. Trucks, trains and ships would switch to an alternate fuel source power unit to enter the state. Ships may be towed in by electric tugs into port, train cars switched over to electric head units etc, etc. Jet aircraft are excluded as they have turbines and are not piston driven despite jet fuel being very similar to diesel. We have all rolled our eyes at the Californians, but they have been the leading edge of progressive environmental legislation in North America for decades.

I'm not saying electric will end enthusiasm, hot rodding or racing - just that the power unit won't have pistons and have that lopey idle and high compression bark many of us have loved for decades.

Organizations like SEMA, PRI and sanctioning bodies like NASCAR, IndyCar, NHRA and F1 are going to be very busy making changes as exemptions will eventually time out. Auto racing is always most popular when it has low barriers to entry and is relevant to the current market. The F1 ERS unit is a great example of this although Formula E hasn't exploded in popularity - but it's still around and running in some of the world's largest cities.

I'm not saying we don't work hard and find ways to be demonstrate leadership, innovate solutions and protect the legacy of hot rodding and auto racing. SEMA and the SEMA Action Network, known as SAN, do amazing work in this regard. (www.sema.com & www.semanetwork.com). It's important to be active,



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EDITOR Don Macgowan
PRODUCTION Linda Collinge
MARKETING Don Macgowan, don@quick-times.com
 Bill Robertson ads@quick-times.com

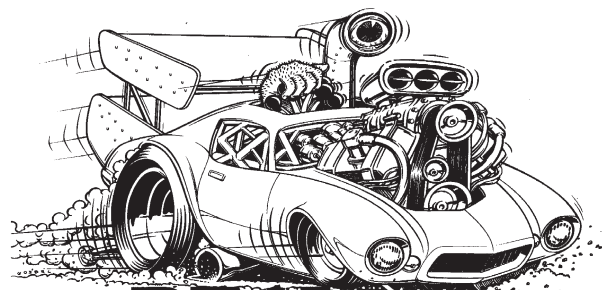
CONTRIBUTORS Doug Adams, Catfish, Moe Putney, Dave Morgan, Fred Nelson, Ken Sitko, Sheryl Ogonoski, Gerard Graphics, Bill Robertson, Todd Young, Jack Feige, Vern Scholz, Tom West, Phil Elliot, NHRA, IHRA, SEMA
COVER Doug Adams

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ads@quick-times.com

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I struggle to find my own way in this regard. My point is this - we have maybe a generation (outside of exemptions) to build the coolest piston powered cars, truck and bikes on the planet. Make a plan and build your dream - now.



Reflections

Doug Adams

Greetings Quick-Timers! It's been one of those months and to say the least, the stars refused to line up for me yet again. For once I can say it's not from the effects that Covid has had on the world or our state or our county for that matter. It's the effects Covid has had on me, my coworkers and our families. I guess we are very fortunate to have gone a year and a half without our health being impacted by Covid, considering my company flies people back and forth to and from Florida almost on a weekly basis. Plus, when we were on the travel then quarantine for two weeks protocol the company blatantly ignored it citing, we were essential workers. The bottom line was we washed our hands, became very cautious and wore a mask...occasionally.

So there I was, heading into the last week of August, getting ready for vacation, more on that later, when my manager tells me that one of my coworkers has tested positive for Covid and is sick. I think great, this guy sits one table away from me at lunch. This particular day I was off-site but, went back to the parking lot where we park the company trucks.

As I'm getting out of my truck another coworker pulls-up driving the sick guys truck. I said to him, you need to wash your hands, Jim tested positive and is home sick. This numb scull says " no, I want to get sick, then I'll have the antibodies in my system"! It was everything I could do to keep from losing my mind at this guy but, his choice and thanks for being selfish and not worrying about the rest of us.

A couple days later, the guy that wants to get sick is out of work. I go to the boss and ask him what the story is. I also plead my case that I have been in close contact with this guy during some of the jobs we were on and if he is sick I need to know. The boss refers me to the nurse who gives me a song and a dance about our HEPA laws...blah...blah!

I again state my case to both my boss and the nurse, that if this guy is positive I need to know because I have a vacation bought and paid for. I also need to have a negative Covid test 3 days before leaving on vacation. If this guy is sick I need to get tested so that if I'm positive I can try to cancel my vacation without losing a bunch of money.

In typical fashion my company strings me along for four days before they tell me that I have been identified as a contact of a positive coworker. They put me out of work, tell me to stay home and take my temperature and then tell me I'm welcome to get tested if I want...really, these idiots should have sent me to get tested. The end to this long story, after over a week of jacking around I was tested and luckily negative. The next hurdle was to avoid these guys for a few days until I get tested again for vacation.

Ugh, vacation! Not that I wasn't looking forward to going on vacation but it wasn't until all this Covid nonsense came up that I became aware of the dates. My wife booked the trip to start the Friday before Labor Day and go until the following Sunday. I was not happy when I realized that the two week-

ends I was going to be gone were the weekends of two of the three big car shows in my area, The Ventura Nationals and The Classic in Downtown Pismo Beach...you have got to be kidding me! I had to get creative, fast!



