

Canada's Performance Magazine



AUGUST 2026

Volume 31, Issue 8

Street Wheelers Weekend

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**

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Street Wheelers

Street Wheelers Weekend





KENT, Wash. (July 26, 2026) - John Force Racing didn't take home the NHRA 75th Anniversary diamond Wally winner's trophies from the Muckleshoot Casino Resort NHRA Northwest Nationals but they left Pacific Raceways with momentum in a number of areas that put them in a strong position for the final two races of the 2026 NHRA Mission Foods Drag Racing Series regular season.

Jack Beckman's PEAK Chevrolet SS Funny Car team and Josh Hart's Speedmaster Top Fuel team made it to the semifinals, Jordan Vandergriff and the Cornwell Tools Chevrolet SS Funny Car lost a close battle in Round 2 and Alexis DeJoria's Bandero Café Chevrolet SS Funny Car smoked the tires in a first round loss.

Hart faced Leah Pruett in their semifinal matchup. The Speedmaster dragster left the starting line by a thousandth of a second (.076 to .077) and ran a solid 3.777 seconds at 331.61 mph but it wasn't enough for the win against Pruett's 3.717 seconds at 332.51 mph.

Hart made the most of his Round 1 bye with a run of 3.670 seconds, eclipsing his 3.685-second No. 1 qualifying pass, at 336.15 mph to earn lane choice against Tony Stewart in Round 2.

Beckman had lane choice against Austin Prock in their semifinal pairing. The PEAK Chevy ran quicker at 3.918 seconds at 325.92 mph to Prock's 3.937 seconds at 327.66 mph but a three-hundredths of a second holeshot (.046 to .076) made up the difference to give Prock the victory.

Beckman defeated Tim Gibbons in Round 1 with the quickest Funny Car run of the weekend, posting an elapsed time of 3.858 seconds at 333.49 mph to Gibbons' 4.019 at 307.02. It was all PEAK SQUAD in Round 2 against Cruz Pedregon, with Beckman quicker off the line (.078 to .107) and running 3.899 seconds at 33.72 mph to Pedregon's losing 4.134 at 255.15.

Vandergriff gave up lane choice in Round 1 to Spencer Hyde but won the reaction time battle (.055 to .082) and the Cornwell Tools Chevrolet SS Funny Car got to the finish line first, running 3.913 seconds at 32.19 mph to Hyde's 4.397 at 220.30. In Round 2 against J.R. Todd, Vandergriff again gave up lane choice but got the holeshot (.042 to .054). The Cornwell Tools Chevy dropped a cylinder early in the run which allowed Todd to get around and take the win, running 3.939 seconds at 334.40 to Vandergriff's 3.981 at 319.29 mph.



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Editor Don Macgowan, don@quick-times.com
PRODUCTION MARKETING Linda Collinge
 Don Macgowan, don@quick-times.com
 Bill Robertson ads@quick-times.com

CONTRIBUTORS Doug Adams, Catfish, Moe Putney, Dave Morgan, Fred Nelson, Ken Sitko, Sheryl Ogonoski, Gerard Graphics, Bill Robertson, Todd Young, Jack Feige, Vern Scholz, Dave Stolz, Phil Elliot, NHRA, IHRA, SEMA
COVER Don Macgowan

www.quick-times.com
(403)886-7663 OR FAX (403)886-8600
ads@quick-times.com

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"We had a hole go out early and we were still pacing with them," said Vandergriff. "It was a solid run and if I think if the hole doesn't go out, we have a pretty good shot at the win.

DeJoria beat Dave Richards off the starting line (.091 to .116) but the Bandero Café Chevrolet SS Funny Car smoked the tires just a couple hundred feet later. Richards' car did the same but further down the track and took the win, running 4.540 seconds at 269.89 mph to DeJoria's 7.125 seconds at 90.01 mph.

The 2026 NHRA Mission Foods Drag Racing Series Top Fuel point standings after 12 of 20 races are: 1. Shawn Langdon, 1,107; 2. Doug Kalitta, 1,102; 3. Leah Pruett, 898; 4. Antron Brown, 755; 5. Tony Stewart, 700; 6. Maddi Gordon, 681; 7. Josh Hart, 673; 8. Billy Torrence, 618; 9. Justin Ashley, 535; 10. Clay Millican, 489.

The 2026 NHRA Mission Foods Drag Racing Series Funny Car point standings after 12 of 20 races are: 1. Ron Capps, 884; 2. Jack Beckman, 847; 3. J.R. Todd, 842; 4. Jordan Vandergriff, 830; 5. Matt Hagan, 820; 6. Chad Green, 703; 7. Austin Prock, 687; 8. Alexis DeJoria, 685; 9. Spencer Hyde, 578; 10. Daniel Wilkerson, 577.

