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ANNIVERSARY

OCTOBER 2022

Volume 27, Issue 10

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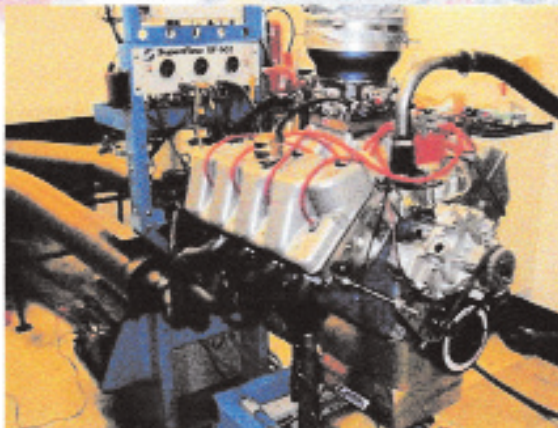
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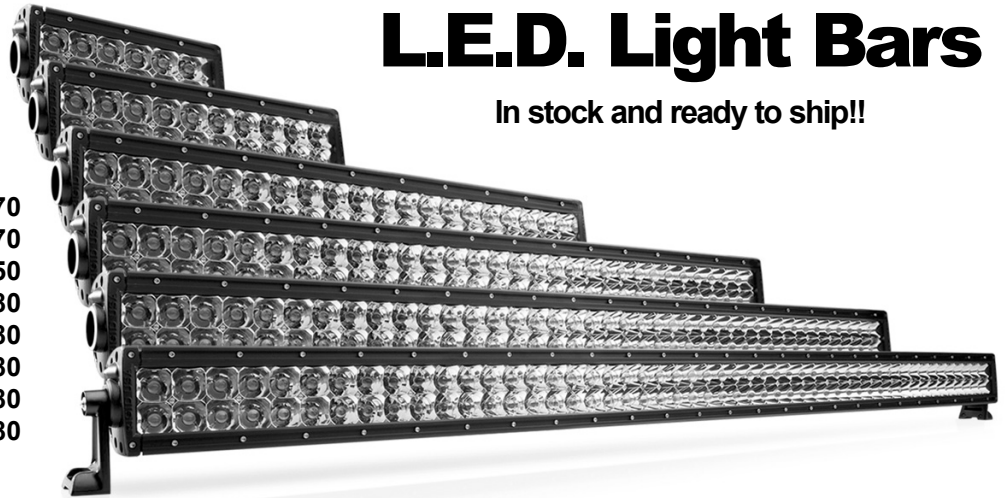


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Fuel Called Hydrazine

This was a common scene for engines that ran on hydrazine. It's the liquid so potent, so deadly, so illegal that those in Drag Racing who have unleashed its wrath dare not speak its name in public. In the pits, even to this day, it's known simply as H. Hydrazine has been around, and used as an "exciter" for nitromethane for as long as we've had Drag Racing. Actually, its use as a racing fuel predates even the Dry Lakes. Hydrazine is rumored to have been used by the Nazi's as an additive in the Mercedes Formula 1 cars of the pre war era.

Here's the basics of how it works. Nitromethane is a mono-propellant that carries its own oxygen supply. Hydrazine is an oxygen scavenging agent. When you combine the two...even with just a tiny percent of H in the mixture, you get an unstable fuel that is at war with itself. Insanely dangerous, yes...but internal combustion nirvana of the highest order is a guaranteed result. Lakes era racers who experimented with H found that a stock 90 horsepower flathead would pump out better than 300 horsepower simply by sucking this stuff through its Stromberg.

These same racers also discovered Hydrazine's major drawback for practical use. After running it through an engine, the carbs would start to cake up with a substance that resembled soap flakes. This nasty little by product was a shock sensitive explosive called the Methazodic Salt of Hydrazinium Acid, and was the result of allowing vapors from the Nitro/Hydrazine mixture to condense in a closed environment. Right, never mind this stuff will throw your crank on the ground after just a couple of runs, but if you happen to tap the carb with a wrench, it'll blow your face off. Let's go racing!

Hydrazine had its big moment in the sun back in 1960, during the height of the NHRA fuel ban. Bamstorming Top Fuel racers were all clustered together in the 180 mph range, when out of the blue, at a small track in Alton Illinois, the Greek shoved a big gulp of H down the throat of his Chrysler and ripped off an unheard of 204 MPH pass, boiling the hides and wheelstanding right through the lights.

The Ramchargers were known for experimenting with all sorts of fuel, including hydrazine

Several years later, during the dawn of the Funny Car era, many injected cars were known to brew up a batch in order to keep up with blown Fuelers. Shotgun like exhaust notes, bright green header flames and crewmen frantically draining fuel tanks in the shutdown area were telltale signs that H was in the house.

Even though Hydrazine has been on perma-ban by every sanctioning body that has ever existed, its use in times of extremely tight competition, or when a barrier is on the verge of being broken has continued right up to the modern era. We can remember one nighttime qualifying session back when the 300 mph barrier was about to fall in Funny Car, when one of the cars in contention for the honor made a lap with those freakish header flames dancing up over its roof.



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It was so obvious that a sudden buzz amongst educated onlookers erupted.

Even the announcer that night took note of the unusual site. Officially, it was played off as burning copper from a failed head gasket...but then, the very next pair of cars, there it was again.

Eight bright green candles lighting up the nighttime sky, and yet another barrier crushed. Was it really hydrazine at work? Only the guys mixing the fuel that night know for sure.

Yeah, it's dangerous stuff. Handled improperly hydrazine will kill you in ways you can't even spell, but its a glorious part of the history and heritage of the thing we call Fuel racing.

**Red Deer
 Swap Meet
 Saturday October 8th
 Red Deer, AB**

C10 Slow Down Truck Show

Doug Adams

Greetings Quick-Timers! Where did the summer go? It seemed like we were just getting started and bam, it's already October. The past few months have just been a blur, with my travel to the east coast, work six days a week and lots of family matters to settle.

We have two more milestones to reach at work, which should wrap-up just before Nitro Revival then, it's a year to wind down and get set for retirement. As I'm typing this, I am but a few days shy of 38 years at my job. As people always say, "it seemed like yesterday"! And it does seem like yesterday when I left my little town on the east coast for the bright lights of L.A.