Well, desperate people do desperate things so, I called on my faithful car show buddy Larry and ask him if he's going to the shows. He says yes, I ask him to take about 20 photos from each show for me so I have something new to send in. He says no problem. I go on vacation thinking everything is going to be ok only to come home and find out that the bottom has fallen out. Larry had to work the Saturday of both shows .

When I talked to him he tells me this then says, don't worry I went to the donut shop on Sunday and got photos for you! NOOOOOOOOO! How could I be upset, it just turns out to be par for the course. Oh yeah, vacation was great! So now that all of that is behind me it's time to figure out what to do for this month.

Before I do that I have to pass on some unfortunate news. Earlier this week I opened up everybody's favorite social media site only to learn that a long time friend and legendary drag racing photographer Gil Rebilas passed. Gil was an inspiration to me back when I was just getting started. He was always camped out at the finish line on a tall ladder or up in the vultures nest with all of us eager beginners and the seasoned pros.

Back in the film days Gil would process his film in his hotel room then make enlargements to sell at the track the next day. He could do it all and that was the thing I admired about him. The last time I saw Gil was at the 50th Winternationals, shooting from the stands at the top end, where else.

I was a little rusty from not having shot the finish line in more years than I can remember, Gil jumped in and got me pointed in the right direction. We had kept in touch ever since.

I think to honor the memory of my friend I'll pull some finish line shots out of the archives. Rest in Peace Gil, your photos will live forever!

Doug



To honor the memory of my friend I'll pull some finish line shots out of the archives



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Reflections

Doug Adams



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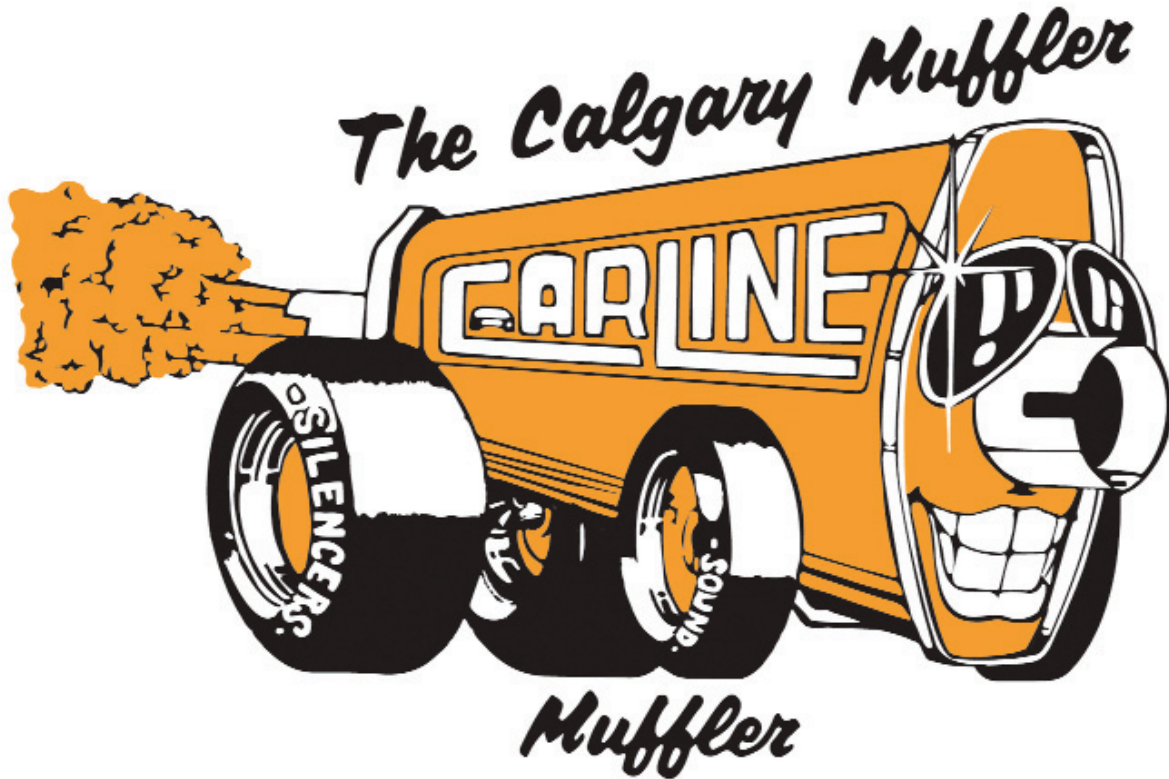
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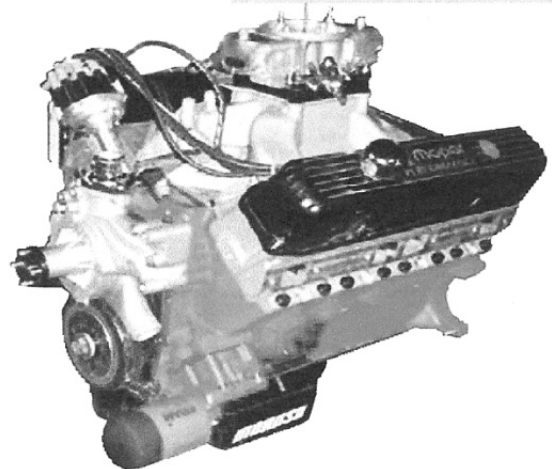
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454 Chevy big block .40 tho flat top pistons 10half to 11 half Block has been line board top a block has been shaved crankshaft has been done connecting rods have been machined they are attached to the pistons. Nice bumpy cam and lifters aluminum heads aluminum intake all new bearings New timing chain new gasket set. New head bolts. flex plate. I want \$8000 for the engine as is if you want to put together yourself. if you want the engine put together still \$8000 whatever you prefer some guys like to build their own engines so they know what they are building. CALL 403-318-5203 O1

