

Canada's Performance Magazine



JANUARY 2026

Volume 31, Issue 1

SPECIAL
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VERSION

Hot Rod Hootenanny





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Page 6 coverage







Drag racing rising star Jordan Vandergriff has been named as the driver of John Force Racing's Cornwell Tools Chevrolet SS Funny Car for the 2026 NHRA Mission Foods Drag Racing Series season.

"This is a dream come true to have the opportunity not only with John Force Racing, the premier team in NHRA Drag Racing, but to drive the Cornwell Tools Chevrolet Funny Car for the greatest Funny Car driver of all time," said Vandergriff. "As a kid growing up in the sport, you look at John and you see the greatness he's portrayed, so the fact that I get to drive a Funny Car for him is amazing."

John Force Racing's full 2026 lineup will include 2012 Funny Car Champion Jack Beckman, Alexis DeJoria and Vandergriff in Funny Car and Josh Hart in Top Fuel.

"We're proud to announce Jordan Vandergriff as the driver of the Cornwell Quality Tools Chevrolet SS Funny Car for John Force Racing," John Force said. "We worked closely with the folks at Cornwell Tools to make sure we had the right fit for their program. Jordan did a great job when he tested with us a couple of years ago but we didn't have a place for him at the time. Now that we have all of our drivers in place, we can focus 100 percent on preparing our cars and teams for the 2026 season."

Veteran crew chief Chris Cunningham will move to the Cornwell Tools team from John Force Racing's Peak Antifreeze and Coolant Funny Car with 2012 Funny Car Champion Jack Beckman. Cunningham has been a key part of John Force Racing in various positions since 2016.

"This is the opportunity I've been working towards. I've always wanted to run a full season and compete for a championship," said Vandergriff. "I want the chance to run with the best and prove that I can be one of the best."



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This car has won two championships in a row, and Cunningham has so much experience.

I have great respect for what he's done in the sport, and I'm honored that I get to work with him."

The California native had two NHRA starts in 2025, driving in relief of injured Top Fuel driver Shawn Reed at Brainerd and Indianapolis. In the 11 Top Fuel races of his rookie season in 2019, Vandergriff earned a runner-up finish at Dallas and two other semi-final showings. He has served as an NHRA on FOX reporter the past two seasons.

"I think the transition to Funny Car is going to be fine. I've proven that I can drive the Top Fuel car well and the Funny Car presents a new fun challenge. It's a shorter wheelbase and a lot more violent but I did some test hits in 2024 in John's car and, ever since, I've had to itch to drive these cars."

John Force racing moving ahead for 2026. good luck.

Hot Rod Hootenanny

Doug Adams

Greetings Quick-Timers, I'd like to wish everyone a belated Merry Christmas. I hope all of your Christmas wishes came true! It was a quiet Christmas here at our temporary headquarters. After two years since relocating to the east coast construction on our house, The Mother Ship as our friends call it, is finally well underway. We hope that we will be moving in sometime during spring of 2026.

Since the last time I was here, on the pages of Quick-Times a lot has happened. I did make two trips back to the west coast unfortunately not for The March Meet or Hot Rod Reunion. I hope all that changes in 2026. I don't think The March Meet is going to be possible but, I do have my sights set on the Hot Rod Reunion and Nitro Revival at the end of the year! My first trip out west, in April, was to load up a Uhaul with the remainder of my belongings that were being

stored at my friends place on the Central Coast.

When I made my plans, I made sure I was on the Central Coast by Wednesday because Wednesday night is slot car drag racing night at Fosters in Santa Maria. I intentionally left all my slot car stuff in CA so I could race when I got there.

It was a fun night of racing and I managed to win reaction time money with a .000 light and I also won one of the bracket races.

I spent Wednesday and Thursday organizing everything. Then, Friday and Saturday loading the truck. I went to sleep Saturday night with the intention of leaving when I woke up which happened to be 2 o'clock Sunday morning.



Hot Rod Hootenanny

Doug Adams



Hot Rod Hootenanny

Doug Adams



And just like that my stay was over and California was literally in the rear view mirror! After my first cross-country drive, back in June of 1985, in a Ford Escort with no A/C, I swore I'd never make the drive again. But, here I am making the drive for the third time in sixteen months. I'm happy to say that all of my stuff is now on the east coast.

Along the way I made a stop in Oklahoma to drop off an L79 327. Then, it was south to Tennessee to drop of a transmission and a Pontiac 9.3 differential to my buddy from Alabama. After that it was time to head north for the ride home!

My second trip to CA was to attend a celebration of life for a dear friend that passed. His celebration was in early June and I was invited to tell a few stories about some of the adventures he and I had. This was about as far out of my comfort zone as I could get but, I managed to get through it and give my friend a nice send-off. Since the memorial service was on Saturday night I was free to take a side trip to Huntington Beach for the Saturday morning donut shop cruise.

Before returning home I spent a few days on the central coast to see a bunch of friends that I didn't have time to see on the previous trip. I'm not that popular but, I did receive several calls from people saying, "you were in town and couldn't get together with me"! So, I got all of that handled!

Now, back on the east coast we had been dealing with something like 23 consecutive weekends that were affected by rain which put us well into July. Other than attending a handful of cruise nights at local spots I didn't go to a big show until mid-August. That's getting a late start on the season. I wanted to squirrel away enough material to get me through the winter which I hope I have accomplished.

To start the new year I'm going to take you back to October and The Hot Rod Hootenanny, held at The Farm at Carter Hill in South Glastonbury CT. The Hootenanny and Hot Rod Fall-Out are two of the largest car shows in the Northeast. Both shows are held only a few weeks apart and only a few miles apart but, I have to tell you, both venues pack the cars in.

Hot Rod Hootenanny

Doug Adams



The sad thing for Hot Rod Fallout is that the 2025 show would be the last after 20 years. As for Hootenanny the show for pre 1965 and traditional hot rods and customs is still going strong. I couldn't tell you enough about the show but there are plenty of videos online that will give you hours of entertainment. I'd recommend checking out a video just to see the venue during fall in New England.

The funny thing for me is that if you go to a big show on the west coast like Mooneyes the cars are lined up in the street the night before waiting to get in. Here, if they say the show starts at 9am and you get there at 6 you're way early! But, that always gives you more time to grab a coffee and breakfast sandwich then walk around the little swap meet.

One of the coolest places on the farm is the entry where every car must pass. It's a little shack type gas station with vintage signs and pumps out front. It's quite the gathering area for people to watch the cars coming in. Once all of the spots around the farm buildings are full its out to the enormous fields for the rest of the participants. The cool thing is the fields were lined with trees that were showing their fall colors.

The farm is like Woodstock for hot rods!

Well gang, I think I have you caught up on everything. I'll have coverage of the Hot Rod Fallout for next month. Between now and then I'll be off to a huge indoor auto swap meet held at the fairgrounds in Springfield Mass. Until next time, enjoy the photos from Hootenanny!

