



**JANUARY 2025**  
**Volume 30, Issue 1**

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VERSION**



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**California Hot Rod Reunion**  
**Car show in the Grove**





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## PEAK EXTENDS PARTNERSHIP WITH JOHN FORCE RACING

*Beckman Will Pursue NHRA Funny Car Championship in PEAK Chevrolet*

INDIANAPOLIS, Ind. Old World Industries today announced a multi-year extension with John Force Racing that includes primary sponsorship of the PEAK Antifreeze and Coolant Chevrolet SS in which Jack Beckman will pursue the Funny Car championship in the NHRA's 2025 Mission Foods drag racing series.

Beckman, who won two times last season in relief of the team's namesake, drag racing legend John Force, will be back on tour full-time for the first time since 2020. He won the NHRA Funny Car championship in 2012 after reigning as NHRA Super Comp Champion in 2003.

Injured in a high-speed crash at Richmond, Va., last June, Force continues to receive treatment for a Traumatic Brain Injury. Although he has made significant progress, he remains under the care and evaluation of TBI specialists.

"The last eight races we saw that the NHRA is definitely better for having Jack Beckman back in the driver's seat," said Brian Bohlander, Director of Sports Marketing for OWI. "We're excited to have John, Jack, and the entire JFR organization representing the PEAK and BlueDEF brands for years to come. Jack has done a tremendous job, on and off the track, and has earned this opportunity to race full time for the championship."

Beckman slid into the seat of the PEAK Chevrolet for the first time during last August's "Night Under Fire" match race at Norwalk, Ohio. In eight starts in the Mission Series, he advanced to the final round three times, winning at St. Louis, Mo., and, in the season-ending In-n-Out Burger Finals, at Pomona, Calif. Racing as Force's proxy, he finished second in points behind JFR teammate Austin Prock.

"I am thrilled to continue a partnership with PEAK and BlueDEF and look forward to returning to JFR in 2025," Beckman said. "As a car enthusiast, I believe in using the best products available for both personal and professional applications. PEAK and BlueDEF products are trusted for our support vehicles and haulers, ensuring reliability and performance."

For 11 years a full-time instructor at Frank Hawley's Drag Racing School, Beckman taught more than 7,000 students the basics of the sport including



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Force's wife, Laurie, and his drag racing daughters, Ashley, Brittany and Courtney.

A U.S. Air Force veteran and cancer survivor, he has won 37 NHRA national events, 35 of them in a Funny Car. The 11th different driver to win a tour event for JFR, he is the 10th to do so in a Funny Car class over which Force reigned as champion 16 times.

"Beckman's doing the job for PEAK and BlueDEF," Force said. "I'm still going to therapy every week and working as hard as I can to get back out there with the sponsors and the fans in a sport I love, and I miss. I've still got a lot of things I want to do, so I don't want anybody thinking they've seen the last of John Force. We'll have a lot more to talk about after the holidays."





## CHRR24 Grove Car Show

Don Macgowan

Welcome Race Fans: For me, the Hot Rod Reunion isn't so much about what happens on the track, but what happens around it.

I'm not as interested in ETs and reaction times as I am the overall celebration of vintage drag racing culture you find at Famoso every fall. I think my selection of photos here will reflect that.

Like a pair of mean five-window coupes parked in the dirt lot down under the timing lights - a regular meeting spot for traditional hot rodders at the CHRR at this event which includes competitive gas & nitro fuel burning drags, nostalgic exhibition runs of historic race cars (such as Super Stock door slammers, gassers, front engine dragsters,

Altereds & similar competitive machines from drag racings "Golden Age"), a swap meet, manufacturer's midway and all will be shared here, some interesting vehicles driven to the event (and in the pit area, too).





## CHRR24 Grove Car Show

## Don Macgowan

Here's a few of those in attendance for review.....Enjoy the view!!!

As an adult my automotive tastes and overall awareness of car culture have grown exponentially, but I'll also always look back at those drag strip visits with great fondness. For me, getting out to events like the CHRR is both familiar and inspiring - nostalgic in more ways than one.

One of the really cool things going on at the CHRR is the "Rat Rod" section. These are hot rods right out of the 1950s owned by kids (mostly in their 20s) who act and dress the era. No joke - they take this deal as seriously as we did 50 years ago. Don't miss the group if you attend next year. Darcy Wandler photos.

It wouldn't be the California Hot Rod Reunion without some hot rods actually reuniting. Whether it's in the Famoso Grove Show 'n Shine area or other spots around the track, there's never any shortage of cool street-going hot rods at this event.



