

# QUICK TIMES

25th  
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APRIL 2022  
Volume 27, Issue 4

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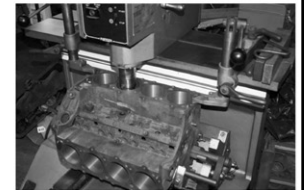
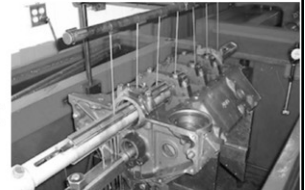
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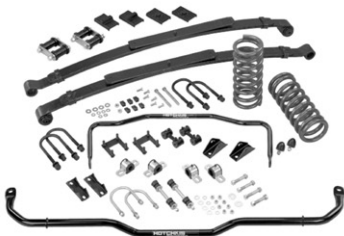
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## NHRA Lucas Oil Drag Racing Series Top Alcohol Dragster driver Jasmine Salinas walked away with her first national event win at Gatornationals

One of the most iconic races on the NHRA tour. Due to a weekend of inclement weather, sportsman racing wrapped up on Monday, but that did not deter J. Salinas. Nor did she let a little tire shake stand in her way as she pedaled her way down the track to secure her win.

J. Salinas faced challenging pairings in each round of eliminations but her Scrapers Racing Dragster remained consistent time and time again. She powered her way to the final round with wins against Megan Smith, Tom Fox Jr. and Karen Stalba. Leaving the starting line with a stellar reaction time of .028-seconds, she defeated Julie Nataas in the finals with a pass of 5.598-seconds at 271.02 MPH.

"If there was one national event that I wanted to win, the Gatornationals at Gainesville was it," said J. Salinas. "This track has had so many monumental moments for me: my licensing in Super Comp, my first national event race, my crash in Gainesville in 2021, and now, my first national event win just one year later.

"I want to thank Scrapers Racing, Pep Boys and Valley Services. I'm grateful for Pops (Rich McPhillips Sr.), Richie McPhillips Jr., Andrew Waits, Chris Kirvan, Chris Foster and Jared Parker. These guys gave me a consistent car all weekend and we took each round one run at a time. I'm proud to be a part of this team and get some redemption from last year's race here."

In the NHRA Camping World Drag Racing Series, Top Fuel driver Mike Salinas was thrilled to debut a new Pep Boys livery on his car this weekend. He powered his way to the semi-finals in his 11,000-horsepower Scrapers Racing Dragster defeating Krista Baldwin and Doug Kalitta before facing off with No. 1 qualifier Tripp Tatum in the semis. M. Salinas smoked the tires, giving the win to Tatum, who went on to win the entire event.

In an exciting opening round, M. Salinas won the first round of the Pep Boys NHRA Top Fuel Call Out specialty event on Saturday by defeating Shawn Langdon with a powerful pass of 3.709 at 332.10. Due to inclement weather, the final two rounds of the \$80,000-to-win race will be completed at the prestigious Dodge Power Brokers U.S. Nationals at Lucas Oil



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Indianapolis Raceway Park in September.

Fellow first-round winner Brittany Force, who had low ET of the round, will choose her semifinals opponent at that time. The other drivers still in the mix are Steve Torrence and Justin Ashley.

"This race was special for me in so many ways, especially getting to see my daughter in the winners circle," said M. Salinas. "It was also an honor to have Pep Boys on the side of my car during the Pep Boys NHRA Top Fuel Call Out.

To get the first round win in an event that's never been done before in NHRA - those are the milestone moments we love. This is definitely a Gatornationals we will never forget. I'm so grateful to share it with everyone at Scrapers Racing."

**www.quick-times.com**

# March Meet

Doug Adams

Greetings Quick-Timers! I'm back at the ranch after a great weekend of racing at the 64th annual Good Vibrations Motorsports March Meet at Famoso Dragstrip. It was nice to be back at the March Meet after sitting out last year. I wish I could say it was business as usual but, for this event I was flying solo, just me! My buddy Rab wasn't going to sell memorabilia, the guys from Canada didn't come down, it was just weird. With that said, the show must go on! There were cars to photograph!

As you may know Mother Nature can be a little cranky this time of year in California. Well, I can tell you this year was no exception, she was having one of those roller coaster weekends.

As I was leaving work on the Wednesday before the race my manager was standing outside talking to a couple guys. He looked at me and said "Well, eighty percent chance of rain for the weekend". I just said, yeah right! It was unseasonably warm especially at work, where it's rarely warm and sunny. That comment stuck in the back of my head as I left for the track Thursday morning, under clear skies.

At the track it was a nice crisp morning but it was warming up and the first cars were set to hit the quarter mile at 8:30, which they did. All classes were slated to run on Thursday but it was an open test day for the nitro cars. When they had enough nitro cars in the lanes they would pair them up and fit them in. The whole day everybody was talking about the rain for Friday. I looked at the blue sky and thought they were crazy.

I was standing there in close to 80 degree weather, wearing a t-shirt and they are talking cold a rainy for Friday!

A final peek out the window before I went to bed and it was still clear and dry.

When Friday morning rolled around it was a different story, cold and wet! I still got up and got ready, figuring that it takes several hours to dry the track so I could head over to Milt's and have a nice breakfast, which I did.

At the track we waited it out and things were ready to go by 1:30. The silver lining on the cloudy day was that the abbreviated Friday schedule was perfect, all nitro! The only cars to hit the track on Friday were Top Fuel, Funny Car and Fuel Altered, who could ask for anything more!

Things were looking better for Saturday. Although the skies were dark and cloudy, the wet stuff was supposed to stay away for most of the day. If the wet stuff did come it probably would have been snow because it was cold and windy. Saturday turned out to be a full show everybody ran and the wet stuff stayed away all the way up to qualifying for the Nitro Pro Comp class. Eily Stafford was set to make her first run in a rear motor top fuel car but was shut off when the sky opened-up. That was about 4 in the afternoon.

I went back to my truck to thaw out and actually fell asleep with the truck running and the heat blasting. The next thing I know, I was hearing nitro cars fire up.





# March Meet

Doug Adams

Either it didn't rain much or I slept for awhile. Actually, it was all for nothing as the track had become cold and racing had been called for the night. Because of the delay the first round of Funny Car eliminator was moved to Sunday.

Sunday greeted us with blue skies, sunshine, puffy white clouds and a full slate of racing. It was time to crown some champions!

Starting with the fuel classes, eight cars qualified for the Nostalgia Top Fuel field. The story of the class was Bret Williamson returning to the seat of Mike Fullers Forever Young car. Bret qualified in the number one spot and raced past Brendan Murray, Tyler Hilton and Jim Murphy on his way to the winners circle. Murphy cut a better light, went faster but lost by four hundredths at the stripe.

Nostalgia Funny Car was a mix of the usual suspects and a little heartbreak. Cory Mac made his NFC debut sporting a throw back paint scheme to his Top Fueler of the '80s, on his Firebird flopper. Cory struggled and didn't make the show but it was nice to see him back at the track.

Another Firebird pilot was flying high all the way through the semi-finals. Jeff Monise had his bird rolling as he took out Tim Boychuck, Rian Kono and Cory Lee on his way to a final round match-up against the class of the field Bobby Cottrell. The final was over before the engines even fired as Monise

couldn't make the call, setting the stage for Cottrell to take the win simply by taking the green light.

In Fuel Altered Dan Hix qualified number one in the eight car field. Hix had his car dialed in on the 6.0 index running a 6.0 in the first round to beat Johnny West. Hix rode the wave all the way to the final where he faced Mark Whynaught. Hix went up in smoke early but pedaled it to pass a broken Whynaught enroute to the win.

Junior Fuel and A-Fuel were dominated by class stalwarts Matt Baldanado in Junior Fuel and Kin Bates Sr in A-Fuel both taking home yet another March Meet trophy.

Lyle Greenberg drove his beautiful Cone Hunter Corvette Funny Car to victory in Nitro Pro Comp running on a 5.90 index

Well gang, that's going to wrap it up from here. Enjoy the photos of the winners from the fuel classes and a selection of my favorites from the weekend.

I'll see you next month with more from the March Meet and whatever pops-up between now and then.

