

Canada's Performance Magazine



JUNE 2026
Volume 31, Issue 6



**SOCK
HOP**

SPECIAL
ONLINE
VERSION

THE GASSER GET-DOWN 2026



2025 CHAMPS "THE CHUPY CREW"

**AT THE LANGLEY LOAFERS
OLD TIME DRAGS
MISSION RACEWAY PARK
JULY 31, AUGUST, 1,2**

INFO GALORERACING@GMAIL.COM



Page 6 coverage



Whats the big deal about Zinc?

Lubrication is nothing more than a liquid wedge (cushion) between moving parts to prevent friction. But this alone doesn't guarantee success. Because liquid cannot be compressed, it is the perfect type of ubrication because it prevents metal-to-metal contact. When this film is pressurized, it creates a solid barrier between moving parts. Think of the liquid wedge like you would tires hydroplaning on wet pavement.

Tires move over the surface without actually touching the pavement. There has been a lot of confusion in the last few years about the lowering of zinc and phosphorus levels in modern oils and how these lower levels relate to classic and performance engines using standard flat tappet lifters - that is, just about every car built before the Eighties. The concern involves the use of the new lower zinc/phosphorus-content ILSAC (multi-viscosity) oils, readily available on shelves at auto parts stores everywhere, and how compatible they are with these older engines.

In theory, the liquid wedge should always keep moving parts apart. However, there are factors that can break down the barrier. And when this happens at high rpm, destruction can occur in a nanosecond. Extreme heat, which causes lubrication to break down, ultimately brings moving parts together to cause engine damage.

When anyone mentions zinc, they are actually referring to zinc dialkyldithiophosphate, a compound invented by Castrol for use in mineral-based oils orzinc di-thiophosphate (ZDTP), which is normally used in synthetic oils. Both have been used as an anti-wear ingredient in engine oil for many years. The zinc and phosphorus ingredients appear to be most effective when they are used together. ZDDP/ZDTP is one of many additives that are put into conventional motor oil to improve its lubrication qualities. Other ingredients such as boron and molybdenum are also added as lubricant enhancers.

What was discovered through oil testing by several engine component manufacturers is that many older engines experience a short period of time during engine start-up where critical lubrication is insufficient between metal-to-metal lubrication points when using modern oils with reduced amounts of ZDDP/ZDTP. These same enhancers unfortunately have their downside: The phosphorus in this compound creates carbon buildup in engine bores and valvetrains, and both compounds can also lead to the early demise of catalytic converters.

For this reason, the industry has been phasing out



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zinc and phosphorus levels since 1994, when the American Petroleum Institute's SH designation became the industry standard, and levels have been further reduced in each subsequent API rating for engine oils. Manufacturers have tried adding more boron to offset the effects of the reduced zinc and phosphorus levels; however, the dry start protection does not measure up to those using more ZDDP/ZDTP.

This has opened up a whole new market for zinc/phosphorus additives for oil and many camshaft and engine manufacturers now recommend that an additive be used in initial break-in and for regular use.

Most engine and engine component manufacturers recommend zinc and phosphorus content of more than 1,200 PPM for break-in; in fact, many will void warranties on camshafts or crate engines if this minimum is not found in the oil sample you supply when returning broken parts for warranty.

For this reason, many manufacturers produce their own zinc additives or oils with supplementary zinc included; GM even offers its own break-in oil with additional ZDDP.

Sock Hop

Greetings Quick-Timers, I'm coming to you during the third week of May. When I signed off last month I was setting out for a big weekend of swap meets and a flea market. It's just coming into car show season here and other than a cruise night here and there things don't really get rolling until after Memorial Day, which is in a few short days.

Out on the west coast my friends are getting ready for the big weekend in Santa Maria at the West Coast Customs Cruis'n Nationals. Here, I'm set to go to Lime Rock Park for the Trans-Am race. However, our dear friend Mother Nature might have other plans. I guess I'll just have to wait and see.

Getting back to the swap meets and flea market. The big triple header weekend that I spoke about last month was supposed to be two swap meets and a

Doug Adams

flea market in three days, taking us out to Rhinebeck New York on Friday then back locally to Bethany CT for Saturday and Sunday.

Friday morning came and I met up with my buddy Ed for the ride to New York. I've been going on road trips with Ed since we were old enough to drive, back in the 70's. It seems that Ed somehow has stayed in the 70's, he's as analog as you can get and the suggestion of GPS sends him into a tailspin. So, knowing this I went on the computer and mapped out our route to The Dutchess County Fairgrounds in Rhinebeck NY.

We both knew there was no way we were taking major highways. In all actuality the backroads were only 10 minutes slower than the highway but computer maps don't take morning rush hour traffic into consideration.



Sock Hop

Doug Adams



We pulled into the fairgrounds around 8 am and were immediately stopped by the parking police who told us that the swap meet didn't open until noon....are you kidding me? With that said I asked him if there was a place to get breakfast. He gave me directions that lead us directly to a pizza place.....it's 8am, ugh!

After touring the fine town of Rhinebeck we did find a place to eat before returning to the fairgrounds. By some stroke of luck the gates were open when we re-arrived and we were able to go into the swap meet well before the time we were previously given!

We spent the next six hours walking the fairgrounds, picking up a few treasures along the way. My big score of the day was a pair of Nova L-79 valve covers for \$40 and some vintage stickers for my collection.

Back in Connecticut we woke up to a rainy Saturday morning, it looks like there would be no flea market! The sun was shining bright at 6am Sunday morning which meant one thing, it was going to be a great day

for The Connecticut Street Rods swap meet at The Bethany Airport. For this day Ed was going to be a vendor at the swap meet so I teamed up with my buddy Jack for the short ride to Bethany.

By the time we arrived the place was packed! It was evident that the change of venue for this swap meet turned out to be a good thing. After walking through the swap meet we decided to go across the street to the local deli for a cup of coffee.