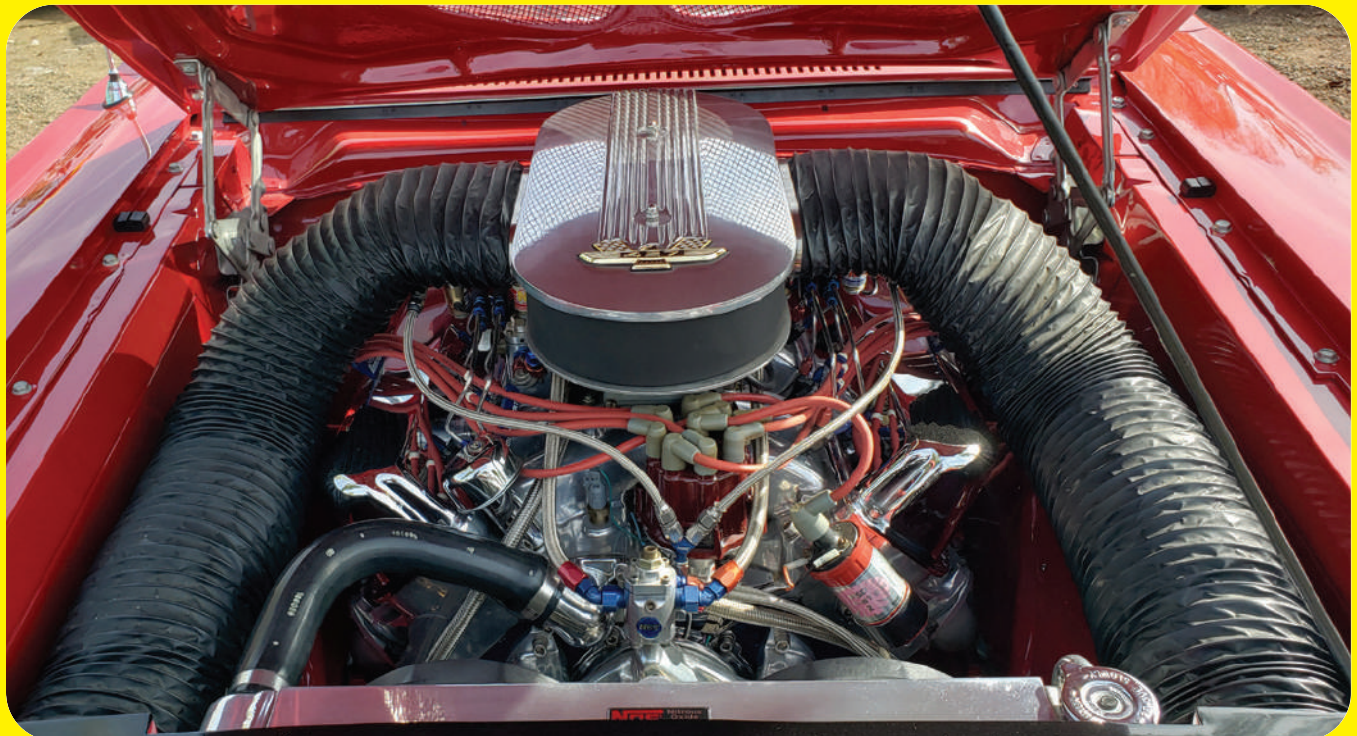


# CHRR24 Grove Car Show

# Don Macgowan



Gotta like this one.....





CHRR24 Grove Car Show

Don Macgowan



not quite sure to make of this.....





# CHRR24 Grove Car Show

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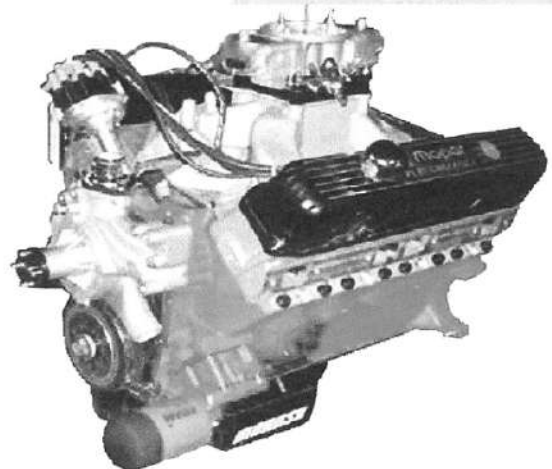
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## ENGINES