*Doug*



# March Meet

Doug Adams





# March Meet

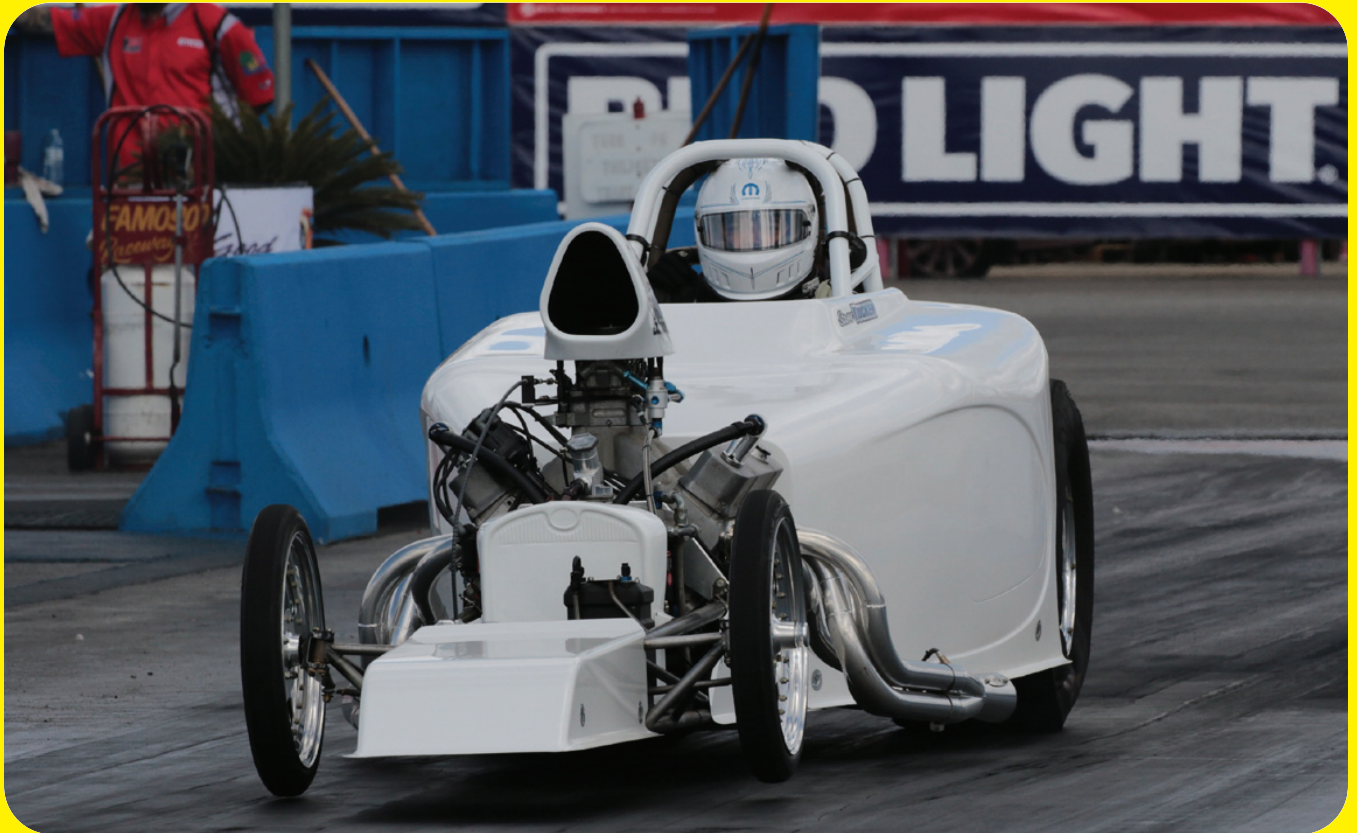
Doug Adams





# March Meet

Doug Adams

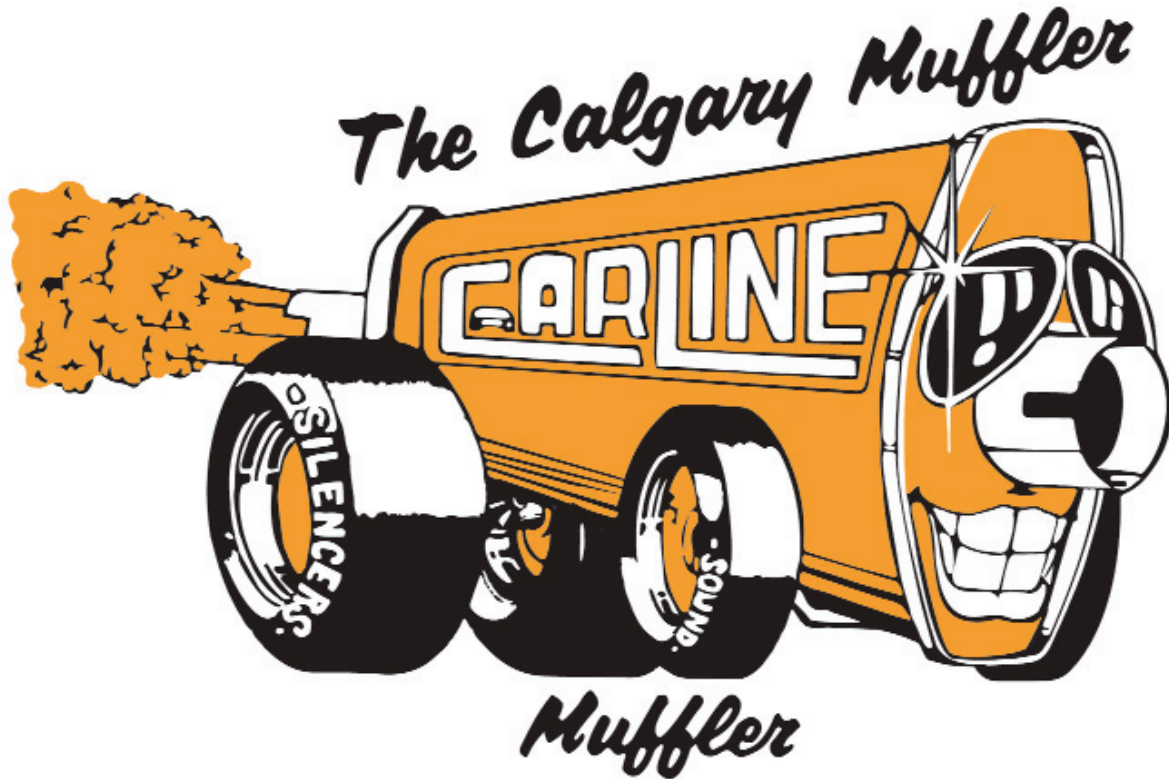




# March Meet

Doug Adams





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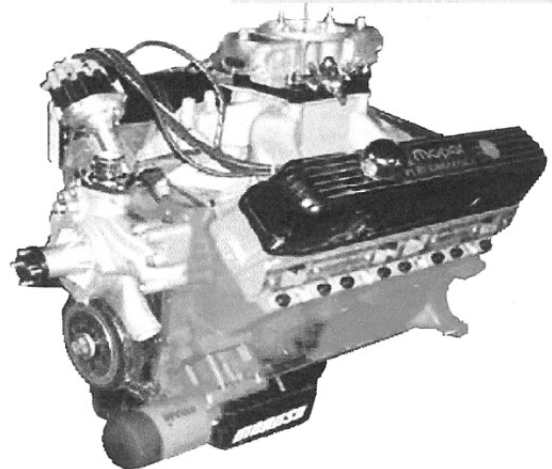
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# March Meet

Doug Adams



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A1

Brian Richie build. 582 BBC nitrous engine. 1000hp NA 1600HP with bottle. Carillo rods. Callies Crank. AFR 355 heads. TD shaft rockers never run on. Jessel belt drive. Engine has 60 passes on freshen up. \$16,500 Call or text Andy 604 329 6147

