



CANADIAN STREET RODDING HALL OF FAME

*Recognizing those who have made significant
contributions to street rodding in Canada*

**PRESENTATION TO
THE CANADIAN STREET
RODDING HALL OF FAME**

INDUCTION GALA

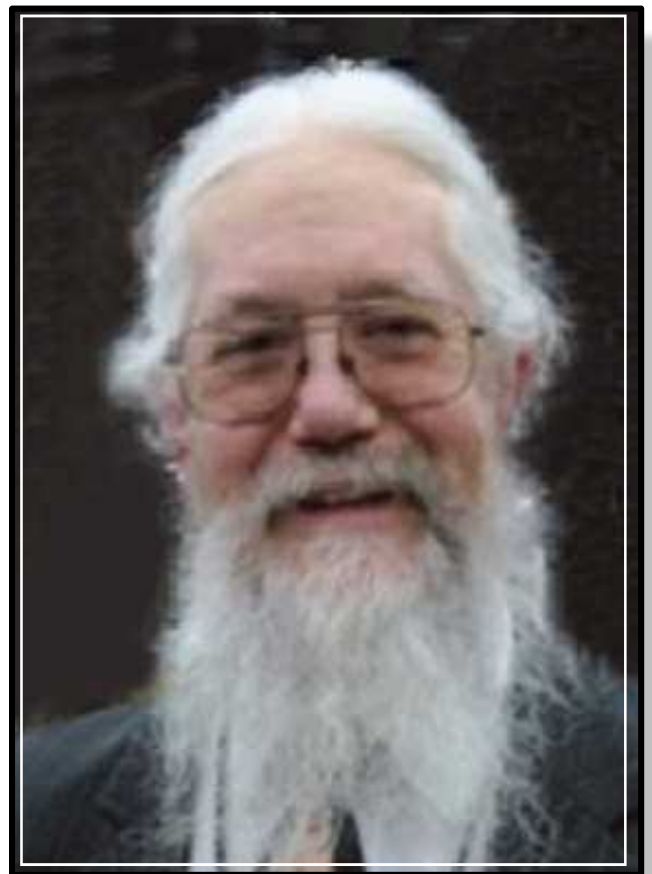
OCTOBER 15, 2022

BRANTFORD, ONTARIO

~ GAY PEIFER ~

Some street rodders are a bit subtle in the rods they build and drive but not Gay Peifer. As you will see, subtly is the wrong word to describe his craftsmanship and ingenuity, and particularly his influence on Canadian street rodding.

2022 Inductee
(INDIVIDUAL category)



**MR. GAY
PEIFER**

Amherstburg
Ontario

Gay grew up in Windsor and he got his first taste of car building when he was only 6 when Santa brought him wheels and axles for a go-kart, and he hasn't stopped since. He became a master tool and die machinist and had a long career with Ford at the Windsor Essex Engine Plant, and then at their Casting Plant, and he even helped Ford develop their 3.8 liter V6 engine for truck use – remember that engine! Needless to say, he's a diehard Ford man.



**Windsor Casting
Pattern & Tooling
Facility**



Gay even organized a team to compete in the local Dragon Boat races to raise funds for cancer research. They were called the Harley Hooters – after his favourite bike of course – and they raised over \$18,000 in 2 years of racing. Well done.

Gay has a definite whimsical side to him. Since he takes his grampa' duties seriously, he built a 15 foot Tyrannosaurus Rex for the grand kids, with oil pans for the head and nails for teeth.



This attitude extends to his street rods too. Here's a recent creation called the Milk Truck with a handmade body, Olds Quad four, handmade intake, transmission adapter and belt drive distributor.

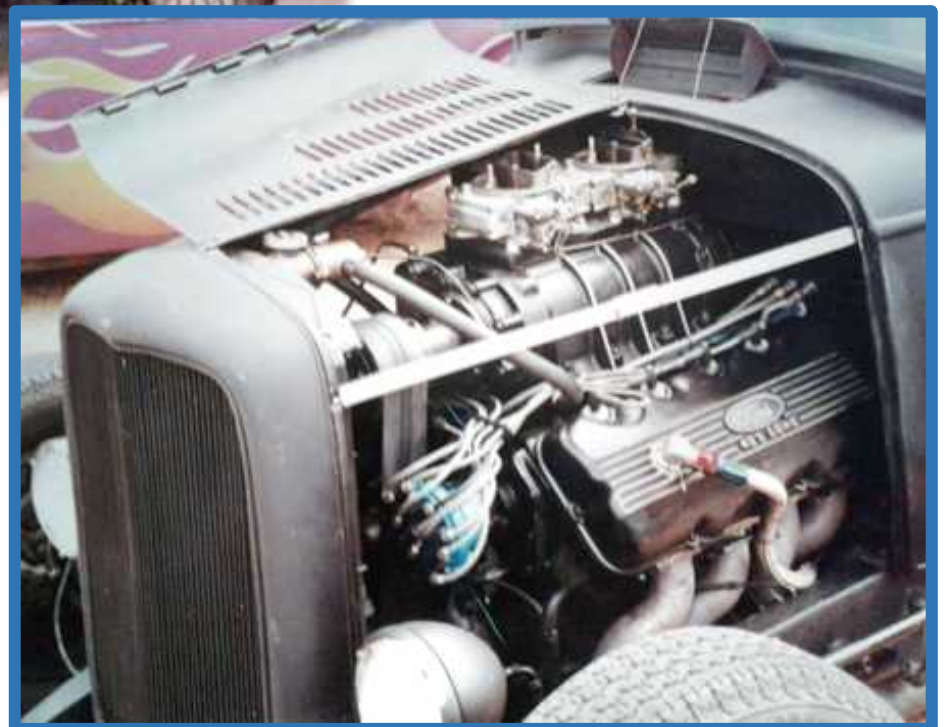


Gay loves his deuces – here's an early pickup with a homebuilt twin turbo charged Ford V6 for power – early beard too!