While we were sitting there, several members of the CT Street Rods who were working the event came in to take a break. I overheard them say that they had 400 vendor spaces and all of them were sold. They also said that they were very happy with everything and that they were looking forward to having their future events at the airport, good news! All in all it was a great weekend. I didn't bring much home on Sunday but Friday made up for it.

Sock Hop

Doug Adams

For this month I was hoping to bring you coverage from the Southington Drive-In Tuesday night cruise but, due to our week of on and off thunder storms the cruise was a total wash out! Luckily for all of us I still have a few things tucked away from last year, from a dryer, warmer time in late August!

For the past 4 decades the Prospect Car Club has hosted The Sock Hop On The Green at the Prospect town center. Traditionally the show is held on the last Sunday in August. Coincidentally, this year my birthday fell on that last Sunday. So, my plan was to take my car to the show then return home for a barbeque later in the afternoon. I asked my cousin Pete if he would like to ride along, he said yes. This show brings in hundreds of cars so, if you don't want to be stuck out in the middle of a field, in the August sun, you need to get there early.

Once we got parked and everything squared away Pete and I headed out to see the show. Fast forward to around noon, my phone rings it was my wife, she asks, where are you?

I reply, um...I'm at the car show with Pete. She says, I know but where are you, I'm at the show too. I was speechless so I asked why? She said she got a ride from Pete's wife. Pete was going to leave and she was going to spend the afternoon with me at the show. Again, I'm ready to ask why but ok, we will come and find you. I can't remember the last time we were at a car show together so it worked out to be a pretty good birthday topped off with a dinner of hot-dogs, cold beer and an ice cream cake!

For this month enjoy the photos from the 40th annual Sock Hop On The Green presented by the Prospect Car Club. I hope to bring you something current next month!

Doug



Sock Hop

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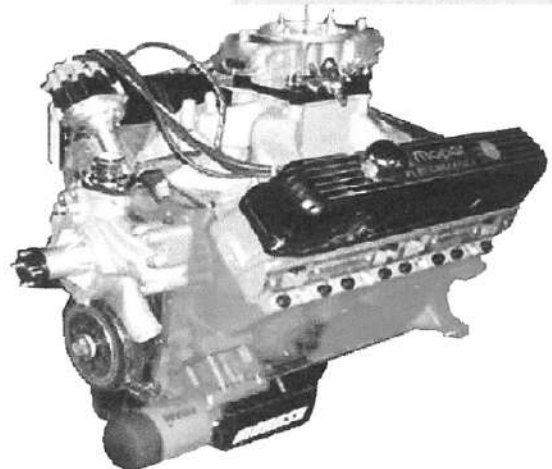
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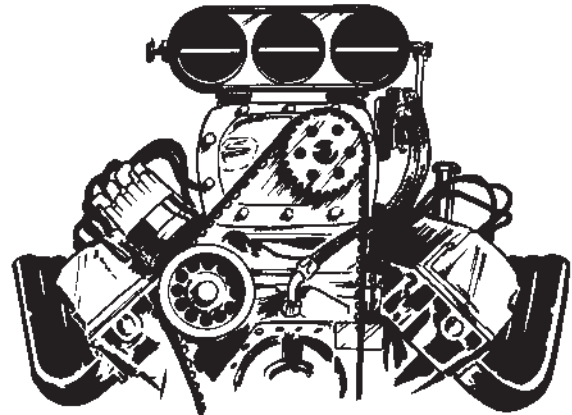
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Do you race in a class that requires a sealed CT602 crate? 350ci, making 350ish horses of mild insanity. 390ft lbs of semi tough to control grunt. Change the oil, spark plus, and valve springs from time to time, and they last forever...Well i have 2 of them for sale. Both come sealed with the impenetrable IMCA seal installed at Davis in Medicine Hat. One engine is used, 6 yrs old, 25ish IMCA modified shows on it. Oil changed every four races. Valve springs changed 10 shows ago. Engine only - \$5000 Currently has water pump, power steering pump, Flywheel, fuel pump, and starter installed. New engines are currently priced at \$8900 in Canada, Speedway is \$7599USD so I want \$8000 for this one. Do I want to get into the philosophical rant about crate pricing? If you need a stand to carry it on, I have one of those as well...but not two...so bring your own. Prices firm.Let me know...2026 season is coming up fast. Lee-403-464-9134 M1

1970 SBC 355 Race engine. Heavy block (high nickle LOL) with 2482 nodular Iron main caps. Fully balanced at custom balancing, machine work at D&W, Lunati forged crank, C and H I beam rods, Dss 8117-4030 forged pistons, Ultradyne solid roller, R12/R13, 306/310275/278@ .050, 106cl, 640 lift with 1.5, Comp rev kit, Comp solid roller lifters, Matching springs, girdle. etc. Brodix track 1's. fully ported and holley strip dominator intake to match, 1.5 Roller rockers, Quick Fuel Q-Series 4-Barrel 950 CFM 4-Barrel Carburetor, Built to rev, never fired, Engine needed to be rebuilt when i bought my Camaro. \$6500, Text Barry at 403-669-2619 J1

Brand new Indy maxx alum 440 dodge water block 10.720 deck height ! 4.380 finished bore now can go 4.500 if you want ! Bored and honed with deck plates ,square decked, stroke notched for 4.500 stroke , drilled for pushrod oiling , line honed ! All machining done at Indy ! Brand new never assembled ! \$10000 cad firm would be\$12500 plus shipping/brokerage and tax ! Text or call 250-470-2195 A1

Brand New FTI Stage 3 T400 w/ converter for SBC - Installed, never run brand new in 2022 - Will not sell converter until transmission goes, transmission on its own is \$4000 - SFI rated case and bellhousing - No transbrake - needs a new valve body to do this and not a big deal Will ship at buyers expense . \$4500, Located in Vulcan, AB Travis - 587-224-.3673 F1



