

Canada's Performance Magazine



JULY 2026
Volume 31, Issue 7

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VERSION

THREE HILLS



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Shawn Langdon, Austin Prock, and Richard Gadson won the Mission \$2Fast2Tasty Challenge on Saturday in Norwalk while Greg Anderson and Gaige Herrera also secured low qualifying spots.

Top Fuel points leader Shawn Langdon rolled to a clean sweep on Saturday as part of a dominant day at Summit Motorsports Park, winning the Mission #2Fast2Tasty Challenge over teammate Doug Kalitta and also qualifying No. 1 at this weekend's 20th annual Summit Racing Equipment NHRA Nationals. Dallas Glenn won the GETTRX Pro Stock All-Star Callout, while Austin Prock (Funny Car) and Richard Gadson (Pro Stock Motorcycle) also won the Mission #2Fast2Tasty Challenge. Langdon, Prock, Greg Anderson (Pro Stock) and Gaige Herrera (Pro Stock Motorcycle) qualified No. 1 at the 10th of 20 races during the 2026 NHRA Mission Foods Drag Racing Series season.

Kalitta Motorsports has been a major step ahead of everyone in the Mission #2Fast2Tasty Challenge the past two years in Top Fuel, remaining in complete control of the bonus race in 2026. Langdon knocked off his teammate on Saturday with a stellar run of 3.695 seconds at 333.08 mph in his Kalitta Air dragster, winning the Challenge for the third time this season. Kalitta has won it four times, meaning the Top Fuel tandem has won the bonus race at seven of the eight races this season.

It's another example of Langdon's remarkable season, as the past world champion also qualified No. 1 for the fifth time this year with his 3.695. Langdon dipped into the 3.60s on both qualifying runs on Saturday, putting him in a prime position to extend an already huge points lead on Sunday in Norwalk.

Josh Hart moved to second with a 3.722 at 332.51 and Epping winner Leah Pruett qualified third after going 3.731 at 334.07.

In Funny Car, reigning back-to-back Funny Car world champ Austin Prock clinched his first No. 1 qualifier of the year and also took the Mission #2Fast2Tasty Challenge victory, going 3.875 at 333.49 in his Ford Racing Mustang for Tasca Racing, holding off Ron Capps in a thrilling final of the bonus race. It's the second Challenge victory for Prock, who made the quickest run in three of the four qualifying sessions this weekend in Norwalk. That included a massive blast of 3.863 at 337.41, setting the track speed record and handing Prock his first No. 1 qualifier since joining Tasca Racing this season.



VOLUME 31 ISSUE 7 JULY 2026

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Publication Mail Agreement 40036721
 Return Undeliverable Canadian Address To

QUICKTIMES,

20-27265 hwy 42. Red Deer County, Ab t0m-1r0
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Our progression has been very linear. It's just kind of been a steady pace. The entire show has been better this weekend and that's great for these packed Norwalk grandstands."

Alexis DeJoria moved into the second spot with a 3.886 at 330.31 and Capps took third thanks to Friday's 3.891 at 326.63.

Dallas Glenn became the fourth different winner of the GETTRX Pro Stock All-Star Callout in four years, securing the \$40,000 prize when Matt Hartford went red in the final round. Glenn would have been tough to beat, going a Saturday-best 6.556 and 207.98 in his RAD Torque Systems Chevrolet Camaro.

Glenn also qualified No. 2 behind teammate Greg Anderson in the stacked Pro Stock field. "We made a fantastic run there in the final," Glenn said. "I'm really excited about tomorrow.

I've been wanting to get one of these ice cream scoop trophies for a long time. I'm really excited about that, and that nice big bonus check should be pretty nice-too.

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Cruise Weekend 2026 posted some pretty good numbers despite the threat of rain and cool temperatures. Friday night's Meet and Greet saw about 160 participants gather on Main Street and then cruise through town before travelling to Trochu and back. The rain began when the cruise started and came down hard, especially on the top-down vehicles.

The Knox United Church served 160 breakfasts, and their outdoor seating option was a big hit. The Show and Shine registered about 400 vehicles. As always, side streets in town were reloaded with specialty cars, trucks and motorcycles.

Food vendors reported brisk sales, and the Show and Shine Market featured a wide variety of goods from clothing, signs, posters, music and much more. Saturday's Drag Racing featured 61 cars and two junior racers. Racing was cut short at 6 pm when the rain moved in. Saturday saw 540 paid attendees. The crowd came in at about 700, including children.

Sunday saw 21 race cars and one junior racer in front of about 250 spectators. Racing wrapped up at about 1:30 pm.

The overall event is being deemed a success, but inclement weather definitely played a factor in lower numbers.

The annual car show and drag races takes place in beautiful rural Alberta. Since 1981, this event has snowballed in magnitude becoming one of Three Hill's largest spectacles and bringing people together from across the country.

Over the years, it has also become one of the community's largest fundraisers, raising tens of thousands of dollars towards local hospitals, fire departments, food banks and more. Here's a few pics from this year's show. Hopefully the rain will go away soon as summer is short enough.