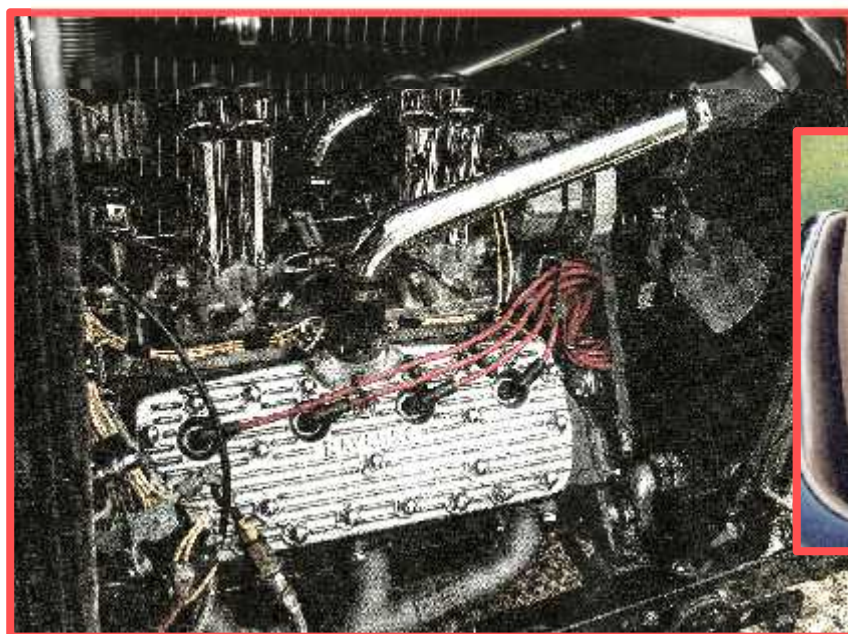


Speaking of power, big horsepower is high on Gay's list of priorities.

Have a look at his mean looking chopped '32 highboy coupe, with just a little old Ford 427 SOHC motor with a blower and 2 Holleys for power. He's big on those rare Ford SOHC motors. His brother's '34 coupe is also SOHC powered. The gas companies must really love these guys!



Gay's crowning achievement is another deuce, this time a traditionally built roadster. It took him 40 years to complete this masterpiece and it has taken multiple top honours at Cobo Hall and at Motorama in Toronto, and it was recently featured in the Canadian Hot Rods Magazine with a spectacular centre spread and write-up. A classic as only Gay could make it.



Gay caught the Bonneville bug early on and built a blown & injected SOHC powered '30 roadster called "Krazed Klimax", but it was destroyed in a devastating fire that cost him his shop and all his beautiful engines and cars, although it's being rebuilt 40 years later.

But he carried on and even persuaded Ford to help him with a new car powered by a highly modified version of that same 3.8 V6 I mentioned earlier – Ford even helped sponsor his racing efforts! This car was called "Heart Ache" and it ran 148 at Bonneville with the V6 and later 168 with a V8.



Now, in Gay's world, the right way to go to the salt flats is with your own big bus, with an engine lift on the front bumper just in case.

Oh, and the boys were always ready to spread the charm at Bonneville. We're sure Gay is one of the guys posing for the camera. We're not sure which one is Gay – and we really don't want to know!



And when you're done with that old bus you just make it into a kitchen for the shop, no problem. Just part of the huge barn that Gay uses to entertain his many street rodding friends.



Another Bonneville car was powered by a 1932 flathead four banger with a new head assembled from 2 overhead cam heads cut in half and welded together, precision built with homemade camshafts and crankshaft, 5 main bearing block girdle, blower manifold and header.



If you think a wild engine like this is difficult, for Gay it's just routine. Try this one – a blown V6 for another Bonneville car but this time with NASCAR V8 heads.

Instead of shortening the heads to fit the smaller engine, Gay just let the unused ends of the heads overhang the end of the block! Did it work? Of course it did - 202 mph.



Gay's wife Liz was his biggest supporter and it was Gay's privilege to take care of her when she became sick with cancer. Sadly, she passed away in 2018 but she will never be forgotten.



Gay trademark beard has been with him for many years – the last time it was trimmed was in 1977! Now it only gets trimmed if the torch gets away from him.



What's in Gay's future? More of the same we hope. He's still young fellow, with a brain that still thinks way outside the box and he has everything he needs to create even more neat machines. He's already working on his version of a Ford Ranchero, only from 1934, called the Rancheroo.



Most of all though, Gay has demonstrated that he's a friend and an inspiration to rodders everywhere and a big presence in his own community, all thanks to street rodding. Just the kind of guy we're looking for.

Let's all give a warm welcome into the alumni of the Canadian Street Rodding Hall of Fame for Mr. Gay Peifer.



Please welcome
Mr. Gay Peifer
to the
CANADIAN STREET
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