A1

**Fresh 584.** Dart Big M 9.800 deck. Callies crank. Manley steel rods. J.E.Piston. Total Seal rings. Comp roller. Isky .904 lifters. Jessel belt drive. Moroso billet pump. Profiler 174X heads. Jessel shaft rockers. Profiler Sniper intake. 3 dyno pulls only. Engine will be in Pomona at the Winter Nationals and in Phoenix for the Nationals. Also will have it in Vegas after the Phoenix races. \$16,500.00usd call 503-539-7239

M1

**383 stroker,** pro comp aluminum 2.02 1.60 65cc heads. Scorpion 1.6 rockers with girdles. Full roller hydraulic cam. Was fully built in 2018 and just finished a refresh. Safe estimate at 500hp, 11-1 compression, was in a mud drag truck and would be absolutely amazing in a street car. Located in Grande Prairie. 6200.00 call 780-402-4590

M1

**1968 440** big block and a factory steel crank and new Clevite bearings. Recently disassembled and cleaned. The Block has approx 50 1/4 mile runs on it since last machined. Block comes with main caps and arp main studs (not in pictures) There are no numbers on the pad area. Crank is not pictured, it was just recently polished and is wrapped up. Block is bored 30 over and the crank has been ground at 10 under. Includes new clevite performance rod, main and cam bearings. Was about to do a fresh build but decided to go a different direction. 1800.00 Call or text Shawn at (780) 200-9827

M1

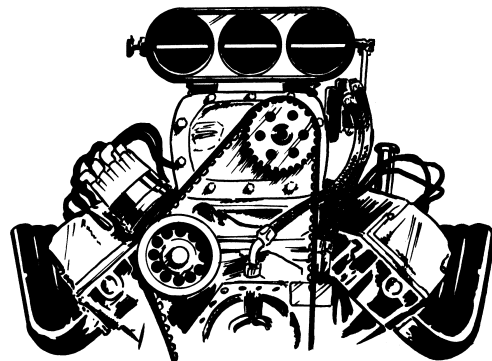
**BAE 483"** 8X motor 26 runs on crank, rods, pistons and lifters. -BAE short deck block has 2 windows and saddles on all 5 mains. All repairs done at BAE. -GRP rods-JE 4.467" pistons -Windberg 3.85" splined crank-Brad 8x heads with Victory titanium and exhaust valves, Manley springs, keepers, retainers and lash caps. -comp cams 54mm turbo camshaft-ATI Balancer -BAE .904 lifters, -RCD gear drive-RCD fuel pump extension with fuel pump drive-RCD splined degree wheel -Williams 4 stage dry sump oil pan, \$26000USD call 604-761-1051

F1

**644 Aluminum** with a Donovan 10.700 block with .400 raised cam and bushed lifter bores.. Callies crank and Callies Ultra steel rods. Diamond pistons. Total seal rings. Brodix 1803 Big Duke heads with 2.450/1.850 valves. Pac 1350 springs. Comp 60mm Roller cam 4/7 swap. Isky .937 lifters. Double tapered pushrods with DLC Coated tips. Jessel belt drive. Jessel upgrade steel rocker arms. Edelbrock intake. ATI balancer. Moroso billet oil pump. Aluminum oil pan. 65 runs since freshed. This dyno'ed at 1254hp @ 980lb ft. Ran 4.37-4.40 in my dragster and went 7.0's in Vegas. Make me an offer, the worst that could happen is that i say no. 503-539-7239 F1

**383 Chevy stroker.** Aftermarket GM Goodwrench block, cast crank, eagle rods, KB claimer pistons, Hastings performance rings. 10.4:1 compression. comp XE274 cam, patriot 180cc aluminum heads. ARP Head and Rod bolts. Edelbrock performer intake. Comes with external balance flexplate. Looking for \$5800 Call or text 780-729-3529 J1

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Paxton centrifical blower SN2000 No Play, tight. Bracket to bolt on the small block ford, 302, 5.0. Was going to use on my foxbody Mustang, but plans changed. 403-630-1604 J1

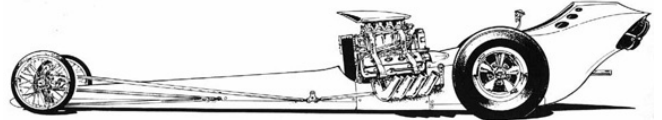
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Profiler Hitman 10.200 rectangle port tunnel ram. Comes with a dual and single top. Pair of like new Gary Williams 1200cfm carbs. Also has a pair of Anti Reversion plates. I will have it in Pomona for the Winter Nationals. Then it will be in Phoenix for both the Nationals and Divisional races. After the Phoenix races i will have it in Vegas for the Fling and Divisional races. \$3800 usd call 503-539-7239 M1

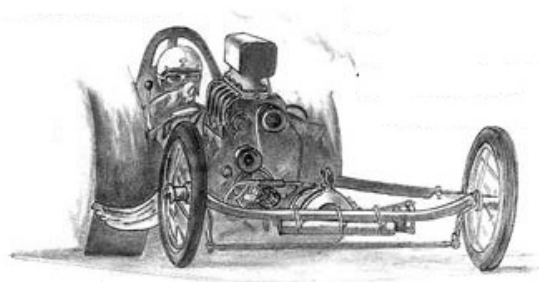
Crane hyd roller sbc cam .509/.528 lift \$300-crate zz6 hyd roller sbc cam \$300-gm performance flat tappet cam out of a 406ci sbc \$150-gm performance forged steel crank in new cond only 5 hrs run time out of a zz6 crate engine \$850-gmpp 880 Sbc blocks 4 bolt mains, one piece rear seal, ones .030 and the other is .040 over asking \$450 each-remote dual oil filter 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 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 - All the prices are obo so don't be shy make me an offer! Trying to make room in garage! (867) 875-7088

WANTED: headers for a 1968 ford galaxie . they must be for a ford FE motor. long tube or shorties will be okay. the heads are the 2 bolt style. phone or text to 403-346-2287

(2) F1X prochargers for sale  
1st one is just head unit, came off a BBC, supercharger store gear drive. Unit has HD clamp style ferrule welded to volute. Come with bellmouth. Unit was run 2017, 2018, 2019. Half a dozen 1/8 passes in 2020. It has not been sent back to procharger but works just fine. Asking \$3500 USD or \$4500CDN, 2nd one is a side slinger from a BBC dragster. Includes everything Except fuel system. NO carb, No pump, No regulator and no hat. Comes with all mounts and piping. Blow off valve, scoop tray, 3 belts (one is brand new), two crank pulleys (73,77), four blower pulleys (46,48,50,54), mandrel and fuel pump drive. Asking \$5500 USD or \$7100 CDN. I am willing to help with shipping. Unit was run 2017, 2018, 2019 and was sent back December 2019 for freshening. Has half a dozen 1/8 passes in 2020.

Phone (204)793-8712

N1



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	<table border="0"> <tr> <td> <b>New Replacement Panels</b>                      Trucks, Cars, Exotics &amp; Imports                      Hoods, Lights, Grills,                      Fenders, Doors, Door                      Handles, Box Sides, Tailgates,                      Rust Repair Panels, Carpet                 </td> <td> <b>Alsa Exotic Finishes</b>                      Candy Concentrates,                      Ghost Chrome, MirraChrome,                      Prizmacoat, Crazer, Crystal                      FX, Mystic Spectra FX,                      Eclipse, Flakes                 </td> </tr> </table>	<b>New Replacement Panels</b> Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet
<b>New Replacement Panels</b> Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet	<b>Alsa Exotic Finishes</b> Candy Concentrates, Ghost Chrome, MirraChrome, Prizmacoat, Crazer, Crystal FX, Mystic Spectra FX, Eclipse, Flakes	
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Super T-10, 2nd design 74-82, 26 spline input, 32 spline T400 type output, 2.64, 1.61, 1.23, 1, gear ratios. Very nice, very clean, can open up for inspection. \$950 obo, John 204-981-4026 A1

A set of 8 polished aluminum injector bells/velocity stacks. Brand new, never used From Alkydigger. 3" id x 4-1/2" tall. These are 45\$ us each from Alkydigger. \$300 for the set. In Chetwynd Will ship 250-788-6098 A1

454 4 bolt main block. 2 piece rear seal fully race prepared. .030 cam bearings installed. 403-559-8287 A1