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**Chevy 383 stroker** this motor went 11.30s in a 3500lb car N/A and has good street manners  
GM four bolt main block, Forged eagle 3.75" crank, eagle forged I-beam 6" rods King bearing, Mahle 4032 forged 4.030 flat top pistons with a large ring gap for N20, ARP main studs, ARP Rod bolts, ARP oil pump drive, Melling high pressure oil pump, Moroso oil pan, comp cams solid street roller cam 12-772-8 248/254@50 duration .576/.582 lift on a 110 LOB, comp cams solid roller lifters part number 818-16, comp cams cam retainer plate, JPP double roller Torrington bearing timing, cast aluminum timing cover, Moroso adjustable timing pointer, power bond SFI 8" harmonic balancer, Billet oil bypass eliminator, oil pump block off plate, performance world 64200 CNC heads with a 64cc combustion chamber CNC bowl blend 2.02/1.60 PEP stainless steel valves the heads flow 206cc on the intake runners, Comp cams locators, comp cams valve springs, comp cams retainers, Viton valve seals, adjustable comp cams guid plates, comp cams 5/16 hardened pushrods, comp cams ultra pro mag 1.5 ratio 7/16 rockers, ARP 7/16 rocker studs, locked out pro-billet distributor, MSD supper conductor 8.5 plug wires, Fel-Pro gaskets through out. The list goes on and on  
Tons of money spent on machine work and assembly nasty small block street motor that runs low 11s at the track, this motor makes a small amount of vacuum due to the cam shaft and dose make crank case pressure like all high performance engines. Selling as a long block no intake no carb \$8500 OBO we can work out a package deal, 604 8o2 8685 text

**Engine #1-** Brodix aluminum 440 SBC. 932hp 58 runs from new 55mm cam, Jesel 905 lifters  
Bryant crank, Diamond pistons, GRP all rods GM splayed valve heads, titanium valves, Jesel rockers HRE custom manifold, dry sump pan SS headers Engine#2-Dart (cnc lightened) 440cid. 939hp 63 runs from fresh 50mm roller cam, jesel 905 lifters Crower billet crank, Weisco pistons, Carrillo rods GM splayed valve heads, titanium valves, Jesel rockers SS steel headers 2- Book 1050 carbs Daily 6 stage oil pump and Peterson tank Build sheets and documentation available Lots of extra and spare parts, package deal for both 40k can. 403-809-0722 D1

**604 BBC**, Dart Block Callie's magnum rotating, Diamond Pistons, Crower 904 bushed lifters, Bullet Cam, Dart 360 Heads with titanium intake valves, T&D rockers, 1250 Quick fuel carb, Electric throttle Stop 97 passes since last fully freshened, runs 8:90 at 170 plus in Super Comp, high 7:40s to 7:50s in 2100 pd plus Dragster. Complete Ready to drop in! . Consistent low maintenance motor 1000 + HP no junk . Price is in Canadian dollars. Spares come with \$22K Call Darren 306-539-9627 Regina Sk D1

**632 Driskell 14.5 degree**  
Makes 1308hp on motor so would be a great engine even if you didn't spray it. I was spraying 2 kits with 32 jets (700hp of

nitrous) running 6.5s in a 2305lbs door car. Reason for selling, sold car rolling. 31 passes since complete freshen.  
APD carbs, Aluminum block, Aluminum rods, steal rockers, 2 nitrous kits, carb and nitrous regulators, 5 stage dry sump pump, external vacuum pump. Manifold sent back to Induction Solutions -31 passes ago to be flowed and services.  
Comes with everything shown in photos except motor plate. Built and freshened by Driskell. I have very good tuneups for this engine when spraying 2 kits that I will provide. This includes dry air with no water grains like in Vegas and Phoenix and well as Sea level. Also comes with \$2,500 worth of valve-train spares.  
\$39,000 USD Aaron 403-581-8338 s1

**434 Dart Lil M block.** Balanced Eagle rotating assembly. Speier Racing Heads custom ported from Chad Speier. Ran on C14 fuel. Dominator BME intake. Intake to pan. Dynoed at 702 at Dyno Plus. Ran consistent 10.0 in a 3000 lbs car. Took me to the world finals. For more info please call 306-741-2186

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ACE 7" Billit dual disc Clutch, with gauge. Chevrolet pattern ., Fresh has not been run since 2014 recert, will need recert but no issues. TNT coated floaters & inserts, new discs/,floater/inserts/,fingers/stands/ring gear/, spare discs and bronze floater and tnt steel floater , fingers etc . \$2500 US. Mike 403-607- 5990 J1