I wouldn't say that I moved west with hopes and dreams of hitting it big. Most of my family was here and there was year-round car activities of some sort. As it turns out I've had some success with the photography thing, had a few photos published and 43 years down the road I'm still doing it and enjoying it!

With that said I have my sights set on the California Hot Rod reunion next month, October. 21-23 and a few weeks after that Nitro Revival 5, to close the year. Unfortunately, I won't be making it to the RPM Nationals this year, one of the aforementioned work milestones takes place on the same day. From what I've seen RPM is shaping up to be one heck of an event and there's always next year!

I've missed quite a bit over the past 6 weeks, but I did plan for a rainy day. The last thing that I thought I would be doing while I was in Connecticut, for my Mother-in-Law's services, would be going to a car show. The car show gods were smiling down on me and I was able to go to the American Italian Club car show with two of my oldest friends. So, I moved coverage of that event up into last month's slot and saved coverage of the C-10 SLO down for this month.

Some time back I thought I was on the brink of finding an extension to one of my old hobbies. A group was getting into radio controlled drag racing. I did go to one of their races and I did pursue buying a car. The drawback was the place where the races were held was about an hour and a half away from my house. On top of that the racing didn't last that long so, three hours of driving and an hour of racing didn't really appeal to me. I still remained interested but before I knew it there were no more posts from the group. At that point I decided not to get involved.

Fast forward to a few months ago. A friend and coworker of mine was in town from Florida. He was at our local hobby store and ended up talking to one of the customers. He then calls me and says did you know that they race slot cars at Fosters in Sant Maria? I told him that I saw an article on the place many years ago but didn't know they are still at it. He tells me that they drag race on Wednesday night. Long story short we end-up going and start racing slot cars.



C10 Slow Down Truck Show

Doug Adams

All of the guys at the track are car and or truck guys including the owner. The nice part about hanging around with these guys is that there is never a shortage of stories or jokes. One of the racers is a member of the local C-10 club and he was telling us about this show that was going to happen in San Luis Obispo called the C-10 SLO down, for Chevy trucks. I became immediately interested and I knew my friend Joe would be too.

Joe is getting ready to start working on a 1968 C-10 and any opportunity go to a show, talk to people and get some ideas would be welcome. I'm just a fan of the 68-72 trucks so I was in.

The show was held at the Madonna Inn an area landmark along highway 101 in San Luis Obispo. On Saturday morning we were off to see some trucks. When we got to the Madonna Inn it was total chaos! I thought it was just because of the show trucks interacting with the hotel guests. Boy, I was wrong! The huge field alongside the hotel was absolutely packed with trucks.

We finally got squared away on the parking and proceeded to the show, row after row of Chevy trucks far and wide! It was more like a fair than a car show. The perimeter of the show was lined with food, beverage and parts vendors, something for everyone.

We did a lot of walking, talked to a bunch of friends and saw what I estimated to be about 500 trucks.

My first impression, after seeing all the trucks was that I would be board seeing the same thing in just a different color over and over again. That wasn't the case as we walked around, I couldn't wait to get to the next truck to see what it had to offer, Joe was on overload, taking it all in!

The next Wednesday at the slot car track I talked to Larry and said wow, what a great show, what was there about 500 trucks there. Larry said there was 900 trucks, which far exceeded their expectations since they barely had 100 last year. From what Larry tells me, there will be changes for next year with the expectations that the turn out will be close to the same.

That's going to wrap it up for this month. Next up is the California Hot Rod Reunion. I hope to see the guys from Canada there, it's been a few years since they have been in town.

