

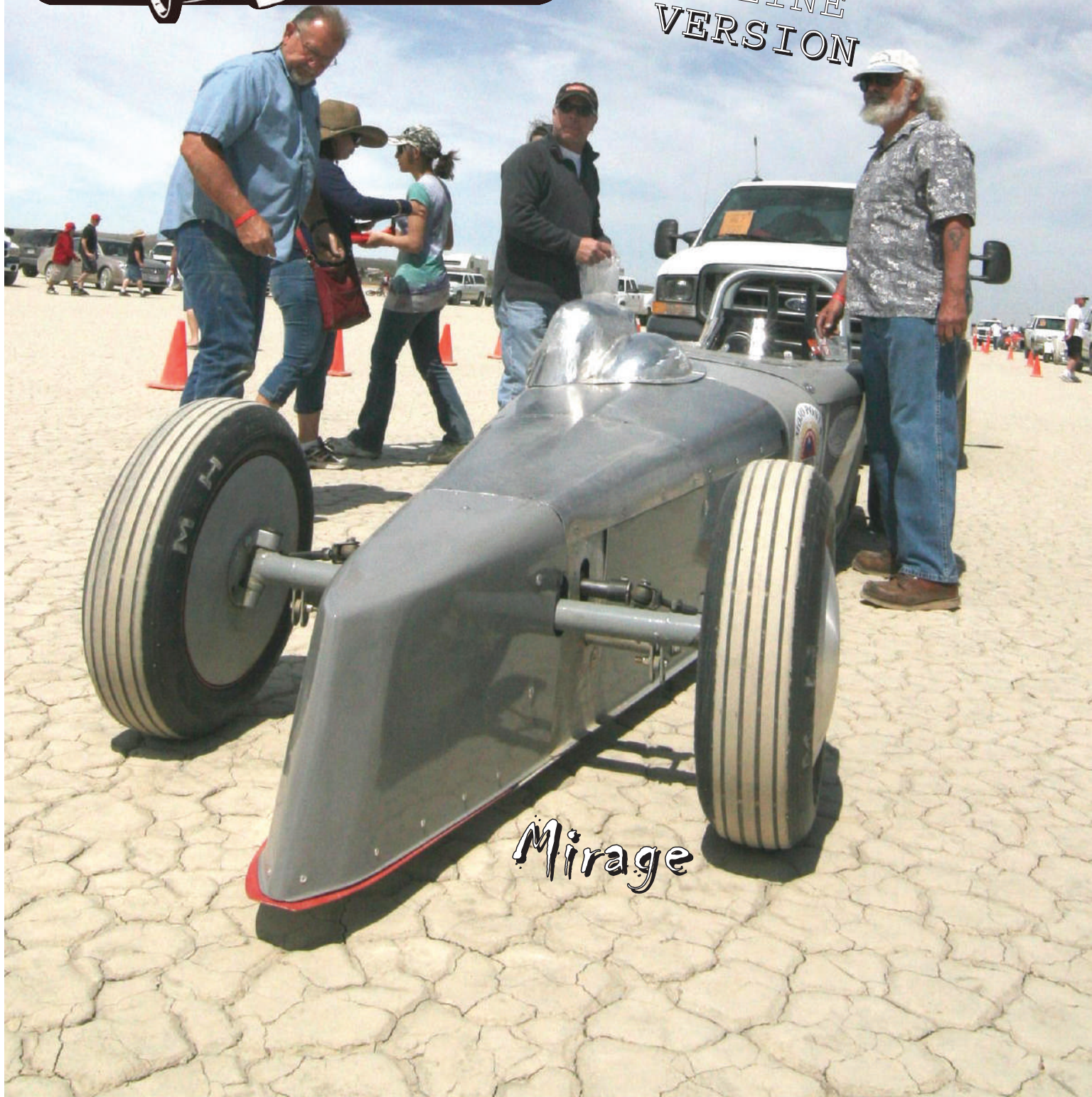
Canada's Performance Magazine



JUNE 2025

Volume 30, Issue 6

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Doug Adams





BECKMAN BEATS PROCK TO WIN ROUTE 66 NATIONALS

Racing on his sponsor's home track with the support of the 623 employees of Old World Industries, whose names were inscribed on the hood of his PEAK Antifreeze and Coolant Chevrolet SS, Jack Beckman outdueled teammate Austin Prock in a classic all-John Force Racing final round Sunday to win the 25th NHRA Route 66 Nationals at Route 66 Raceway.