Street Wheelers

Southern Alberta's love for their cars runs deep, and Lethbridge's annual Street Machine Weekend is a roaring testament to that passion. Each summer, the high-octane celebration transforms the city into a hub of horsepower, chrome and community spirit-where classic cars, custom builds, and muscle machines line the streets, drawing thousands of enthusiasts from across the region.

There's something special about Street Wheelers Weekend in Lethbridge! The streets are alive with the sound of classic engines, polished chrome, and beautifully restored cars cruising through the city.

The bright colours of the cars, smells and sounds are something that's hard to describe, you just have to be there. Appreciating custom restorations or extremely rare vehicles is a common theme for our weekend."

It's been an absolutely beautiful Friday evening to be out with my camera, capturing these incredible street machines and the amazing atmosphere. Every car has its own story, and it's always a pleasure to see so much passion and craftsmanship on display.

I'm sure everyone had a fantastic and safe Street Wheelers Weekend!

From the roar of souped-up engines to sunlight glinting off kilometres of chrome and purple pearlescent, Street Machine Weekend is the ultimate celebration of cars and car culture.

This three-day event hosts over a thousand vehicles - from classic American muscle to wild customs, hot rods and European sports cars. Friday night kicks things off with live music, beer gardens, and an evening cruise, all happening along 3rd ave. S. So grab a couple pals, pull up a lawn chair, and enjoy the show!

The Street Wheelers Car Club was formed in 1976 and has grown into one of Southern Alberta's most recognized automotive enthusiast groups.

The club launched Street Wheelers Machine Weekend in 1978 as its flagship summer event.



Street Wheelers

Over four decades, Street Machine Weekend expanded from a modest gathering of under 60 cars to a major regional attraction, with some years seeing around 600 cars at the Show & Shine and tens of thousands of spectators.

Although the annual event has its share of detractors among the general public and even some city departments, We believes that the positive community and economic impact goes unrecognized by the people who should be supporting the long-running event. "It's a great success.

First of all, when started like they were lucky if they got 50, 60 cars back in the first few years. And now they say they're up to over 600 or close 600 cars for the weekend. So it's a great feeling, success. What they accomplished with everybody's help."