Happy New Year,

Doug

Hot Rod Hootenanny

Doug Adams



Hot Rod Hootenanny

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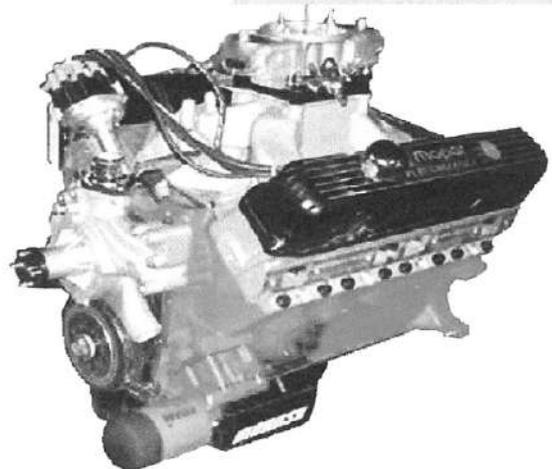
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385 cu in SBC Stroker. Fresh build from the bare block up. 1986 1 pc. Seal studed 2 bolt block. Eagle rotating assembly with cast steel crank, 5140 I beam connecting rods with 8740 ARP bolts, hyperutectic coated pistons with LS ring pack. 9.5:1 CR. Summit stage 4 hydraulic roller camshaft with LS firing order. Full roller rocker arms. PAC valve springs installed on PW 64180 aluminum heads. 7-quart oil pan with trap door. HV oil pump set at 80 psi. Aluminum timing chain cover with thrust bearing. Complete MSD style ignition system. Air gap intake manifold. Tall aluminum valve covers. Approximately 2 hours run time on the dyno. 535 TQ/506 HP. Engine can come complete with a 750 Holley carb for \$11,800. Or, without carb for \$11,400. This is an excellent running pump gas engine for your project or hot rod. Call Greg 403-823-0303

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823 casting, LS3 L92 cylinder heads, heads are bare, price is \$600 firm, can include valves and a couple different valve train options for extra Located in Calgary, if buying cash only, will consider trades for other LS parts, pick up only, 403-680-9932 D1

59-61 348 new aluminum Edelbrock intake, aluminum water pump, new electronic distributor, with new coil, oil breathers in valve covers, new fuel pump, engine was completely rebuilt ran on run stand to break in discovered had a coolant leak, took the heads off the block appears to be cracked someone tried to repair it, new hugger headers ceramic coated, heads been rebuilt, all new cam lifters, motor was rebuilt Located outside of Chestermere 3,500 obo...587-576-8990

Indy motor 860 hp @ 7000 & 720 tq @ 5300 Aluminum low deck "B" block. Water block w/ 5 crossbolt mains. 15:1 comp. Diamond 4.5 pistons & Eagle 4.150 Crank. (528 ci) Indy

intake & 440-1Heads with spraybar oiling. Jessel rocker stands with Comp roller rockers (1.7 int.- 1.6 exh) Comp Cam & lifters. Jessel belt-drive timing. GRP- Pro series allum. Rods. External oil-line & pan. New QF 1050 Carb (fx 4710) All new MSD distributor,wires & Hvc 6 pound coil for fire-power. CSI elec. water pump. New chrome alternator. Only 39 passes, fresh top-end K-motion 1000 springs & more Too much to list. In Car- can be heard running. Built by ABS competition engines. Selling for 28 K serious inquires only alsoB.B. 727/904 lightweight 3 spd racing trans, converter, shifter package deal. Testing the waters for a sale before removal. Currently installed, freshly rebuilt trans with new upgraded stator,extra clutch pack, new billet servos & other parts (\$3800 spent) Rollerized & M300 input/output shafts. 27 pounds less rotating mass = up to 1.5 tenths faster 1/4 mile. Has 2 neutrals, one after 3rd gear. First gear is 2:28 ratio, The racers edge in class racing. Pro Tree trans brake. Rebuilt to easily handle my 860 hp & 720 tq. Worth over 10k new. "Includes" CSR Supershield sfi (3yrs remaining) worth 1k new. Converter : "New" Tcs 9" matching converter with anti-ballooning nitrous band (cost 2k) 5600 stahl @ 720 tq) P.P. pro-flite ks-1 air shifter (neutral after 3rd gear) Rpm air shifter control module, co2 bottle, solenoid etc incl. (worth 2k) Reason selling- car likely goin pro-street. \$8,600 for package. Call 780-822-3405 N1

Donovan 417 Hemi package. Block has had some repairs. Comes with 4 extra sleeves. 2 girdles, one really nice one and one that's been damaged and repaired. Wet sump pan and Donovan oil pump. Box full of hardware. 10 new Arias pistons. Bag of wrist pins and buttons. No crank/rods. Aluminum Donovan heads, also have had repairs, look to still need some finishing in the chambers. Donovan & M/T rocker assemblies. Intake rockers are roller shaft Donovan, and exhausts are aluminum roller-tip M/T. Donovan rocker stands. Used set of valves included. Mid-rise Donovan 14-71 style blower manifold. Custom Crane solid roller cam and a bucket full of misc. lifters. package deal. Not interested in separating anything. Asking \$5,800 cad (~4,200usd) Text is best, 306-881-1654 O1

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Wheels: Rear 15x10 Weld BeadLock, 5x4.75 bolt pattern 4" Back space Front: 15x4" Jegs SSR Spike 5x4.75 Fits: All GM muscle cars, nova, chevelle, gto, camaro, firebird and S-10 etc Tires: Rear: 275/60R15 Mickey Thompson ET Street. Have quite a few passes left on them... can still see wear bars Front: 165/80R15 Federal. Like new Wheels and tires have one full season on them. \$4800 obo call / text: 604-418-5867 J1

2 new engine diapers for BBC. \$100 each. Complete alcohol flow bench. Variable pump speed. 2 flow meters. Tank, filter, etc. \$600, Stock original 2-speed Powerglide with convertor, coarse input and output shafts. \$200, Eagle forged steel SBC crank. 4.1 stroke. Needs slight polishing. \$400, Call 403-823-0303 J1

9.5" Torque Converter, Originally built by PTC in 2019 and freshened by Hughes, only has 20 passes on it since. 9.5" TH400 LS. Toyota core 252mm. It has 17 blade stator at 30 degree with pump fin neutral position. \$1200. (403)-581-9927 D1

never used FIS 118/119 turbo Shipped anywhere in North America, \$4,750 USD or \$6,600 cnd OBO (403)803-3049 Calgary shipping included D1

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Crower-glide 11" with starter ring for Chevy Call or text 250-720-7865 N1

Z-Tech SFI adjustable neck collar, current certification, used for one season [2024]. Comes with mounting hardware for helmet. \$400.00 obo, 403- 701-8181. N1

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WELD/HOOSIER rims and tires Powder coated black Weld rims with33x16-15 slicks (80%) never frozen 5 on 5 \$1000 for all OBO Serious inquires only Robin 250-261-0931 N1

Msd pro 600 cdi with 10 coils(2 new spares), Msd grid, Msd Can-bus ,new efi harness, new coil harness,no issues with system, just went with another system, \$2100 Cad 807-228-2840 N1

Moroso drag special 7.10x15 tires with light use. Mounted and balanced on 15x5 steel wheels with 5 on 4.5 bolt pattern. \$600. Moser aluminum ford 9 inch main case. Takes 3.06 carrier bearings. \$500, Ford 9 inch 31 spline spool. Bought from quick performance new and never used. Located in Spruce Grove. \$100 located in Spruce Grove. 250-833-2478 S1