The 58-year-old driving instructor and drag racing historian used a .049 of a second reaction time to make his 3.935 a winner over Prock's 3.933, securing JFR's 324th pro tour victory. At the finish line, the margin was a scant .012 of a second.

"Every win is great, and I have a lot of trophies from places like Indy and my home track in Pomona (Calif.)," Beckman said. "But winning here in Chicago, a track that was off the tour for awhile, is as good as it gets."

"When I left the tour, I never thought I'd race here again," he said, referencing his exit from competition at the end of the 2020 season due to a lack of sponsorship. "Austin Prock is great. Honestly, he's one or two hundredths better than the rest of us. You just have to do your best."

"This time it all seemed to work out for us," beamed the U.S. Air Force veteran. "Overall, we were good when we had to be. I try to keep an even keel but, at this point, I'm more appreciative of every opportunity I get."

In winning for the second time this season, Beckman jumped to second place in Mission Foods points, 41 points behind his teammate, the reining series champion, the same positions in which they finished just one year ago. It was just Beckman's sixth win when starting from the front, his first since 2018 when he won the NHRA Gatornationals at Gainesville, Fla.

He now has won four times since first sliding into the cockpit of the PEAK Chevy last August in relief of team owner and Hall of Fame inductee John Force.

Although he won from the No. 1 position, it wasn't exactly a stress free drive to the winners' circle for the 2003 Super Comp World Champ. After an electronic gremlin kept the engine in his hot rod silent during the last qualifying session on Saturday, denying him a chance to improve on his pacesetting 3.859 second time, his team was confronted with another issue before the final round.



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"All we wanted to do was race each other today," Prock said of his showdown with Beckman, "(because) we're in the backyard of PEAK and OWI. Really proud of my Cornwell Tools team and for Hendrickcars.com. We sucked all weekend long, but we finally got it together in Q4 when it mattered."

"It was amazing to see my team's hard work pay off after a rough start," he said. "They kept their heads down and gave me a race-winning car on Sunday."

"I left a little on the table in the final and let it get away, but really proud of the PEAK team to win in their hometown. What an awesome day for John Force Racing."

Mirage

Doug Adams

Greetings everyone, welcome to summer!

For the past couple years, I have covered several events for Quick-Times that I really enjoyed. The first was Dragfest. Dragfest, as we had come to know it, didn't happen this year. I never got the entire story, but the last thing I read on the H.A.M.B. was that the event was being moved from Famoso to a frontage road to a hotel in Laughlin Nevada. Then, the hotel decided not to cooperate.

I don't know if they ever had a race, but it just wouldn't be the same as when it was held in Bakersfield.

Two other events that didn't make the cut this year were The West Coast Kustoms show in Santa Maria and Ink-N-Iron at the Queen Mary in Long Beach. Family and work took the front seat this year which isn't exactly a bad thing because it has given me the opportunity to visit two events that have eluded me in the past. Oh yeah, one more....I was going to try and go to Eagle Field too. But no dice!

Where I ended up this month is a place that I have had the worst luck with in the recent past, El Mirage. Yep, I finally got to see some land speed record attempts. A whole bunch actually— two day's worth.

El Mirage is always in the back of my mind and with the opening day approaching, I had decided to once again try and get over to the desert for some land speed racing. I had originally considered driving over for the Saturday runs. But after an email from my friend in San Diego, who wanted to go, it turned into a weekend get away.

We stayed in Victorville which is about twenty six miles east of the lake bed. There isn't much in the way of lodging, dining, etc. out in that neck of the woods or should I say desert. Victorville is by no means a booming metropolis, but it had everything we needed. A nice place to stay and some pretty good places to eat.

My woes with El Mirage have been well documented on these pages in the past. No complaints, just harsh facts. The weather in the desert is unpredictable and can change at the drop of a hat.