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 Text Jeff at 403-874-4096 J2

Ford 9inch housing and axles 33 spline with Mopar ends
 9400RP bearings Tubes are straight and face is true.. Axles
 are in real good shape with bearings and backing
 plates....also brackets for ladder bars ECT; axle flange to
 flange is 56 3/4—bolt pattern on axles 5 on 4 1/2 Will throw in a
 set of old shocks that was used on this rear end
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Vision Sport Star Racing wheels. Cast aluminum. Fits GM
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 tion, only used for drag racing. \$400 obo. Medicine Hat
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Mooneyes 3 gal tank. No brackets. Sold Eelco 1.5 gallon
 tank no brackets \$250 Mooneyes gas pedal \$150. Dual
 demon 525 quick fuel secondary, came off a BBC ram. Were
 runners 6 years ago. Worked fine, probably need to be
 cleaned. \$550 Dual Carter 750. One electric choke, one with-
 out. Came off a bbc blown show car. Been drained and sitting
 since 1983. \$300 Castlegar bc. Will ship on your dime.
 250-687-1563 J2

Morison vacuum pump. Was on a BBC. \$1000.00.
 Call 780-542-1002 J2

Moroso 20510 Ford 289/302 8 quart oil pan. Front sump. 10"
 deep Brand new \$250 905-448-9048 J2

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Super Pro Shot \$240.00. 1- NOS 16050NOS 18050 Cheater
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Msd digital 6 plus #6520. Msd blaster HVC coil # 8252. Msd dist \$850 price to sell. Regina Sask 306-540-2273 M2

10" torque converter. Dont know the manufacturer but it worked nice in the truck I have with a 454 and my 600 ci. Stalled about 4700 with my 600 ci. Nice condition. No crap in the pan when I removed it. \$550.00 Peter @236-457-1948 M2

BBCARP 4 bolt main stud kit with washers and nuts \$135 Fluidamp for external balance crankshaft \$250 Moroso/Jenkins 8qt oil pan with Melling HV77 high volume oil pump, pump extension and hardware \$300 905-448-9048 M2

Complete disc brake conversion kit for 67-69 Camaro or 68-74 Nova. Features one piece cast 2" drop spindles, rotors, calipers and pads. Kit is VG condition and has ~5000 km driving on it (had to be removed to increase ground clearance). PLEASE READ: these spindles will NOT work with stock 15" steel wheels! Asking \$500 (new over \$900 plus taxes and shipping). Parts are in Claresholm AB, will ship at buyers expense, if interested please contact Tom@. 403-359-3669 A1

17.5 Lx 13.5 W x 8 T Ice Tank. Currently has trans cooler mounted inside but comes with Rule 33 gpm pump if wanted to use as intercooler ice box, #11-000-9 custom grind roller cam for BBC, (zero markings zero damage) \$300, Custom Oil Puke Tank, comes with -16 fittings, powdercoated. \$300, MSD 7 Plus #7520 In good working order ,comes with relay panel and coil wire firewall bulkhead.\$500, 403-807-2647 A1

Moroso SBC deep sump oil pan, no pickup, driver side dipstick, 8.25" deep, part# 20191 Asking \$325 obo Ph. 403-305-4442 A1

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1968 300hp 327 block and heads I'm not going to get around to building my L79 350 327 so I'm seeing if anyone is interested in some fairly rare parts. I have the 1968 300hp 327 short block and rotating assembly. It's complete less a camshaft. Unmolested original piece that should be considered a core and need a rebuild. Casting number is 3914678 and was used for all 1968 hi-perf SBC engines including the Z28 302, Corvette 350hp L79 and Camaro SS350. Matched set of 1968 3917291 "double bump" heads. These are 64cc with 1:94/1:50 valves. These heads are cores and will need a rebuild. I also have a Torker intake, some used cams and a few sets of 11:1 pistons for sale. Asking \$550 for the block and heads. Located in NW Calgary 403-510-0868. A1



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A1

-Weld s71 17x11 beadlocks for a widebody/demon. Comes with 2 pairs of 315/50/17 mickey Thompson tires. Asking \$5000. Both sets of tires have 25-40 passes on them with lots of life left - 2.4 hellcat supercharger (missing bypass valve) has approx 10k km on it and internal condition is perfect. Asking 3750 includes injectors and rail -2.7 demon/redeye supercharger brand new, asking 8500 obo, comes with fuel rails and injectors (also new) - hellcat manual 6 speed transmission with less than 100km on it (virtually new) can include clutch, asking \$6500 - hellcat manual rear cradle with 3.70 diff, axles , hubs, brakes. 90k km \$3000 - Mopar Redeye wiring kit for swap including all sensors and ecm. \$4500 (new in box) pending - BMR demon killer coil springs for Challenger/charger, used for 800km before switching to higher end suspension. \$300 - stainless thermostat delete plates \$15 - 2008 srt8 polished 20" wheels (Alcoa ?) with tires. \$1500 -2015 black hellcat 20" wheels and tires SOLD All parts located 15minutes north east of red deer. Possibly delivery to certain areas Dodge challenger charger TRX trackhawk hellcat Redeye demon 170 Mopar drag race Text only please 403-358-1330

A1

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A1

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Used TH350 non lockup transmission and several new parts. Transmission was being used in a Chevy S10 chassis now being modified for a 1959 Chevrolet Apache conversion and going with 700R4. Can't guarantee the tranny won't need work so it's really a throw in here. New parts include All Star Performance 2200-2600 12" Torque Converter, Speedmaster Aluminum Finned Black deep tranny fluid pan, silicone steel core pan gasket and rear seal and bushing. Parts all purchased on Amazon per the photos. I'm Located in Qualicum Beach on Vancouver Island. Taking up space, need to sell so will take \$400 for the package. Call or text Terry at (403) 818-3044 J2