Street Wheelers



Street Wheelers

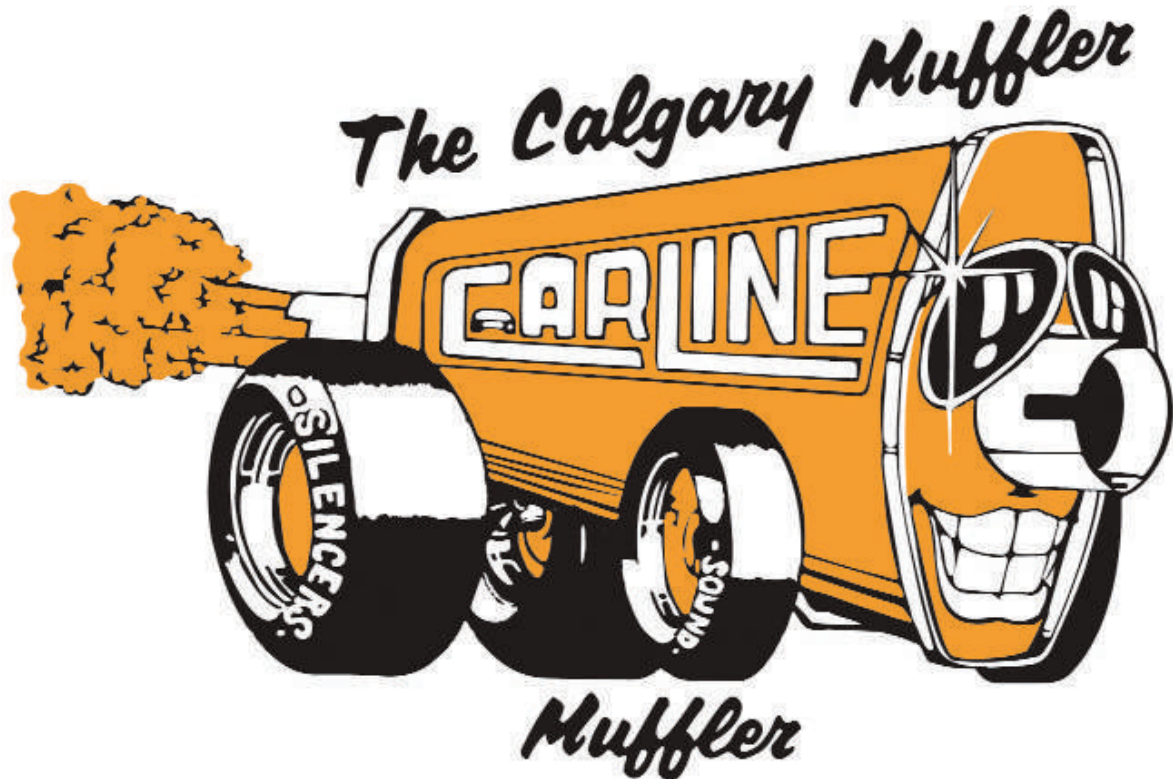


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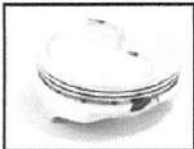
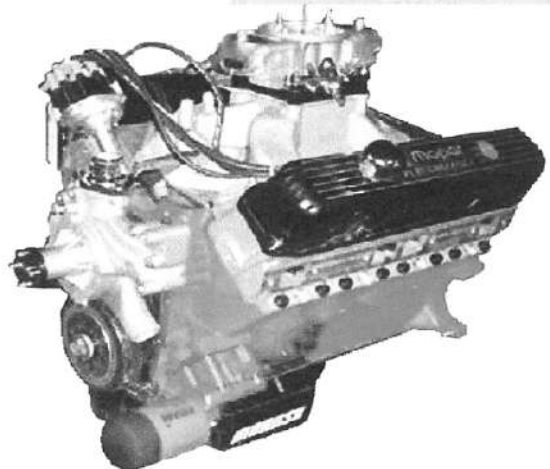
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Indy max wedge motor 860 hp @ 7000 & 720 tq @ 5300 Aluminum low deck "B" block. Water block w/ 5 crossbolt mains. 15:1 comp. Diamond 4.5 pistons & Eagle 4.150 Crank. (528 ci). Indy intake Manifold. Indy 440-1 Raised port (345) Heads with spraybar oiling. 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

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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 plug, 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

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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Mark Williams alum centre section 40 spline spool, broke pinion gear, needs a gear set \$1000 Hughes pro tree brake for a glide, used 1 season \$400 ATI glide overflow tank \$150 Dedenbear TS 5A throttle stop \$150 Biondo Terminator trans brake switch \$150 Alum overflow tank \$100 615 SR20 CP 4.60 bore pistons, 300 passes \$300 Joe 780 554 -7271 A2

Hyperactive boost controller for sale. Comes complete, works great!! Asking \$1150Cnd. Contact John 780-340-4384
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Trans specialties #5500 2sp PG. m+m shifter. Ptc converter. All new when purchased. 5 1/8 mile pass. Now collecting dust. \$7.500. Needs cert. 306-540-2273 Regina sask J3

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
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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 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

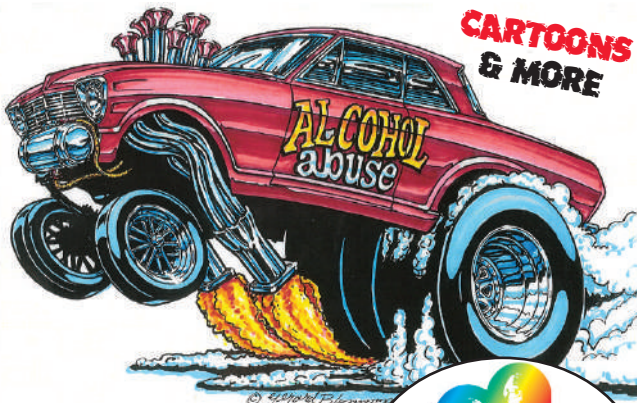
Morison vacuum pump. Was on a BBC. \$1000.00. Call 780-542-1002 J2

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

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
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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

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17.5 L x 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

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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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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

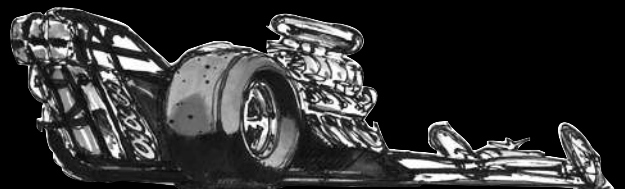
BBC Lunati solid roller race cam. Similar to part number 396800 but on 110 lobe center. \$400BBC psi springs. DR 425R, 2.030 @ 305lbs closed, 1.150 @ 830 lbs open, .100+ coil bind. \$100 9-1/2 T.S. race converter. 6200 stall, #s on it (2084-400th-E/C-MF-MDS7994) Not sure of make. \$500 -Moroso 65000 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

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

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Nitro tales

continued from last month

The meshing of the three crucial elements of top fuel racing, air, fuel and ignition had still not reached maturity in the 70's. One man,

Dale Armstrong, became a pioneer in the modern world by helping to develop an on board computer. He hooked it up to Kenny Bernstein's race car; once data started pouring in, it opened a whole new world to the potentials of the top fuel engine. Instead of guessing at what the car wanted, he could actually see the performance of every component during the run, see the result of change made between runs, and judge for himself any potential effects might have..