Coan Big Dog 400 transmission Retail is \$7,500 usd plus shipping tax and duty's so OVER \$10,500 CND I paid o XTRA-LITE HIGH TORQUE 6.7" OD ALUMINUM DRUMS o XTRA-LITE MAXIMUM DUTY ALUMINUM PLANETARY CARRIERS o SUPER SPRAG 36 ELEMENT SPRAG o SUPER ALLOY 1" INPUT SHAFT o "ULTIMATE" MAIN o PRECISION BALL BEARING DRUM SUPPORT o CAST DEEP ALUMINUM PAN o BILLET CENTER SUPPORT o CLEAN "N" \*1:86 first gear Matching shifter available for extra Contact phone for more information \$7,500 CND FIRM (403)803-3049 J1

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Hooker 2457-4HKR titanium ceramic coated headers. For 67-69 Camaro and other models. Look up the number for proper fitment, will fit other models as well. Approximately 20 minutes run time on them. Few scratches on them from install but no dents. Asking -\$550 Phone 306-940-8305 J1

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New Aeromotive 18009 340 fuel pump with 10 bolt cell mount New never used \$500 SHIPPED Cell is 587-217-2957 O1

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15x3.5 Weld Magnum spindle mount frontrunners. Anglia spindles. \$800 Message or call 306-912-885 7      j1

B&M Pro Ratchet 3 speed turbo 350 shifter with 12v button(trans brake/line lock) call 403-807-2647      j1

Edelbrock 2701 Chrome small block manifold, great condition, Manley Valve Springs, 80 runs on each set, i have 4 sets, plus about 8 new ones that i had for spares, one set are chrome, others are standard, great condition, asking \$ 150 per set, Eddy 780-916-8804      D1

SBC Moroso cylinder head stud girdle part number 67050-110 asking \$ 120.00 obo set of piston rings for SBC speed pro part number E-251K 60 for .060 oversize , box is unopened asking \$\$60.00 obo Message or text 403-357-7321      D1

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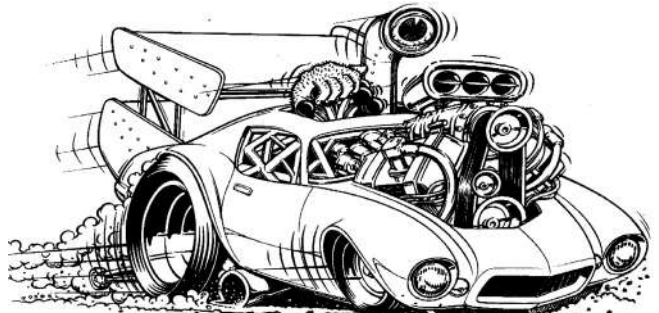
GM LS/SBC/BBC racing clutch kit designed for Extreme power. Rated for 900 ft/lbs with a 6 puck disk for heavy engagement. I believe it's 26

spline so very universal. You can also change the disk to organic for lighter engagement. Bought for my c5 Corvette but too much clutch for my application.\$600 Located in Armstrong BC Canada, Willing to ship 250-309-0519      D1

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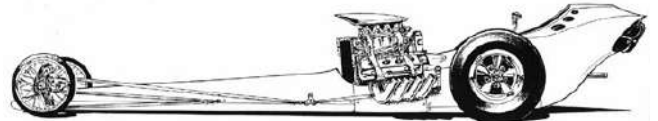
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Conversion Kit. Use this to convert to front and rear  
disc brakes and large bolt pattern. Front and Rear Kit  
from Pirate Jack as well as brand new Yukon Cut To  
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Selling a Chuck Nuytten alcohol carb 850cfm. Asking  
300 obo. Located in Martindale in Calgary.  
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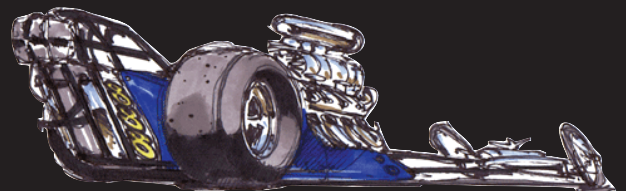
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MARCH 22nd, 2025