One stainless steel three bottle water thermostatically controlled nitrous bottle warmer \$300, One 14251NOS complete refill pump station with mother bottle stand and wall mounts. New \$2589.00. Listed for \$1650.00, One Barry Grant 170023 4 port fuel pressure regulator. New in the box. New price \$539.00. Asking \$350.00. Tom Meheden. Located in Calgary. 403 453 2822. J2

Vintage Pete Jackson Noisy Gear Drive for Small Block Chevy, Only Used on Dyno Run. If you know - you know. In Didsbury/Carstairs. 403-660-4752 M2

Aeromotive A2000 Fuel Pump and 13203 Regulator. Pump and Regulator are as new. They were installed on a new build and only ran a few times and never for a long while. Never driven on the street or track. The pump has no issues it was only changed because the car required a different system that worked with the stock style tank and no sump. Pump and regulator was purchased recently and Cost \$1500 after tax, etc. Price is \$1000. Call/Text Tracy at 306-221-5908 M2

BBC Lunati solid roller race cam. Similar to part number 396800 but on 110 lobe center. \$400BBC psi springs. DR 425R, 2.030 @ 305lbs closed, 1.150 @ 830 lbs open, .100+ coil bind. \$100 9-1/2 T.S. race converter. 6200 stall, #s on it (2084-400th-E/C-MF-MDS7994) Not sure of make. \$500 -Moroso 65000 4500 to 4150 carb adapter \$50 -Bbc ring compressors \$60- Used Ford 9" 4.56 large pinion gear set. \$150 -New ford 9" 5.57 gear set. \$150, -BBC super comp dragster headers, c/w Borla type mufflers. \$500 -APD gas dominator carb. good condition. 1175cfm used on super comp dragster. \$1000 -Team G square port BBC intake, #7540 \$500 -Edelbrock Victor SBC intake. #2970 \$450 -BBBC solid roller lifters. Isky red-line, 372-96-RH \$600 -Pair of Stroud non sfi shoes, size m7 -w9 worn once. \$100, 403-669-2619 A1

new Holley 870 cfm carb Came with a 502 crate engine but was not used Still in the original box and has never been mounted or used Has Vacuum Secondaries and Electric Choke \$800 obo, Also have another 870 Holley Street Avenger carb that was only test fired for sale \$700 Located in Sherwood Park Call 780-691-2319 A1

Strange Eng remote brake fluid reservoir,new in package.403-807-2647 A1

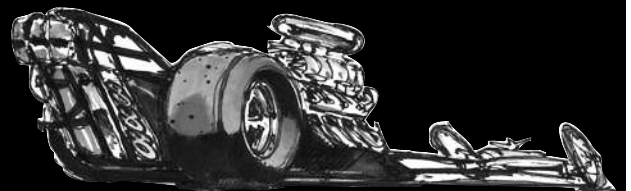
Complete Alta Lab weather station, c/w 1 remote pager, wind sensor, under cabinet mount, also has option of extra long antenna included, for long distance paging, 20 plus feet of cord. 800 Canadian, buyer pays freight , Eddy 780-916-8804 M1

Biondo starting line enhancer ,- throttle stop, air - electric , set your leave at any rpm, or set up to slow car for bracket indexes . 150 cdn, Eddy 780-916-8804 buyers pays freight M1

Daily Billet Oil Pan and 7 Stage Dry Sump Pump Built for a BBC PB5000 5" BS Brodix block Was on a Brodix 781 Over \$8,000 US new Selling \$4,000 US Brand New Williams Dry Sump Pan for PB5000 Brodix Block 5" bore space \$600 US Aaron 403-581-8338 M1

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BBC Weiland Team G super ram rectangle port tunnel ram. Has two 850 CFM Holly double pumpers on it. Asking \$1500 for everything. Will sell just the ram for \$800 or the carbs for \$800, Small block Chevy solid roller lifters. All pushrod cups are centered. They are an excellent shape with very low runs. Asking \$250. Good working Mallory sprint mag and transformer. Fit small or big block Chevy. Comes with carrying case. Asking \$500. Text me at 250-319-5501 A1

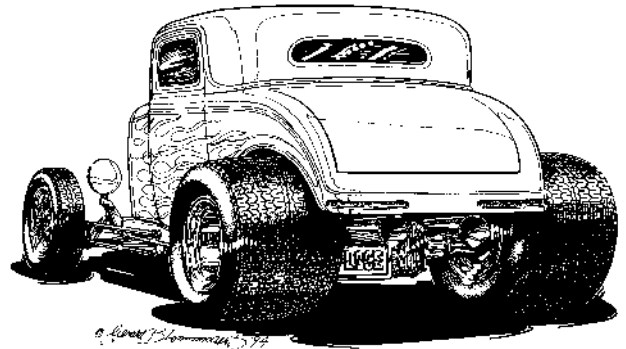
Enderle dual drive, run fuel pump and mag , mag runs ccw 3/8 drive, also has quick disconnect fuel pump clamp and pump collar. Comes as pictured. \$825 us dollars Like new RCD 90 degree drive \$750 us dollars plus shipping. Call Tony 416 948-8255 M1

PST 3.75" Carbon Drive Shaft Came out of Bickel Camaro with M&M turbo 400 and 10" 3rd member. Back of trans to center of yoke 45 3/8. Center of u joint to center of u joint 42 13/16 with Strange slip yoke. 1480 u joints, upgraded SFI cert Used for 1 season in Top Sportsman \$1,200 USD Aaron 403-581-8338 M1

Aluminum fuel cell. 20 litres, vented, AN fittings on suction, return and vent lines. Would go great in a rail or drag race application. Located in Regina SK, asking \$50 OBO. Call or text Gavin at 306-540-2510. M1