410 cu in Small Block Dodge hydraulic roller engine. Scat rotating assy. forged pistons, 10 to 1 compression, Crane hyd. roller, COMP hyd roller lifters, Melling HV oil pump, Milodon oil pan, pickup,main studs and windage tray, Edelbrock aluminum Perf RPM cyl heads, ARP cyl head bolts, Edelbrock Perf RPM AIR GAP intake, Edelbrock water pump, Edelbrock fuel pump, COMP Ultra Pro Magnum shaft rockers and pushrods, ARP stainless intake bolts, FELPRO performance gaskets throughout, MOROSO valve cover gskts, sheet metal valve covers, K&N breather, MSD ready to run distributor,MSD coil, MSD spark plug wires and separators, NGK spark plugs,etc. Engine is complete less carb and ALL NEW except the distributor,coil and wires which has very little time on them. Has break in oil, thermostat,oil filter everything ready to fire. Over 14,000.00 in this motor. PRICE IS FIRM AT 10,000.00. (306)382-3347. S1

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

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

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

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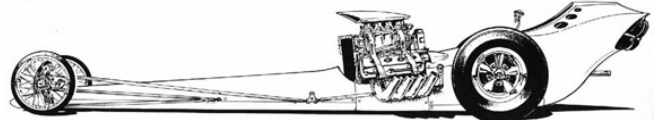
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crank, rods, pistons, flex plate needs a couple pistons)
\$475-new in box 2 hot rod style velocity stacks \$125-
sbc rewarder big tube water jacketed headers with
adapter plates and burns mUfflers and evac hoses
\$850- sbf upswept headers, individual 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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	<table border="0"> <tr> <td> New Replacement Panels Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet </td> <td> Alsa Exotic Finishes Candy Concentrates, Ghost Chrome, MirraChrome, Prizmacoat, Crazer, Crystal FX, Mystic Spectra FX, Eclipse, Flakes </td> </tr> </table>	New Replacement Panels Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet
New Replacement Panels Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet	Alsa Exotic Finishes Candy Concentrates, Ghost Chrome, MirraChrome, Prizmacoat, Crazer, Crystal FX, Mystic Spectra FX, Eclipse, Flakes	
The World's Most Exotic Finishes Authorized Distributor		
		

14.5 degree heads and sheet metal intake manifold. EFI bungs and fuel rail. Comes with Speedtech Nitrous. 2 dry kits plus purge including solenoids and all plumbing. 14.5 degree brodix heads done by Slick Rick. Titanium valves. Heads have just been sent to slick rick to be freshened. Will have fresh valve job, new springs and all rocker arms have been sent to T&D to be rebuilt. Also have 8 to 10 spare rocker arms. The Spares are either new or rebuilt. Intake is a TRE. Does not come with throttle bodies or injectors. Includes all nitrous equipment on manifold. Heads and intake on a 632 made 1290hp on Sunsets dyno. Ran 6.95's @ 195 at 3500' elevation in a 1925Lbs dragster. Would be high 6.7's at sea level. Sprayed 375 hp shot of nitrous and ran low 6.4's in Vegas.

\$11,000 US Aaron 403-581-8338 O1

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 02 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 foxbodies 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. 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

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RED DEER

SWAP MEET

SATURDAY, OCT 9th
WESTERNER PARK
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POSTPONED

Due to current Covid regulations we are forced to postpone the Swap Meet.

We will carry forward any vendor credits to our Spring Swap scheduled for March 19th, 2022. We were reluctant to postpone this event but really had little choice. Thank you for your continued support.

Hope to see you on Saturday March 19th

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High River

The High River event is more than just a car show and has plenty of outdoor live entertainment and markets to interest non-car people but there were plenty of car people.

It's an outdoor event and it's a public event so there were no limits on the number of people, they just had to make sure that our cars are spread far enough apart and we're going to encourage people to remain two metres apart from other cohorts and other people, they encouraged masks strongly but of course that is something that is your choice, and were keeping the vendors spaced apart and there we're signs throughout the car show just reminding people to keep your distance from other people.

Held in 27-degree Celsius (81 Fahrenheit) temperatures, it was a warm spell that drew thousands of people, thank you mother nature.