Said by Dale Armstrong: "People ask me what was the single thing that made the biggest progression in drag racing from the 1970s, when no gains were being made, and I tell them it was the computer. It changed the sport in a way nothing else did. There's nothing else that even comes close. Front-engine dragster to rear-engine dragster was nothing compared to what the computer did. That was one step, and it was over. The computer went on and on, and to this day it's still doing it."

One often seen spectacle of the 1980's was John Force diving out of his escape hatch while the car was still rolling and on fire. Another was Mike Dunn breaking a crankshaft in the lights, exploding the supercharger, buckling the body, and stripping a complete car to a bare frame by the time it slammed into the net.

Numerous top fuel dragsters launching blowers a hundred feet in the air (before blower bags) taking wings and tires with them, making for a harrowing white knuckles attempt to stop their machine from 250, 300 or more miles per hour. These were common occurrences during the 1980's while crew chiefs struggled to find the right combination, and dream of parts that hadn't yet been built.

Data from the on board computer has made nitro engines what they are today. Tuning changes and innovations in equipment are now calculated instead of made by trial and error, thus the tuning of one of these engines, done by a crew chief that knows what he is looking at, is becoming an exact science.

Errors in the form of engine carnage are typically the result

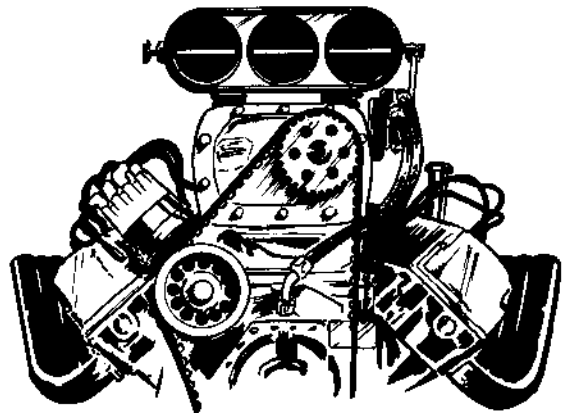
of over used or faulty parts, not a result of a mis-calculation. The blower, ignition and fuel is as close to balanced as it has ever been, and probably will ever be. Top fuel dragsters now travel 1000 feet in an incredible 3.6 seconds at 330 miles per hour.

These machines use dual 44 amp magnetos, enough power to weld with. Superchargers make 50 psi (pounds per square inch) boost and fuel pumps flow in excess of 100 gallons per minute.

Crew chiefs are always looking for more though, so small increments in performance will still be achieved. What is happening now is that the fields are getting tighter. One or two hundredths of a second separate the top teams, so driver reaction time and the ability of the crew chief to interpret the data, read the track, and prevent mechanical failures is of prime importance.

New innovations and striving to improve will make drag racing more competitive and exciting than ever before.

Kenny





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e-mail don@quick-times.com

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 Weiand 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

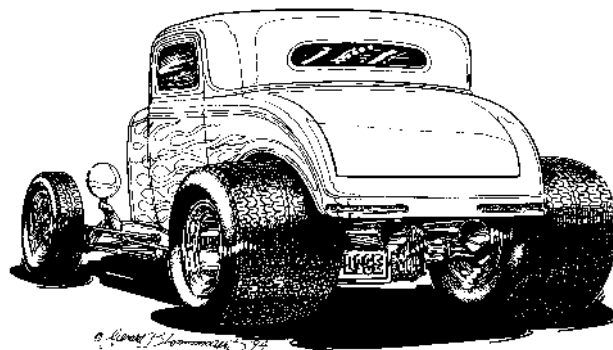
Enderle dual drive, run fuel pump and mag , mag runs ccw 3/8 drive, also has quick disconnect fuel pump clamp and pump collar. Comes as pictured. \$825 us dollars Like new RCD 90 degree drive \$750 us dollars plus shipping. Call Tony 416 948-8255 M1

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

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

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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