Mirage

Doug Adams



Mirage

Doug Adams

On my way over on Friday, I thought that the proverbial hat had already dropped. The wind was blowing upwards of forty miles per hour. It's not exactly desirable conditions for running cars and bikes flat-out on the expanses of the desert. At this point, I started thinking... "at least I'm not going to be by myself. If this thing gets blown out, we'll find something to do!"

On Saturday morning, we were up with the sun and prevailing wind on our way to the El Mirage off road recreation area. El Mirage is a state park and in order to get out on to the lake bed, you have to buy a California Wilderness Pass.

The pass was fifteen bucks which was good for all day Saturday up until noon on Sunday. Not a bad price considering California parks and recreation areas are struggling to stay in business. We want El Mirage to stay open!!

Driving on the lake bed reminded me of driving on fresh snow, not that it's soft, because it's not. When you're driving, it's quiet, no road noise, and smooth like you're gliding along. After about three miles or so of gliding, we parked by the starting line in the pit area. There's nothing fancy about this place, no bleachers or permanent buildings.

The whole operation is run out of a trailer that serves as timing and announcers booth. Another trailer is set up for souvenirs and another for food...that's it. If you want to get out on the starting line or in the staging lanes, all you have to do is find one of the girls with the waiver sheet, sign, and put a wristband on...easy.

Once all that was accomplished, it was just a matter of standing by the starting line or off to the side several hundred yards down course to photograph the cars going by. Considering the runs are several miles long, about the only thing you see after the cars or bikes leave the line is a speck on the horizon with a huge plume of dust behind it. Regardless, it's still pretty cool.

This event marked the start of the SCTA Southern California Timing Association eight race season. These events have competitors traveling back and forth between El Mirage and the fabled salt flats at Bonneville.

The early season races at El Mirage gives competitors a chance to get everything right before they head north to the salt for speed week in August. Many people don't realize it, but there are actually two races a year on the salt. The second is the World Finals that is held in October, a month before everyone treks back to El Mirage to wrap the year up with another two day meet in November.

Over my weekend spent on the lakebed, I learned a few things about land speed racing that I didn't know. The first was competition is only stopped if there is a cross wind of 15 mph or more. A tail wind is o.k. and that was evident over the two days because we were seeing gusts up to 60 mph. All of this wind on a dry bed of dirt isn't the best for ones camera equipment either.... regardless of the direction or speed!

Another thing that was pretty obvious is you don't want to crash on a high speed run. We saw the remains of the most beautiful streamliner on the lake Sunday morning when we pulled in. I'm sure the driver was all right, but the car was a little worse for the wear after sliding along on its side at over 200 mph.

Lastly, anyone can run at these events considering there is a class for your vehicle, you pass tech and you have all of the appropriate safety gear. However, if you want to compete for a record, you have to belong to a car club and not just any car club.

It has to be one of the twelve clubs that make up the SCTA. An interesting fact about the SCTA is that the organization is completely voluntary and always has been. The twelve car clubs run all of the events and have for over sixty years...WOW!

Mirage

Doug Adams



I'm glad everything worked out and I got actually spend some time around the cars and people of the SCTA. Since I'm not familiar with the drivers and classes or due to the fact that I couldn't always hear the P.A., I checked out the SCTA website to get a few facts about the weekend.

There were 128 participants and thirty records were set over the course of two hundred and ninety runs.

In my opinion, land speed racing is the place where speed is still pure, and like any form of motorsport, it takes a special kind of person to commit to spending the summer in the hot, dusty desert in search of the magic speed.

There are no big sponsors or T.V. cameras, no winners circle, or trophy girls. Just people with one simple thought in mind as they leave the starting line—keep it straight, put the big pedal to the floor, and hold it there for several miles.

If everything goes right, they just might end up in the record books!

Well, that's all for now....Enjoy the photos!