The 18th annual Show N Shine was in downtown High River from 10:00 a.m. to 4:00 p.m. on Sunday Sept. 26. The 18th High River Show N Shine was a huge success. Over 1,000 cars registered for the Sunday, Sept. 26, event at \$20 per vehicle. It definitely put the fun in fundraiser. After having to cancel last year, there was a lot of anticipation for this year's event. Thanks to the fabrication class at the Okotoks Composite high school. They made one of the trophies. It looked amazing. There were also some amazing sponsors involved. Special thanks to Hagerty Collector car insurance, Western Financial, High River Autoplex and RV, Fountain Tire, Midnight Oil Aces of Speed, Sally's Bar & Grill, and Ward Tire Craft, Shawne Construction and CDI International.



Street Machine Weekend



It's an outdoor event and it's a public event so there were no limits on the number of people







Parts Bin

e-mail don@quick-times.com

5 spoke chrome plated aluminum wheels from Summit Racing. Made in China. Look like American 5 spoke. Have BF Goodrich G Force Sport tires about half tread. All are Ford/Mopar 5 on 4.5" pattern. Fronts are 17 x 8 with 4.75 bac spacing. 245-45ZR17 tires. Rears are 17 x 10 with 5" back spacing. 275-40ZR17 tires. Wheels look like new. Come with center caps & all lug nuts. Asking \$850. Phone or text 250-428-6782. O1

TCS Converter.- 890hp 5200 stall (Data recorded) 2800lbs. 80 passes since refreshed. This is a great converter-very consistent. I know you hear that alot-but this one is! Cost \$2100 to get it to this point. CALL 780 984 9664 O1

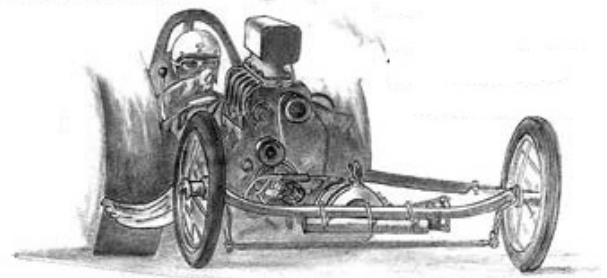
Turbine wheels 15 x 8 w/ 5 x 4 1/2 pattern bead blasted exc. condition 400 bucks, Rebuilt B.O.P. Turbo 400 w/ transco parts (500+HP built by Kamz Trans) never used 1000 bucks, New TCS torque converter (2500 stall) for turbo 400 trans, 250 bucks , Older unknown grille shell for your rat rod 150 bucks 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 Ph. Ernie at 403-504-4972

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

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, Dynamax 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 convertte 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

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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

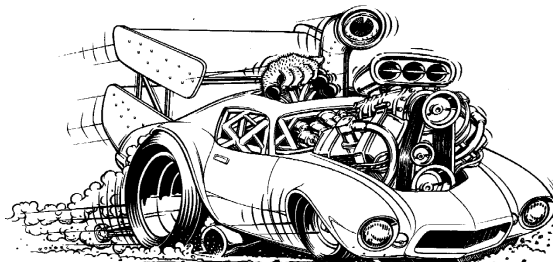
Diamond 4.525" bore hemi pistons, motor was 10.25-1 with stage 5 heads. 10 pistons all new never run. \$700, Will ship, located in Saskatoon, SK Call or text 306-291-8709 M2

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 it's 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

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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



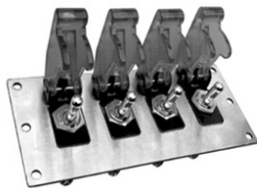
1990 s10 drag truck, 540BBC makes 815 on motor and is set up for nitrous, built professionally by Roger at custom automotive with dyno sheet available., Turbo 400 transmission, TCU brake and TCS converter., 4 link rear end with a ford 9 inch in it., Custom frame mods and roll cage bu stormy's street rods., Weighs 2,400lbs with all steel body. Has run six 1/8 mile passes since new, drives straight. \$25,000, Call 780-720-2894

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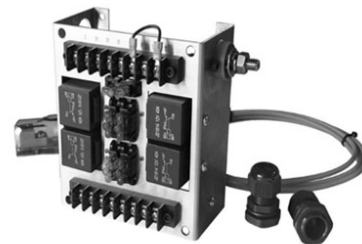
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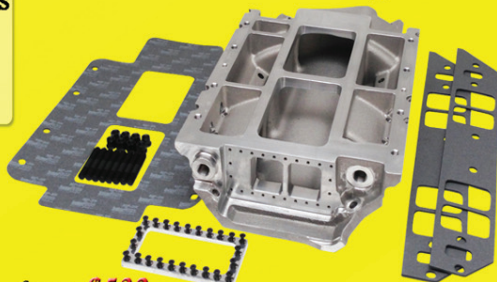
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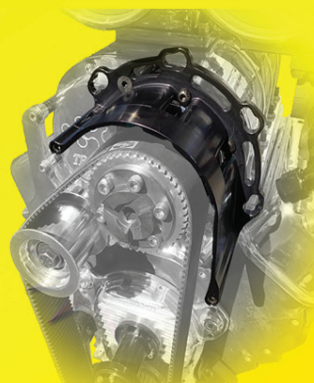
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1995 (Lake Chassis / SEMA) 225 RED. Certified NHRA to APRIL 2024 / 7.50 ET. Solid rear with Chrysler 8-3/4 - 4.56 & 35 spline MW axles. Aluminum over transmission AFCO radiator, Biondo Crossover Delay Box with air activated starting line control, Full MSD ignition w/ MSD7AL with 2 step & MSD Start/Retard box. Rear Slicks -Weld's w/ 12 X 30 X 15 Eagles, New Hoosier front runners. Turnkey \$17500.00 w/spare ATI Shortie Transmission. Rolling Chassis \$9500.00 less engine, transmission and converter. May look at possible trade??? Also... can sell with 2002 Interstate 26 ft trailer w/ winch if you buy dragster. \$8000.00 Call Steve @ 403-458-3900 A1