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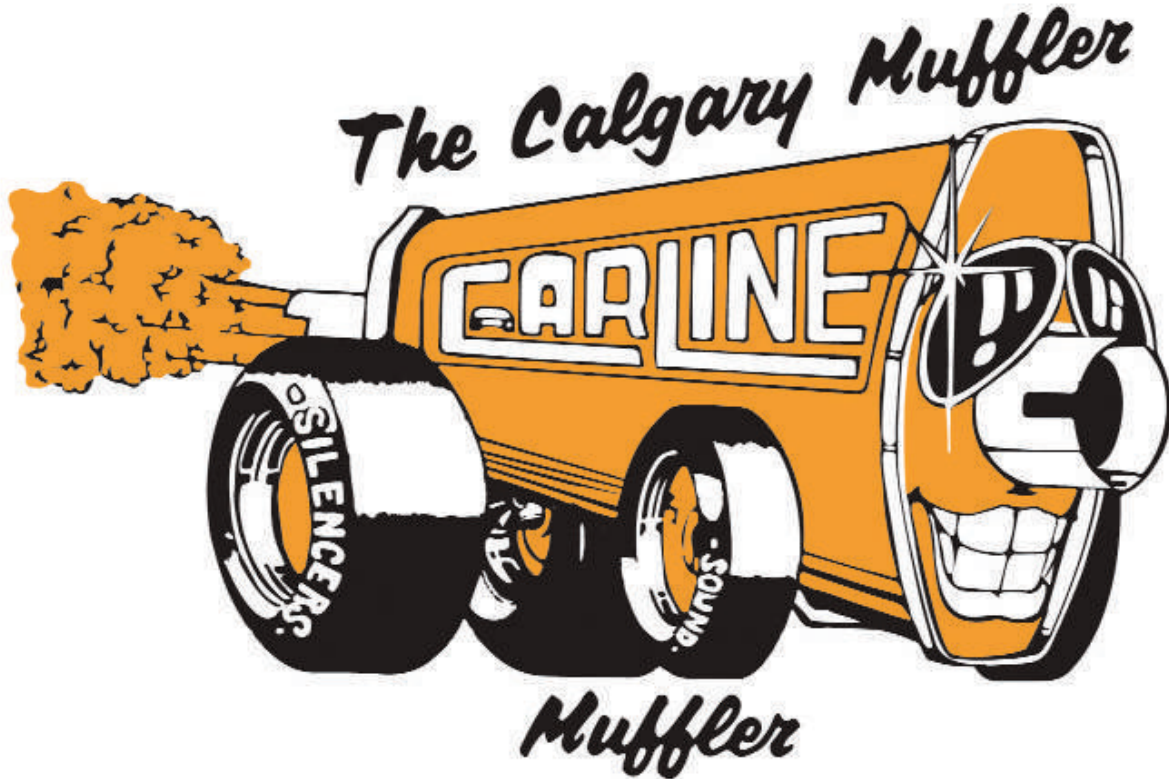


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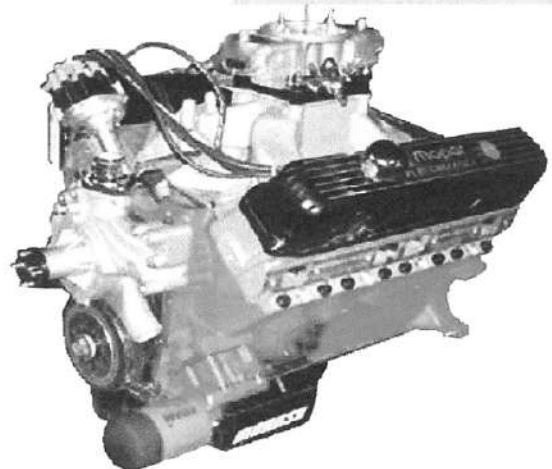
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complete 406 SBC engine package (unassembled) . Fresh 400 block, .030" OS, w/oil pan & stand , sonic tested, completely machined, partial fill, splayed billet main caps, all ARP fasteners. New Eagle 4340 forged crank, H-Beam rods, KB forged pistons, bearings and rings, Shafiroff/Comp pump gas roller cam & lifters, Xceldyne belt drive cam kit, Crower Enduro roller rocker arms, Crane stud girdles, Pro 200 cc/2.05" int. Aluminum heads, complete MSD ignition system, Edelbrock intake, Holley Dominator 750 cfm carb, Nitrous Express plate kit (flowed), TCI flexplate and mini starter everything you need to build a killer small block except gaskets, pushrods, oil pump and vibration damper. NOT WANTING TRADES BUT WILL SELL WITHOUT IGNITION, FUELAND NITROUS SYSTEMS. IF INTERESTED PLEASE CONTACT TOM for full details @ 403-359-3669 J3

Indy max wedge 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 Manifold. Indy 440-1 Raised port (345)Heads with spraybar oiling. 2.25 intake valves, 1.91 Exh. Jessel rocker Kit & offset roller rockers (1.7 int.- 1.6 exh) Comp Cam & lifters. Jessel belt-drive timing. GRP- Pro series allum Rods. New QF 1050 Carb (fx 4710) New pro-billet MSD distributor & wires. Only 39 passes, fresh top-end K-motion 1000 triple springs & more. Raised-port Headers fit a/b/e body cars with manual steering, available for 1K extra. Motor weighs 430 lbs or (2hp per pound). In Car- can be heard running. (new from indy now worth 34k u.s. Bare Block cost 12k C) Parting out racecar due to health. \$24k Removal upon small partial payment. Matching Racing Transmission in my other listing. 780-832-3405 M2

Destroked BBC , 468 ci , 3.67 stroke , 4.500 bore , Merlin Block , Callie's magnum custom crank (std /010) rod Oliver h beam 6.535 , pistons JE custom 13.5 compression ,custom Crane Cam solid roller , Dart / Olds big chief 14 degree rectangle port heads , 2.425 Ti valves ,Dart intake , Jesel Rockers , ATI damper , Moroso oil pan , complete refresh , break in only \$17000, call or text 450 601 5910 A1