Set of fully rebuilt 1.94 camel humps, rebuilt by D&W in Calgary. Set up for .489 lift. Have screw in 7/16 studs and guide plates. Last picture you can see slight damage from a dropped valve. Date codes are December 11 & 21 1966. They need a slight cleaning and some paint and they're ready to go, they've been stored in my heated garage for years. \$1200 Call or text Barry @ 403-850-8303 S1

Walboro GSS340 fuel pump(255lph), Aeromotive #13202 regulator,-10 10 micron fuel filter,0-15psi pressure sensor, lines pump to reg-reg to carb, pump and sending unit fit in stock gm tanks.-10 supply line and -8 return. \$850, 403-807-2647 S1

MSD flying magnet crank trigger and a ATI super harmonic balancer for a BBC/big block Chevy engine. Asking 500 for the set, open to offers. Call or text me at 780-616-3341 S1

1 set of Richmond 9" pro 4.11 gears very lightly used, 2 passes on them \$750 and 1 set of used pro 4.30 gears \$500, call or text 780-870-1724 J2

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QuickTime RM-6056 bellhousing is for a Ford Fe 352-428 to bolt up a 5 speed tremec TKX, Tremec Tko, or a T5 transmission. Others may also work. It is not SFI approved, \$700 CAD comes with backing plate and bolts. In good shape located in Spruce Grove, Alberta, Canada. 250 833 2478. J2

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Neal Chance 10" blot together Steel pump/ Aluminum drive cover 6 bolt Turbo 400 input shaft 1" Aluminum 15V 45 stator (Have multiple stators of this one does not work) R15 pump Will work on multiple combinations Marty at Chance can answer questions of your combination Like new inside. \$1750 USD Hans Device, Carbon Fibre 20 M Extra Helmet attachment clips \$400 USD, NecksGen neck restraint Not sure on size Helmet clips included \$250 USD Call Tony 905-808-4718 Titanium clutch can Billet Clutch Fork 6.1 cert (out of date) Chevy bolt 8-5/8 Liberty /enco bolt pattern \$2500.00 U.S. OBO Will ship on buyers dime Bill 705-305-7265 D1

Brand new Weld draglites 15x15 7.5"BS, Brand new Hoosier 33x15x15 (purchased march 2025) \$2350 firm 780-515-1892 D1

LM-1 handheld O2 sensor kit for sale. Everything is there plus some extra cables. Great for tuning. Includes a hard wall case. Ted 403-862-8555 D1

Z-Tech SFI adjustable neck collar, current certification, used for one season [2024]. Comes with mounting hardware for helmet. \$400.00 obo, 403-701-8181. D1

SHOGUN mini alternator New \$100 OBO, Borla BBC Upswept Headers Like new \$250 OBO, Quick Fuel FX-4711 QFX Series Carburetor 1150cfm - Dominator \$1000 Garage dean out, went to fuel injection Have a full freshen kit(\$200 value) comes with Robin-250-261-0931 N1

Leash electronics 4 channel timer, can switch up to 5amps 807-228-2840 N1

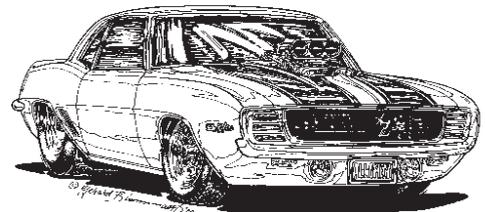
Speed Hut gauges, gps speedo , volts, oil, fuel, tachometer, intake, billet mounting adapter, new in box, note gauges say Anglia 51, have all except water, which is available from them for 135 usd. Buyers pays shipping \$800 Canadian dollars or 500 usd and I pay shipping . Contact Ed 780-916-8804 N1

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Griffin aluminum radiator, 31"x19", works great, needed a different rad for an engine swap. Was in a 1969 Beaumont. Pick up in West Kelowna.
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Real Deal Steel branded oversize trans tunnel for 1966 chevy novas, but any car/truck really. Needed for 4L80E upgrade due to larger case/electrical harness. Paid \$500 US.
403-807-2647

D1

5" Autometer Pedestal Mount Shift Light Tachometer, 0-10000 RPM Sport-Comp. Tach Appears in good shape. Was in Car i bought with no powertrain. Was told it works. \$250 OBO. Heisler 780-385-6031

D1

Crower Triple Disc Clutch- 6 stand, small stand- includes extra counter weights - includes instructions Very light use on the clutch since it's been refreshed. No issues, just changing combo on the car. \$3000 CAD Clutch Can - includes candle stick/release bearing - includes midplate - expired SFI rating \$1000 CAD Have lots more info and pictures of both units. Please contact with any questions Shipping on Buyers d

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B.B. 727/904 lightweight 3 spd racing trans, converter, shifter package deal. Testing the waters for a sale before removal. Currently installed, fresh rebuilt & upgraded stator, extra clutch pack & other parts (\$3800 spent) Rollerized & M300 input/output shafts. 27 pounds less rotating mass = up to 1.5 tenths faster 1/4 mile. Has 2 neutrals, one after 3rd gear. First gear is 2:28 ratio, Highly suitable for up to 2800 lb car, In class racing. Pro Tree trans brake. Worth over 10k new. Includes CSR Supershield sfi (3yrs remaining) worth 1k new. Converter : "New" Tcs 9" matching converter with anti-ballooning nitrous band (cost 2k) 5600 stahl @ 860 hp/ 720 tq) P.P. pro-flite ks-1 air shifter (neutral after 3rd gear) Rpm air shifter control module, co2 bottle, solenoid etc incl. (worth 2k) Reason selling- car likely goin pro-street. \$9k for package. (15k new) 780-832-3405

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Aeromotive 6gpm billet hex drive pump No mounting collar. Part number: 11107 \$550obo Pick up south Edmonton. Can ship at buyers expense.
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BBC Victor Jr intake. No porting or port matching done. Bolt holes look good. Asking \$300 firm. They are almost \$700 new now 403-846-5655

S1

1800 hp turbo 400 trans with CSR super sheild . Has Coan aerospace Input Shaft with OEM drum, Coan 300M main shaft, Coan billet direct drum with pro mod sprague, all new Coan clutch packs, Coan 1st or , 2nd gr leave trans brake, all new GM Torrington brgs, new rear band, High pressure pump, .120 convertor bleed orifice, deep pan, Allison high flow filter. Less than 10 passes since fresh built by Grant Flaig Also have a 1500hp spec'd torque converter about 40 passes on that also available for sale if someone is interested was behind a 3400lb truck been 5.10 @140mph \$5500 CALL 403-877-9977

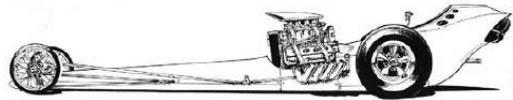
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J3

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	<table border="0"> <tr> <td> New Replacement Panels Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet </td> <td> Alsa Exotic Finishes Candy Concentrates, Ghost Chrome, MirraChrome, Prizmacoat, Crazer, Crystal FX, Mystic Spectra FX, Eclipse, Flakes </td> </tr> </table>	New Replacement Panels Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet
New Replacement Panels Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet	Alsa Exotic Finishes Candy Concentrates, Ghost Chrome, MirraChrome, Prizmacoat, Crazer, Crystal FX, Mystic Spectra FX, Eclipse, Flakes	
The World's Most Exotic Finishes Authorized Distributor		
		