Enjoy the photos,

Doug





C10 Slow Down Truck Show

Doug Adams

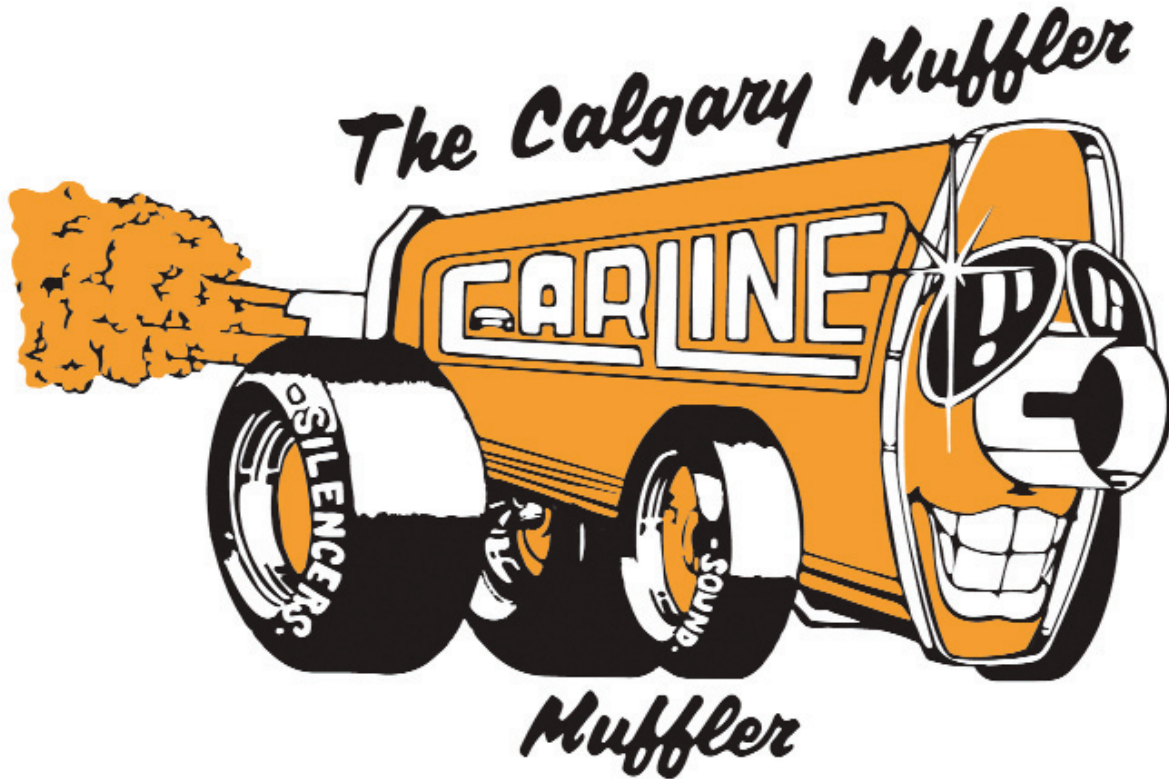




C10 Slow Down Truck Show

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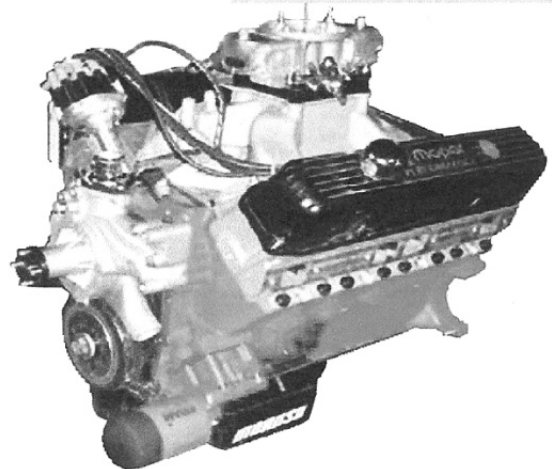
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Doug Adams



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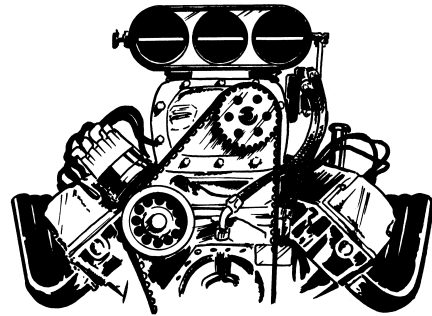
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A2

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Just thought I would throw it out there. I'm trying to find a set of 2.26 gears for a 8.5 Ford diff. They were made from 79-81

and came in Lincolns, Mercury's, some LTDs, The TAG ID would be WGY-D and WGY-F OR if anyone knows where i might look? 403-862-8555 j3

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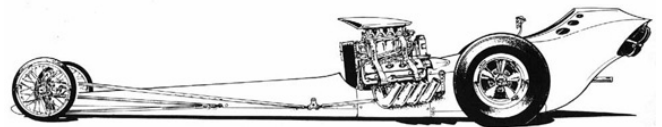
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BBC upright dragster headers with EGT bungs, o2 sensor bungs ,

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Dominator carbs for sale. 1050 Holley \$600, 1150. \$650, 1250 Pro systemsSV1 \$900. 1425 Holley hp new in box \$1500 CALL 403 929 0221 O1

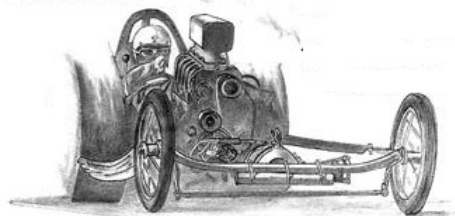
Chromoly tube chassis. 102" wheel base. Built for 72 Toyota Celica. Front end was stretched 6". 50.5" wide at the main hoop. Just needs door bars added (material supplied). Needs finish welding (75% welded). Built to cert to 8.50. There is \$3500 alone in chromoly and the advanced chassis strut cups. Located in Nanaimo, bc \$3500, Call or text 250-713-5735 A2

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Borg Warner S366 S300SX3 S300 66/73 177281 is the part number Like new condition T4 flange on both Do your research on the part number Be great for a hot rod build,Diesel truck, Ls build monster etc 1300 for the pair no offers please this is the absolute lowest I'm selling them for. Located in medicine hat alberta call 403-952-7081 J2

Simpson Diamondback helmet, size 7-1/4. **This helmet is expired as of Jan 1, 2022 for drag racing use. Mfg date 04/2012, SA2010 rating. Comes with Eject Helmet removal system installed, Sfi 3.3/10 helmet skirt, Drag Race Funny Car air input, HANS Device quick release hardware installed, used clear shield, used tinted shield. \$500? Make me an offer. Buyer pays shipping from Edmonton AB.
N_sitko@hotmail.com 780-910-7129 J2

LSX ARP main studs 234-5608 \$250 NIB SFI VBand exhaust housing \$650 New
Precision Turbo 1.14 VBand housing \$400 1.80 gearset and input shaft \$1000 used, rated to 2000HP
SRD 500hp progressive Nitrous cam \$400 installed never run John Bewley Custom turbo cam \$400 NIB Moroso 21149 FBody oil pan kit. \$600 Pricing in Canadian Dollars. Will ship on buyers dime. Buyer to cover any fees. Call 204-299-0288 M1



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Blown alcohol 427 sbc and Bruno/lenco transmis-
sion. Engine- Dart little M dry sump oiling block, alu-
minum rods, Kieth black pistons, AFR heads, New
TBS 10/71 blower, Peterson dry sump oil system,
MSD pro mag 20. Jessel shaft mount rockers. For
sale complete hat to oil pan with complete fuel sys-
tem. Trans- Bruno torque converter drive and Neal
Chance bolt together billet converter, 3 SPD SC1
lenco trans with c02 shifter and c02 trans brake
This combination is estimated to make 1400hp @
20psi boost with the supercharger over driven by
12%. Best pass on it in a 3100lb full size truck is
8.43@158mph. Can be heard running and can be
seen make a pass yet this year. \$35k, Kind of unsure
what to price tag it at so please don't beat me up over
it. Text 306-861-0470

S1

388 SBC Engine for sale (Used) 4.040 x 3.75 =
388cid 4 bolt main, Forged crankshaft, forged H-beam
rods, Forged 12-1 pistons, Solid Roller camshaft &
Lifters 4 -7 Swap cam, Stud Girdle, Victor Jr
Aluminum Heads, Victor Jr. Intake. Electric Water
Pump, all ARP fasteners. SFI Flexplate. Hi Torque
mini Starter, SFI ATI Balancer. MSD Distributor, plug
wires. Ready to run. Can be heard running in vehicle.
(1050cfm Quick-fuel carb not included but nego-
tiable). Approx. 500HP.\$7800,
Steve @ 403-458-3900

S1

Weld Magnum. X 25 x 4 3/4 bolt circle. 4.5" back
space. 16" x 16"Big bubbas.
Stored inside. \$800, Stan. 780-220-0990

S1

All parts are new: SRP 498 BBC forged pistons miss-
ing one pin, no rings \$640 Cloyes BBC Timing cover
\$200 Holley Fuel cell EFI Pump \$650 TCI TH350
trans shield \$300 TCI TH350 valvebody transbrake
\$650 Edmonton call 780-729-1252

S1

looking for a 2500 or higher stall converter for my
1987 700R4 in or near Red Deer if you have one
please send me a message with what you have and
how much your asking for it thanks.
Call 587-377-0157

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Quick fuel carb 950 Cfm, used on the dyno for a num-
ber of runs, calibration is stock, was cleaned after
use. \$900 Call Dwayne 780-926-6953

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and syncros new. Ready to go, buy out outright or
trade your worn out one towards it.