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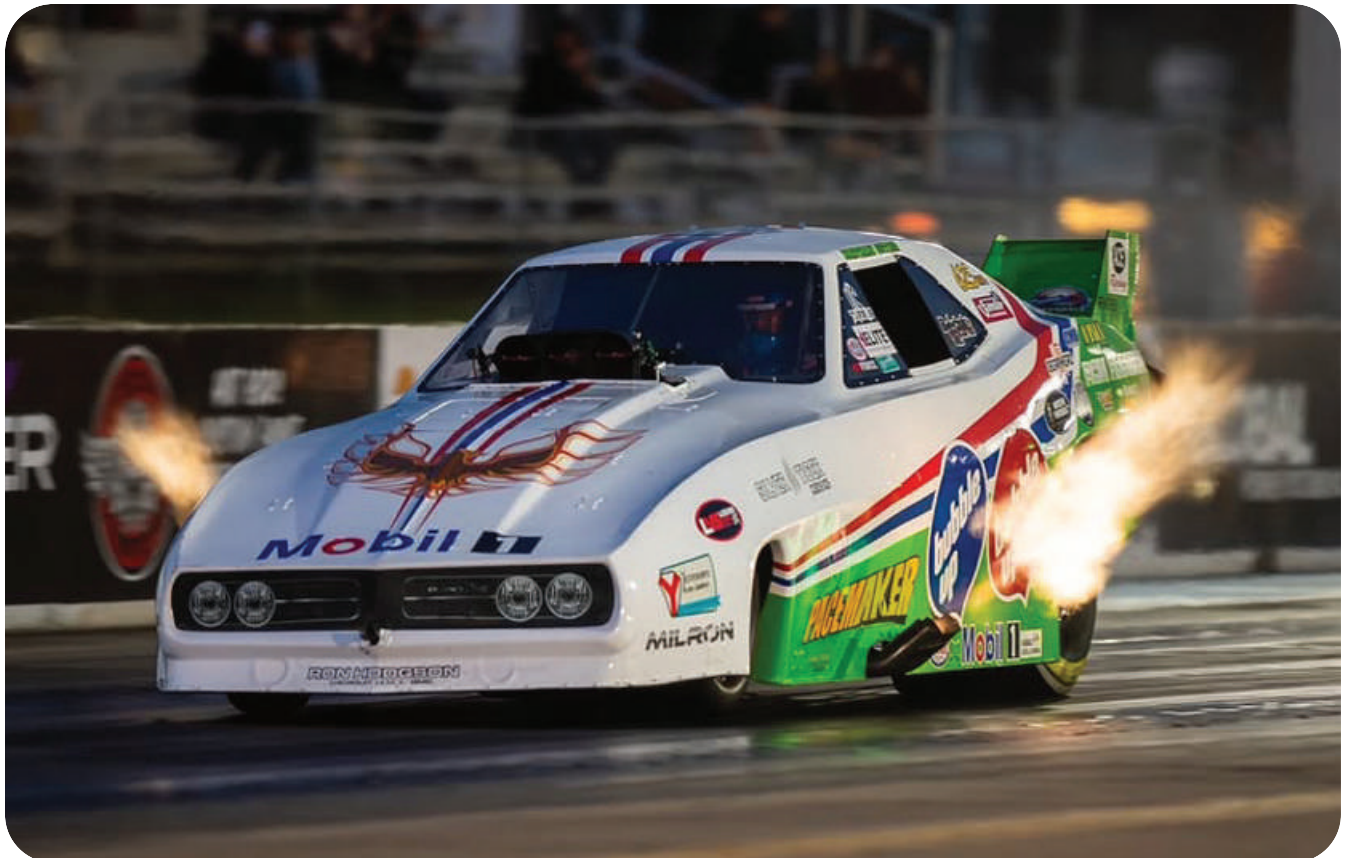
## 2022 Victory Funny Car Chassis For Sale

(NHRA red-tag cert good until July 2025), steel rear motorplate & aluminum front motor support, aluminum engine bellypan, bellhousing shroud, driver area one-piece side panels & floor. '68 Firebird carbon body (needs minor repairs) w/ spare used windshield, multiple rear wickers. Mark Williams rear end housing, carbon brakes on all 4 corners w/ Strange Eng. billet master cylinder, single-wheel wheelie bar, pair beadlock style rear wheels w/used tires, front wheels w/used tires, Strange Eng. steering box, 2 used parachutes, 2 fire bottles, fuel tank, 2 oil tanks (front style and round standup style), rear puke tank, computer box (shaped to fit around standup style oil tank), front and rear weight bar tubes, rollcage head padding,