Side pipe exhaust. 54" long. Should clean up good. Doesn't appear to be used. Project is gone and not needed. Believe they are pypes brand. \$300. 15x7 and 15x8 true centerlines. Polished. 5 on 4.75 bolt pattern. Wheels in good condition. 235/60/15 and 275/60/15(cooked). \$750
Castlegar bc. 250-687-1563. O1



As new, big block Chev Victor Jr tall deck dominator flange intake Mike 780-446-4810 J3

Meziere BBC high flow water pump Very little use Threaded inlet adapter with -12 AN Male Can bring to Dallas, Vegas or Pomona Nat and Div events. \$650 US, Meziere 136 tooth starter and 2 flexplates. ProMod type 1/2 holes x 8 holes Teeth are in great shape on all pieces Was on a 959 Musi \$1,300 USD, Hughes Converter 35 spline- 1 1/8 shaft GM98B6+ 1/4 SM1437.5B+1 stator \$800 USD Aaron 403-581-8338 O1

ACE 7" Billit dual disc Clutch, with gauge. Chevrolet pattern ., Fresh has not been run since 2014 recert, will need recert but no issues. TNT coated floaters & inserts, new discs/,floater/inserts/,fingers/stands/ring gear/, spare discs and bronze floater and tnt steel floater , fingers etc . \$2100 US. ..DZE race clutch machine disc & floater resurfacers, does up to 11" discs , 10 spline or 18 spline capable, auto feed and belt sander table for facing floaters etc., new extra belts and diamond cutter. New cost from Bickle or 1/4 Max is \$5500 plus belt table option plus freight and applicable taxes. Etc 403-607-5990 \$3800ca J3

Collectable REAL Offenhauser cross-ram for Big Block Chevy. Not a reproduction. Smoothed finish. If you want it shiny polished, grab some Mothers polish and rub it with a Microfiber cloth. Converted to oval port. If you desire rec port, just take the epoxy out. -8AN fittings installed to replace the leaky factory frost plugs. (I made AN lines connecting the plenums) Welded-in coolant temp sensor in rear of manifold to clean up wiring. Linkage included. This intake completely woke up my big block and pulled hard to 7000rpm with oval heads. It still cruises and drives nicely with good response. \$1800.00, Dual Quick Fuel 750 draw thru supercharger carbs Boost referenced power valves -6an fuel bowl fittings Installed smaller idle jets for precise Air/Fuel tuning at idle and cruise. Billet carb adapter plate with O-ring HVH super sucker carb tapered spacers Can be used on a street engine, when jetted for 850hp, this cruised at 12-14mpg. Current Jetting in it was making 1100hp+ on Q16 at 12psi. \$3500, Located in Bonnyville Alberta 780-207-1294 O1

Brand new 15x10 weld pro star. 8.5" backspace with a 5x4.5 pattern. Never mounted on car. Tires are MT et drag 28/11.50-15 and still have the stickers. Replacement cost is about 2500 before shipping/tax,duty, etc. 1500\$ located near red deer 403-358-1330 J3

Have 2 front dragster BBC 1/4in 21.5 centre to centre. Aluminum plate as shown \$125..... and 1-- 3/8in aluminum BBC mid plate as shown \$250 All brand new. Stony Plain 780 910-2843 A2

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set of h-beam 5.7 rods and 1 set of aluminum 6" rods for sbc. \$200 per set. Building something different now so no need for these. Pick up in Rutland or Westbank B.C or i can get a shipping quote. 250-215-5170 A2



Weld Draglite 15"x14" wheels. 5x4.5"/5x4.75" bolt pattern. 4 1/2" backspacing. \$800 obo Phone: 306-912-8857 A2



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Manley Salesman
for more details!!**



Hot Rod Hootenanny

Doug Adams









Parts Bin

e-mail don@quick-times.com

nice quick fuel carburetor off a 598 we had work's as it should it's a fx-4711 \$1200, call 604-308-7160 J1

SBC edelbrock tunnel ram with dual carbs. I never used it, bought it used and sat on the shelf. Nice shape. \$1100obo TCI converter for C6 with mid plate, setup for nitrous, small pilot \$200
Island Race converters converter for C6 with mid plate. 4000 stall, tighter stall. Large pilot. \$200
SBC old school Mickey Thompson valve covers, nice shape. \$120 FIE offset drive magneto with coil, BBF. Works for tunnel rams and blower setups. Good shape. \$1200obo Located in Kimberley BC, can ship on buyers dime. call or text 250-908-1642 N1

Aluminum transmission crossmember. Bought for 68 Firebird. Not sure what else it fits. Been on the shelf for years. Dont know brand. Only used for mockup Call or text 204-761-7051 N1

351windsor intake manifolds Performer 150.00 Airgap 500.00 Super victor efi with rails and elbow 900.00 Super victor carb new in box 800.00 Text 780 621 8597 N1

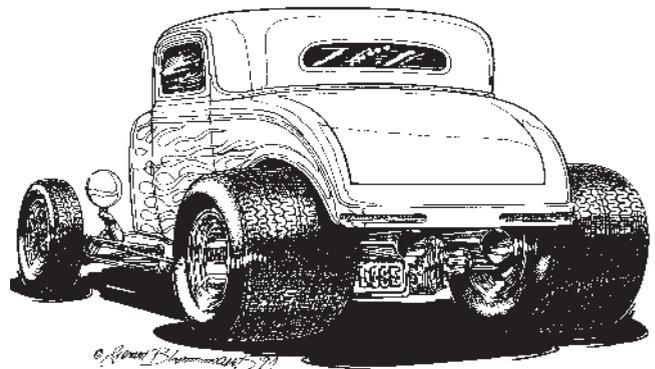
1Pr. Vintage J. C. Penny A/FX drag slicks 9.00 inch wide, 27 inches tall for 14 inch wheel, Excellent used condition for their age I am guessing that they are from the 1960's or 1970's Mopar, Ford, Chevy \$575.00 for the pair (708) 288-2879 N1

7-1/2" Dunn mag offset for tall deck BBC, 750\$ - Sold Tfx oil pan \$450 BBC kickout oil pan \$1000 New crane 669131 cam \$500 Used morel .842 lifters for dart/bowtie blocks \$500 RCD bolt on bearing support mandrel new \$350 Crower clutch can w/liner 300\$ 306-554-7975 N1

Jegs quick charge lug kit new in box for battery terminals 75, 1" 5/8 Motion raceworks Holley dominator roll bar mount with cable saver call pm or

text Chris 403-371-9130

N1



Driveshaft- 24&1/2" centre to centre, Mark Williams 32 spline Billit Yoke, upgraded 1350 forged joints.\$500 CA , has SFI tag Mike 403-607 -5990 O1

Big block Chevy fabricated valve covers \$200, Big block Chevy cast finned valve cover \$200, Small block Chevy Moroso valve covers \$120, Dual 4 blower scoop and k&n filter \$400, 15lb nitrous bottle and 4150 plate kit \$500, Located in Vernon ph 250-308-8386 A2