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

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Brand new set of Standard size Sealed Power H857CP Hypereutectic Pistons for 6.0L GM engine (LQ4) W/Plasma Moly ring set. Project changed direction so no longer needed. Summit Racing prices are \$375 CAD for pistons, \$133 CAD for rings (\$508 total) + taxes. Parts are in Claresholm AB but will ship at buyers cost. Tom @ 403-359-3669 J3

Fel Pro 1290 performance intake manifold gasket set. \$25, One pair of Hyperco blue coil springs 1814BO125 125lb, 2.50" id X 14" length \$60, Jerry Bickel JBRC1076 powder coated rear driveshaft enclosure for Mark Williams or Tom's pinion support. New \$535.00. Listed for \$250.00 One Pit Pal 4 bay nitrous bottle rack. New \$267.00. Listed for \$150.00. One Pit Pal 2 bay nitrous bottle rack. New \$207.00. Listed for \$125.00. Located in Calgary. 403 453 2822 J2

2 pairs LSD down swept dragster headers
1 pair big block Chev up swept dragster headers
1 pair small block Chev up swept dragster headers
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 700 Cash 780-910-2843 J2

Vision Sport Star Racing wheels. Cast aluminum. Fits GM cars. 15 x 4, 5 x 4.75 bolt pattern, 31/4 centre. Good condition, only used for drag racing. \$400 obo. Medicine Hat 403-597-2207 J2

Magnuson Supercharger Kit #02-23-53-201BL, with Cat Back Stainless Steel 3.5" exhaust and American Racing Headers. All brand new in boxes. For 6.2 L engines. Can be used for 2014-2019 Chevy Silverado Truck, Corvettes or Camaros. Combined value \$19,000, asking \$14,000. Call Darcy at 780-221-9353. J2

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 without. 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

Three NOS 14162NOS bottle heater elements. New these sell for \$256.00 each. Asking \$150.00 each or all three for \$375.00. JW Performance "The Wheel" 93005 168 tooth BBC/SBC internal balance SFI expired flexplate.\$50, Three new NOS nitrous solenoids. 1- NOS 10620NOS 108620 Super Power Shot \$175.00. 1- NOS 16045NOS 18045 Super Pro Shot \$240.00. 1- NOS 16050NOS 18050 Cheater Fuel Solenoid \$145.00. Tom Meheden. Located in Calgary. 403 453 2822. J2

Mickey Thompson bbc cross ram. Square port In very good condition. Comes with demon 525 cfm carbs, plus a parts carb. No linkage. Can include air cleaners. Mickey Thompson only made the bbc ones for 2 years according to my research. \$1500. Carbs need to be gone through. New price \$1300. Castlegar bc. Can ship on your dime. 250-687-1563 Two 72 MM true north turbos less then 50 runs on them. Never smoked great turbo. Billet wheel billet centre. Great shape no chips or cracks. \$1500.00 each if you want just one. Vban backside. Welded Vban on cold side. 72s with 96x88 turbine Located in Calgary Alberta Canada Willing to ship on buyers dime Call or text Tyler 403-831-9751

31 spline 9" axles with Late Torino Big bearings and 3" ARP 1/2-20 wheel studs 28.25" and 31.75" long lots of spline \$450 OBO, Light weight Motive 31 spline Spool with Timkem bearings for a 3.06 Ford 9" case This spool was only used for 4 Dyno hits then removed, like new!!! The part number is FS9-31LW \$225 OBO cheap shipping available 6o4 8o2 8685 A1

B.B. 727/904 lightweight 3 spd racing trans, converter, shifter package deal. Testing the waters for a sale before removal. Smith pro-flite. 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) \$8000. Firm for package. worth 15k new) Selling for health reasons. Parting out racecar, drivetrain first. 70 challenger r/t body likely goin pro-street. Partial payment gets tranny pulled. 780-832-3405 Stony Plain M1



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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

Snow Performance Injection system. Used once. Like new. \$400 obo. Medicine Hat . Will ship on buyers dime. 403-597-2207. A1

6.4L MMX Forged Pistons standard bore. Cost me \$1500 CAD to my door after all the fees and shipping. Would like to get \$1200 ?? ATI 5.7/6.4 Balancer 6% OD. Cost me about \$800 to the door after all the fees and shipping. Would like to get \$600 Located near Edmonton, can mail em if needed! 780-217-2621 A1

Selling a pair of Wldside 34"x 17.50x 23 carbon fiber wheel tubs. New. \$1000 587-990-3388 A1
Indy Tunnel Ram for Gen 2 Hemi with Dual QFT 850's. Comes with linkage setup, top is replaceable if you wanted to swap to dual 4500. New this intake is \$1400USD, carbs are \$1200/ea USD before shipping. \$5500+ CAD to replace it. Located in south Calgary call or text Kay. 3 Speed Reverse Pattern Turbo Action Shifter with clean neutral. Has Biondo air solenoids and Biondo rpm/time switch. Was purchased for a 727 but will work on any reverse pattern 3 speed. New this setup is over \$1500. \$750 call 403-909-8576 M1

Freshly rebuilt 5.7 Hemi with 4.0" stroke Scat crank. Manley forged .020" 9.5:1 compression pistons with Manley forged H beam rods. King bearings. ATI 8% overdrive balancer Hellcat cam with Hellcat lifters Smith brothers custom fit pushrods, Heads redone with oversized valves, aftermarket springs.Balanced.Brand new polished Kenne Bell 3.6l super-charger. Kit to fit 2008-2023Challenger. With power steering pump and without. Brand new 775cc fl's from Fuel Injector Clinic. B/n Bored out MMX 5.7 throttle body.Canadian funds! \$16000 USD Call Buddy 780-246-6199 A1