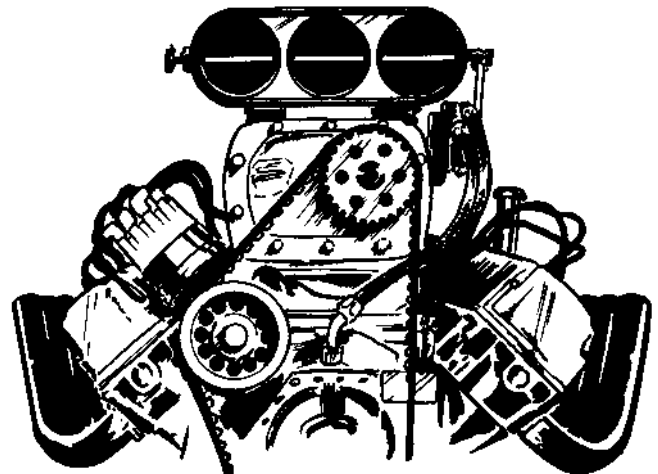
3 brand new sealed 5 gallon VP C23 fuel containers. \$195.00 each. 6 BRAND NEW 6AN SKU 1115-6 NX carbon fiber nitrous bottles complete with pressure gauge. Never been installed. 950 Price is per bottle. Tom Meheden. Located in Calgary. 403 453 2822 M2

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 oxy-

gen 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....DEAL...DEAL...DEAL \$1000 is a deal Don 403.872.0250 J3

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74 Vega wagon super pro car. 468 Turbo 400 4.77 rear gear. Fresh 8.50cert. Full Racepak with all sensors. IQ3 dash. Weights 2550lbs no driver. New belts. On board air compressor. A2000 fuel pump. APD carb. All new knr wiring and banners. New knr delay box. Interior lights. Brake lights. All marker lights work. Head lights work. Meziere water pump. Starting line control. 7al2 ign msd. New tires. All around. Front rims do not come with at this price but can make a deal. Great car. Super fun. Going another direction. Runs 9.50's in the 1/4. Pm or text only. 403-506-7402 \$35500 obo A2



1971 Pontiac Ventura. This car is a show stopper and turns heads everywhere it goes. Needs to be seen to be appreciated. 388 Small Block Chev. Turbo 350 - Built by Brad Bond 9" Hughes Convertor 3800 3" aluminum Driveshaft - 1350 Yokes 3" Exhaust with Magnaflow Exhaust 10 Bolt 8.5" Differential with Drum Brakes 3.73 Gears with new bearings and Eaton Posi with Forged Pinion Yoke Moser 28 Spline Axles. T/A Diff Cover 15x8 And 15x6 Billet Specialties Wheels Nitto NT555 R2 Rears 275/60/15 Wilwood Front Disc Brakes Caltracs - Rear Suspension Moroso Trick front Springs Comp Engineering 3 way adjustable Shocks Aeromotive 340 Electric Intank Fuel Pump Nitrous on its own system with blue Holley fuel pump. Setup for 50-150 shot Car Appraised at

56k have certificate ZERO Rust Call/Text me for more info 780-231-7131 Can be seen and heard in North Edmonton. Car needs nothing. Asking \$40,000 OBO A2



1977 Mercury Monarch, 92,000 miles, Southern BC rust free survivor. Factory 4-speed car, all original metal, no rust ever. Top loader transmission, 8" rear with 3.08 gears. Dealer installed Ghia leather bucket interior with pwr driver seat. Dual exhaust with manual dumps. Drives awesome and very tight. 14" wheels. Have a new NOS dash panel to replace one containing the three gagues. \$12,800. Car will need an out of province as i have never registered it. It has a crack in windshield but comes with a new windshield in a box. Also comes with a spare hood that is usable. Also available at extra cost and only sold as a package: - Brand new Holley 351W tunnel ram BNIB(No carbs) - MSD distributor -MSD 6al -MSD three step -Comp 31-601-8 Hyd roller cam (BNIB) If you're interested text me at 403.357.4440 A2



1995 Olds tube chassis has expired 8.50 cert 598 on alcohol has new valve springs, rings, main and rod bearings. Set up for big driver has 33x16x15 slicks (need to be replaced) has a 2 speed glide with auto shift fibreglass doors and front end car runs 5.50-5.70 in the 1/8 on current tune could add more if wanted. Located in Red Earth Creek call 780-781-5456 for more info. Will look at trades of classic car/truck pickers or other oil field equipment. Asking \$30,000 obo