23x5x15 Hoosier front runners Brand new Rolled around shop is all had to go bigger 400 obo 403-382-0685 J3

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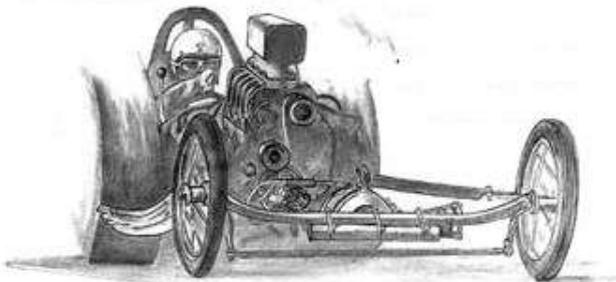
\$1200 is a deal Don 403.872.0250

J1

1375 houses eight 120 lb/hr injectors to support up to 1375 horsepower Compatible with draw through or blow through forced induction applications
 2.5 Bar MAP Sensor can handle up to 21.5 psi of boost Built in Single stage progressive nitrous control User friendly Boost Control with handheld adjustability Programmable Target Air Fuel Ratios per Boost level Three Programmable 0-5V Sensor Inputs for Oil/Fuel/Dome or Nitrous Pressure Sensors Six Programmable Ground Outputs One +5v Reference Output - +5V Power Supply for 0-5v Sensors One Sensor Ground - Ground supply for 0-5v Sensors
 Dual Pattern bolt on carburetor replacement, designed to fit 4150 Flange & Spread Bore manifolds
 Located near Sexsmith AB, \$2000 obo will ship. Message here or Text/call 780-402-4480

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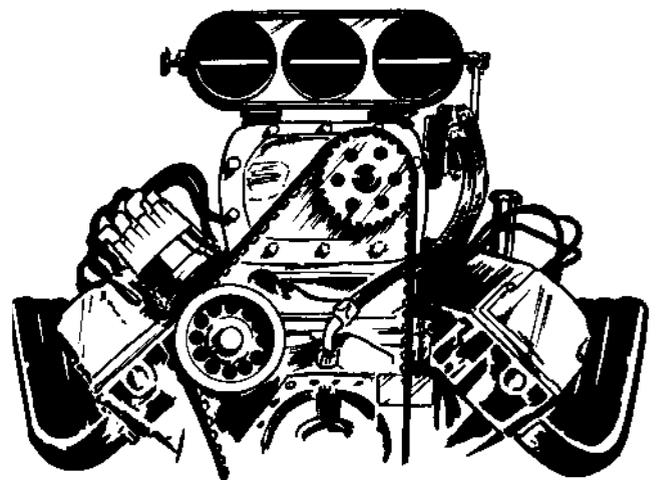
DZE race clutch machine disc & floater resurfacer, does up to 11" discs , 10 spline or 18 spline capable, auto feed and belt sander table for facing floaters etc., new extra belts and diamond cutter. New cost from Bickle or 1/4 Max is \$5500 US \$ plus belt table option plus freight and applicable taxes. Etc \$3800. 403-607-5990

J1

Shorty Powerglide 1.69 low gear, 10 clutch drum Built by Sullivan, freshened at Hughes 0 runs since fresh Xtreme gears Reed pump 1" ringless input shaft 27 spline glide output shaft Upgraded Sonnax servo Certified to the end of 2028 \$4,500 USD Aaron 403-581-8338

J1

Holley sniper xflow 1375, 8 injector. Works as it should have spare O2 and temp sensors, ran for a few years on my 650hp 454 in my race truck always worked great zero issues. Also have a holley 12-147 dual 450L 12 bolt sending unit with a spare new pump and matched high flow billet return regulator available for \$1000 or buy with the xflow for \$2500. Will pull and clean sending unit if purchased. The Sniper XFlow





2008 Rear Engine Dragster 124 Box Car. Chevy 400 cubic inch small block. 700HP. Hillborn fuel injection system. Runs on methanol. 9 runs on engine. 2 speed automatic. Ready to race. Comes with brand new set of tires. Extra transmission & torque converter plus lots of other bits and pieces. Not interested in trades. Serious inquiries only please. Asking \$28,500.00. Located in Edson, Alberta 780-723-8178



1996 Oldsmobile Cutlass Supreme · Coupe · Driven 1,234 kilometers, Mayfield Race Car,(1996 olds) Crome moly chassis,fresh565 (960hp) on methanol (Ron's mechanical) ATI power glide (25passes) moser third member 4:10 gears,4 link,lamb carbon fiber brakes, on board air compressor,throttle enhancer ,fire suppression,K&R delay box and dial boards. 16 volt and charger, 6.0 chassis all safety's are current. Car weighs 2300lb race ready. Runs 8.26 - 172mph. Asking \$75000.00. No trades. 306-281-6169



1951 Ford Anglia, All steel body complete, in very good condition, fiberglass dash, c/w rolling 2/3 chassis powder coated, engine and transmission not included, currently to fit 350 chev and 700R4 transmission, drive shaft, master cylinder, brake lines completed, wilwood rear brakes mounted, Ford 9 inch, Stainless steel headers with Super trap mufflers, shifter, 15 gallon fuel cell, center line rims, 10 inch rears (tires are not road worthy) hitch, everything is powder coated, radiator with 2 spal fans, 28 inch adjustable tilt steering column, brake pedal mount, lots of parts to go with to complete, any questions please PM me, video attached of car and parts that go with it. Asking 20,000 cdn. Eddy 780-916-8804p

Top sportsman 63 Corvette 572 two speed automatic. Fuel injection never sprayed Certified to 6.0 Call Gordie 250-862-1111

A2



2002 Chev Cavalier, Jerry Bickell built, carbon body, carbon interior, original pro stock car built for Kenny Koretsky, 6.0 tag, all current certs, has 540 cu in with glide, lamb struts and brakes, Koni electric shocks on rear with air sweeps, 33-17-16 rear tires with beadlocks, stainless headers, Racepak v300, dash, egts,rear shock travel, and lots more, MSD grid, Aeromotive fuel system , onboard air system, Mega 450 delay box, K&R dial boards, \$80,000 turnkey \$67,000 rolling, located in Fort St John, 250-787-3983

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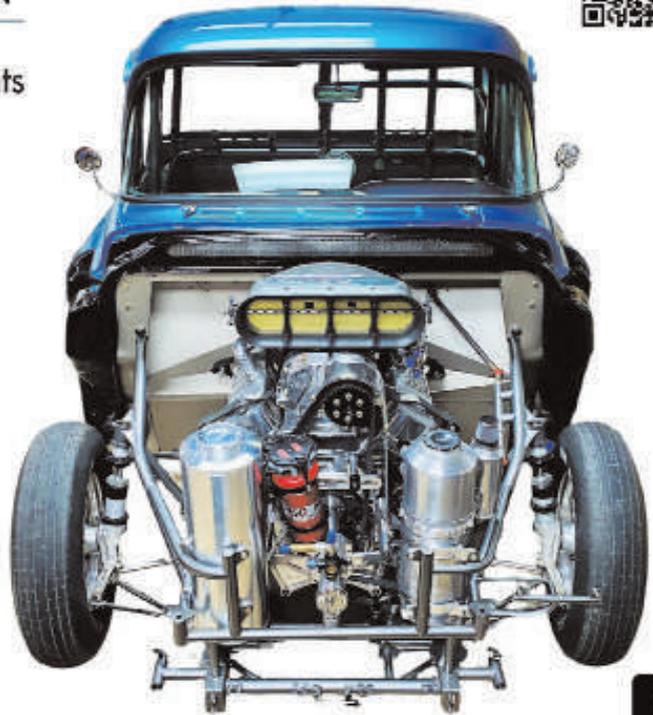
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56 Chevy wagon roller project is still for sale, finish it your way...Solid body and floors. I'm not gonna get to it so here's a good start on a 567 wagon for a good deal, no I don't want any trade's as I have enough thanks, located in Red Deer County, note no motor/trans and is a project, but mostly complete and pretty solid, \$6750 Call me at 403.872.0250 Don.