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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New in the box Cat Performance Products Solid Roller Lifters for Pontiac 326-455.
\$350 obo 306-912-8857 J3

Speed engineering twin turbo kit with precision 6262 turbos only Dyno time , won't meet goals , made 850 on 18 psi on 6.0 with boost cam and pump gas was 5500 new and added black sheep industries waste gates (850\$) Btr equalizer 3 square port intake with btr rails and cpi 750 injectors , Is3 throttle body with x link , will throw in brand new walbro 450 pump kit and fittings to work on stock gm truck fuel line , I also have the turbo back exhaust that ties into mbrp 4 inch exhaust and has 4 inch e cut out , looking to sell it all as a package located in Gwynne motivated to sell 7000 obo for everything call or text Steve 780-216-1530 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 -2015 black hellcat 20" wheels and tires SOLD All parts located 15min-utes 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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3.5x15 Weld Pro star front wheels, powered coated Gloss black 4.75 bolt pattern. excellent condition asking \$600 O.B.O. Located close to Gibbons AB. 780-220-2666. M1

Shorty Powerglide 1.69 low gear, 10 clutch drum Hughes built and freshened 0 runs since fresh Less than 50 runs from brand new Xtreme gears Reed pump 1 1/8" ringless input shaft 27 spline glide output shaft Upgraded sonnax servo Certified to the end of 2027 \$4,700 USD Aaron 403-581-8338 A1

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RARE, M/T Scott Super Slot injector and scoop. Just like the Mad Max unit. It has the barrel valve and fittings. No damaged holes or threads. Included in the price is a original Scott fuel pump. the pump body has been slightly modified but still operational. \$3500, Ted 403-862-8555 J3

Weld Forged Magnum spindle mount wheels. 15" x 3.5". Fits Anglia Spindles. No center caps, caps are \$60 from Weld. \$800 obo 306-912-8857 J3

R5 Neil Chance converter 11/4 input shaft out of a blown Alky set up for a turbo 400 transmission, # 8815 is the serial number, \$2500, for more information call Stephen 587 974 0661 J3

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

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HISTORY OF S.I.R.

Drag racing arrived in Saskatoon in 1966 when Les Howard built Southwinds Dragway just south of Saskatoon. The first car down the track was a dragster pilot by Saskatoon racer Ken Achs, who campaigned both top fuel dragsters and funny cars in the early years of Southwinds.

At the time, organized drag racing was still growing across Canada and the new quarter-mile strip quickly became a gathering place for local racers looking for a safe place to run their cars.

Early events were simple but exciting and often drew large crowds. Racers from Saskatoon and surrounding communities brought everything from street machines to purpose-built drag cars, and the track quickly developed a reputation for fast racing and enthusiastic crowds.

The 1970s brought some of the biggest names in drag racing to the Prairies. Touring match-race teams made regular stops at the track, thrilling fans with wheel-standing launches and nitro-powered machines.

Among the racers who appeared were legends such as Jerry "The King" Ruth, "240 Gordie" Bonin, Rob Bruins in the "Green Elephant," Jeb Allen and the

"Praying Mantis," Terry Capp in the "Wheeler Dealer," and Hank Johnson.

These events helped establish Southwinds Dragway as a major motorsports destination in Western Canada.

The 1980s - Private Operators, the Birth of the Saskatchewan Drag Racing Association & New Programs

In the early the 1980s, longtime Super Stock racer Vic Halabura took over as track operator. In 1984, operators Dave and Charlotte Collins introduced the popular Ultimate Weekends, combining drag racing with truck and tractor pulling events beside the strip. These events featured everything from alcohol dragsters to heavy pulling machines and became some of the most memorable race weekends in the track's history.

In 1986, the racers formed the Saskatchewan Drag Racing Association (the "SDRA") and took over the operation of the race track themselves.

One of the unique programs introduced during this time was a high school racing program, giving young racers the chance to compete in a controlled environ-

ment. The track also hosted feature events showcasing Pro Stock cars, Pro Mods, Jet Dragsters and other professional classes.

The 1990s marked one of the most important chapters in the track's history. In 1993, the SDRA, which was already operating the race track, purchased the facility from Les Howard, which had recently been renamed "Saskatchewan International Raceway," and also known as "SIR".

With racers now owning the track, volunteers and members invested countless hours improving the facility. Track upgrades included resurfacing the original asphalt that covered the ¼ mile.

The 1990s were a time when track's current identity as a community-driven racing facility supported by racers, families and fans strengthened. This is still a real source of pride today.

The SDRA also introduced a Street Legal racing program which has been a volunteer-run staple in the track's schedule for decades, giving the community a place to drag race in a safe, legal environment.

Throughout the 2000s, Saskatchewan International Raceway continued to build on its strong grassroots racing base. Bracket racing programs expanded and the Points Series became the backbone of the racing season. The track also continued hosting special

events that attracted racers from across Saskatchewan, Alberta and Manitoba.

The Jr. Dragster program, whereby half-scale dragsters powered by gasoline or alcohol-fueled engines and driven by youth aged 8 to 17 was introduced to expand the family-oriented mindset of the SDRA. The Jr. Dragster program has graduated many Jr. Dragster racers into adult racers, later piloting Street Legal, Sportsman, Pro and Super Pro vehicles.