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 Perfomer 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

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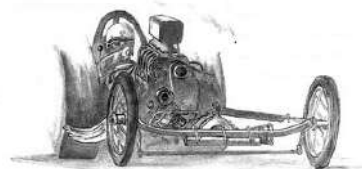


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7AL-2 for sale. known working condition I saw it running and also removed it from the vehicle for an upgraded 7AL2 plus this thing half the price of a new one (even less than half) * I threw a couple pictures in there. This thing could be wired with multiple different MSD parts a two-step, the MSD grid system or even just with a regular coil.
Contact Shane at area code 825-889-7223. M2



12 Bolt 5.14 Richmond Pro Gears & lightweight Strange Spool 33 spline . Going a different direction . These gears have less then 20 passes on them and show in excellent condition . Will not separate . \$500, Mike 403-304-3536 M2

Full set of vision wheels and tires, Brand new, 17x4.5 fronts with 26x4 tires, 15x10 rears with 275 60 Mickey Thompson et street radial pros, Centre caps, 5x4.75 bolt pattern, Front off-set -24 Rear offset 0, S10 drag pack or other Chevy car, \$2000, CALL 403-805-1727 M2

I have 2 3rd members for sale. Currently have them at the Divisional in Vegas #1 Brand new never run Mark Williams 10" 3rd member Gleason 3.7 gear 1480 yoke New price over 6k USD Selling \$4,700 USD #2 with 69 runs Mark Williams 10" 3rd member Gleason 3.7 gear 1480 yoke New price over 6k USD Selling \$3,500 USD Aaron 403-581-8338 M2

3 brand new sealed 5 gallon VP C23 fuel containers. \$195.00 each. 6 BRAND NEW 6AN SKU 1115-6 NX carbon fiber nitrous bottles complete with pressure gauge. Never been installed. 950 Price is per bottle. Tom Meheden. Located in Calgary. 403 453 2822 M2

54 Gallon drum of Fuse Hotfoot OE 117 Fuel for sale, sealed, never opened.

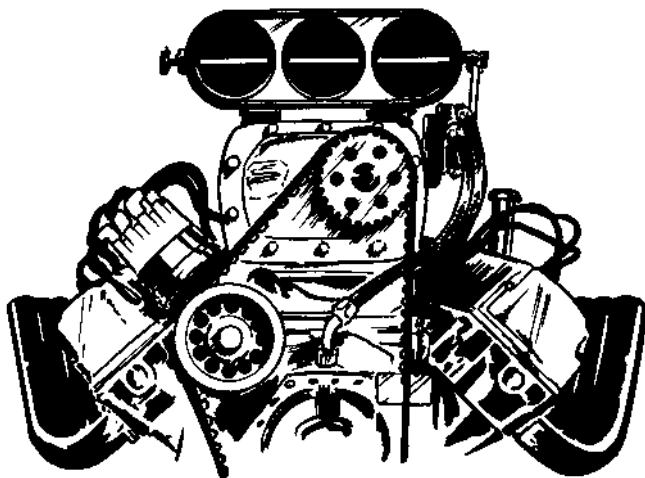
The FUSE Hot FOOT OE series generously blends oxygen enriched components into this series to provide more horsepower and torque. Detonation resistance is of maximum importance with the Hot FOOT OE series and, therefore, each fuel in the line is named from the motor octane. The oxygen enrichment from the Hot FOOT OE series will enhance performance of any engine with inadequate air flow. This will include naturally aspirated engines, slower revving motors, and very high revving motors. The Hot FOOT OE series is also beneficial to the hot and humid days of summer where air quality is poor making added oxygen a must. The oxygen enrichment will rebalance the incoming air flow and fuel to give an optimal airflow to fuel ratio increasing overall performance. Injecting the fuel with oxygen creates a symbiotic relationship between the engine and the fuel where the more fuel you burn the more oxygen you have and the more oxygen you have the more fuel you can burn. It all equals more power. Motor Octane 117.6 Research Octane 120+ Reid Vapor Pressure 8.7psi Oxygen (wt%) 5.6 % Gravity .765 Color clear....I will not be needing this as I am going to Methanol....
\$1200 is a deal Don 403.872.0250 J1

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 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

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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



Clean lil 1956 Corvette Driver quality fresh 283 , M20 4 Speed Very Rare Car , They made 3467 of them this is Car 3466 of them , The single headlight ones are very stylish like cobra or early Ferrari . So these will hold value One of the very last 56s made may have original motor , Time period correct for sure 56,000 USD or 77,777 CND 604-788-1527 F1

1988 Mustang, 8.50 cert, runs straight and strong, 532 ci bbf engine is freshened. glide, good parts, car has run 5.50's in 1/8th on small spray, roller or complete, price will reflect package, may entertain trade or 30k , text 306-641-6690 F1