1965 Pro Street Corvette Stingray 4 Wheel Aluminum Disk brakes ,Rack and Pinion Steering, Fuel Cell and Fuel System Complete ,MSD ignition , Four Link , ford 9 Inch with 40 Spline Axles, wheelie bars and parachute ,Aluminum Rad , Set Up for BBC Glide , Has Headers and Side Pipes , Beautiful Burnt orange candy paint , Real Car with all working glass and Factory Vin , Clear title in my Name. US Car So no duty . Just Drop in motor and go !! Located White Rock B.C Canada 40 K USD, 55CND 604 828 0027



1955 Canadian Built 2DR HT Body #3557 out of 3559 built in 1955. Factory Power Steering, Power Brakes, Power Windows, Power Seat, 3spd with Overdrive. New Ciadella seat covers and carpet. 61K miles, paint is driver quality. 265 is gone, the motor has been updated to a 350. Excellent door and trunk gaps. Both bumpers have been rechromed. Have your choice of original rims and radial tires with hub caps if you prefer originality. Would make a great resto mod or drive as is. Can help with shipping at buyers expense. \$47000 Can or \$33500 US 250-305-5068

SWEET PRO STREET MORRIS MINOR CONVERTIBLE !!!! You can cruise this Hot Rod all day long and not over heat. When you stand on it hang on, and it goes straight as an arrow. So if you're looking for a fast kool head turner then this is it. It is a Steel Body on a Fatman Fabrication frame w/mustang II based suspension on Qal1 coil shocks all round, Engine built by KMS Engines based on a 383 stroker w/Lunati cam, Aluminum Heads, 671 Blower, TCI 700r4 Super Streetfighter trans w/BM convertor, Rear end 9" Ford w/3:90 locker, Sanderson Headers & lots more. There is way too much to list on this car. \$48k, call or text at 587/679/4069



Al Lee or Lee brothers Baracuda that set 10 nhra records in ss/a or hemi superstock. The first car to break into .8 seconds first to break 150mph first car to

go 8.7 seconds. I put in the record setting 426 hemi and 4 speed back in it. Al Lee built the engine and put it on a dyno and it has not run since then. I have been racing it with another hemi that Al built the last few years. The dana 60 in it has 4.88 gears in it. \$200K, For more info call Ray at 250-784-5080 s1



255" TNT Top Dragster (overall length is as long as most 245" cars are once the nose is taken off because on my car the frame does not go past the front of the front tires. I can explain more over a phone call) 24" Cage Clear powder coat Magnesium body panels Car has been running 6.1's @ 228 mph. Full paint and ceramic coated Everything listed below is less than 2 years and 75 runs old. Car completely rewired New Digital delay 625 delay box and dual view dial board. New MSD grid, ignition and HVC2 coil New XS power 16v AGM battery New Smart wire switch panel and relay board New Smart wire nitrous wired for 3 kits New Electric fuel pump with built in screen and regulator. New Racepak V300 with IQ3 Dash, almost every sensor including shock travel and O2's. New Hammer 11" floater sheet metal housing with 300m MW 40 spline axles. New Indy gear billet 4.10 11" 3rd member. Dual lamb brakes with new rotors and all brand new brake pads. Foot pedal and hand brake. New 16x16 Deltas with 5x5 bolt pattern. New Penskie shocks 9 runs on C1550 Hoosiers Rebuilt CV Shaft Almost everything on this car is brand new and updated. The 11" rear end and 3rd member will eliminate any rear end issues. Promods get 400 runs on these gears so you should get 2000 runs. This 3rd member and housing was 20k New. The Deltas are 8k new. The shocks were 2.5k new. The 1-1/8 input shaft Transmissions is 8.5k new. The list goes on. To build this car new is over 100k and all the key components are new on this car. And if you needed 1 more thing to help you "get there" with this car, the current 2025 Top Dragster World Champion drove this car to help him secure that title, \$50,000 USD, Hughes Transmission with 1 1/8 input shaft, 1.69 Xtreme gears with less than 30 passes on pump, planetary gears and clutches. Add \$5,000 USD Available Engines if you want the car turn key. o 781 5" BS Reher Morrison nitrous engine. o632 4.84" BS Driskell nitrous engine. Aaron 403-581-8338 D1



1960 Desoto Adventurer Pro Street Canadian built 1 of 360. Not you grandfather's Desoto! Nothing but the best put onto this build. Including 440 stoked to 500 cu.in 8-71 Dyers Super charger MSD ignition Torqueflite Trans 9" converter Turbo action trans brake 9" Ford 4.10 w/strange axles Art Morrison custom 1 off chassis 4 link rear suspension Wildwood brakes MT sportsman tires and to much more to list. She is street and strip legal! Runs straight down the track and handles great on the street. For more information please contact us or call 403-625-8978 can be viewed at Okotoks Alberta Canada \$150,000 M1

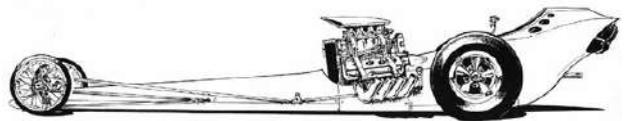


92 S10, bad Bus, SBC. Dart blown alcohol, 671 Moonyham, Waterman pump, Enderly inj., Msd 20, pg trans, 9" ford rear, 8.50 cert ex., \$25000, interesting trades considered, no junk, in Mission anytime @778-347-1136

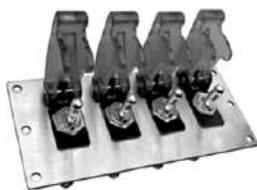


1965 Jim Davis slingshot dragster. Chromoly chassis, built in northern California. Great candidate for a restoration/display or cackle car. No, this will not pass NHRA tech anymore. I don't know the whole history on the car, but it obviously hasn't run in many decades. Located in Saskatoon, SK \$7,500 cad 306-881-1654

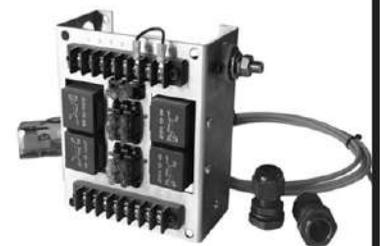
2010 255" TNT 24" cage Newer RON G shocks Msd grid V300, IQ3 dash, shock travel sensors and every other sensor you can imagine. Air compressor with CO2 back up bottle.