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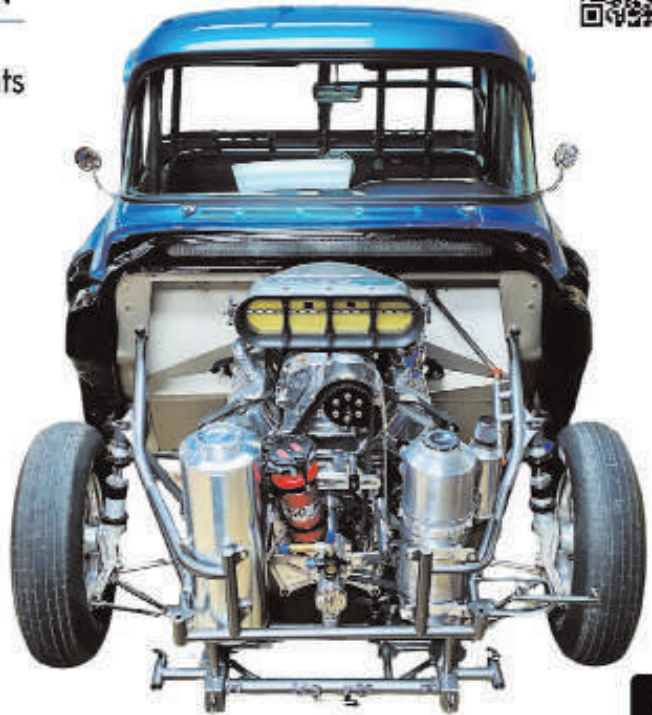
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65 Nova 2dr-hard top. GM crate motor 290hp 350 turbo 350 trans. New in 2025 CPP front suspension upgrade rack-pinion, coil overs, disc brakes, tubular control arms, tilt steering, custom steering wheel. Interior was done also Pro car bucket seats and rear matching cover, console, B-M shifter, Dakota Dash. New wheels and tires Torque Thrust 15x6 15x7 Cobra 235x60x15 Ironman 195x60x15. Complete new wiring front to back. Appraised at \$53600 ph 306-221-4913



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

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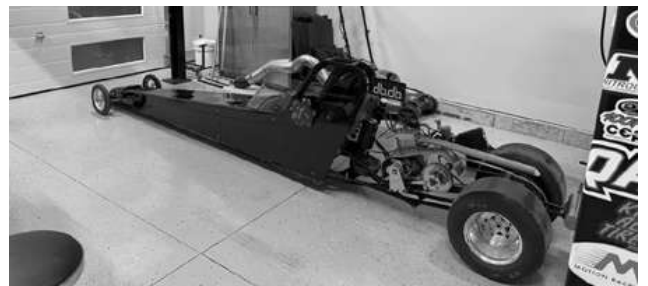


Al Lee or Lee brothers Baracuda that set 10 nhra records in ss/a or hemi superstock. The first car to break into .8 seconds first to break 150mph first car to

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



1979 Camaro RS loaded back in its day power windows and locks. Mild built 350 with some aftermarket parts. TH350 transmission with a mild 2600 RPM stall converter and shift kit installed. 10 bolt rear end. Has a new aluminum 3 core rad, new battery, new windshield and new fuel tank. Very clean and nice interior with racing seats. Car is straight rust free with about 90% of the body work done. Still a great project car for someone to finish. Moving on to another project so this one is going. \$16,900. 403-330-1878 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



95 S10, 383 Stroker 500hp, pm for engine details, glide with trans brake, shiftoid, 8 3/4 rear end with 4:30 gear, 31 spline axels, 4 wheel disc brakes, 9 way adjustable rear shocks, cal Tracs, cage with swing out, lexan windows, runs consistent 6.90 in the 1/8, easy to drive. 403-700-8070

A2



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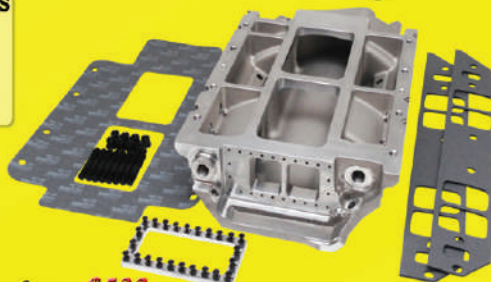
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Race car for pro-street project selling as a "roller". Now offering this Car " Body " for Sale with " No Motor or "Trans" on plain wheels for \$30 K (centreline wheels & "New" 32 X16.5 Slicks in picture for \$32K) Includes over 10 k in new premium 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 , turn key option available . \$27,500, Call Darren 306-539-9627 Regina Sk **M2**



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J2



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plain wheels, 30k as shown. 780-832-3405 Stony
Plain