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j3

early mustang drop in fuel cell new never used "fuel
safe". replacement for factory mustang tanks. early
70s -60s complete with foam and bladder. less then
half new price \$800.00 stony plain 780- 913-4709 j3

Bbk shorty equal length 302 headers from a foxbody
in good shape but could use a bit of cleanup. Was
going to run them but decided to go another route
asking 300obo. Located in Sundre but do frequent
Edmonton and Calgary areas often so delivery could
be arranged. 403-332-0192

1969 Ford BBF 429/460 heads RARE C9VE-A -
Decked, Hot Tanked, Bead Cleaned, & Magnafluxed-
Professionally fully hand ported-Machined for larger
valve springs, positive valve seals & K Line bronze
valve guides. -Rocker stands machined for
adjustable valve train & 7/16 studs & guide plates. -
Includes Ferrea 2.250int & 1.710exh valves \$2200
for the pair, Located in Bonnyville, AB. Can deliver to
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J2

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Get 'Down

After a loooooong two year break I was looking forward to seeing the 'Get-Down gang again! Temperatures in the mid to high 30's made for some seriously toasty conditions, with track temp hitting over 140 degrees at one point. Blast furnace conditions aside, it was awesome to be back at the track.

I rolled in Thursday evening to get the trailer parked, and the truck teched, then headed home for some a/c and sleep. There was already a good number of race cars on the property, The 2022 Loafers Old Time Drags was shaping up nicely!

Man oh man, it sure was bitchin' reconnecting with the Nostalgia Gas crew. Stalwart father and son team "The Ricks" and "Compulsion", "Wildman" Wade Lahaise and his fearsome '55 Chev pick up, Dave Stobbe and his beautiful 'Vette, the "Chubby Cobra" horde (complete with their legendary swing bikes) docked their UTR land yacht, Mark Beland and his sinister blown Chev, Ron Anthony with the "Anthony Brothers '38 Special" Plymouth, even publisher extraordinaire (Canadian Hotrods) Dancing' Terry Denhomme had "Ford Country" out.

In the "old faces, new car" department, Dave Siddon debuted his patina'd '49 Plymouth, Wayne Lamontagne brought out his tire fryin' '65 Plymouth A/FX beast, and, although not a technically a new car, Jody Wilson's '55 Chev was sporting what could only be described as spectacular new paint. Oh yeah, and surprise surprise, yours truly actually got my '63 Merc truck to the track...and into the lanes...and down the track...sort of.

It's always a pleasure to welcome new folks to the 'Get-Down family, and this year we initiated three Freshmen into the Nostalgia Gas class. Norm Fleenor brought his '56 Chev to the party, Phil and Travis Stewart (another father and son team) rolled their wicked "Flying Scotsman" '51 Henry J into the beams, and Phil Marvetz brought his '55 Chev "Tripwire" to the party!

Friday was a Test & Tune day. I missed most of the action as I was dealing with some mechanical issues that popped up on my first hit (go blown alcohol they said...it'll be fun they said, lol). By all accounts, however, the rest of the gang was laying down some good runs, rekindling old rivalries, and welcoming new faces to the "Gang".

Sunday elimination pairings round one: Wayne took out Phil, Wade took advantage of Terry's red light and moved on, Steve student got past Ron Anthony, Rick Jr felt a long-time rival Dave Stobbe, Norm Fleenor took a competition single. In a battle of the 55 Chev's Jody moved past Mark Bell and yours truly was a no show at the call and Pat McInnis and El Chupacabra 2 moved on to the next round. Round two Wayne and his killer Plymouth had a buy, Dave Siddon took out the Wild Man, Norm got past Dave Stobbe and McInnis took out Jody.

Semifinals: Dave and his patinaed Plymouth put an end to Wayne's epic burnouts and Pat showed it takes more than a swing bike mishap to slow him down as the Chris Carlson prepped wagon put Norm and his 56 on the trailer. Finals: the 2022 Gasser Get Down final was an all Mopar affair, with patina prevailing over paint as Dave Siddon survived the blistering heat and piloted his trusty Plymouth to victory! Congratulations to Dave and we're already looking forward to the 2023 edition

Much fun was had, beers were drank, tall tales were told, old friendships renewed, new friendships were made, man oh man did we sweat, and oh yeah, there was some drag races run! Already looking forward to the 2023 edition. As always huge thanks to The Langley Loafers for having us at their annual Old Time Drags.

LATE BREAKING NEWS!

As we were going to press, a little birdy told me past GGD regular Randy Kuryk, whose silver 9 second '55 Chev had been sold only to reappear in the form of Jody's killer ride, and the power plant of the Stewarts' Henry J, will be rejoining the Nostalgia Gas gang with yet another '55 Chev (starting to see a pattern here). Maybe The Eagles were on to something...you can check out, but you can never leave.