Selling 4, 15lb cold fusion nitrous bottles. Each bottle comes with gauge and blow down fitting. Asking \$260 each. Better deal if more are bought. Located in Innisfail 403-559-9359 A1

Edelbrock Performer 289 Good condition. All holes and passages look good. \$200. 2: Holley Street Dominator. Good condition. Missing the EGR block-off plate. \$200. CALL to 403-341-3708 F1

Big Block Dodge Headers, 5320-1hkr, 2-1/8 tubes, they are ceramic coated and they are adjustable. As new, just out of box, Shane 780-777-9876 F1

Crank is from a 327, casting number 2680. Another is from a 283, casting number 3876764. Both are forged, both are small journal from the 60's, and would probably need polishing. \$150 each. Located in Oliver BC 1-250-502-4297 F1

Brand new 5"Autometer speedo and and 5 " tach with shift light. 2 5/8 water,oil,volt and fuel gauge.. New in boxes except tach. 780-933-7697 F1

Have a set of strange brakes for gm. Part number B1718wc Pretty much brand new only 12 1/8 mile passes on them Fit gm housing ends \$700 call 780-690-5416 F1

Fresh 4180E 4x with stock Gm converter and tranny cooler c/w lines and fan .IDIDIT paddle shifter steering wheel and steering column. Complete with TCI controller Fast EZ TCU with all cables plus a Haywire E series wiring harness. c/w keyed ignition.dimmer switch and headlite switch Package price only \$5200 .used less than 6months as it was in a antique car.>>>> MAKE ME AN OFFER<<<<< 780 910 2843 J1

Eagle 3.75" stroke 4340 forged crankshaft. 2 piece

rear seal. ESP coated, polished std/std. Internal Balance. Eagle 4340 6.00" H beam connecting rods. Everything is in great condition. \$1100 CAD (\$850USD)778 840 3832 J1

15x7 wire wheels\$300, Gm a body poly kit, 300\$, 12 stainless rearend lunes, rear and front rubber hoses, new, 60\$, A body door panel fuzzy, 1 front, 2 rear \$30, B&M z gate new, \$200, Moroso gold SBC, \$200, Mr gasket vertical gate shifter, Muncie/t10 mount, \$500, Trans cooler 30, Carter 500 CFM core \$75, Weld pro stars with tires, 15x4 & 15x10, Chevy front, ford rear, \$1000, Aluminum Daisy wheels with protracs, 15x10 & 14x7 \$700, 13 circuit wiring harness \$300, Th350, works \$150, Heads from a 350 worked good, dirty from valve cover leak, nothing special, \$100, A body rear control bushings, \$100 each, A body, tie rod, ball joints and upper control arm bushing and arm \$150, B&m mega shifter with cable, \$75 each, Castlegar, 250-687-1563 Large Hans restraint expired needs recert- 600.00, East coast 12V Alt 55 amp -100.00 Aeromotive A2000 Fuel pump- 350.00, Msd cap new bbc/sbc - 30.00 All prices are Canadian Call or Text 780.903.9621 D1

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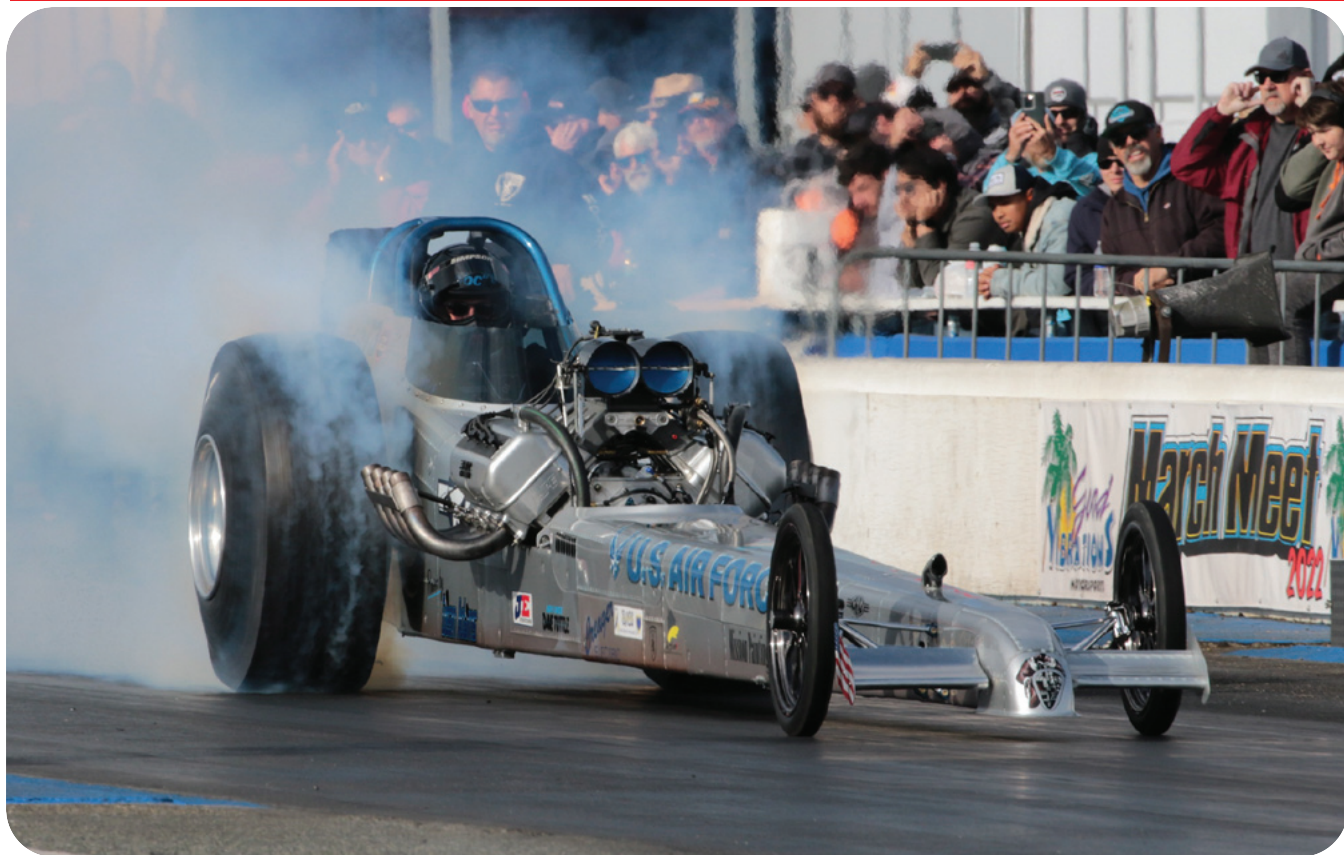
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Blower stuff-Anodized Black - High-Flow Ram Adapter is specifically engineered to ram the air/fuel into your blower system resulting in more horsepower and higher air/fuel volume. Height is 2in tall and moves carbs or injector 3in forward. Machined for 4 fuel injection nozzle bodies on each side. Accepts carb adaptor plate or Enderle/ Hilborn injector hats. Machined for o-ring and includes mounting bolts. brand new will take 400.00 canadian also have a few assorted spacers from 100, call Don 403.872.0250 F1

Got a few fire bottles for sale, 10 lb Cold fire full.....\$450.00 10 lb Cold fire, empty....\$275.00 10 lb Phoenix bottle full.....\$250.00, 5 lb Simpson empty....\$125.00 several hold down brackets also for sale Call Don 403.872.0250 F1

Trick flow Street Heat Intake w/phenolic spacer \$600 could include billet fuel rails, regulator, 42lb blue giant injectors and 75mm BBK throttle body for extra \$\$\$ please PM 80mm Pro M Mass Air for 42lb injectors \$150 BRAND NEW Ford Motorsport Spark Plug Wires Never Used w/ MSD looms \$100 Aluminum fabricated valve covers \$100 Sealed power Teflon coated flat top pistons w/rings brand new \$300 call 403-307-6416

Powermaster Alternator kit for BBC, snug mount, Internal Regulator, 100 Amp, Black, Chevy, Big Block, V8, brand new \$400, also an 830 Quick Fuel double pumper for \$550. Nice shape, call Don at 403.872.0250 F1

Weld Alumastar Liner wheels with solid Center. 16x16, 6"BS, 5x5 Includes current SFI 15.3 decals dated. Feb/21 Includes valve stems Bought new last year. 4 runs on wheels in excellent condition, one wheel has small scratch near outer bead. \$2100 USD FIRM, Plus shipping call 604-761-1041

I have a new, in the box Pete Jackson Gear Drive for sale. This is the regular (quiet) unit. Fits Gen 4 BBC .