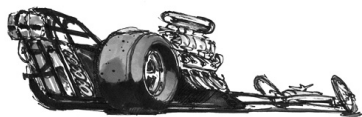


1970 SPE slingshot Former T/F car 468 BBC Powerglide 7.50 chassis cert 8 3/4 chrysler rear end 18in hoop with cage that will fit 6'3 or 6'4 driver Will sell as a roller, or potential trade for a bigger slingshot or altered 23K TURNKEY 12 K ROLLER, used Contact Chris 509-263-7689 for more info m1

1999 Chevrolet Silverado RCSB 2WD. 6.0 litre/ 4180e with billet 3200 stall, triple disc lockup converter. Garrett T6 turbocharger. Heads studded. Bucket seats, and console (power driver's seat) cold a/c, tilt, cruise control, Power windows, and locks. Wide band , boost, and EGT gauges in a pillar pod. Cowl induction hood. Rear roll pan. New bedsides. Color matched door handles, tailgate handle, and tailgate lock. Tonneau cover. 20" billet Center Line wheels. Runs and drives great- drive anywhere on pump gas. Great cruiser. Runs mid- low 11 second quarter mile times I've owned this truck 9 years. Moving on to something else. Call or text 306 741-5589



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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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



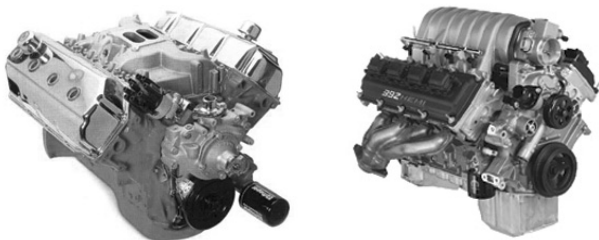
power. Still the 3rd fastest M7 pass worldwide I believe. Should run a 9.4 @146 or faster (at +4K DA) this year but local tracks are closed. Milage: 80K kms/50K miles (Motor has ~800kms) Highlights: -ECS2200R Supercharger with 2.95 & 3.15 Upper Pullies -10 Rib Upgrade -Lingenfelter built 416 motor (Brand 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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Call for detail's**

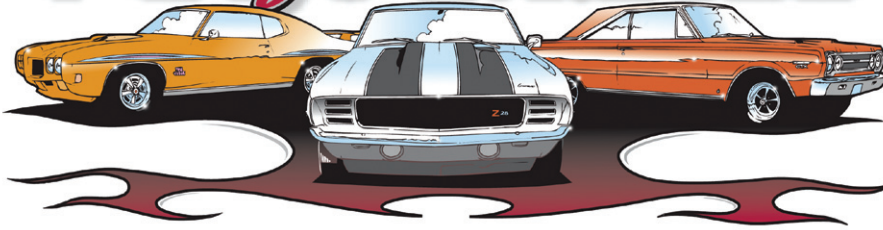


27 Roadster, 498 BBC, 180 Glide with trans brake, B&M Shifter with line lock, MSD ignition, Mega 475 digital display box with dial board display, Dana 60 with 4.56 gears. New paint, New front Race Star wheels and tires. Current SFI Chassis Certified to 7.50 this year, belts and all SFI up to date. Runs 5.60 in the 1/8 very few runs since freshen on motor and transmission. \$29K, Call or text 780-887-6913.



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Vega Drag Race Car , I've had this car for over 25 years and have come to the conclusion that I have to many projects and won't have time to put it back on the track where it belongs, full roll gage just needs door sill bar to certify, very solid car, fibreglass front end, hood, doors, hatch and rear bumper. All Aluminum interior, 4-link 9" rear with 35 spline axles and spool, set up for BBC and glide, comes with new front tires, never used Hooker Headers. Wheelie bars,

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



1986 Chevrolet S-10 · Truck , Street/Strip, · Driven 500 kilometers Reduced Price!!!! 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, Pro Ratchet shifter, Ford 9 inch with spool and 4:11 gears, Moroso slide a link, MT drag radials, roll bar, fuel cell. Autometer Monster tach, 5 inch fiberglass cower good, Has run 6.81 in the 1/8 with 1.48 60 ft. that's a 10 sec. 1/4 mile deal, Just added a 125hp nitrous system, as well as stand alone pump and tank for NOS, should be good for another 3 or 4 tenth's, also has MSD 6 AL, 3 Stage MSD retard. New Cam lock harness, Alberta registered. \$12,250.00, text for a video.