Doug

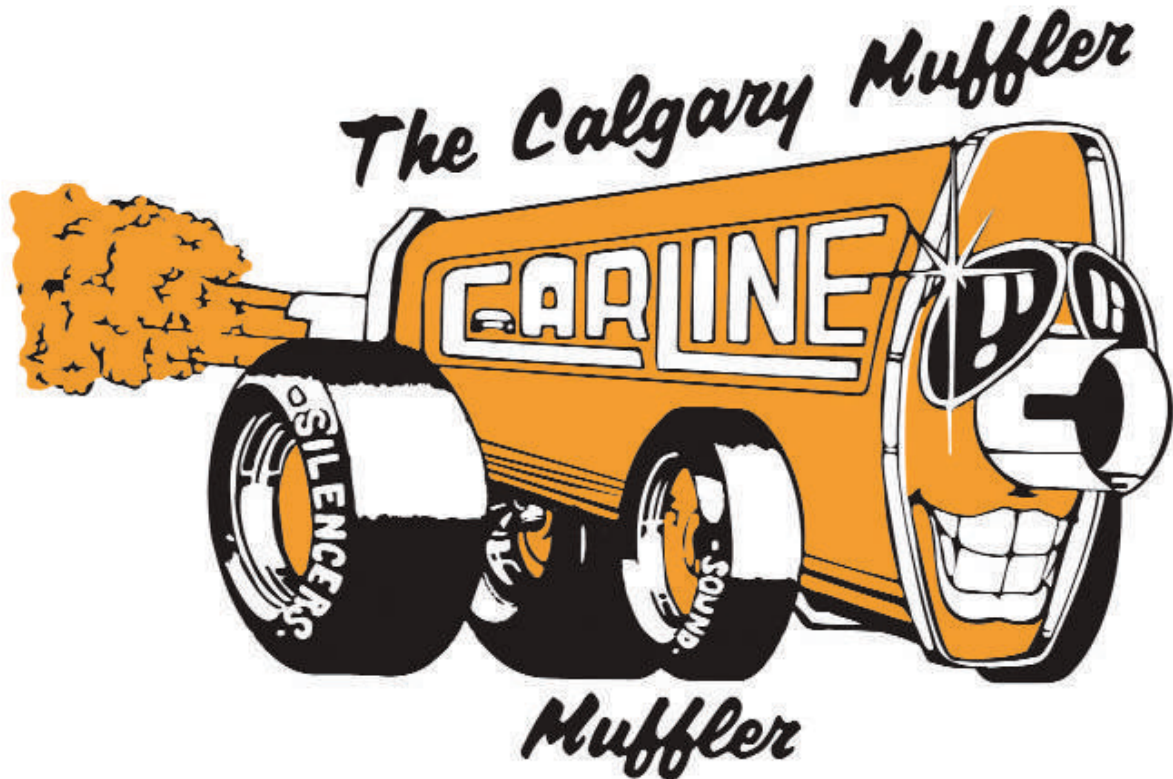


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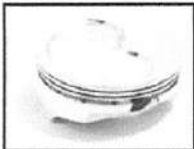
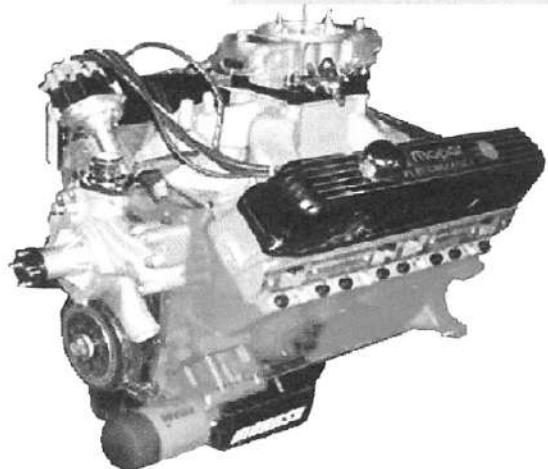
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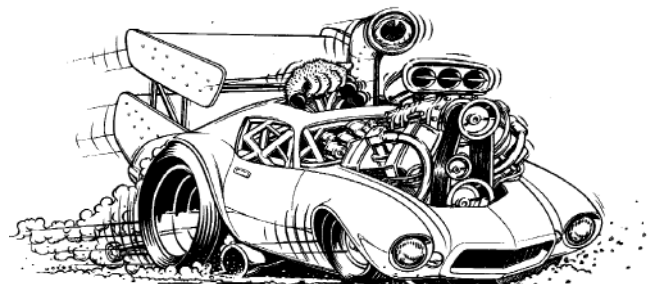
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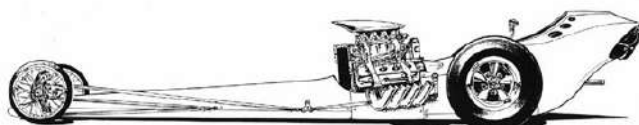
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Cervinis Stormin Normin Hood to fit 87-93 Foxbody. No Damage or dings, hinge and latch mounts are good. Hood has only ever had a black rattle can paint job so probably would sand down pretty easy. \$650.00. 403.357.4440 F1