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J1

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D1

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D1

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D1

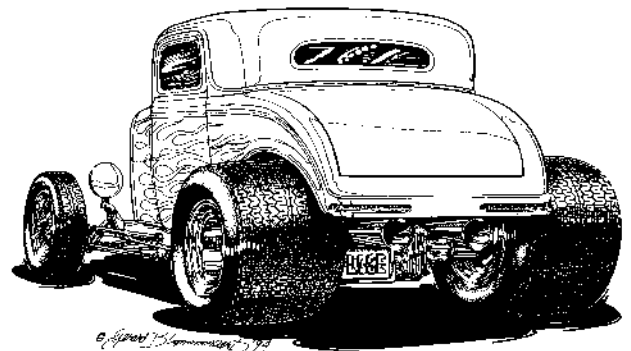
G-Force G101 4 Speed Trans With Long Shifter. 18 spline input and Ford bearing retainer. Located in

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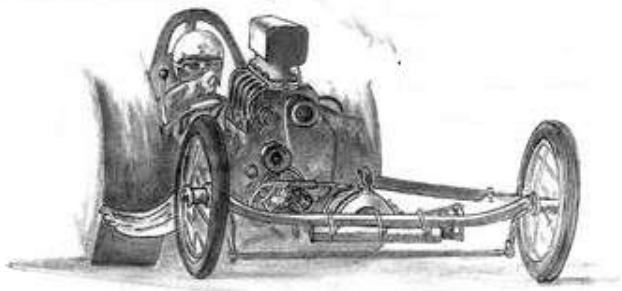
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A2



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A2

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A2

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A2

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M1

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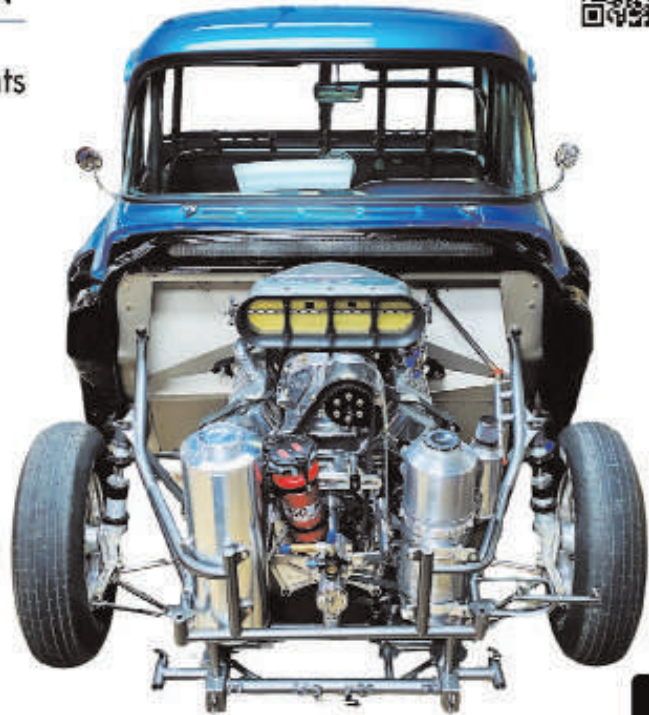
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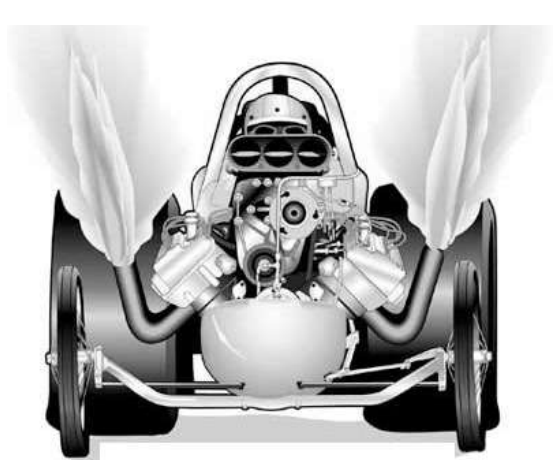


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M1



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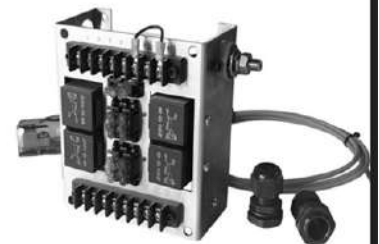
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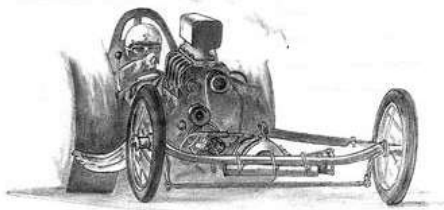
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N1



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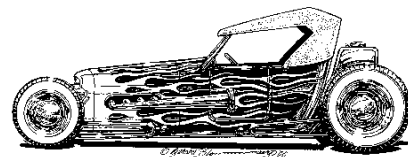