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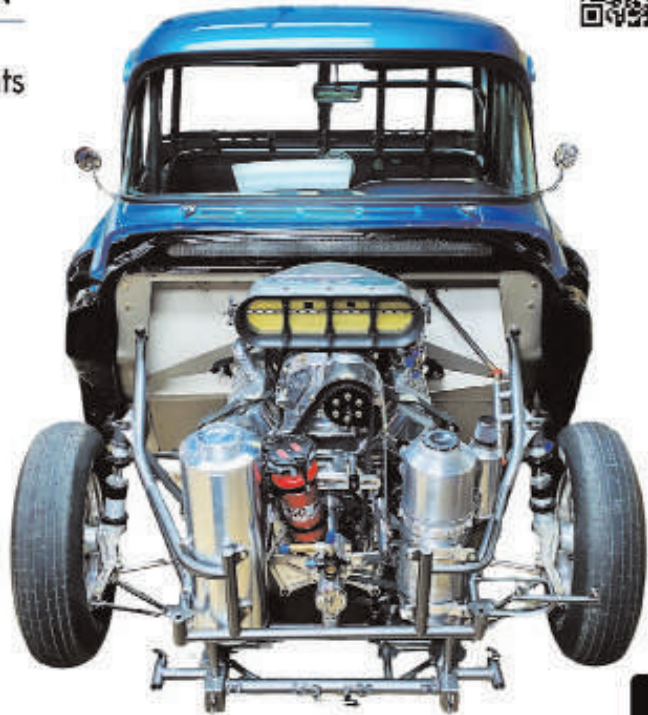
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56 Chevy wagon roller project is still for sale, finish it your way...Solid body and floors. I'm not gonna get to it so here's a good deal on a 567 wagon for a good deal, no I don't want any trade's as I have enough thanks, located in Red Deer County, note no motor/trans and is a project, but mostly complete and pretty solid, \$5950 Call me at 403.872.0250 Don.

SOLD



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

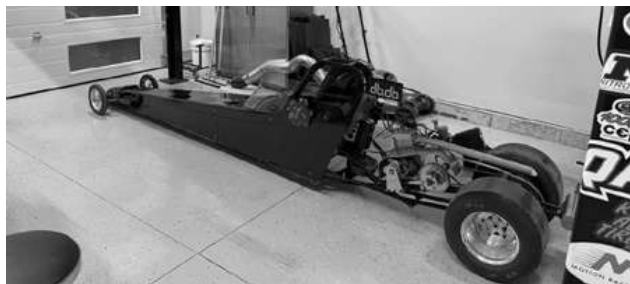


Al Lee or Lee brothers Baracuda that set 10 nhra records in ssla or hemi superstock. The first car to break into .8 seconds first to break 150mph first car to

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



27 Roadster, fresh 7:50 cert, has new axles, new mustang 11 front end, new front strange brakes, wilwood rear brakes, new rear Hoosier tires, strange coil overs in front, brand new Dave Connolly JRI shocks on rear, ladder bar car. Has mega 450 box and electric dual side dial in board. Dedembear throttle stop. RBZ steering wheel, 411 cubic inch motor, with bow tie engine block, 15 degree heads, Titanium valves, Jesel timing belt, Jesel rockers, making 800 hp, 2 speed power glide transmission, full Reid case, 198 BTE low gear set. Ford 9 inch rear end with 456 gears. Car runs high 8's off the stop on mild tune. All upgrades done this year, Great super gas and bracket car. Regina sk, Canada. 306-541-7688. Only reason for selling is i upgraded to a dragster. \$27,500 J2



JR Dragster chassis . Comes with a brand new set of Hoosier tires Starter and town cart. 7.90 billet alcohol motor. \$6500, 587-394-7753 J2



1975 Pontiac Firebird Formula 400, Fresh Pontiac 400 .030 over with paperwork (price that out today) I believe the transmission is rebuilt as well however I have no paperwork for that. Price is firm at 18K, you're getting twice the car for the money and will have a 40k car when done! I have that in receipts and don't have any receipts for the body or paint, doesn't include price of the car either. No holds without a \$500 non-refundable deposit. Don't like that? I wouldn't either, best for both of us if you just come look at it first. Car runs strong but there is still a lil bit of work to do, master cylinder, window trim, wiper motor, emblems, all included. High idle, I'll try and get that sorted out, likely a vacuum leak. Edmonton 780-886-8830 A1

72 Camaro RS split bumper, Pro Street car. Registered and insured in Alberta. Fully built Turbo LS Engine, GM Performance Hot cam and valve spring kit, Morel lifters, Holley oil pan, 78/75 VS Racing turbo, VS 60mm wastegate, VS 50mm blow off valve and large air to air intercooler. Custom stainless steel turbo kit tig welded. -8AN fuel system, Deka 68lb injectors, fuel cell. Turbo 400 trans, Hurst shifter, 9" rear end, coilover ladder bar. Weld Draglites with 15x15 rears with Hoosier 18.5" wide Quick Time Pros. Too much to list. Approx 600hp on 8lbs of boost and 800hp on 14lbs boost. Has not been on the dyno yet. 30k FIRM no trades. 403-870-221492



1978 Malibu 505 BBC Th 400 5000stall converter 9in Ford 4:56 ratio Full roll cage with swing out for doors Tubbed 16.5-31-15 tires Much has been done to this car. Does still need some tic to be perfect. Can't buy parts for the motor for the asking price. Jessel,Brodix etc. Have some other parts that can be negotiated with the sale. Car is licensed and insured .\$29K Call 403-606-9466 A1



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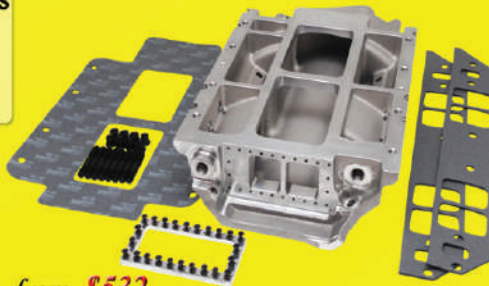
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- 6. Blower Stud Kits w/12pt Nuts \$ 49
- 7. Burst Panel 3pk SFI Approved \$ 65
- 8. Blower Setback Plate 2.25in \$239
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2007 Randy Parker Dragster, 245" hardtail, NHRA Chassis Cert 6.00, strange Carbon 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**