Steve Chase

Get 'Down



Get 'Down



Get 'Down



Get 'Down



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World class T5 out of a 95 S10, worked when pulled. Only selling because I am using a TH350 for my v8 swap instead. \$600 firm. Call or text (780)514-0163

Complete Rear end and exhaust system from a 2008 SRT Challenger. Has only 25 miles on them. 3500.00, Call or text Lyall 780-898-0178 O1

1955-1959 Chevy truck project, Heidts tubular front end w/power rack, tubular control arms, 4 wheel disc brakes, 4 wheel QA1 coilover shocks, rebuilt 9 inch Ford rear, 4 bar rear suspension, comes with 2 cabs, 1958 front clip, new rear fenders, new cab steps, cab corners, complete box w/tailgate and lots extra parts, chassis work is done, \$6000 obo, Don 403.872.0250

CalTrac with mono leaf spring. Will fit 67-69 Camaro and Firebird. 68-72 Nova. 800 Km on this set up. Switched to 4 link set up. \$750, Call or text Derald at 403-597-7222 S1

2 Weld Brand Prostars. Chevy 5 x 4.75 bolt pattern. 3.75 B.S Balanced 225/60R15 Comp T/A Tires 70-80% life still left. Previously on a 68 Camaro for a season Barely used then stored in the closet. No dents/pits on rims or cracks on tires \$525, call 780-807-3353 S1

forged Chevrolet big block 454 crankshaft that has been internally balanced and has dual keyways cut into it for a blower application. Standard mains and standard rods. \$600, Located in Vernon 250-308-8386

Hooker 5320HKR Adjustable slip fit BBD headers. B/E n custom applications. I got these from renowned Mopar man Harvey Paul which had them on his Blue 66 Coronet. They have a few clearance massaging passages done. These sold for 1330 CDN 1035 US through Summit when available. \$375.00 call or TxT 780-807-3353 S1

A set of BB Chev tall deck spacer's so you can put a car intake on. Oval port but can be modified to Rec port. \$100. Located in Lethbridge 404-308-1730 S1

PSI Magnesium Injector hat with billet aluminum lip. Has additional diverter plate that someone added. - 5/8" aluminum roots adapter plate. Selling as I already have another injector setup and this one's just sitting. \$2500cad includes shipping and roots adaptor plate \$2300cad includes shipping with no adaptor plate. Located in Alberta. 780-207-1294 S1

fibreglass front clip for a 68 Camaro with Cowel hood scoop asking \$1000 OBO mobile call 780-933-5506 S

Sbc street balancer with new bolt 125 Sbc ready to run distributor with new msd coil and bracket 340 Sbc comp roller lifters 550 Autometer tach 250 Sbc head studs 300 Sbc sparkplug wire holders with wires one wire is no good 80 Sbc chevy plug wire holders 80 Regina sk 306- 533- 9471 J2

60/70s funny car/altered chassis for sale. Chrome moly. Great for exhibition/cackle car. Not certified. Serial#142-0001 roller except no rear end. Fuel tank, seat, frt suspension, steering and rims/tires, wheelie bars, tin, frt motor mounts and engine plate. Set up for blown hemi. \$5000 Steve 403-250-6677 M1

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 S1

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Front struts springs hyper coil, 200 psi (used) \$50. 300 psi (new) \$75 8"x2.5" (id) 3.5" (od) Radiator cap water neck—\$25 TS6 dedenbear throttle stop no solenoids- \$200 Throttle stop timers, \$75 each or both for \$100 Temp gauge mechanical 2 5/8" liquid filled—\$75 Brake pressure gauge mechanical 2 5/8" liquid filled—\$75 Indexing washers for tapered spark plugs—\$10 Prices are in Canadian dollars and buyer pays shipping located in Winnipeg call (204)793-8712 M1

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

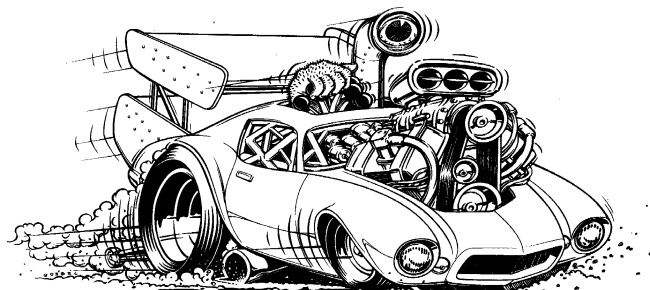
TCI turbo 350 Used very little Lokar dip stick. Trans brake and rollerized tailshaft and deep pan and lots more. \$2000 Cell is 587-217-2957 A1

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

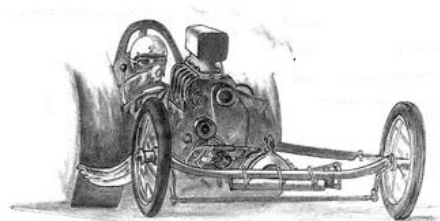
Early Brad fuel heads 175 Cc chambers have repairs good seats no stripped stud holes. 2 heads + 1 spare 900.00 set of new valve cover studs and nuts included. 1 pair .80copper head gaskets for orings. (Used with these heads). Set of 3 disc stands for 5/8" stud 2.45" long barrels. Feet are all titanium, 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

1958 Chev pickup rolling chassis project. 4 wheel disc brakes and 4 wheel QA1 coil overs, Front suspension is a new Heidt's Mustang II, big block springs. Tubular control arms, Rear is back halfed and re-braced, with a freshly rebuilt 9" Ford, 3.50 ratio, Crown Vic disc brakes. Fully adjustable 4 link and 4 wheel adjustable coil overs.. It's set up for a 350 and 700 R4 but can be changed to any engine you want very easily. Body is disassembled and metalwork is started. have 2 cabs, 58 front clip w/extra fenders, One cab is complete & decent, Other cab has No rust above windshield. Rest of the cab is typical rust, but comes with new running boards, cab corners new rear fenders. Floor is solid. Also have a step side box w/tailgate, It is a project for sure but it's a lot farther along than the pictures would suggest. I honestly don't even know how to price it. I know what the parts cost and how much time is in it, but of course it's only worth what someone wants to pay. \$6000.00, Make me a reasonable offer and it's yours. Don 403.872.0250 Red Deer J2



1969 BBC Cast(rare one year only) cast iron HI-RISE port intake manifold; 650 cfm Holley Spread Bore, vacuum secondary, electric choke, Carb List #0-9895 ; MSD Billet Dist, coil; new cap/ rotor; hi-flow exhaust manifolds...package deal, only, \$1500. for everything!!!! Note: Carb alone worth over \$1000!!!!!! Brand spanking new 32" GM keyed, tilt universal raw steering column with some chrome trim. Sells for \$635.99 USD (\$800.+cdn). ++ freight/ brokerage/taxes(yes they collect them now) etc....& they dont cover oversize charges.. only asking \$500.CDN Langley (604)831-8370 J2