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	810	14.0gpm
	980	16.3gpm
	1080	18.4gpm
	1190	19.2gpm
	1250	20.2gpm
	1365	22.0gpm



Large Spur Gear
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AN16 Outlet
\$1295

Tunnel Ram



Partial: from \$653
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2007 Randy Parker Dragster, 245" hardtail, NHRA Chassis Cert 6.00, strange Carbon fibre brakes, Brand New 540 cu.in, approx. 120 passes, MSD Grid, 1500HP Reid Trans, bead locks, Oliver rods, Morel Lifters. Good Car. \$34500, Call Mike 780-918-1754, Edmonton, AB M1



TCI FRAME, 2011 Build, 5.7 Injected, 700R4, Rack and Pinion, Good Driver, Powder Coated Exhaust, New 17" Wheels and Tires, 4 Wheel Discs, Lots of Money Spent, Low Miles, Ex Rum Runner, Decent Paint, Stainless Lines, Power Seats, Needs Interior Finishing (have headliner Bows) Asking \$28,900 trade up or Down for Musclecar 403-512-8163

37 Chevy Pro Street Coupe 25.1 Tim Mcamiss Chassis , Lamb Struts and brakes , Mark Williams Modular Full Floater Aluminum Diff 40 Spline Gun Drilled Axels Mark Williams Rear Brakes , Santuff Aluminum Pro Mod Shocks , Pro mod Moly Wheelie Bars Anti Roll bar, Twin Stroud Launcher Chutes , Data Recorder , Windows go up and down, led head and tail lights New Optic Armor windows New tires All the way around . Very light!!!! 27,000 USD 37,500 CND Call or test if interested J1
604 828 0027

37 FORD BODY FOR FREE only if you buy the rolling chassis and all the new parts. You will find that the body is very nice for its age and so are the fenders. Replacement value on the new parts would exceed my asking price. 1- rolling chassis

with Mustang II front end, Ford 9 inch rear end sitting on new de-arched leaf springs.(5k value)2- New in the box Walker radiator (3k value)3- New in the box Bob Drake Hood (800.00 value) 4- New disc brake kit. 5- Inner & outer four piece rear tail pans. Not enough space to list all the parts. Bad stuff- car needs floor repairs but for the most part they are flat so pretty easy to make them yourself or ask your sister. ha ha
403-396-3901 J1

1976 Chev Vega for sale rolling, set up for big block and glide, fresh 7:50 NHRA tag, new paint, all new tin, new 4 link bars, anti roll and double adjustable rear shocks, new ignition and mega 200 delay box, Dana 60 rear, car located in Fort St. John, \$19,500 ph 250-787-3983 N1



1991 GMC 1500 SLE CUSTOM STREET TRUCK 408 cu. In. small block Chevy, over 400hp and 450ft-lbs of torque, Holley 670cfm carb, and Edelbrock aluminum air gap intake. 700R4 Transmission with 2200 stall converter, shift kit, corvette servos. Custom body work, emblems shaved, flipped tailgate handle, welded in stake pocket holes, cowl induction hood, Street Scene mirrors and grille insert, 98 chev front grille and bumper, billet chev symbol and antenna, Lund roll pan, Bedrug, and to many other things to list. Belltech 2" front, 4" rear lowering kit. American Racing Titan 20x8.5" rims with Falken tires Too much to list or see a more complete list with the truck \$32000, Contact Marcel 780 699 2999 j3

403-227-3446



2002 PT Cruiser Tum Key S/ST S/G S/P
 Chromoly Chassis NHRA Cert W8 R3 Small Block Dodge
 Race Engine TS Power Glide
 Strange Ford 9 inch Comes with a Spare W9 R3 Small
 Block Dodge Race Engine. 70k,
 Call or Text 780-938-1119

J2



250"wb, hard tail, current 6.0 SFI certification, set up for
 BBC/shorty PG, Ford 9" Strange aluminum modular rear end,
 M/W 40 spline, gun drilled axles and spool. Strange alu-
 minum center section, Wilwood brakes, 23.5" cage, to much
 to list everything. Can be sold with engine and 28ft enclosed
 trailer for extra \$\$\$. Serious inquiries only please. Price \$
 23,500 obo for roller. 403-701-8181.

2000 Monte Carlo SS, First year of the NASCAR based ,
 Collector Plate Status, Fastest V6 3.8L (214HP) Around.
 Made in Canada, 4 Spd Auto OD, Full load. What is doesn't
 have- doesn't need. Original shiny Triple Black Paint-NO
 accidents, Mint condition, in, out, & undercarriage, for a 25
 Year Old Car. Always driven in the rain. Aluminum Subframe.
 Leather interior, with fold down rear seat for extra trunk stor-
 age. K&N Cold Air Intake, cabin filter, Flowmaster Exhaust,
 etc. Sounds Horny. Recent New brakes w/Power-slot Rotors
 & Hawk Pads all round, NEW AC Delco steering rack, PS
 pump & suspension parts, battery, plugs, Taylor wires, +++
 etc. (can provide list) Cadillac polished 16" rims w/Michelins.
 Incl set factory mags w,snow tires. Regular maintenance
 w/synthetic oil. Engine & trans freshened with lots new
 Performance upgraded parts less than 50K. Must be seen &
 driven to be appreciated. Last of GM's Roomy/Comfy 2 Door
 Mid Size Body style. Similar version just sold for \$14K US.
 Brookwood - Langley. You've seen & know the car & driver,
 with a recent medical miracle, gotta thin da heard. Cheers!
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65 Corvette Coupe Roller for sale Rich racing history was
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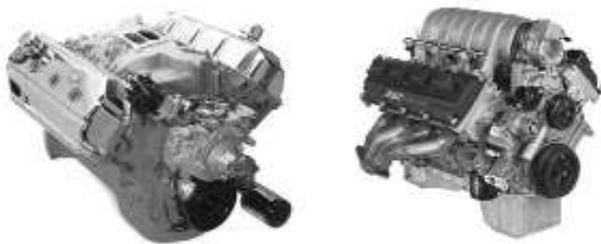
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1971 Nova, original buckets console car. Have 350 engine, no trans (originally a TH350) no rust in the floors or trunk. Small amount of rust shown in the pictures around rear wheel well lips. All original interior is there. 10 bolt rear end. Painted and re-sealed. Front clip painted with drop spindles & MBM power disc brake kit. Smoothed firewall. All new energy suspension bushings in front control arms, have energy suspension body mounts and rear leaf spring bushings. No Hood. US Mags wheels 17x8 and 20x8 with almost mew rubber. Have all original parts except hood. No windshield or rear window glass. Side glass in excellent shape. Vintage Air under dash A/C & heat unit with controls. Ton of work invested, body in primer. Too much to list. This car has been in the family since 1991. \$12,500 Message or text 780-777-2195 J2

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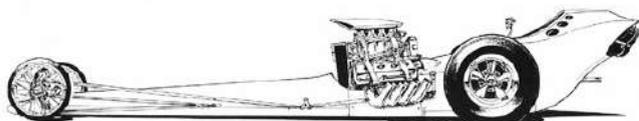




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1964 Ford Custom 500 2 door post. 462 FE engine. Forged bottom end, Edelbrock heads, hydraulic roller, 2 600 Holleys, 6R80 transmission, 3.89 Truetrac 31 spline Strange axles. Can drive anywhere. Not perfect & not a car for everybody. If you're serious take a look & I will give all the details. Located in Moose Jaw 306-684-0499. \$35,000. j3

06 Ram drag truck, not street legal, 6.1, 727 with brake, Dana 60 with 4 link, selling due to poor health, \$25k, may consider trade, text or call 204-648-4832 for more info j3

Our nitro team was formed 15 years ago in 2010. Ron Hodgson had been bugging us for a few years to get a nitro funny car, and at first it seemed preposterous, but the alcohol funny car was already getting too expensive to run. It needed new parts all the time to try to keep up with the fast guys, and we still weren't fast enough.