Race car for pro-street project selling as a "roller". Now offering this Car " Body " for Sale with " No Motor or "Trans" on plain wheels for \$30 K (centreline wheels & "New" 32 X16.5 Slicks in picture for \$32K) Includes over 10 k in new premium parts you wont need to buy. Listed in pictures. Rust-free 1970 Challenger r/t original 4 spd car from Arizona 20 yrs ago & garage kept since. Original glass & blk vinyl top in very gd condition. Prof. tubbed. Retains factory floor back to near axle. Dana 60 rear & ladder bar susp & Koni shocks. Perfect 4 wheel alignment. All new front-end parts. Retains front inner fender wells. Usual fibreglass panels. Includes Rear factory Vallance with cut-outs. Car weighed 2840 lbs with alum. Big block. 12 pt cage - non current Cert. For street i wd remove front part of cage. This car is too nice Not to be on the street & wd be way cheaper than starting with Junk. Some history documentation. Doors close properly & align as they should. New Alberta vin # , registry can be obtained when street ready for insp. Serious inquires only pls. 780-832-3405 Stony Plain **J2**

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
604 -828- 0027 **J1**

R&S swing arm 235 inch rear engine dragster , 21 inch cage adj pedals etc ,complete roller ,ignition fuel system etc , was rewired and totally redone including powder coat in 2023 , Mega 450 box , Mark williams center 4:10 gear , 6.00 cert , great Super Comp /Superpro car , tum key option available . \$27,500, Call Darren 306-539-9627 Regina Sk **M2**



1969 Chevrolet Chevelle · Wagon · Driven 123,456 kilometers IHRA legal K/CM 350ci/ 350 turbo Tum key /race ready. Great entry stocker.. will run index and 3 tenths quicker. New belts. Just add fuel and go racing. Please call for details. Car is located in Ontario. 45 min from Buffalo, NY. Will not reply to text.. 289-257-6783 \$18,000usd. **J1**

228 inch dragster 470cid big block chev , comp roller cam , crane stud girdle ,crane roller lifters and valve springs ,lunati mech roller cam ,Milodon 7 qrt pan , manley h beam rods , scat steel crank , alum gm heads stainless valve , tit retainers ,enderle injected hat and 80a fuel pump ,tunnel ram intake ,msd 7al ignition and coil, tci power glide ,transbrake ,with hardened input 1.73 gear set ,deep pan 5500 stall , nodular 9 inch carrier 35 spline mark Williams axles , strange spool , weld prostars ,,34.5x16 slicks runs 5.32 1/8 mile 7.80 160 mph 1/4 runs on m1 alcohol , selling for a friend call terry 250-212-4200 for any more questions !25k **J2**

403-227-3446



2002 PT Cruiser Turn 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.

1988 mustang, 8.50 cert, runs straight and strong, 532 ci bbf
engine is freshened. glide, good parts, car has run 5.50's in
1/8th on small spray, roller or complete, price will reflect pack-
age, may entertain trade , 30k, text 306-641-6690

65 Corvette Coupe Roller for sale Rich racing history was
Firestone Factory Racer back in the day , Beautiful Paint , 4
wheel disk brakes ,9 inch 4 Link diff 40 spline axels alu-
minum rad and fuel system , Set up for BBC Glide , Real Car
has vin tag and Registration Factory Front Frame ,Firewall
and Floor pan All Glass Windows work perfect
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A2

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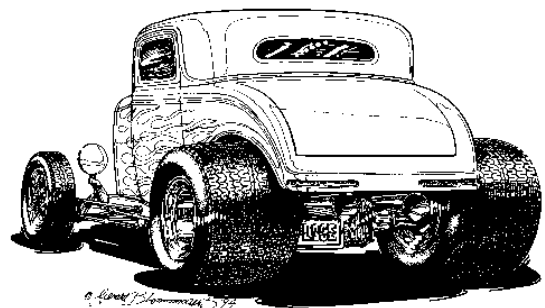
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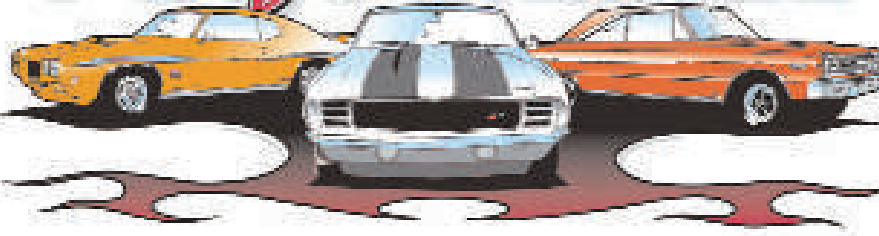
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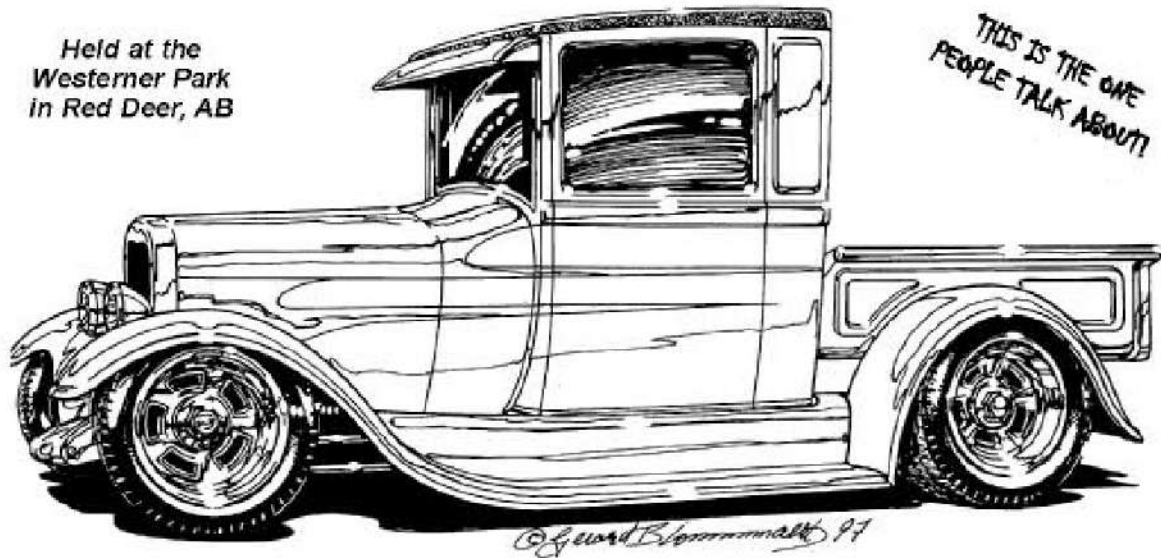
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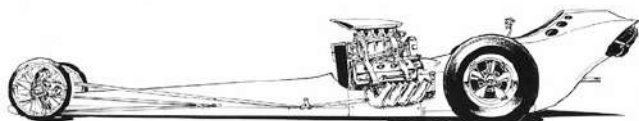