Volunteer support remained one of the facility's greatest strengths, allowing ongoing improvements to the track and race operations. In 2008 the track's asphalt start line was replaced with 160' of concrete.

The track celebrated "40 years of Fury" in 2006 with a large feature race in August, drawing a modern record of over 4,500 attendees.

In 2010, SIR was awarded the "Track of the Year" by the NHRA for its Northwest Division.

During the 2010s, the focus continued to be on upgrades to the facility and growing participation and welcoming new racers into the sport.

The Jr. Street program was introduced, whereby a new racing class allowed youth aged 13 to 17 to pilot full-sized vehicles over 1/8th mile, side-by-side with a parent or guardian in the passenger seat. Like the Jr.





Dragster class, the Jr. Street program has served as a conduit to bring new families to the track and introduce racers that have gone on to in the traditional bracket racing classes.

Over the 2010s, the aesthetic of SIR changed. The pits were significantly expanded, the concrete at the start line was lengthened, and a new main building, now named the Heiber Building, after former SDRA President Stan Heiber, was constructed to house upgraded washrooms, concession, souvenir sales and storage for track equipment. Fans that hadn't visited SIR in decades were constantly impressed at the upgrades performed by the SDRA.

In 2016, the track celebrated its 50th anniversary with a major event that drew racers and fans from across Western Canada and produced one of the largest crowds in the track's history. The weekend featured nostalgia race cars, Pro Mod competition, historic displays and a memorable father-versus-daughter Funny Car matchup between Jay and Courtney Mageau. The anniversary weekend was dubbed the "Southwinds Showdown," a moniker that now adorns the annual August feature weekend and is a highlight of the Saskatchewan summer for many.

In 2020 and 2021, the track opened with restrictions during the COVID-19 pandemic with support from the racers and other SDRA members.

In 2022, the track resumed traditional operations with a full schedule and SDRA's strong community during and coming out of the pandemic ensured that SIR was to remain a fixture in Western Canadian motorsports for decades to come.

The SDRA continued reinvesting in SIR with the most notable recent project being a complete resurfacing of the concrete race surface in 2024, which upon its completion gave SIR the reputation as one of the best racing surfaces in North America.

Other continuous improvements to SIR include additional seating capacity, which is now double what it was in the 1990s when the SDRA purchased the track.

The racing schedule continues to include the traditional Points Series events, Street Legal nights and afternoons, as well as new events like Heads Up Havoc, the Home Quarter Drag & Drive, and the Fall Finale, which bring racers from across Western Canada and attract fans from across the province.

The 2026 season marks the 60th anniversary of drag racing at the facility and is being celebrated as "60 years of Speed". This year's August Southwinds Showdown may prove to be the biggest and most exciting drag racing event in the history of Saskatchewan, featuring Jet Cars, Pro Mods, Funny Cars and a plethora of other feature race vehicles.

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Offenhauser 360 dual Four barrel intake for Pontiac, 326-455 ? engines. Manifold is in excellent shape. I also have two Holley 600 CFM vacuum secondary carbs for it, they will need to be rebuilt. Asking \$700 for everything or \$500 just for the intake manifold. PM me or text me at 250-319-5501 J3

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

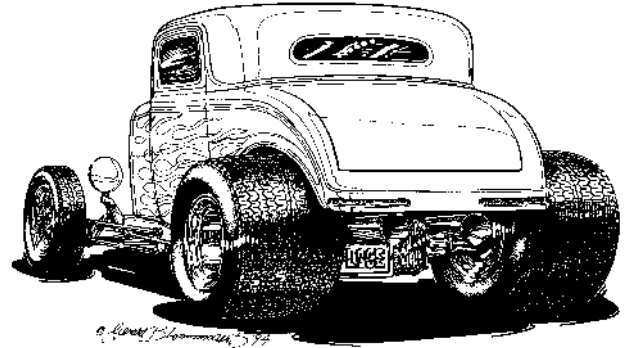
Enderle dual drive, run fuel pump and mag , mag runs ccw 3/8 drive, also has quick disconnect fuel pump clamp and pump collar. Comes as pictured. \$825 us dollars Like new RCD 90 degree drive \$750 us dollars plus shipping. Call Tony 416 948-8255 M1

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



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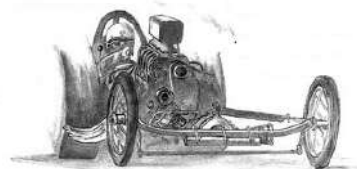