J3



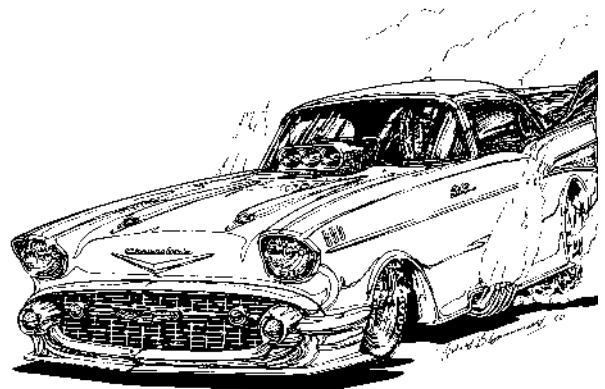
250"wb, hard tail, current 6.0 SFI certification, set up for
BBC/shorty PG, Ford 9" Strange aluminum modular rear end,
MW 40 spline, gun drilled axles and spool. Strange alu-
minum center section, Wilwood brakes, 23.5" cage, to much
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23,500 obo for roller. 403-701-8181.

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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
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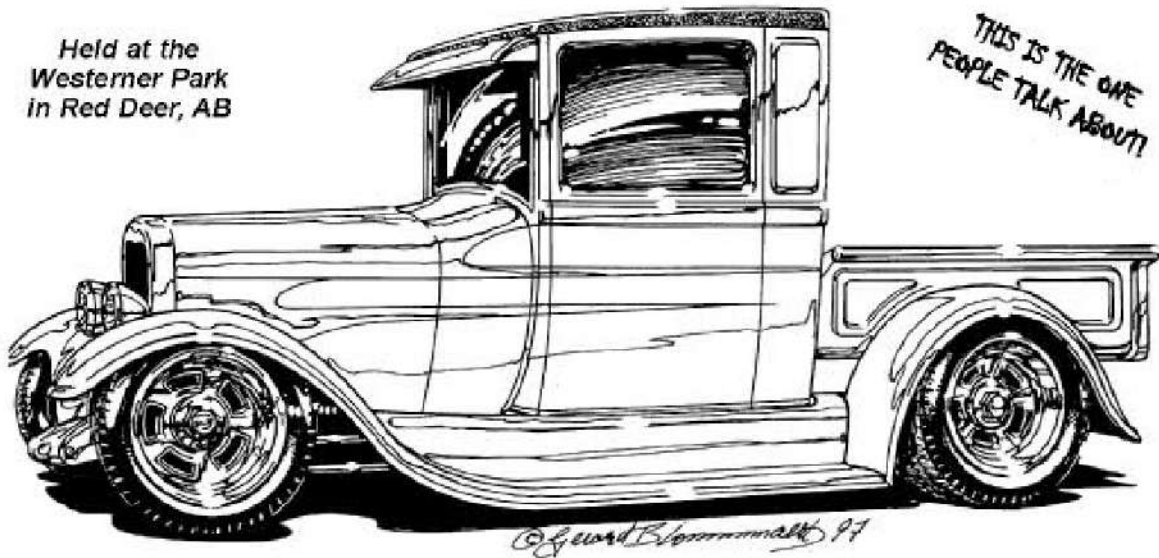
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1969 Nova Round tube chassis to cross member and 2x3 over rearend. Strictly Drag Race Only Blue metallic paint(decent with some small chips) Strange front struts Weld Wheels All fibreglass except roof and quarters. Car is light Certified 8.50 (Needs recert) Dana 60 35 spline axles 4.56/spool. 32-14.5 Double

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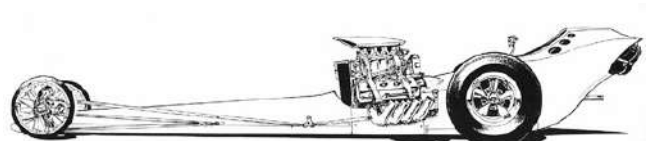




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06 Ram drag truck, not street legal, 6.1, 727 with brake, Dana 60 with 4 link, selling due to poor health, \$25k, may consider trade, text or call 204-648-4832 for more info j3

The 2026 Rocky Mountain Nationals in Edmonton were a little bit better than last years' version, but that's not saying much. In 2025 there was a myriad of problems and some absolutely horrible decisions were made. The most mind blowing one was to prep the track only to the 1/8 mile mark because that's all the Pro Mod cars needed. Keep in mind that the race director was running his car in Pro Mod as well. Not a good look!

In attendance we had a number of blown alcohol and nitro cars, and a full fledged alcohol dragster. The nitro and alky racers were up to gain valuable NHRA Heritage points, so every run is super important. These guys were not given the 1/8 track prep information, so had no clue the top end would be a skating rink. It was only after the first qualifying session, with many aborted and near miss crashes that a bunch of them looked at the track and realized what had been done.