1968-72 UMI A body GM (Chevelle, gto, 442). Rear adjustable upper control arms with roto joints on both ends. Also UMI adjustable frame braces that go between the rear lower control arms and uppers. Paid \$1000. Ran for 2 very short seasons. \$650 pick up south Edmonton 403-358-9100 F1

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set of 14.5x33OL-15 hoosier C07 drag slicks for sale. They're in great shape. I sold the car so have no use for them. I also have a new set of Mickey Thompson tubes for \$150 more. Please call or text George at 306-550-6675 a1

351W ford parts all new in box's, spare cap I'll throw in as well MSD crank trigger distributor PN: 8378 MSD crank trigger PN: 8640 MSD trigger adjustment. PN:8605 Package deal \$800 obo for all. Pickup in red deer, spring cleaning and parts need to go 403-588-5346 a1

Bowtie Sportman SBC block. Heavy duty 184 casting, splayed 4 bolt nodular iron caps, siamese bores, priority main oiling, 2-piece rear seal. Currently at 4.060 but can go to 4.155. These blocks are comparable to a Dart Little M. Can be assembled as a 388 with all forged rotating assembly. Have other parts as well. Located in West Kelowna. \$2800, 780-499-3055 M1

Braille B168L 16v Lithium Battery Works great turning over 959ci Just not the battery/ charger setup that I run so I'm selling it. \$1,000 USD Aaron 403-581-8338

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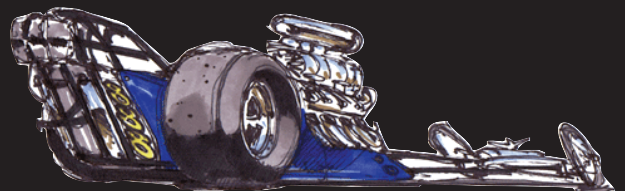
HOLLEY STREET DOMINATOR for 289-302 Windsor. Good Condition. Though it is a single plane, it was a good street manifold. (Ran one on a 350). \$200. firm. Located 20 miles east of Red Deer. Best to reply by PHONE CALL 403-341-3708 J1

62-72 MOPAR A Body 5x4.5 Full Disc Brake 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 Length Axle Kit. All brand new in the boxes this cost about \$4000 CAD when I bought it. \$3200, All details in pictures. Pickup in south Calgary call or text Kay 403-909-8576 J1



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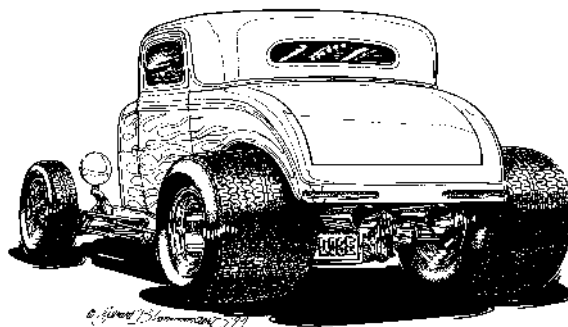
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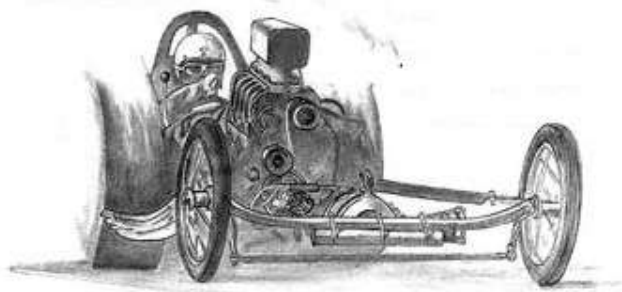
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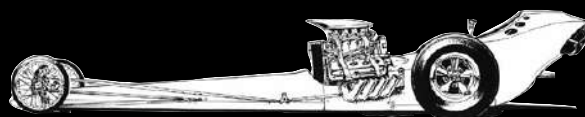
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A2