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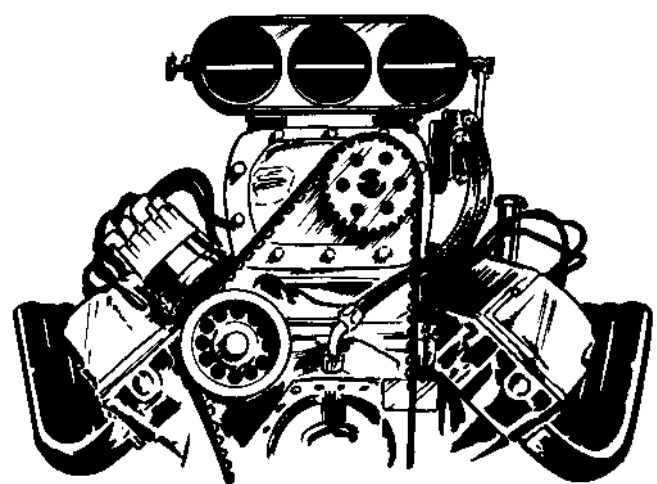
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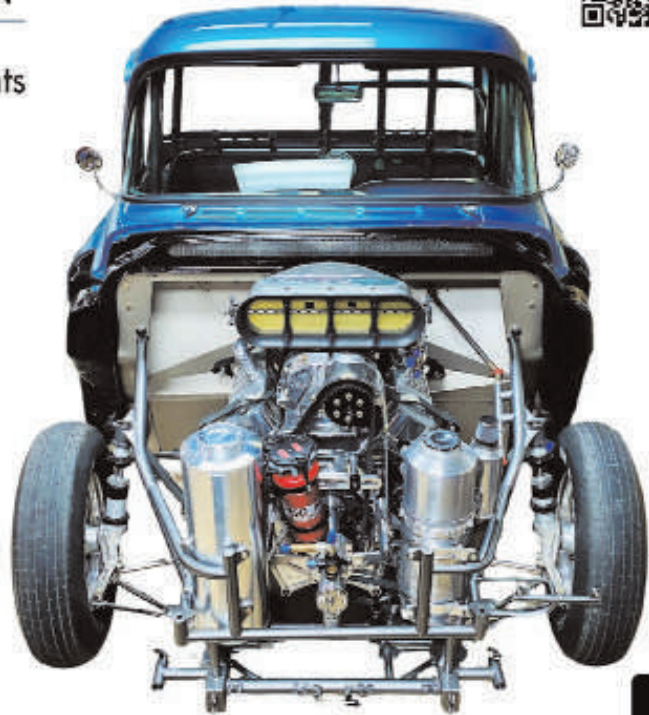
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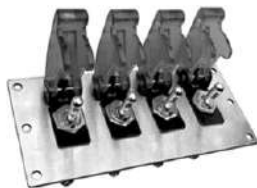
72 Camaro RS split bumper, Pro Street car. Registered and insured in Alberta. Fully built Turbo LS Engine, GM Performance Hot cam and valve spring kit, Morel lifters, Holley oil pan, 78/75 VS Racing turbo, VS 60mm wastegate, VS 50mm blow off valve and large air to air intercooler. Custom stainless steel 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



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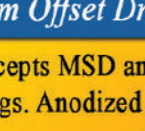
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37 Chevy Pro Street Coupe 25.1 Tim Mcamiss Chassis , Lamb Struts and brakes , Mark Williams Modular Full Floater Aluminum Diff 40 Spline Gun Drilled Axels Mark Williams Rear Brakes , Santuff Aluminum Pro Mod Shocks , Pro mod

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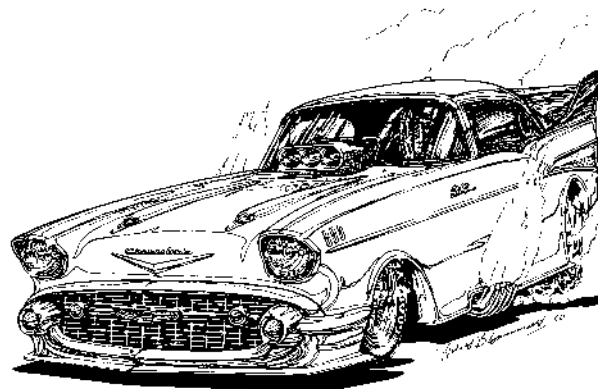
250"wb, hard tail, current 6.0 SFI certification, set up for
BBC/shorty PG, Ford 9" Strange aluminum modular rear end,
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minum center section, Wilwood brakes, 23.5" cage, too much
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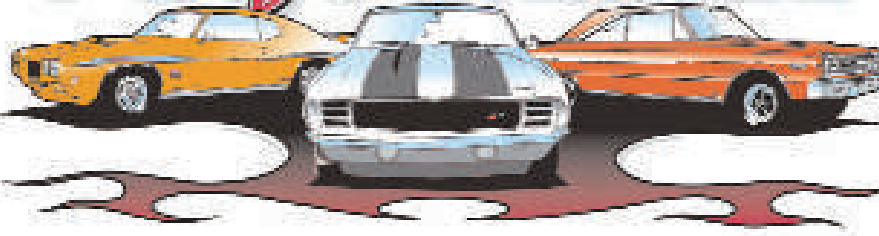
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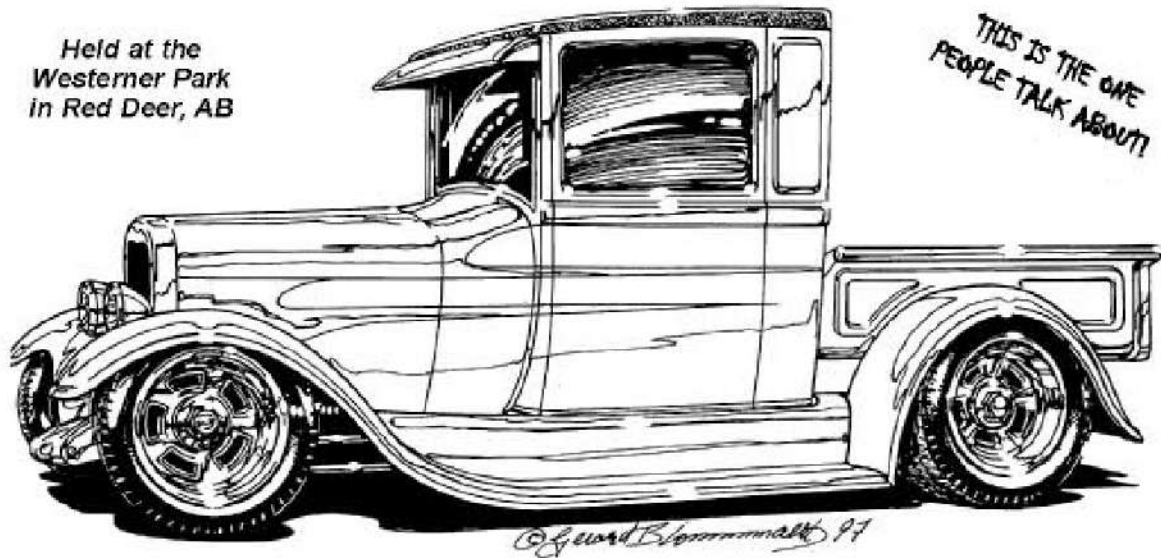
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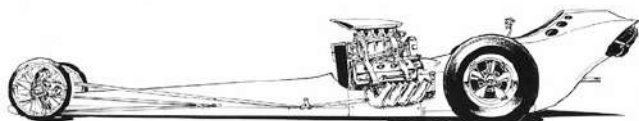