Call Don at 403.872.0250

O1



1999 A&E 235' Rear Engine Dragster Selling as a rolling chassis, car was completely reworked in 2018. Car currently has a black wrap on it (can be removed) New wiring , light weight battery cable, K&R delay box , K&R dial board, K&R wiring kit and switch panel, Carbon Fiber. Flooring, steering wheel, dash, and wing MSD grid and 7al box , 500 Magnafuel, light weight aero quip crimp lines. Race pack dash with V300 . Strange aluminum Center section 4.10 gears, new axles last winter, 16 volt battery. To many goodies to list. \$28K Please

Contact for more info 403-771-2886

O1

SHINY PARTS



*Photo by: Brian Fordyce of
Wildroses Photo, Red Deer Alberta
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*Model: Zoie Roy of Calgary Alberta,
Canada*

*Car courtesy of Shaun Simpson,
Red Deer Alberta Canada*



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69 Acadian blown SBC , turbo 400 , trans brake 3500 stall , Ford 9in 538s , Strange axels lots more, car is getting painted can be bought at any stage..when its painted price goes up no it's not rusted out it's a solid car , car is set up as a race car pair of race buckets is all that's inside it no other interior, have BC Reggie can be put on the street with a little work .serious buyers only.\$21,500.00
CALL 250-612-2819

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



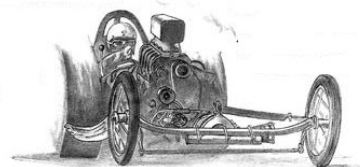
1968 Pro Street Camaro, Car come with BC Registration and paperwork . Certified 7.50 NHRA legal chassis, Best ET of 8.29 sec on a mild tune and still has lots of potential. Proven track and street reliability. Car come with 4 more Induction Solution tunes and is capable of mid 7 sec passes. 600 cid BBC 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
Please contact Steve at 604-617-4310

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
CALL 204-856-3533

m1





Twister! Own a piece of History..1930 Model A coupe. Old hot rod from the 60's. Not chopped but is channeled 6" over the frame. Body is decent for the year. Has doors, deck lid and windshield frame. I have all the garnish mouldings as well. Comes with extra frame and fibreglass fenders, grill, all the old suspension parts, rearend etc. Lots of parts. Package deal \$8500. Located in Rosetown Sk. Call 306-831-7563



1955 Pontiac Coupe · Driven 123,456 kilometers, Rare Laurentian two door coupe in impressive condition. Updated stock looking interior, am/fm 8 track. Rebuilt heater box with new core. 261 six cylinder standard on the column. Good glass. Electric wipers and gangster whitewalls on powder coat rims. Runs and drives good. Open to trade.

Keith. 403-714-5845. Calgary Alberta

J1



1956 Ford Courier sedan delivery fresh 302 with rebuilt C4 . New rear gears and bearings New Borgenson power steering box . Granada front discs . All new front suspension A comfortable and fun car to drive . Lots of pictures available taken during the build documenting work done Serious inquiries only . Kindersley ,Sask. \$30,000 call 306-460-9590 J2

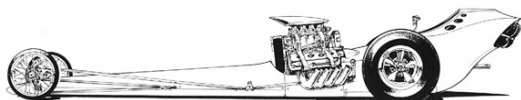
1964 Falcon not GT, 347 SBF, C4, Street strip car. Lots of go fast parts and mods. PM for more info. \$15,000 Prince George B.C. 250-703-3596 J2



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 soild roller cam. Pro roller roller cam. MSD Programmable Digital 7 Ignition, Pro Systems 4150 Carb, Reid powerglide 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

SOLD

**SELL IT
HERE!!**



NHRA created the Pro Comp class in late 1973; I was 12 years old. At that time, my dad owned half of the Pacemaker top fuel dragster with Ron Hodgson, and they were racing it regularly at Edmonton Speedway, Shepard Raceway in Calgary, Saskatoon, Spokane, Seattle and Montreal.

My dad was already letting me build the cylinder heads, and I helped a lot at the track. Within a few years I was helping out even more, my dad actually mentioned that he might put me in the dragster for a warm-up; I was excited about doing a push start. A few years later I was glad it never happened as I had no idea what I would be getting myself into. Near the end of 1975 I told my dad I would like to drive the dragster when I turned 16. That got the wheels turning.

1976 was our last year with the fuel car. We got lost with the tuneup and were burning up parts every run. I remember we went to the old Mission track with Mark Danekas and one of his brand new 871 blowers; man we torched a lot of aluminum! Looking back, we had no idea that we needed bigger fuel pumps. Later that year, in Seattle, we couldn't even get to half track without torching everything.

Our valve springs were covered in rusty condensation too, I never figured that one out. That's not to say that we didn't have our successes. Our driver Maynard beat Graham Light, Gary Beck and Terry Capp all in the same day to win the Winston points race in Winnipeg in our first year.