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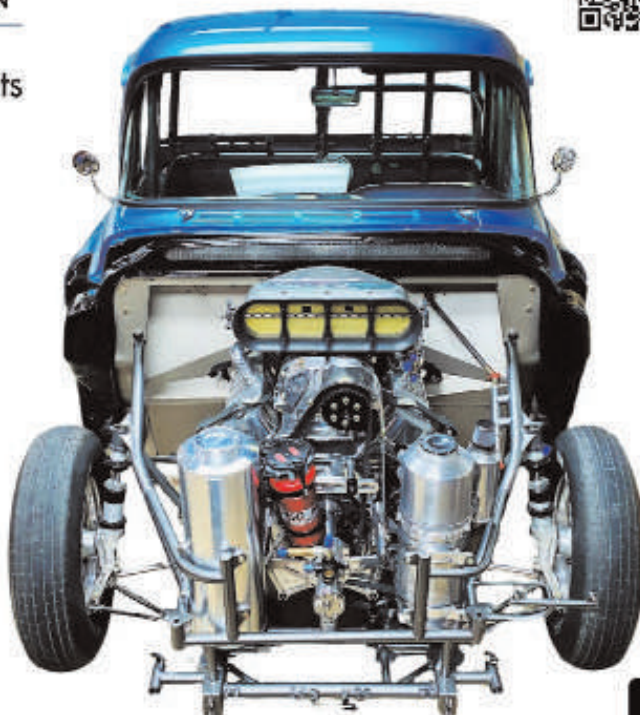
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N1



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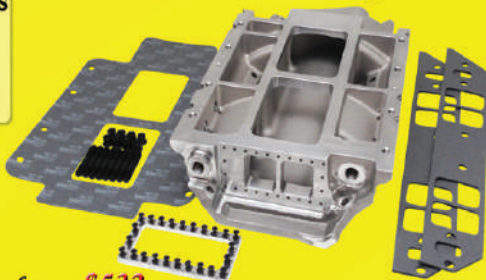


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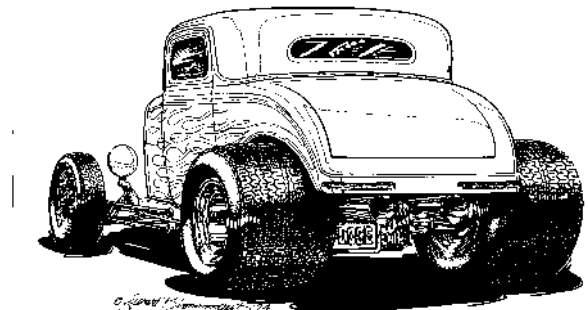
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5 Window Coupe - 1932 Ford front fenders and grill, interior done (see photos), AMS engine - 385 Scat stroker, dyno and build sheets available, 500.7Hp / 5700 rpm - 498.6 FPT / 5000 rpm Wieand Tunnel Ram - dyno tuned Holley 600 cfm carbs - MSD6AL2 ignition system Built turbo 350 / 3200 stall converter - Killduff shifter GM / C15 10 bolt - Posi / 373 gears Fuel cell - alum - electric fan Straight axel - disc front / drum rear - Wilwood Master Cylinder and so much more, too much to list! Alberta registered and insured No trades please \$38,500, If you are looking for a gasser/hot rod call Ken 780-719-7087 a1

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

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\$ usd , Car is located in Montreal Canada can ship on your dime ! Call or text Richard 450 601 5910



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

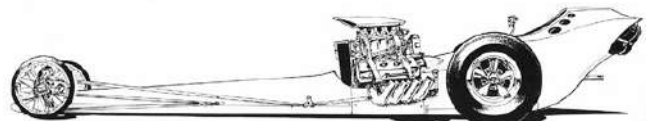




Corvette Coupe Roller for sale Rich racing history was Firestone Factory Racer back in the day , Beautiful Paint ,4 wheel disk brakes ,9 inch 4 Link diff 40 spline axels aluminum rad and fuel system , Motor and trans available Real Car has vin tag and registration Factory Front Frame ,Firewall and Floor pan 47500 USD 65000 CND 604 828 0027