Part number 427-5C. \$175, The price is firm. 403-862-8555 Ted F1

Front brake kit is designed for cars under 2400lbs. Ideal for: Funny Cars, Alters and other lightweight drag cars with direct spindle (anglia/ PS style) mount front wheels. Solid lightweight drilled rotors, billet aluminum calipers, mounting brackets and rotor mounting hats. Asking \$600 these are new call Don 403.872.0250 F1

1969/70 Muncie 4speed, 2.54 low gear, new synchro assembly's, 1,2,3,4, cluster, rev idler, counter pin/rev idler shaft/speedo gears/speedo bullet & drive gear, max load brgs/seals/bsgs, front collar, hd spring/front nut, etc and much more . Vapor blasted cases/tail-housing etc. service dated case, no vin or assembly stamp. \$1800 out rite or \$1300 exchange with non exploded Muncie or Borg ST10 core. Mike 403-607-5990 J1

Ls Msd Edlebrock intake cathedral port holly 650 air cleaner throttle brackets harness carter fuel pump misc oil coolant adapter fittings everything has a few 1000kms on it all like new ready to carb swap a ls 1500 obo pick up Lethbridge 587-257-3887 J1

Holley Gen 3 1475 Dominator Part# 80910. \$1900, Holley Max Jet kit \$ BRE15703. \$300 Magnafuel Regulator. Part# 9833 BLK. \$250, Magnafuel 4500 regulator bracket. Part # MP 944500 \$50.00 Wilson Manifold shear plate Part# WIs525235. \$180 Edelbrock Intake manifold 12degree. 9.8 short deck with 2 1' spacers, Intake is powder coated black \$700 Located in Okotoks AB Please let me know if you have any questions Mike 403-771-2886. D1

Ls Msd Edlebrock intake cathedral port holly 650 air cleaner throttle brackets harness carter fuel pump misc oil coolant adapter fittings everything has a few 1000kms on it all like new ready to carb swap a ls 1500 obo call 587-257-3887 D1

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Cleaning out some shelves and came across a box of new, unused rods! Venolia "Tor-Cam" aluminum hemi connecting rods, brand new, from several seasons ago. Qty 4@ 7.300 long, Qty 6@ 7.380 long. 1.156"pin. \$500 USD plus shipping for all 10 pcs, or make me an offer!  
n\_sitko@hotmail.com, or call 780-910-7129 A1

15 Simpson Fire suit. Jacket and Pants. XL. Just came back from Simpsons certified 2022. Comes with arm restraints and suspenders. Contact Jeff 780 719-6362 A1

Racepak Sportsman data logger with rpm, pinion speed, voltage and trigger release. Extra fuel pressure module. Nitrous bottle pressure module. Vacuum sensor module. Trans temp module. \$2000, Will not separate. 503-539-7239 A1

TCI turbo 350 Used very little Lokar dip stick. Trans brake and rollerized tailshaft and deep pan and lots more. \$2000 Cell is 587-217-2957 A1

New in box set of chrome BBK headers for 79-95 mustang 5.0 with manual transmission. Will not work with automatic transmissions, only reason selling, they were bought by accident for an auto.1 5/8 primary tubes Asking \$500 call 403-559-9359 A1

1 Pr. Centerline ConVo Pro's 16X16 with a 5 inch back space and a 5 inch bolt circle, Brand new in the box, never had a tire mounted on them, never been bolted to a car \$1500.00 for the pair (708) 288-2879

BBC hooker headers single new \$100 each or trade for a left , Retro Scattershield \$300 BOP Bellhousing \$150, 12 bolt Posi car 2 series needs rebuild \$200, 12 bolt Posi truck 3 series needs rebuild \$200, 12 bolt Posi truck 2 series 17 spline (63-64 c10) used \$300 Moser 35 spline 10 bolt spool new \$180, Strange 10 bolt 3.73 gears new \$200 Super T10 nodular iron main case, stripped input shaft, 3.42 first.parts or rebuild \$500 Yukon 12 bolt axles with c clip eliminators 33 spline 29-7/8

New \$500 pair Moser 12 bolt axles 30 spline 31-7/8 new \$250 pair , Bear's Chev bolt pattern 31 spline 20.5 & 23.5" used \$200 pair, Call or text 7807291252 F1

Early Brad fuel heads 175 Cc chambers have repairs good seats no stripped stud holes. 2 heads + 1 spare 900.00 set of new valve cover studs and nuts included. 1 pair .80copper head gaskets for orings. (Used with these heads). Set of 3 disc stands for 5/8" stud 2.45" long barrels. Feet are all titanium, 4 barrels titanium and 2 steel. Plus 6, 2.45" small stand barrels. 150.00 Hemi mag drive with assorted parts. 2 empty super mag 5's with one 8 amp capacitor. 200.00. All prices USD + shipping. Dale 403-877-1364 F1

Profiler Hitman with both dual and single tops. Powered coated silver. Has 2 Manga Fuel Pro Series shear plates. 2 Gary Williams 1200cfm (wet flowed 1288 each) dominators. Only linkage is lower bell crank. Will sell manifold separately with both tops for 1800.00. Carbs separately for 2k for the pair. This is a 10.200 manifold. 503-539-7239 F1

Ford 9 inch 4.10's new...\$275.00 Ford 3.89 pro gears new...\$325.00 Dana 60 Richmond gears 4.56 used... \$250.00, Dana 4.56 Richmond, new, \$300, Dana 60 gears 4.10 used...\$300.00 Call Don 403.872.0250 F1

Fresh Dana 60 narrowed was meant to go in an a body. Complete setup just weld some spring perches on and you're off to the races. 5.38 gear with a spool, Mark Williams 35 spline axles with 1/2" studs. Housing end to end 45". Axle flange to flange 50". Really need this m'fer gone, will send on a horse and buggy if need be. \$1600 FIRM. Located in Calgary. Call or text Kay 403-909-8576 F1

Garrett Gen II GTX 88mm turbo. In excellent condition with aluminum backing plates. Does not include exhaust housings. Does not include oil feed and drain fittings. Powder coated midnight black. 604-761-1051 Surrey BC \$2800USD or \$5400USD the pair. J1



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**1927 Ford Roadster Race Car** Fiber glass Body NHRA certification 7.50 has all Updates Mild steel Chassis 2x3 frame rails Ladder Bar rear suspension Ford 9 inch nodular case 4.86 to 1 gear Strange axles Strange Double Adjustable Coil Overs Strange rear disc Brakes Pinto/mustang Strange tubular A arm front suspension rack and pinion QA1 Coil overs Small block and big block front plates Big and small block headers Aluminum rad and fan 5 point quick release harness 32x14 rear slicks m/t24x5 15 m/t front tires are new B&M pro stick 2 way C02 throttle controller C02 trans brake solenoid C02 automatic shifter solenoid bottle shutoff 2 C02 10 oz. bottles 421 small block Chevy 950 Holley 4150 Dart SHP iron Block - #31161211 Brodix Aluminum heads - #9991001 Scat crank and rods SRP Pistons - #271064 Canton oil pan - #13-082 Ati Converter 5000 stall Power glide trans turbo splined input shaft with trans brake Car ran 9.90 10.00 all day \$19,000 Helmet and xl fire suit I'm 6'2" 230lbs and gloves and shoes size 10 and arm restrains if buyer needs Moose Jaw, SK call 306-631-6828 A1

fibreglass cowl No rust Very nice newer paint 150hp Nitrous wet system with dedicated fuel cell Line lock Dual battery set up with rear switch Aluminum rad with Electric fan Rack and pinion steering Selling as a roller \$8,500obo Call or text 1-306-460-5528 A1