In April of '77 I would turn 16. I didn't really know what my dad had in mind for me, but I knew something was going on. One day, in the Pacemaker Automotive shop, my dad had the dragster up on a hoist, and was hacksawing the chassis just in front of the motor. Just then a shocked Ron Hodgson walked in, and asked what was going on. My dad replied "I'm dissolving the partnership, this is your half!"

I have to believe that Ron and George had already talked about me driving the car, Ron just didn't know it would require major surgery. My dad was extending the back half of the car so a 3 speed Lenco would fit. He bought a set of Hilborn injector stacks to set on top of the old fuel hemi, we were going to run it on gas so my learning curve wasn't so steep.

I got my drivers license on my Birthday, then got ready to try the dragster out.

Gordie Bonin was mentoring me, and even gave me one of his burned up Bubble Up fire suits. I was pretty cocky, thinking it would be easy. Boy, was I wrong! We had a crower glide, but I was going to use the pedal to leave at high rpms. I was told to pre-stage, then put the gas pedal to the floor when I lit the second bulb. The clutch pedal pushed back with tremendous force, I could barely hold it, then I let it snap back when the amber flashed.



My stomach went up in my throat as the car lurched forward, I had only moved 60 feet, coasting through with a 13 second run. Scariest moment of my life, I just wanted to run away. It took my dad an hour to talk me into getting into the car again, promising that I would get used to it. He was right, but it sure wasn't as easy as I thought it would be.

After a few weekends of practice, I started racing against the other guys, and did ok, but I really hated the full tree. I had lots of red lights. By the end of the first season I had made lots of runs, and was getting bored running 8 seconds. I think my dad had his eye on the pro comp class the whole time, an 871 blower was on the shelf ready for 1978.

We went to Shepard Raceway in May to license in the AA/DA class, and was told by the track owner, Gene McMahon, that we could license, but we couldn't make any singles. He had an odd number of cars in his alcohol funny car field, so I would be racing one of them each time.

My first round opponent was Chuck Byrd. I had never driven a blown car before, and was shocked how much power I had in the burnout.

Backing up, I knew this was going to be a rush. I still wasn't ready for it though, the car launched real hard, the feeling was almost like the first run I made one year earlier. The difference though, was that it didn't scare me, it was more impressive than anything else.

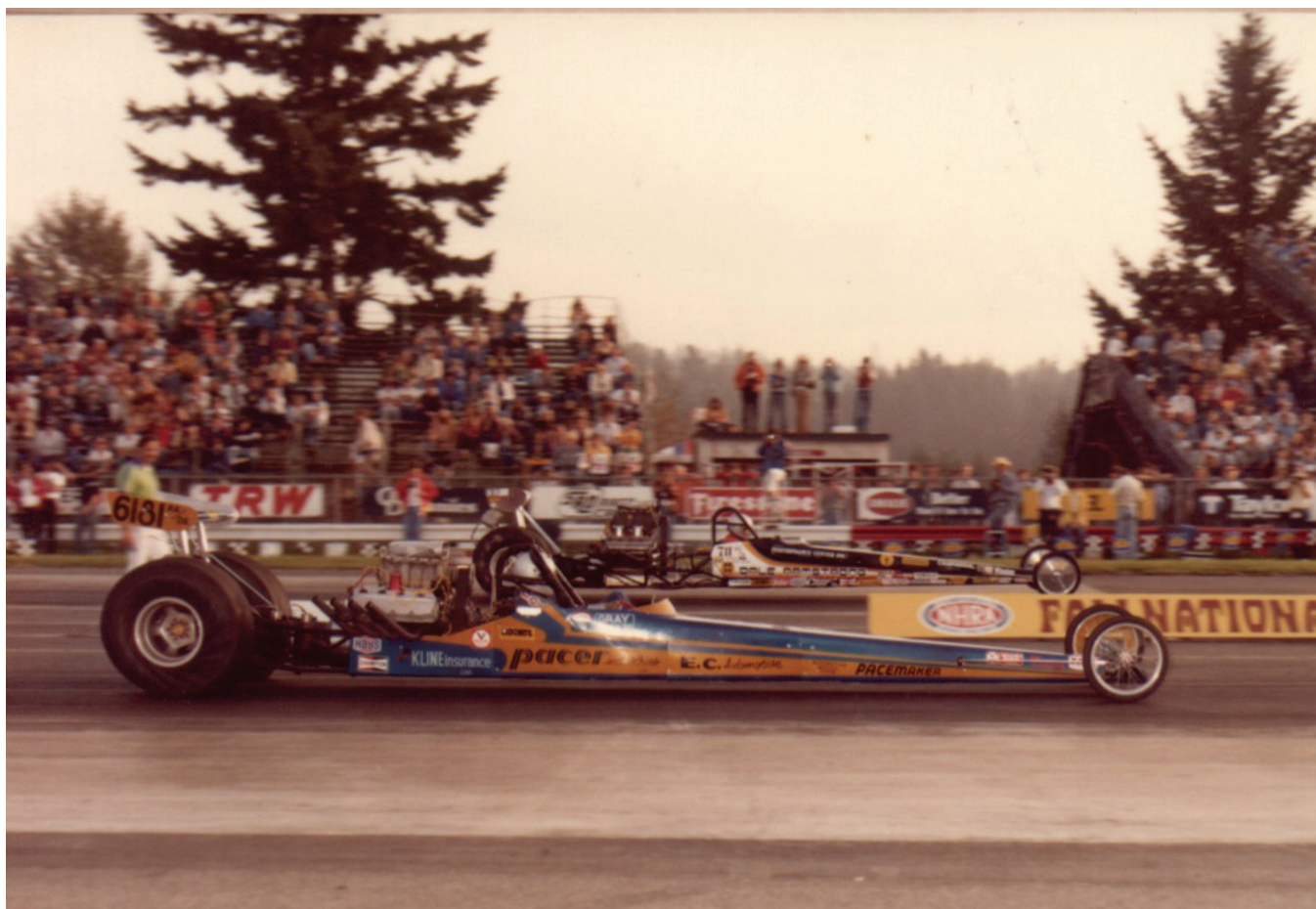
My brain hadn't caught up to the acceleration, but I somehow managed to punch second gear, then third. With my fingers barely holding onto the steering yoke, I saw the finish line coming. Suddenly the back end washed out on me, I was sideways at 200 mph. Somehow I saved it, or the car saved itself, and I got the chute out. That was lucky. I won the race with a 7.39 second pass. We figured out that the rear wing was not set up for that kind of speed, it was an easy fix. I made 2 more runs and got my license, Les Davenport and Chuck Byrd signed off on it.