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Altered 125" 27T, 355 Dart, Dart heads, Grp, Ross, Comp, Enderle Bird, 671 Glide, 9", 4whl disc Xtra parts; Rearwing, heads, sb headers, radiator, delay box, new 14 x 32 MT's All drivers safety gear Fresh 6.0 cert Best 7.37@181mph 2008 Mirage beaver tail trailer Low miles Top end apart for your inspection Cage is designed for a medium driver \$40k call Bill 778-317-5581

A2

1990 Dodge Daytona rolling chassis set up for small-block and powerglide. 8.50 cert, new front struts, new front brakes, new front wheels and tires. 14x32 rears. 9" rear end, ladder bar, full tube chassis. Comes with all electronics, fuel system, etc. Extra front clip and doors included. Will ship anywhere in Alberta. Also available, complete R3/W8 engine and brand new Powerglide with SBD bellhousing. 780.497.8097 \$18000 cad \$14000 usd



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

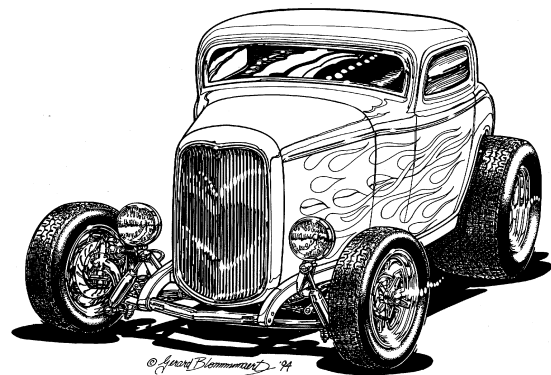
A1



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" 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

1946 REO Speed wagon. This cab is mounted on a 1992 Chevy Silverado HD 1/2 ton 4x4 frame with a 350 with a 700R automatic Tranny. Everything works as it should. Has airbags in the rear, Has a Gen 2 heater, all gauge work, Bucket seats, power windows, ps, pb, cowl vent, custom flat deck on the back. Could use the rest of the interior finished. This truck is in Red Deer Alberta and is registered and insured. This is a proven hot rod that can be driven anywhere. 28,900.00 I am posting this for my buddy so if you are interested then give me a call or text at 587-679-4069



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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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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



1937 Fiat rolling chassis, would be an awesome inexpensive bracket racer, fiberglass 1 piece body, tube chassis, Ford rear, tube axle, Weld wheels, gauges, shifter. Set up for SBC/350, Comes w/headers as well...\$8500 Call Don 403.872.0250 S1



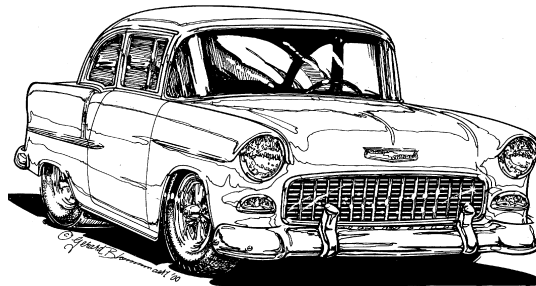
Pro street Acadian, 565 dart block bbc, turbo 400 trans with brake, 5500 stall, fab 9" diff with 4.56 pro gears, fogger nitrous system just installed, engine and trans are recently refreshed, far to much details to write here, call or text for more, 780-870-1724 the car is Alberta registered. 42k S1

82 s10 for sale with a fully built and fresh 385 stroker. Forged everything flat tops. Built 902 vortec heads on an 010 block. Masive cam and everything that goes with it. Beautiful fuel system.No expense spared. All receipts for the entire build along with photo proof of everything. Truck is awesome and turns heads. Sounds nasty and pulls hard. If seriose contact for more info. Too much to list. The power train is solid as it could be. Arp everything. Less than 10 000 km sonce built. Have 16k into it. Looking to get 11 obo. 403- 978-2336 S1

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 J1

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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



Altered 125" 27T, 355 Dart, Dart heads, Grp, Ross, Comp, Enderle Bird, 671, Glide, 9", 4whl disc, Xtra parts; Rearwing, heads, sb headers, radiator,, delay box, new 14 x 32 MT's, All drivers safety gear, Fresh 6.0 cert, Best 7.37@181mph , 2008 Mirage beaver tail trailer, Low miles, Top end apart for your inspection, Cage is designed for a medium driver, \$40k, call Bill 778-317-5581 S1



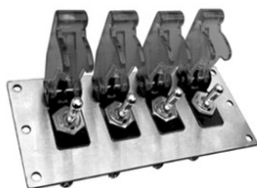
NOVA pro street US car set up for BBC 2 speed glide, weld wheels, disk brake conversion, Big ladder bar 9inch 33 spine axles ,4.56 gears, spool fuel cell , 90/10 shocks, bolt on 4 inch cowl hood lots of new oem parts needs lots of finishing call for more details 587 999 4161 15000\$ firm A2

1977 Monza Spyder street/race , Vogt Built 373 LS2 iron block with LS3 ported heads, all forged internals and ARP hardware , good body and glass, weld wheels white powder coat , Front wheels 4x15 with 165/R15 , rear 15x7 with 26x10 Hoosier slicks and 275/50R15 Nitto on extra set of weld wheels ,B an M pro ratchet shifter , line loc , trans brake , factory interior , am/fm cd, 6- point roll bar with swing outs, autometer gauges , AFE afr gauge , line lock , dual 12 volt lithium ion batteries , factory seatbelts and up to date RJS race belts. factory fuel tank with sump , gas gauge works . Tuned by Gee Automotive Performance hot and cold side as well as all wiring plumbing and efi. Been 10.02@140 on 14 lbs , and 10.20@145 on same tune up 1/8 6.30@116 , lots left , built to handle 20 plus lbs boost , more tuning should make easy 9 second passes , runs on pump gas different tune, Weight 3020. Motor , turbos ,trans T350 and diff ford 9 with 31 spline/spool 3.00 are all fresh , very few passes and street and highway miles , Sask plated. Retiring from racing. \$25k, call 306-209-5145