72 El Camino SS Big Block tribute. 502 ci with upsized cam, less than 3000km on engine. Bowtie Specialties 700r4 trans. 3600 Yank stall converter, 12 bolt position with 3:73 gears. UMI stage 3.5 Pro Touring suspension with dual adjustable coil overs front & rear, 4 wheel disc brakes. Complete frame off build, new wiring throughout, digitail tail lamps, Cadillac CTS power buckets. Paint is Lexus Atomic Silver. Serious inquiries only, no test pilots! \$56,000.00 text or call Ken @ 780-242-6271



Drag n' Drive Pro Street registered 1978 Malibu, 489 BBC, AFR aluminum heads, roller valvetrain, 10.8-1 compression, forged pistons and rods, steel crank, balanced, 950 Quick Fuel carb, Aeromotive pump/reg, 350 HP nitrous w/ dedicated pump and tank, Edelbrock pregress, **SOLD** 400 w/transbrake, 10 in convertor, Gear Vendor's Overdrive, 9 inch Ford w/4.11s, locker, 4-link w/polymer bushings, , adj coil overs, cell, Ed Quay spoiler, Weld Draglites, 14x 29.5 M/Ts, Kilduff Lightning rod shifter, Autometer instruments, really nice black cherry paint, the list goes on.....car has very little miles on it since completed and drives awesome and now it's time for a new custodian, \$39,500, Call Don 403-872-0250, cars in central Alberta. j2



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

I am involved with many race vehicles, of course our Arctic Traveller funny car is the main one. I have also been the crew chief on the Bad Nightmares puller truck owned and driven by Bob Wiebe, we had a bunch of very good years. I still work with mud racers that cover the 200 foot pit in 2 seconds, and Mega trucks that have monster horsepower performing back flips and lots of other cool stuff.

I met Mario Monette at a tractor pull about 7 years ago, and he came by the Nightmares truck because he loved the sound of the BAE hemi singing at 9000 rpm making pulls of over 300 feet. After talking to Mario, I found out he built a cool rat rod semi truck called the Beast, and he had already set a mile per hour record at 122 in the quarter mile.

This isn't a lightened version like some of the other truckers race, it is a seriously powerful C10 CAT in a Peterbilt chassis that weighs in at 13,000 lbs. It has a 144 mm Precision Turbo on top of the hood, backed up by a secondary 108 mm turbo. At the time, Mario was having trouble with head gaskets, so I offered to design and create copper head gaskets just like our hemi, and machine the heads to install fire rings to contain the over 200 psi of boost. It solved the problem, but we have changed a few things recently and the engine is still happy.

Mario is a great driver and crowd pleaser, his tremendous burnouts make him a fan favorite at the drag races. He still has a manual transmission, and bangs through 4 gears every run. The biggest challenge for this truck is to hook it up. Even though he has dual 12 inch slicks on each side of the rear of the chassis, he needs a decent track to make a clean run.

Rad Torque Raceway provides the traction, but Mario keeps building more horsepower, so we are our own worst enemy. We had been running a 4 disk 14 inch Molinari clutch, very similar to our nitro clutch but much larger. This year we switched to a new 5 disc clutch so I have to start over.

The first runs in Bakersfield a month ago yielded tire smoke and spinning all the way to the finish line. Next up is a test session this coming weekend, then a great competition at Mario's Diesel Days on June 28 and 29 in Edmonton. I am hoping to get the clutch sorted out before then, I just took 150 grams off it as a start, I might need to get more aggressive though.

Mario has recently been accepted into the No Prep Kings fraternity, he is scheduled to run 10 to 12 of their races this season.

In the meantime, the second annual Alberta Diesel Days is coming up soon, and there will be many other trucks of his caliber attending, as well as Diesel dragsters, altered, and even a turbocharged diesel Junior dragster.

Last year's event was very successful both with car/truck count and spectators, we anticipate even more vehicles and spectators this year.