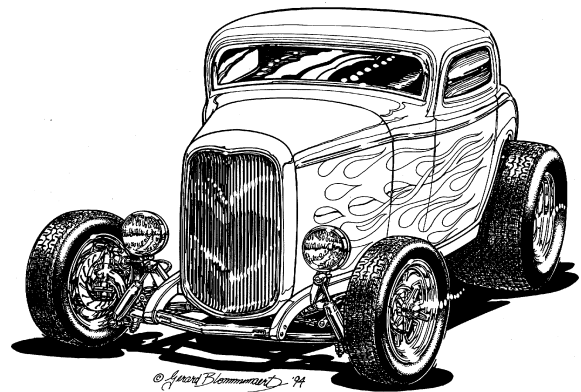


**1942 Willys Pick Up.** ALL STEEL. 354 Hemi with Hotheads parts, beefed up 700R4 tranny with Lokar shifter, 9" diff with 4 link. Dual exhaust system, out the back or uncork the zoomies!! Also has hood to match. Disc brakes, rack and pinion front end. Frame and suspension painted same as truck. Low 11's or just cruise around. \$85k, Call 780-882-7572 A1

**1965 Chevy Nova,** 2 door hardtop, pretty solid and original, original 10 bolt diff, floors are nice, great project car or drag car, everything in the pics is what the car comes with, \$2250 or best offer, located in Camrose 780-781-5493



**1978 Pontiac Phoenix** with a 78 Nova front end. Selling as a Roller Street/strip setup Roll cage w/door swing outs Street legal, Sask plated Nice drive r9" Custom built FAB 9 Strange rearend 4:10 gears Ladder bar rear suspension w/ Strange coilovers True Centerline rims Full Autometer gauges Bolt on 4"







Stainless Exhaust Alterkation Front end rack and pinion Steering 4 wheel willwood power disks Chromoly 8.50 cage fresh cert 3200 lbs 9.0s NA on pump gas in quarter turn key 105,000.USD Don 604-828-0027 F1



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

**85 Shelby Charger** Super Street, Bracket car, Pro street? 2x3 square tube chassis, 8 point cage, Alston tube A arm front end, rack, Strange shocks, back braced ford 9" 33 spline Strange axles, spool, 5.13 gears, nodular center section, Daytona pinion support, 4 link, Avo rear shocks, 4 wheel Aerospace brakes. 5 gal aluminum fuel cell, Holley black fuel pump, B&M shifter, Autometer tach, oil press, water temp, trans temp, vacuum and volt gauges. MSD 6T, soft touch rev control, 2 step, blaster coil. Aluminum rad with shroud and fan, SBC motor and mid plates, coated headers, drive shaft. Cragar super slots Goodyear 14x32 and 26" front runners. 2630 lbs with SBC and glide Best ET 10.01 134 mph 1.41 60 Fts. Have VIN and registration. Great bracket car, needs body work, paint, assembly and to be rewired. \$9,000 Less engine and trans. Serious inquiry only by email herman6885@yahoo.com or call 604-306-9650 F1



**1970 Hemi Cuda' Street Strip** all aluminum 636 Cu in Indy Hemi 950 HP on pump gas ,Stainless Stage 5 Rockers , Dailey Engineering Billet Dry Sump ,Morel Short Travel Hydraulic Roller Lifters , Militia Racing Products billet Cam, Reid Case Pro Mod th400 210 First Gear , 35 Spline Sheet Metal 9 inch, 5 inch

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**1962 Ford Falcon** Gasser race car Setup for BBF and C6, 10 point m/s cage, subframe connectors, Custom fender well headers, MSD digital 6 plus ignition box and coil Calvert racing split mono leaves with caltracs, Competition engineering adjustable shocks at all 4 corners, Speedway motors front axle kit with disc brakes,, Ford 9", spool, 4.10 gears, 35 spline axles from moser with disc brakes, Missing lots of stuff, just ask if you have any questions, Would consider including transmission for right price, Has been 10.30's at 130 mph with a low compression 522 BBF, Small tire car \$15 000 call 204-781-5222 M1



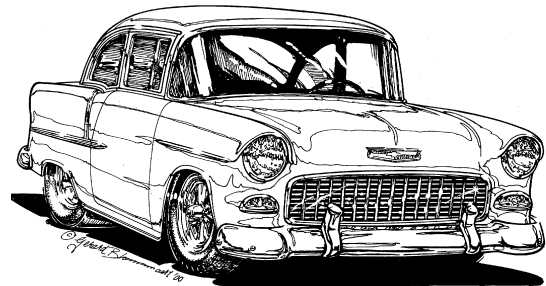
**1970 AAR 'Cuda** Beautiful Sassy Grass Green AAR 'Cuda for sale. Full rotisserie restoration done in 2008. Car will turn heads all day long, wherever it is. This car is all original... all fenders, sheet metal, hood, drivetrain, interior is all original! By original I mean, fully restored but complete numbers matching. Have the original build sheet, this car is the real deal. It is for sale, not on sale. I do not have to sell it, I know it's value and i will not give it away. Before you comment your friends brother had a four door 1974 and it was cheaper, know what you're talking about lol. 340-6 pack engine all original, but rebuilt White leather interior High impact Sassy Grass Green paint Excellent condition and over-restored right back to factory (example, the paint on the top is exactly the same on the bottom!) Serious inquiries only, no low ballers. Can be viewed by appointment only in Lethbridge, AB \$140,000 Can. Call 403-715-9064



**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

**Rust free** 1967 Ford Falcon sport coupe project. 12 point mild steel cage, fuel cell, strange 9 inch disk brakes all 4 corners, Holley fuel system, set up for C6 and big block Ford. Comes with parts car and 503 stroker kit, aluminum motorsports heads and 99% parts for a 750 HP plus big block. Original mint black dash pad. This is a rolling chassis in mock up stages needing to be finished. Way to much to list for parts and pieces. Over 50k invested. Call 780 916 8001 for any questions. I don't need to sell it so... Thanks 28500 obo CND M1



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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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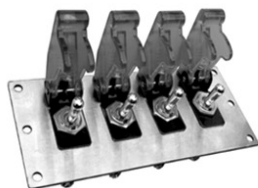


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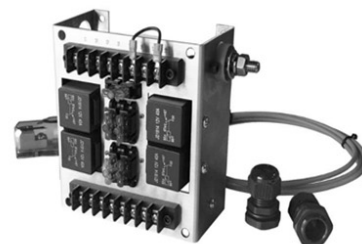
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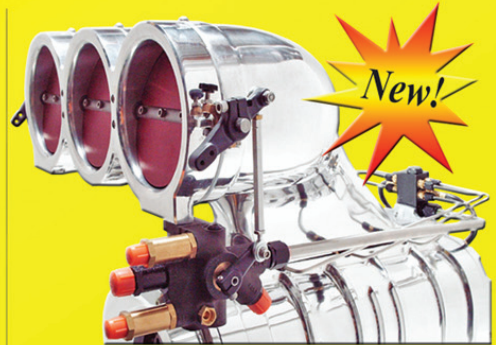
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	750 7.6gpm
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	980 16.3gpm
	1080 18.4gpm
	1190 19.2gpm
	1250 20.2gpm
	1365 22.0gpm



**Large Spur Gear**

AN10 Inlet  
AN16 Outlet

**\$1295**

## Tunnel Ram

**Partial:** from **\$653**  
**Complete:** from **\$1449**

**SBC, BBC & BBF**

*Complete Setups Include:* Polished Hat, Barrel Valve, Fuel Lines, Nozzles & Bodies, Check Valves, Distribution Block & Bypass Pills.