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We were booked for a match race in Medicine Hat a few years ago. The weather looked abysmal; it was raining all the way from Edmonton. The show was to consist of 8 alcohol funny cars running on a 7.20 index, plus 2 nitro funny cars, Jay Mageau and Nathan Sitko.

It was still drizzling when we got to the track, and it was so cold. We pitted at about noon, then waited to see what they were going to do. Once in a while the clouds would part to reveal a piece of blue sky, but it would disappear after only a few moments. Just when we thought it was time to go to the hotel, the rain stopped. By 4 pm the decision had been made to dry the track, so we unloaded the car, and went through the motions of getting it ready.

As unlikely as it was, sportsman cars started making runs, so we were only a few hours away from actually running. We mixed a fairly low dose of nitro, 84 percent, and warmed the car. It still sounded way too stout! As the alky cars were pulling up, we finished servicing our Arrow and dropped it to the ground.

The first pair did their burnouts and backed up as we watched, we were obviously interested. It was getting darker now, no rain but colder than hell. The first pair staged, and both cars blazed the tires at the hit, not even a hint of traction. Both drivers pedaled their machines many times, finally throwing in the towel just past half track as they got pretty sideways. That wasn't encouraging.

We started pulling towards the staging lanes as the second pair fired up. The result was the same, funny cars that routinely run in the low seven second range were stuck in the 9 second zone. Now we were really worried. We had to do something to get from A to B! 2 pairs to go then we were up. As Nathan was getting strapped in the car, Randy and I twisted the mag to the left, taking about 10 degrees of ignition timing out. We were down to 49 degrees from our usual 59. The track temperature measured 54 degrees, and the next pair of alky funny cars smoked the tires again, one of them getting into the 8 second zone though, with an 8.97.

With our car and driver ready to go, the last pair of alcohol cars attempted to leave the line, again with no success. I was wondering if the engine would even start, it was backed down so much. Finally, the time had come, and both nitro cars came to life. It still

sounded too good. Nathan hit the throttle for the burnout, and the tires got skinny really fast, no traction at all in the burnout box. As he was backing up into tracks that I could barely see, I put my hand on the racing surface, and felt nothing. No heat at all, no sticky.

Before the run I had told Nathan that if things were really bad, I might reach in and hit the shift button that retards the mag even more, something Nathan usually does just before half track to prevent the pistons from burning. This time it was to kill even more power, as the track was a sheet of ice. I hit the button, another 6 degrees of timing gone, and motioned him into the beams. I usually raise the rpm at this point to bring the pump speed up, and to give the car enough horsepower to leave the line. I just left the engine at 2500 rpm though, bringing it up higher just didn't seem right.

As both cars staged, I was certain it was going to blow the tires off. The amber flashed and our car hooked and shot into the night, 2 foot flames out of all 8 pipes. Jay had blazed the tires and shut off, while I watched Nathan wheel the car towards mid track. I could sense that the tires were barely holding onto the track surface, lots of wheel speed. The tires were super skinny and the back end high, as the rear of the car suddenly juttied 2 feet towards the wall. Nathan instinctively hit high gear as the car was sliding; it straightened out and bee lined it towards the end of the 1320. We were all shocked to see a 6.21 at 221 mph come up on the board. We had pulled it off!

We will probably never run into this situation again, but it was nice to know we could do this. Some of the most satisfying moments are realized by overcoming tremendous difficulties and excelling despite the obstacles, and on this day, we did it.

Ken



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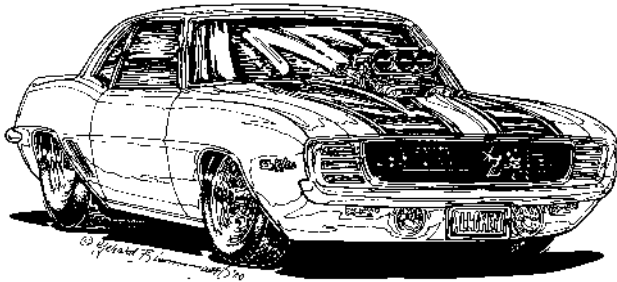
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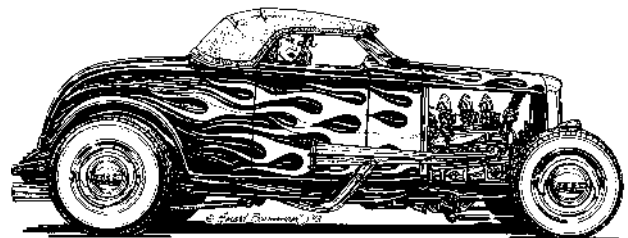
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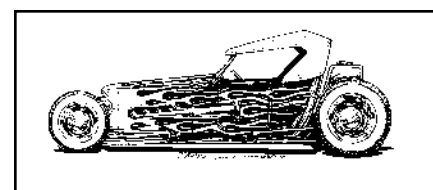
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