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Drag racers tend to have their own idea of the "Golden Age" of drag racing. The truth is, each time period has its own appeal for different reasons. When drag racing first began 60 years ago, times were simple, costs were low, and racers came up with their own versions of a drag car with their own innovations. In the early years, safety took a back seat to making the cars fast through any means possible.

Pushing the performance envelope started since day one, and has never stopped. How this could be achieved, despite the many challenges encountered along the way, continues to evolve to this day. Here is a look at how it transpired. In the mid 60's, the clunky designs of early drag machines morphed into the more traditional front engine dragsters.

The success of cars like the Greer/Black/Prudhomme dragster spawned many similar designs, and these streamlined machines became the weapon of choice to assault the quarter mile. They were powered by early and late model hemis, Chevs, and any other combination that would make horsepower. The blowers back then were taken off big trucks; they definitely increased horsepower but didn't make enough air to blow things up real bad. Still, there was the odd explosion, especially when nitromethane was introduced.

Some racers branched off into funny cars years later, they were basically the same car but with a body on it. Both types of machines used the same powerplant, but the funny cars were a bit slower because of the extra weight. Performance was limited by the technology of the time, and engines had a fairly long life. The cars were pulled to the track on an open trailer or a ramp truck, room for spare parts was not needed, as there weren't many breakdowns. The majority of racers were weekend warriors anyway on a fixed budget.

Slowly, the cars evolved into more serious machines. A few guys started building aftermarket superchargers which were a pretty good upgrade from the GM blower. At the same time, fuel pumps from Hilborn and Enderle helped to deliver enough fuel to match the blower boost, and ignition distributors were abandoned in favour of Cirello, Mallory and Vertex magnetos that put out almost 3 amps! The big picture here is that these components were very complimentary with each other. As long as the drag racer didn't get too greedy, and push their equipment too hard, the 3 would work in perfect harmony. That wasn't going to last long, was it?

Back in the late 60's and early 70's, top fuel engines were mostly comprised of stock off the shelf components. These were made up of cast iron blocks and heads, stock stroke crankshafts, flat tappet camshafts and blowers whose boost numbers could compare to that of a hair dryer. I was 12 years old when I learned how to assemble cylinder heads, and loved putting a bright polish on the combustion chambers and the exhaust ports with a die grinder and flapper wheel. The valve springs were set up at 200 lbs with the valve closed, which today wouldn't last a fraction of a second after hitting the throttle.

The cast iron heads didn't last long either, you had to have a few spare sets in case the seats cracked or the chamber broke. Water was poured into the heads and block before the warmup and left in for the run. It was usually dumped out of the engine by the driver as soon as he or she climbed out of the car, then filled back up when the car got back to the pits. With the 671 on top there was little maintenance, but nitro is unpredictable and racers are greedy for performance. Carnage was inevitable. One thing about cast iron; once it had a hole or a crack in it, it was almost impossible to repair. By the time aluminum blocks and heads came out, the scrap iron pile was getting pretty high.

The cast iron block was past its limit; horsepower levels were already too high for this brittle material. The advent of the aluminum block lightened the engine assembly by 100 pounds, and added the flexibility needed to withstand the ever increasing torque and stress.

The Keith Black aluminum block was released in 1974 and was a huge improvement to the longevity and serviceability of the nitro engines. It featured removable iron sleeves that could be swapped out if damaged by a burned piston, so blocks suffered no permanent damage due to regular wear and tear. It could also handle the horsepower of the day, and for years to come as the aluminum was able to absorb the shock of detonation without cracking. Lots of 6 second funny cars and dragsters still use the surviving original blocks that are now over 40 years old.

Factory aluminum heads were used when nothing else was available. They were just as prone to cracking between the seat and the spark plug hole as the cast iron versions were. Eventually, Dart came out with cast aluminum cylinder heads that were much superior to the Dodge versions. The material was tougher and the seats would stay in place without cracking.

These were used for 5 or 6 years until something better was needed. It was not until some enterprising racers started making heads out of solid (billet) aluminum that the situation stabilized. Solid heads meant no water in the engine, so solid aluminum blocks (no water jackets) were the next step in the evolution. Water had been used as a coolant and to keep the temperature even between the cylinders, but it was a pain in the butt. The solid aluminum blocks turned out to work just as well as a temperature sink, and was much stronger. Down the road, this would turn into billet blocks, which became absolutely necessary to withstand the horsepower levels of today.