Intake Sold Separate

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1. Fuel Pump 4.5 - 19gpm .... from **\$547**
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M1



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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 Z51**Power: 1005whp/874ft-lbs on Pump Gas, Around 1100whp on C16 (was street tuned) Best 1/4 Mile: 9.65 @143 last year on less



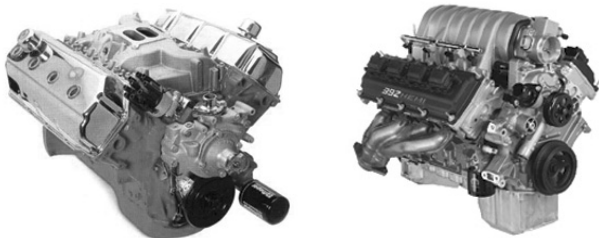
power. Still the 3rd fastest M7 pass worldwide I believe. Should run a 9.4 @146 or faster (at +4K DA) this year but local tracks are closed. Milage: 80K kms/50K miles (Motor has ~800kms) Highlights: -ECS2200R Supercharger with 2.95 & 3.15 Upper Pullies -10 Rib Upgrade -Lingenfelter built 416 motor (Brand 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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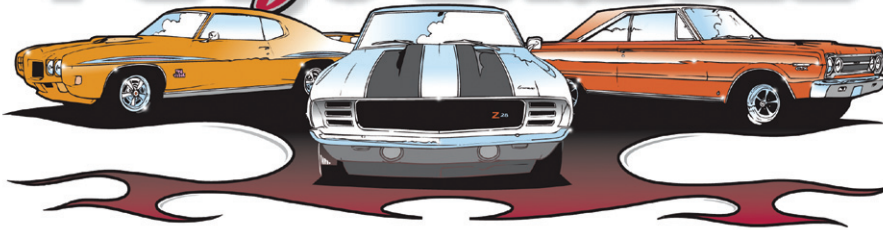
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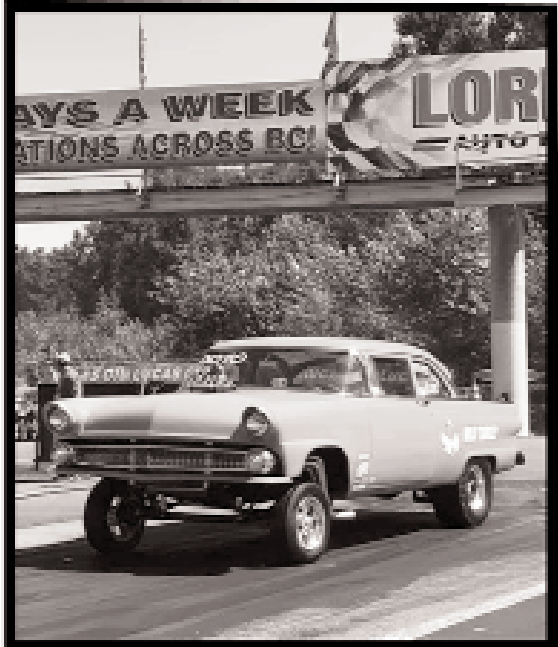
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**Selling a 1968 Gto project**,400 4 speed hideaway headlight car,triple green originally,no motor or tranny, has a complete 69 nose cone/grill assembly, no dash,wiring or glass,have front bucket seats and rear seat from another car,great race car project, floors are mint, body was on a rotisserie resto started,trades considered for Chevy /Gmc 4x4 or \$3500 obo located in Camrose 780-781-5493

J1

**Selling my 65 nova project car**,motor is out,great project to LS swap or 350 4 speed,10 bolt rear diff,5 bolt axles,and disc brake setup to install,car has clutch pedals,bucket seats,all glass is there,some extra chrome trim, has nice trunk lid,rear bumper and tail lights,missing the hood and windshield,not bad at all for rust,original red on red car, came from Lethbridge originally,located in Camrose\$6000,no trades,only selling to fund other projects 780-781-5493

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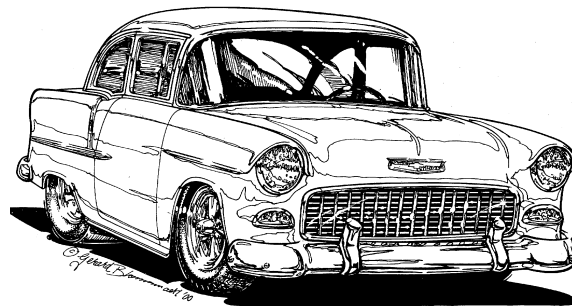
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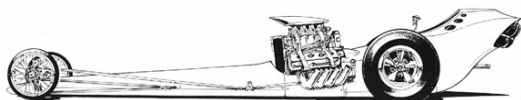


**77 Mustang II**, Frame Up 6.0 cert chassis, 526" TFX, 10.7 Crower clutch, Browell bellhousing, 3 spd B&J trans, fresh Mag 44, flowed Waterman pump, SCS High Helix 14-71, RPM data logger, Jetsize program. Spare 526" TFX long block available. 38' fifth wheel available after the sale of the F/C \$59,500 CDN. Phone 250-268-6217 N1

**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



**1953 Studebaker**, 383 Chev, turbo 350, Dana with 410 gears, four link, double adjustable shocks, anti roll bar, mustang two front end, fibreglass hood, trunk lid and bumpers, chopped top, Barry grant fuel system , \$26,500 CALL 250 649-6700 M1



The first time I drove a dragster I had just turned 16. My licensing was planned a year previous, my dad and I used that time to convert our top fuel car into an A gas dragster. We had to cut our Don Long chassis in half in the engine bay to lengthen it for the 3 speed lenco. We kept the hemi, but replaced the blower with stack injectors, and my dad made a belt drive so we could keep using the remote starter. Looking back, that likely robbed a lot of horsepower from the engine, but really it didn't matter, I was just needing a lot of seat time. We did put some domed pistons in the former nitro hemi, but they were only 11 to 1 compression, not high enough to run real fast on naturally aspirated gas.

It was fast enough to get my attention though. Actually it scared the crap out of me. The burnout felt pretty cool, just as I had imagined. After dad motioned me into the water I feathered the clutch out and hit the throttle, the tires lifted the back end up as the rpm spiked. I backed up and carefully staged the car. My dad had told me to push the clutch in, hold the brake hard and pin the throttle until the light came on, so I did. Wow. The car launched hard, actually smoked the tires before my brain even realized what was happening, and my foot instinctively came off the throttle. I coasted the rest of the way, clocking an unimpressive 15 second run. As I rolled to a stop, I was thinking, "I'm not doing that again!" It took my dad a couple hours to convince me to get back in the car for a second try, this time I wasn't so aggressive on the starting line, but the feeling of being dropped off a cliff when I dropped the clutch was still there. I did a little bit better, running a 13 something that time. I did eventually get used to it, running a 9.00 at 157 mph to get my license.

One of my favourite lyrics is from Avril, "Sometimes I drive so fast, just to feel the danger". That wasn't me; I didn't have a death wish, and wasn't in it for the thrill, I just wanted to be part of the racing that I had grown up with. As I made more and more runs, I got comfortable with the acceleration and the speed, and the fear subsided. I still had a TON of respect for what the car could do, and maintained that respect throughout my driving career. Some people start driving fast because of ego, and I guess I had some of that at the beginning (I figured it was easy, no problem), but the ego was quickly tossed out in favour of fear and respect.