We got a good start with the nitro program due to the help that Ace Manufacturing provided, but that money only lasted 3 or 4 years at best. We were getting just enough money to fail, and none of us could provide the funding necessary to make it fast. We were having fun though, it was definitely a whole new deal. I had never tuned a nitro car before, so whenever we tried something new, it usually burned us pretty good financially.

Our main motivation was to start having fun again. And while some people might watch and wonder how we could have fun when we have to tear the motor apart every run, we do enjoy it we do enjoy it because we could see the results of our hard work almost instantly. The guys we run with are great too, there seems to be a different attitude in the nitro class. Their doors were always open, we were invited for drinks and food by most of our competitors, even big names that we never thought we would get close to before.

As the years went by, our team became more organized and our performance was slowly getting better. Our first runs in 2011 were in about the 6.50 range, but we got into the fives only a few years later. The weird thing was that no-one would help us with a base tune up when we started, but once we started running regularly in the fives, suddenly we were getting the advice that we wanted.

In 2014 we raced the GoodGuys event in Seattle. That race was the highlight of the season for us, running a 5.88 and a 5.93. It was so much fun, and the Guys treated us so well. The think that really made me feel part of the nitro fraternity and acceptance into the nitro group was that we had to thrash to fix the motor for the final, and we were still bolting things on as we rolled to the starting line.

When we got there I expected the other drivers to be chomping at the bit, bolted into their cars, but the drivers were all sitting on their tail gates, with no intention of getting into their rides until we were ready.

The Heritage race in Mission was phenomenal too. Under the guidance of Tim Nemeth, we ran a 5.88 at 247 mph right out of the trailer, which was our career best e.t. and speed.

For the last qualifying run, we added 1 percent of nitro and put a bit of timing in it.

That's one thing that people are surprised about, is the amount of timing we run with nitro.

While a blown alcohol car runs from 23 to 28 degrees, the nitro car needs around 60 degrees, more or less depending on the engine combination and weather conditions. On Sunday we raced Bucky Austin's car with Kris Krabill driving. We kept him honest with our 5.93, but they beat us with their 5.86. All in all a great weekend though. We had a streak that season of 9 consecutive wins, which we had never been close to before.

Our team continually tried to go faster each season after that, but every time we hopped it up it would blacken the crank or burn a bunch of pistons. We had occasional successes, but with limited progress. In 2017, after installing the new mandatory carbon fibre brake pads and rotors, we had a parachute failure in Spokane, and when Nathan pulled on the brakes, it seemed like he just went faster. His only hope was to make the wide turn at the end of the shutdown, but he was just going too fast and smashed into the large dirt berm. The car was destroyed, and Nathan didn't feel very good afterwards, so our racing future was in doubt.

Not long after, Nathan found that Jake Sanders had a car that we could buy. The funds for our team were virtually non-existent, so we were extremely grateful that a go fund me was posted to get us back on our feet again. Cami Beck and Dave Schwartz organized everything, and soon we had a new car, and found a cool '65 Mustang body. We worked our tails off for almost a year to get the new car race ready, and we decided to bring back the Arctic Traveller name, which had been retired in 1996. We really enjoyed that car, but had the same issues with lack of funding.

In 2023, Nathan was asked to drive the retro Bubble Up car formerly driven by 240 Gordie Bonin, and has since set a National Record and won some Heritage races.

In 2025, the team won the Legends nitro funny car class at the U.S. Nationals, the same prestigious title that Gordie ran in 1979.

Our Arctic Traveller in mostly parked now, but we do bring it out a few times for sponsor races in Edmonton.

For 2026, we will be doing more of the same, but Nathan and the Hodgson team be ready for testing before the March Meet, and are determined to capture the #1 spot by the end of the year.

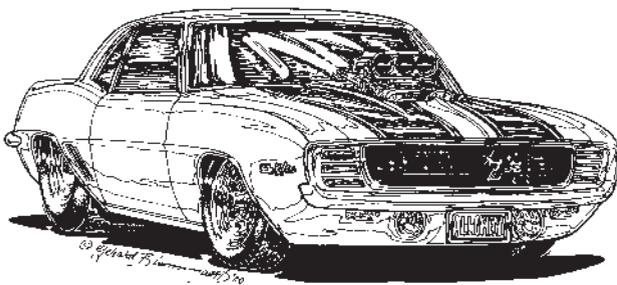
Ken



used stock front suspension from my 57 chevy. Upper and lower control arms, springs, spindles and drum brakes. Please call or text George at 306-550-6675 J1

Muncie M20 4 speed manual transmission 10 spline input shaft, 27 spline output shaft. Rebuilt with new synchros and synchro hubs, bearings, thrust washers, bushings, gaskets and seals. Maybe around 3000km since rebuild. Hurst competition plus shifter assembly. McLeod super street pro clutch PN 75224 168 tooth flywheel and bellhousing Ram hydraulic throw out bearing Transmission works excellent with no issues. Possible trades for GM overdrive auto of similar value \$3000, 587-969-4169 D1

1969 Camaro Z28 M22 transmission, Maserio wide ratio M22 gear set, NOS GM synco assemblies, rev gear, idler, shift forks, front brg retainer, & much more. All new GM internals, NOS "584" tailhousing, Mint like NOS "660" original M22 case unstamped production pad. "P" magnetic GM drain plugs, correct 1969 SBC production line assembly bolts. Correct 1969- late production "648" side cover. This Maserio gear set is top quality and \$1200 +US alone. No disappointments, perfect for that 69 Camaro Z28 or SS missing its original transmission, leave the pad blank or put your numbers on. Unstamped "660" cases sell for \$1800-\$2500 US alone. Call or text with any questions. Mike. 403-607-5990 D1



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4 speed Saginaw transmission out of a 69 Camaro. It was in the Camaro for a very short time as the car got wrecked. The car had a 327ci (which I have but not included in this ad) with the Saginaw 4 speed. I have not run the numbers on the engine yet. The Transmission has been kept inside since and not messed with. It has 3 grooves in the output shaft so it is the more desirable 3.50:1 first gear. The numbers on the passenger side of Transmission are: 3925656. Asking 1500.00 obo for the transmission. Call Duke at 306 921 2172 N1



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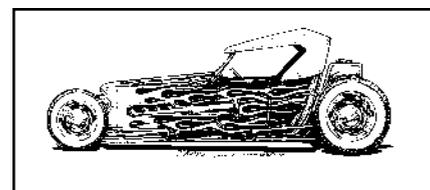


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