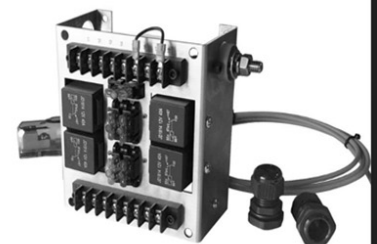
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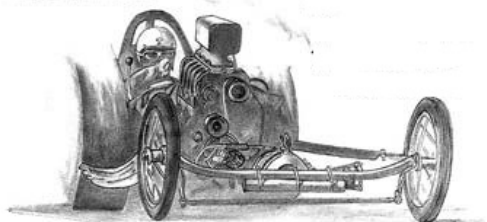
Looking for a rare and unique car? 1986 Pontiac Grand Prix 2 + 2 Aerocoupe w/build sheet Richard Petty NASCAR design (only 1,225 built) 305 V8, (aut. 4) 74,060 KMs RWD Full load, new battery Beautiful condition silver over charcoal exterior, gray velour interior. 403-615-3599 Serious inquiries only. Priced right \$19,995 O1



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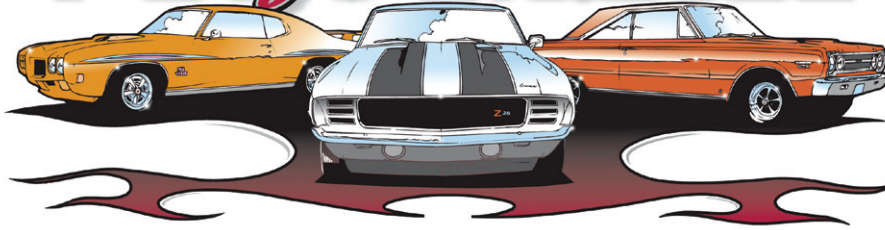
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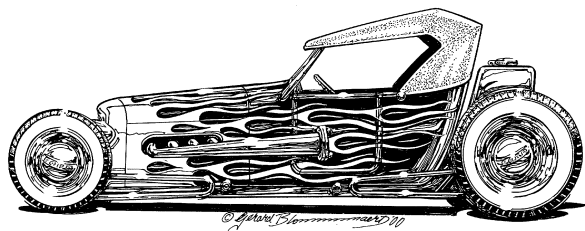
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m1



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

J1

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N1



This easy driving street car is last year of the desired S197 Gen (2014) Mustang, Premium trim, lots of go fast & weight reduction parts, BMR & UPR, Strange, ARH Headers. 9800 Stall Circle D Conv. Super consistent car at occasional track visit. Engine itself is stock. Long list of parts, most OEM parts included. 35,200 km. \$29,900

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A2

'74 Mustang Too: No engine or trans- selling as a roller. (orig. V-6 auto) 8" Maverick rear end installed. Comes with new in boxes 5-lug front rotors. Body and interior in good condition- some rust, bondo, and sun fade. Selling as shown \$1500. firm. Not interested in trades. No photo requests- come have a look. Located 20 miles east of Red Deer AB.

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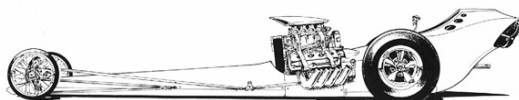


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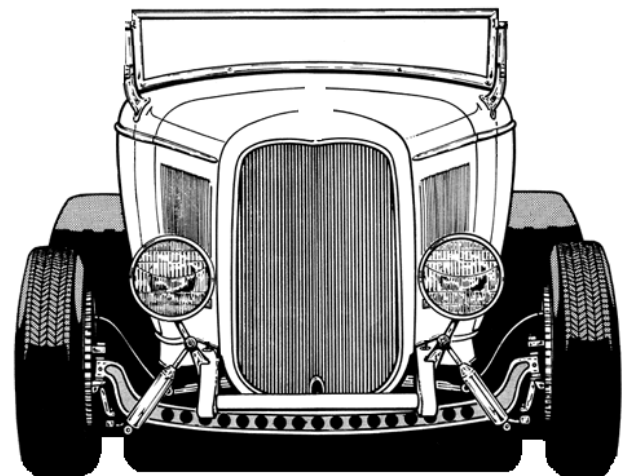


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1953 Studebaker, 383 Chev, turbo 350, Dana with 410 gears, four link, double adjustable shocks, anti roll bar, mustang two front end, fibreglass hood, trunk lid and bumpers, chopped top, Barry grant fuel system , \$26,500 CALL 250 649-6700 M1



I was only 17, had never been in a movie before. It was so exciting! Fast Company was coming to Edmonton, along with the directors and movie stars. Courtney Smith was the producer, and he was in a hurry to secure the race cars, drivers, and venues (Edmonton Speedway and Calgary Raceway) so the show could get started.

My dad had already agreed to rent out our Ford van and old dilapidated trailer for the Gary Black team, and our top alcohol dragster would be used in the opening crash scene. Our car was candy blue and yellow, of course they needed red, white and blue for the Lonnie Johnson car. The graphic artist from the movie staff came to our shop to stick copious amounts of mac-tac to our car to create the FastCo paint scheme. They did a great job, and were quick too.

There were actually 3 FastCo dragsters. Our car was used for closeup shots of William Smith sitting in the car while they pretended to fire it. I also did a really cool fire burnout at 6 am on a Sunday morning, unfortunately they didn't use that clip in the movie. One sequence that they did use was the footage from the full sized movie cameras that were strapped and duct taped to the dragster body. These captured the track going by at close to 200 mph, it was intended to show Lonnie Johnson speeding down the track just before the chassis snapped in half due to the extra power produced by the "quadravane blower". It was pretty scary looking at those big movie cameras, wondering if they were going to break loose and hit me in the face.

The second FastCo dragster was that of Graham Light. His car was decaled up like mine, it was used in some burnout and race scenes. The 3rd FastCo dragster was the crash car used in the opening race scene, where Lonnie's car snapped in half, the sparks igniting some dripping nitro, blowing the car 100 feet in the air. Highly improbable, but it made for good film. This car was owned by Gentleman Hank Johnson, and they blew it up real good with a couple sticks of dynamite. If you watch closely you can see a truck towing the dragster with a 600 foot rope. The closeup of the chassis dragging on the ground, wearing through the tubing and breaking through was actually all filmed on my dad's belt sander, which resides in Nathan's garage today. I actually cut the blown up chassis apart, put some new chromoly in,

and welded it back up to make it a viable race car again. I don't know where it ended up though.