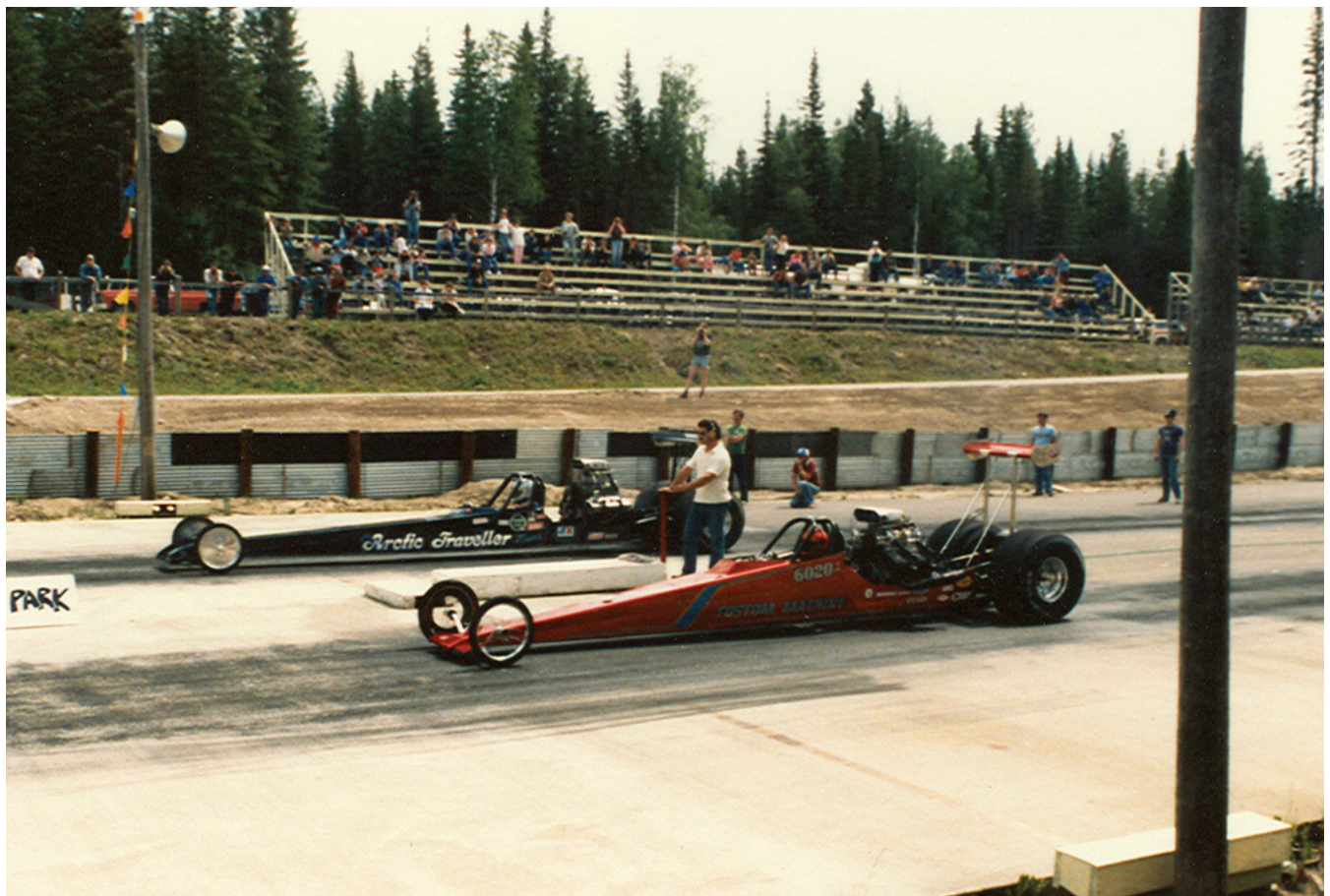
I never did embrace the acceleration and speed as a motivator for driving, but I really enjoyed the side by side competition.

The next year we dropped a blower on top, and changed to alcohol. I had to upgrade my license, which I did at a funny car race in Calgary. The promoter would let us run, but he was a car short in the funny car class, so I had to run against them. I was surprised again on the first run, not scared this time, but pretty close. When I dumped the clutch I instantly found myself hanging onto the steering yoke with my finger tips. As the car screamed down track, I knew I had to shift but couldn't get my hand to the button quick enough. I finally hit 2nd, then the car was thrust forward even harder. I didn't hit 3rd gear til the last second either, and was approaching the finish line real fast. There's sure a lot of things that happen in less than 7 seconds; I found this out as the car went sideways just before the speed traps. I don't know how I did it but I lifted and straightened the car out as I pulled the chute. No wonder you are supposed to make a moderate run first time out! Turns out that the rear wing was still set for the less powerful motor, once we inclined it a bit, everything was fine. I did win all 3 rounds against the funny cars though.

The next dozen years were the best. I still love racing in the 2020's, but the 80's and 90's were a magical time. There were no data loggers, at least around here. I wrenched on, tuned and drove the Arctic Traveller dragster. I was really new to the tuning thing, so driving it really helped me with the other duties. I was able to tell from the acceleration, or lack thereof, what the engine wanted. When I was side by side with a fast car, that's where the fine tuning came in. There have been a handful of times where I traded the lead a few times in 6 seconds, or came from behind to win the race. Those were the best. I knew that if the other car pulled away from me, I needed to take fuel away. In those days, the blowers were not good at high rpm, they lost their efficiency and were just super heating the fuel and air. Parts costs were not outrageous, and maintenance was pretty well just checking valves and filling up the fuel tank. We had a sponsor from Quaker State, 3 cases of oil, and it was enough for the year. When driving was no longer fulfilling, I turned to concentrating on the tune-up, and have been learning ever since.

*Kenny*





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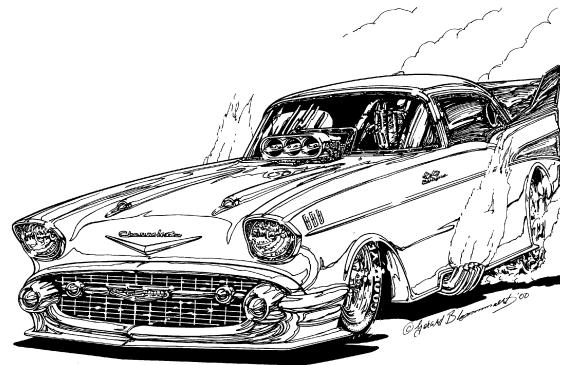
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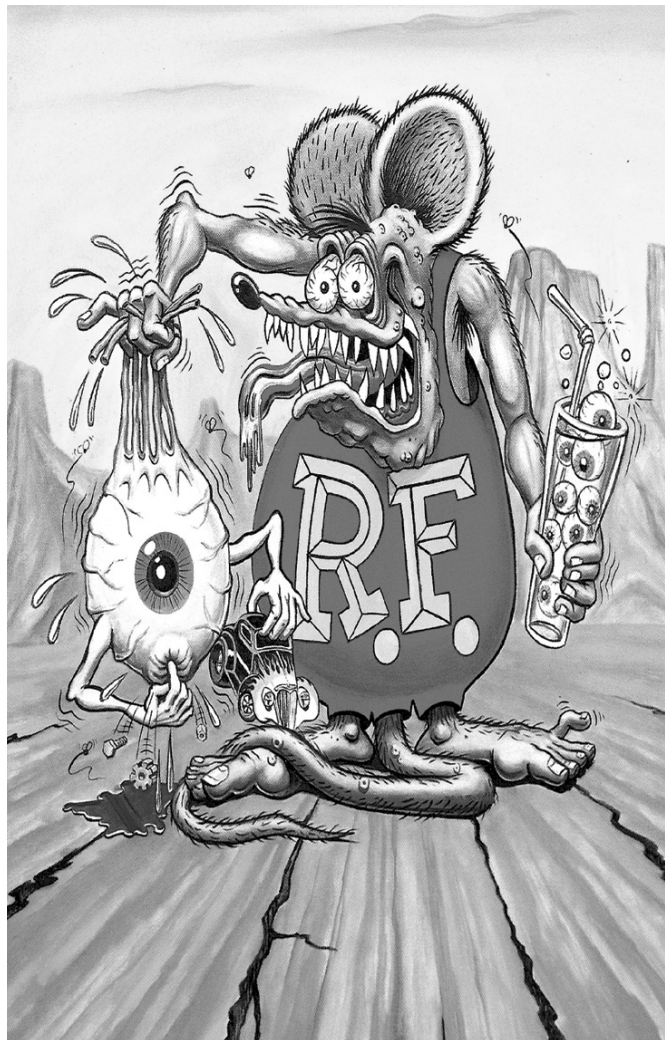
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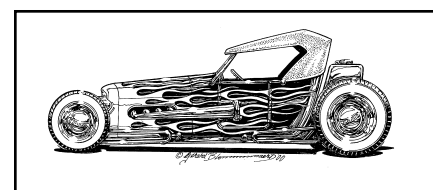
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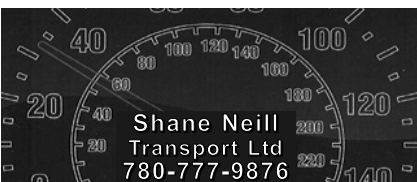
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