The summer flew by. I raced a lot in Edmonton and Calgary, got to the semi finals at the AHRA World

Finals in Spokane, and even qualified at the Fall Nationals in Seattle. Pro Comp was so cool, I got to run funny cars, dragsters and altered. First round I was able to get around Steve McGee with my first ever 6 second run. I wasn't so lucky second round though, I had drawn the formidable Dale Armstrong. He set a new National Record against me with a 6.55. My personal best got bumped to 6.92 though, so I was pretty happy.

We didn't have the best stuff, but we made it work, something that me, my dad, Troy and Nathan still do today. The road trips were fun, has and hotels were cheap, and the car was pretty low maintenance. The best part was the friends we made along the way, something we took for granted at the time, but is absolutely Golden now that I am 60 years old.

Ken



Z/28 Hood with non-functional cowl induction scoop. (Later '70s.) In good condition. \$200. Firm as shown. Reply by PHONE CALL if interested. 403-343-6377 a2

1975 GMC sprint front clip both doors with glass tailgate and front bumper in fair shape 650. OBO text or call 306 630 9188

67/68 Mustang rocker panels new. \$100. 68 fastback rear seat upholstery new \$100. Cobra air breather fits 4150s. \$50. Open to offers for stuff. Leduc County. 780 818 7894 A2

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. Justin 403-478-2886 s1

Complete Muncie 4 speed shifter for 68-72 chevelle. Bought new than sold the car. \$350, 1-306-662-8221 J3

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

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

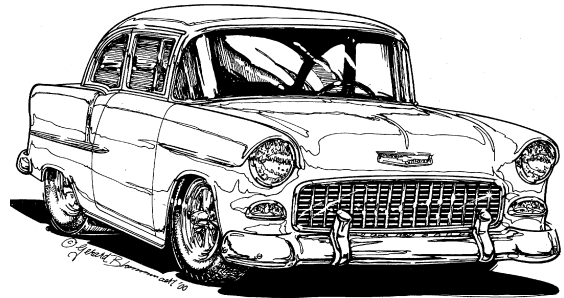
SBD rocker shafts and rocker arms \$50 SBD stock valve covers \$15 Stock SBD exhaust manifolds these I think are off a early 90s truck. Right side casting #005306618 and left side 005306619 \$30 for the pair 403-815-4767 J2

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

66-67 Vette grille. Excellent used condition. GM issue. Just the grille available. No trades.\$500, 250-309-0157 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

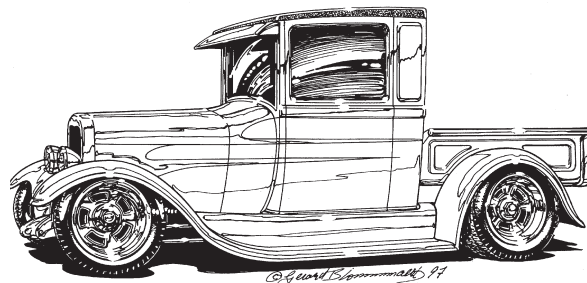
2014 52 foot gooseneck tri axle with 2 viewing on right side , 8000 pound axles, hydraulic jacks , no rust no winter use , top viewing deck with aluminum railings couple small little blemishes on trailer (SMALL) tows beautifully 705 698 0954 for more pics 29,000 located in Sudbury Ont F2



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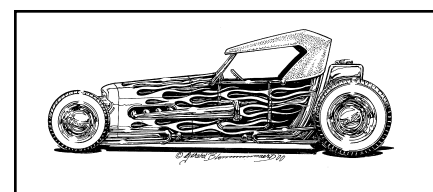
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