The first successful rear engined dragster was debuted in 1971 by Don Garlits after surviving a horrendous transmission explosion that cut half of his foot off in his front engine car. Because of his tremendous success, by 1972 rear engined top fuel dragsters were being built professionally using Garlits' car as the template. The chassis builders were all trying to rise up to the bar Big Daddy had set. Going fast was still the primary goal, but the bodies were now hand formed works of art, and no effort was spared to paint them beautifully as well. The only available blower was an after-market 671, built by either Mert Littlefield, Ed Pink, Don Hampton, and a host of others. The points magneto was still sufficient, as was a fuel pump that flowed 13 gallons per minute (gpm). Fuel system advances, coupled with spark and boost, would start the transition from 1500 horsepower engines of the time, to the 11,000 horsepower monsters of today.

Most top fuel cars of this era used commercially available stock stroke crankshafts. Inventive racers such as Beck and Peets had the proper facilities to make their own stroker, which gave the engine a much bigger swept volume and increased the cubic inches. More cubic inches equals more power, and anyone equipped with strokers had a distinct advantage. Beck used 1/4, 1/2, then 3/4 strokers to jump ahead of most other competitors from '71 to '74, until other racers were able to get a hold of their own. When the engine sizes started getting carried away, NHRA put a 500 cubic inch limit on the fuel classes which made the crank of choice a 3/4 stroke (4.500 inches). This made the engine 496 cubic inches with a 4.187 diameter piston. While they made a bunch of power, the homemade cranks didn't have the strength needed to withstand the sustained pounding of nitromethane fuel. Keith Black came out with the first billet crankshaft, and racers were chomping at the bit to buy one to level the playing field. Soon after came Velasco, Bryant, and Crower to keep up with racer's crankshaft needs.

As mentioned earlier, the fuel system needed to undergo a complete transformation to attain today's horsepower levels. The progression was slow, however, as the additional gallons per minute needed sufficient spark and boost to keep it lit. No one aspect could be advanced too far without causing an imbalance in the engine combination. Each combination of air, fuel or ignition had to progress in small steps, as there was no one at the time that could calculate how to make everything optimal all at the same time. The first hints of progression came the moment that the Snake ran 5.63 in Indy, bettering the field by 2/10ths of a second. This was relatively unknown until years later. During an interview with broadcaster Steve Evans, Prudhomme admitted that innovations with the fuel system had fuelled his dominance over the field for many years. Once others started to catch up, they found more ignition was needed as well, so the easy answer (and the only one available) was to add another magneto, and run 2 spark plugs per cylinder. Racers Armstrong and Bernstein even tried 3 magneto's and 3 spark plugs, until NHRA limited the class to 2.

The superchargers had to get better as well. I remember the first 871 that we got from Mark Danekas; we travelled to the old Mission Raceway Park and proceeded to burn all 8 pistons on every pass. We didn't have enough fuel. This seesawing interaction between pump, ignition, and blower continued for 20 years, until necessary limitations forced the slowing down and refinement of the technologies. During the transition period, blowers kept growing in length, from 871, to 1071, for a short time to 1171, then 12, and finally 14. Mags went from 3 amp to 5, then 7, and 9, until MSD decided to abandon the archaic points system with the invention of the electronic magneto. Suddenly we had 12 amps, 20, then the penultimate 44 amp mag. At the same time, pump manufacturers were creating 16 through 24 gallons per minute flow, then dual 24's. While interviewing Gary Beck only 6 months ago, he said that his historic 5.39 run in 1983 Fremont was a direct result of installing a Waterman pump. It was the most volume he had ever run. Top fuel cars now run monster pumps that flow 100 gallons per minute, and it is the balance between fuel, air and ignition that kept the engines running fast in each era. Fast, or blown up. This summed up the way things were in the 20 years of transition. Part 2 on this story.....next month.

Ken

Dark red dash pad for a 67 nova/acadian. One small crack on the inner left corner. Fibernew should be able to repair it fairly easy. Castlegar bc. \$250. 250-687-1563. J3

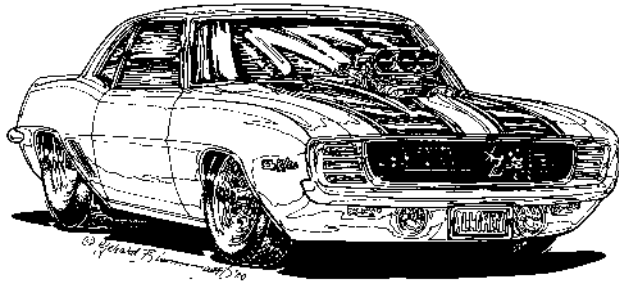
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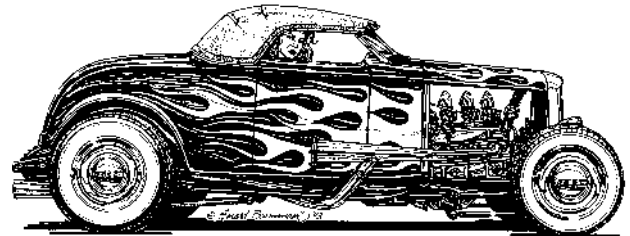
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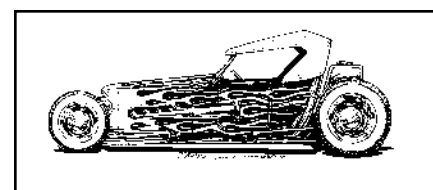



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