I can't emphasize loudly enough what a horrible decision 1/8 prep was! None of the nitro and alky guys could comprehend that any responsible adult could think that way, and that the rest of management went along with it, no questions asked. 2 of the nitro funny cars even blew up their engines immediately upon crossing from the prepped surface to the bare asphalt, as the tires spun hard, turning them towards the wall or centerline, scaring the drivers half to death as their rides made such a sudden, unexpected move.

There were drivers that said they would Never come back. Unfortunately, many out of town racers have said that many times over the years. Many parked their cars or stopped coming.

As mentioned, this years' event wasn't much better. Traction in the top end was a problem again, but this time it was water seeping up through the track. This was not a failure of the management to prep the track properly this particular weekend (although it was pretty poor as well), but rather a longer term neglect of the problem. The owner/management have known for at least 10 years that water would seep up through the track on a warm day, especially if we got a lot of rain in the days and weeks before the race.

The track should have been fixed at least 8 years ago! After a 2 car crash on Friday at this year's event, the finish line was moved to the 1/8 mile mark. Most classes hated it, but considering the circumstances it was the only decision that could keep the event moving. The rest of the track was still crap. After striking the tires in the first 2 rounds of qualifying

for the Pro Mods, most seemed to figure out the slick surface. Same with just about every other class attending.

The Pros finished their race Saturday night. I wonder what the fans thought when none of the advertised cars were there on Sunday?

We are many years removed from when the IHRA brought their show to Edmonton years ago, there were actual Top Fuel, nitro funny cars, Pro Stock and an abundance of Pro Mods racing on an excellent surface, setting numerous track records along the way. I saw Clay Millican run 4.60 at over 320 miles per hour running the full quarter mile.

The crowd was beyond capacity, as were the race cars in the pits. Those years, if you were at the back of the line on move-in day, it was extremely tough to get a pit spot. For many years some of the racers had to pit outside the gates. In the last decade, this is no longer the case. A lot of local cars had been chased away by past management, along with Big Show Funny cars, nostalgia nitro cars, top fuel Harleys, etc. with partial payments, unpredictable schedule and 2.5 hour cleanups. Many vowed they would never come back.

The glimmer of hope is that there is a new owner, his challenge is to surround himself with knowledgeable people, and have experts on the track that are able to prep it properly. They also need a director in the staging lanes that keeps running the cars according to the advertised schedule whenever possible. In 2026, the staging lanes were completely empty for long periods of time.

Maybe there were no cars to run, as the pits were only half full. 4 nitro funny cars, 6 alcohol funny cars, 1 nitro Harley and a field of Pro Mod. Top fuel cars were advertised but not there. Some fans still come out, but if you sit in the stands you hear a lot of discontent about the quality and quantity of the show.

We have had a bunch of excellent years here, and some bad ones too. I hope they figure it out
Pic from Nitromaniac TV .

Kenny

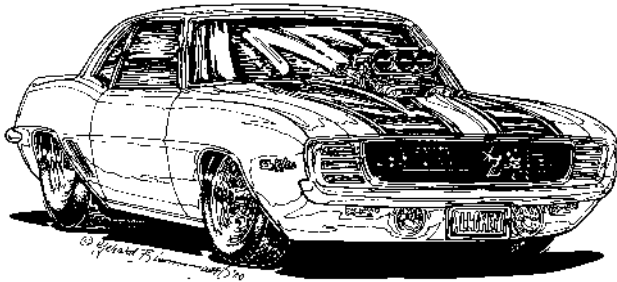


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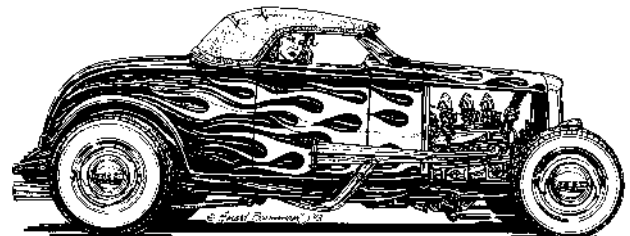
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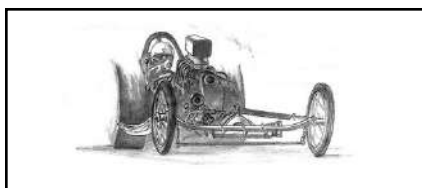
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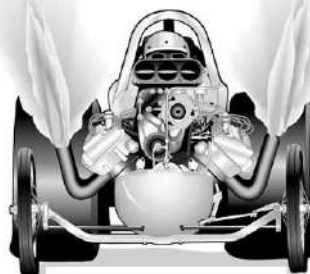
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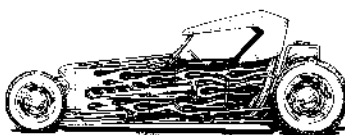


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