We were all racing in Calgary (the movie guys called it Big Sky Montana) for one of the shoots, Gordie driving the FastCo funny car and Bob Papirnick in the Gary Black car. Of course both were highly competitive, but Bonin was supposed to win the race. Bob didn't get the memo though, as he beat Bonin handily, thus ruining the shot. The scene was re-spliced with a scene from Edmonton Speedway where Gordie took the win. In the movie though, both cars left the line in Calgary, but finished the run, chutes out in Edmonton.

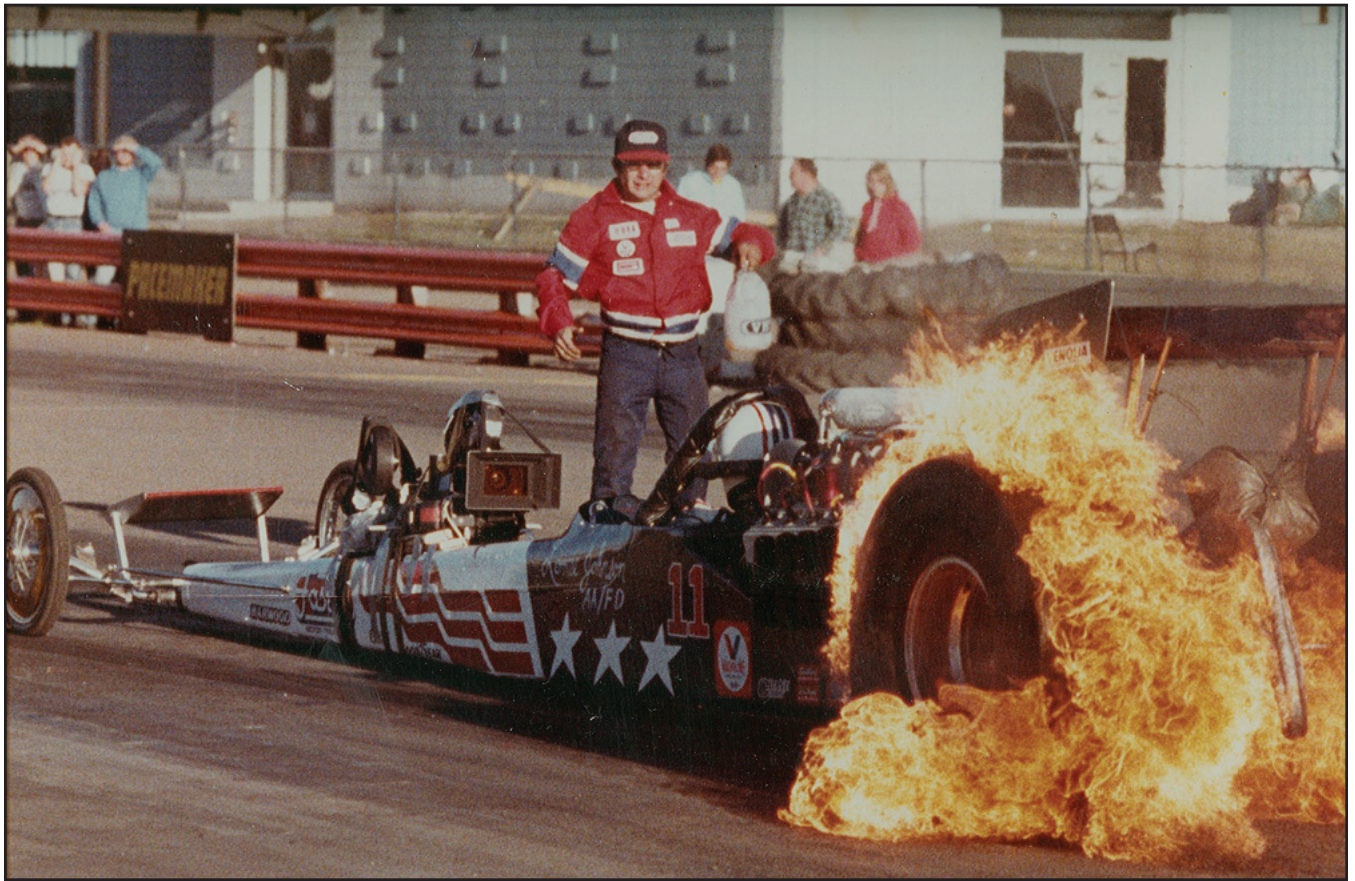
It was really cool to watch the behind the scenes stuff. When Lonnie pushed John Saxon down the stairs of the hauler (of course it was a stunt double) he hit the ground pretty hard. Masterful job of tumbling down the stairs though. Right after that, Meatball grabbed a tire iron (it was a rubber prop) and clubbed William Smith real hard in the head. The rubber was a little harder than they thought, as his head was bleeding, it rocked him pretty good.

Since David Cronenberg was a horror movie specialist, he tried to add some spice to the flick. One scene used our van, we removed the cooling fan behind the radiator and Meatball shoved Billy Brooker's hand in there, fake blood was spraying everywhere. I thought it was cool, but it ended up on the cutting room floor.

Fast Company was a B movie at best, but it still had some great moments. When Gordie busted through the Leon's loading door with the funny car, then raced down 137 avenue, that was classic. Also, the footage from the funny car nationals was awesome. All the big names were there, Blue Max, Green Elephant, Prudhomme, Steve Leach, the Hawaiian and lots more. Most of the racers didn't even know there was a movie being shot.

Most of the actors were really nice. William Smith came and talked to me after one of my runs, so did Nicholas Campbell and Claudia Jennings. They were genuinely thrilled to see such a young person racing a fast car. I sat for hours in our van with Meatball and Stoner watching the races in Calgary. It was a fun time!

Ken



Donnie "Lucky Man" Johnson escapes from his flaming Top Fuel Dragster in FAST COMPANY

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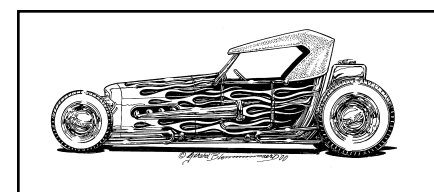
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