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A2

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J2



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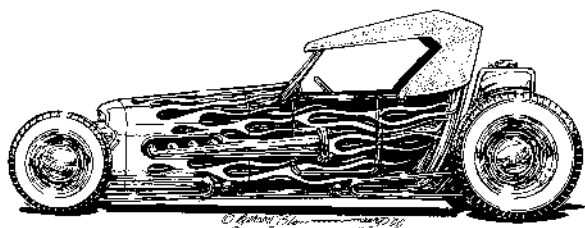




**1970 SS Nova Drag Car**, 11:10 to 11:20 in the quarter mile, 120-125 mph, newly built by Kenny Gilmore, 4 bolt mains, has new belts, uses premium fuel, 2 speed glide heavily built automatic, Dana 60, 35 spline axles with spool, 4 link rear suspension, full roll bar, car has always been NHRA certified, car and driveline built to handle much more motor. \$27,000 obo. Call Darren 403-874-3951 for more information.



**2004 Vengeance race cars**, 69 Camaro TS / PM , Double frame rails , cromoly , carbon fiber body , 4 links , antiroll , full floating 9.5 fabricated housing , strange struts , liner rear wheels , racepak dash , data maxx logger , electric shifter , fire suppression , chrome wheelie bars , chrome zoomies , complete rolling chassis , set up for blown hemi with a glide ! 42000\$ used , Car is located in Montreal Canada can ship on your dime ! Call or text Richard 450 601 5910



**1971 Nova**, original buckets console car. Have 350 engine, no trans (originally a TH350) no rust in the floors or trunk. Small amount of rust shown in the pictures around rear wheel well lips. All original interior is there. 10 bolt rear end. Painted and re-sealed. Front clip painted with drop spindles & MBM power disc brake kit. Smoothed firewall. All new energy suspension bushings in front control arms, have energy suspension body mounts and rear leaf spring bushings. No Hood. US Mags wheels 17x8 and 20x8 with almost mew rubber.

Have all original parts except hood. No windshield or rear window glass. Side glass in excellent shape. Vintage Air under dash A/C & heat unit with controls. Ton of work invested, body in primer. Too much to list. This car has been in the family since 1991. \$12,500 Message or text 780-777-2195 J2



**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 adjustable coil overs Ladder link rear Set up for alcohol or convert to gasoline easily. Set up for power glide. Full electronics and gauge package. \$19,500 Rolling Fresh glide 1.76 .Pro brake Deep alum pan. TCS Pump.6 Clutch matching TCS converter. Converter still in box and full rebuild on tranny.\$3500.00 427 Race SBC complete Brodie 18 degree heads. T and D rockers. Bowtie block 4340 crank 4340 H beam rods 15-1 compression Ron's alcohol injection Crank trigger and MSD Dist. Moroso Vacuum pump. 750 Horsepower NA \$10,500 Intake and Pan off for inspection. Package deal \$30,000 for all Will include everything to complete car turnkey. Call 250 300 5571 M1

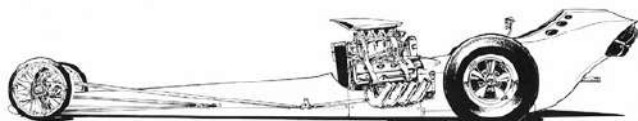


91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator, Wheeled front end lift for easy loading, Body has Canards and rear wing, extra parts negotiable. Cert expired but will cert easily, Add motor, trans, and headers and go racing. 8500\$ obo. Engine and shorty Glide is also available. Call Don 403.872.0250

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**1970 Chevy** nova tube chassis race car. Air Brushed paint job. Wheelie bar and parachute. Steel roof and quarters and fenders. Fibreglass hood and bumpers Lexan windows and all aluminum sheeting floor and dash and fire wall. current NHRA certified to 8.50 seconds. Car runs 9.50s @139mph naturally aspirated. Just motor. Engine is a 632 Dart Big M block. Dynoed 983HP on just motor.nitrous Express big shot plate system range 100-500hp. Nitrous timing controller as well as nitrous express ramp in controller ect Located crowsnest pass\$60K, 403-563-0854 j2



One of my first memories at the old Edmonton Speedway was push starting our front engined top fuel car. It happened on a real narrow lane in front of the Indy garages, even at 6 years old I thought it was pretty dicey. It all worked out though, nobody crashed. Phil Broderick was the driver.

The lane was maybe 800 feet long, so as soon as we hit 30 mph, Phil dumped the clutch to build oil pressure, then hit the mag switch to start it. The nitro came back towards the truck, so we got a pretty good whiff of it. Years later we had a rear engined top fuel dragster with Maynard Garritty driving, but we paired up side by side on the track at the finish line instead of using the narrow road. I think it was a much better show for the fans, as both cars fired up side by side in front of the grand stands. It was a little more difficult to get pointed in the right direction though, there was lots of pushing and pulling at the starting line to get the dragsters lined up. We had a lot of top fuel cars come to Edmonton, we often raced Jerry Ruth, Hank Johnson, Jeb Allen, Ernie Hall, Gary Beck, Kenny Achs, Herm Peterson and more. So cool.

Further to the push starts, we raced a divisional at Salt Lake City once, we push started, got re-aligned, and did the burnout. While pushing back from the burnout, we noticed a fuel leak, looked like a fitting was just loose. The NHRA guys shut us off and we looked to be dead in the water. My dad quickly tightened the fitting, so he asked the official if we could start it right there, could we run? This was our last qualifying run, and we were not in the show yet. The guy in the other lane, I think it was Garth Widdison, wasn't quite ready anyway.

We had just bought a starter from Ernie Hall, one of the first ones ever built, so we plugged it in and the car started instantly. We were able to make the run, and snuck into the show in the 7th spot. We never did push started again after that.

The first time I drove something else other than my dad's car was in 1983. My dad had already decided to sell our pro comp dragster, he and I had agreed to go to Brad Ennis's Arctic Traveller TAD team, him as the crew chief and me as the driver. The car was kept in California, so we couldn't put our hands on it as of yet. In the meantime, my dad George Sitko got a call from Ron Hodgson, who asked my dad if he would come work on the turbocharged nitro dragster project with Jerry Verheul in Seattle. This was kind of a no brainer, as business was slow and it was a paid position. I was left in a little bit of a lurch though, who would tune the Arctic Traveller? I was pretty sure I could do it, but how could I convince Brad to trust a 22 year old kid? When I called Brad, he was actually very receptive to the idea. Brad towed the car from California to Spokane; I met him at the Ramada hotel by the airport on a Friday. We had never seen the engine before, so it had to come apart before we raced it. 3 of us tore it apart, it looked great, put it back together, and started it in the parking lot. We were ready!

Our plan was to test Saturday. We unloaded the car and I asked Joe Blaylock if he could sit in the car so I could check things while the engine was running. Joe used to drive Orville Moe's "Bat Car" front engined fuel dragster, so he was well qualified. Everything looked and sounded great and we pulled up for the first pass. I had no idea what kind of tune up was in it, I didn't even know who set it up.

The engine was a 496 Keith Black hemi, so was completely legal for the AHRA rules. I decided to leave the starting line at 4500 rpm so we could use all the available power, but when I dumped the clutch the car shook real hard. I pedalled it, and shifted 2nd gear, then 3rd, and finished the run in 6.97 seconds, definitely sub par.

The big motor and shitty asphalt track surface contributed to the shake. I decided to leave everything alone except leave at just above an idle, 3000 rpm. The second run was so smooth that I hardly felt the shifts, and ran a 6.54 at 213 mph, 2 hundredths off the track record.

A month later we won the AHRA Spring nationals, then later that year the World Finals. The car won many races in the next few years, culminating in the ADRA Championship with 3 national wins and a successful points race in Prince George. These were the best years of my driving/tuning career, and I thank Brad Ennis (Rest in Peace) for his confidence.

*Ken*





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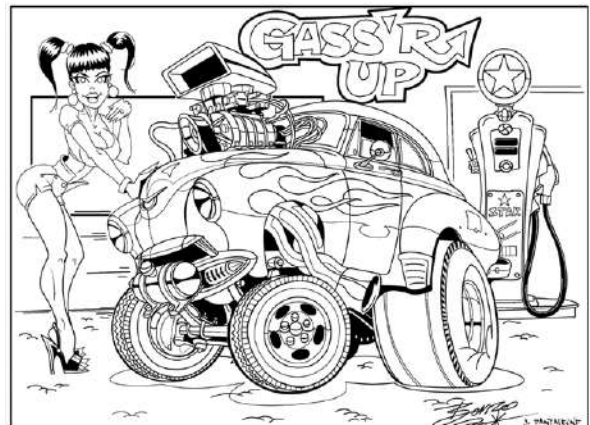
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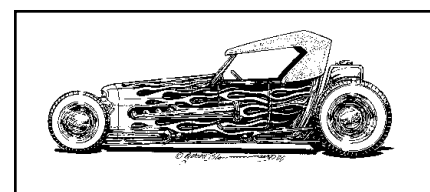



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