If you have a diesel truck that you want to race, please go online and enter. Nathan is scheduled to bring Ron Hodgson's Bubble Up nitro funny car for an exhibition run, and will be racing our Arctic Traveller Mustang with Cal Tebb in the seat.

Be There!

Ken





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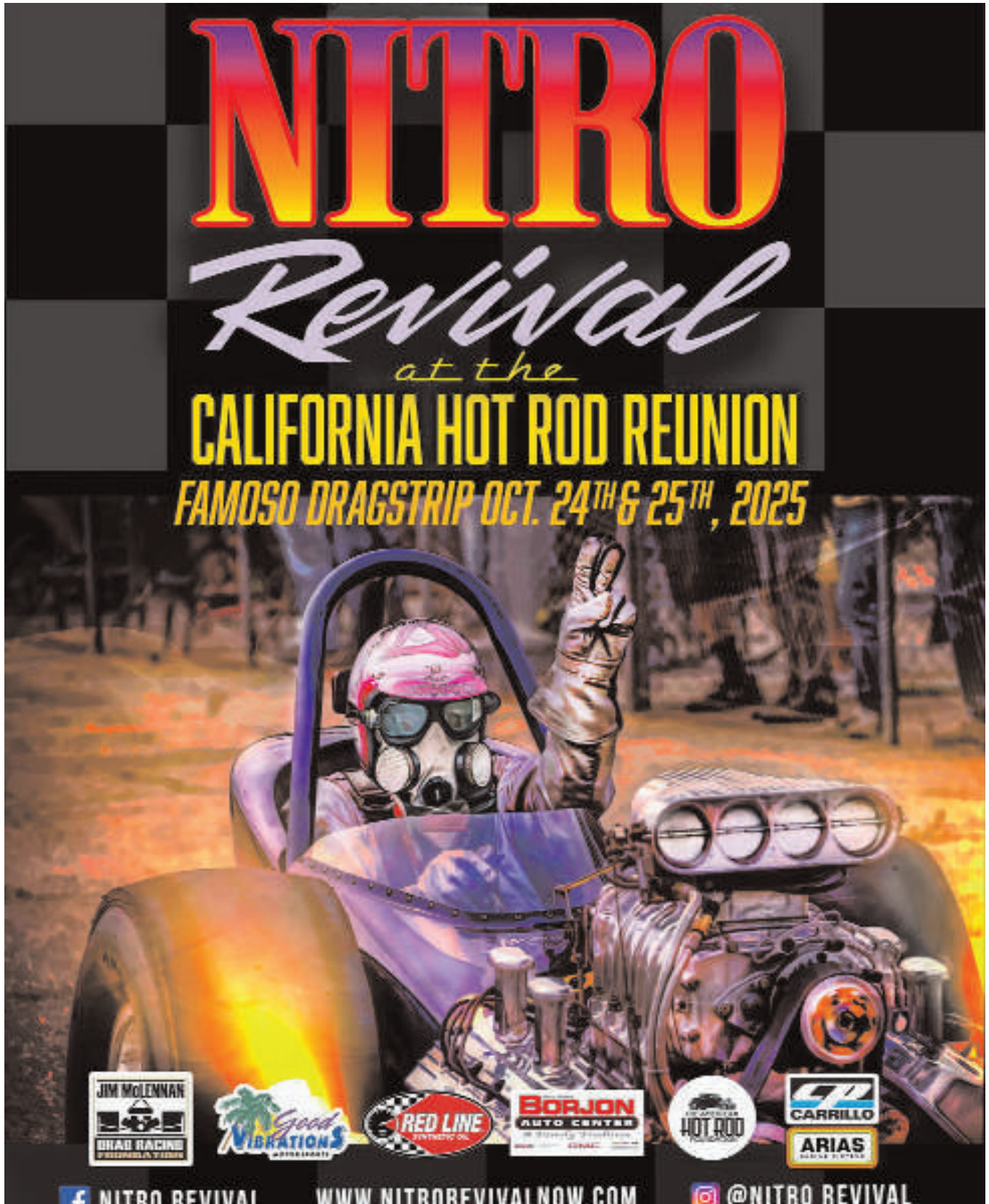
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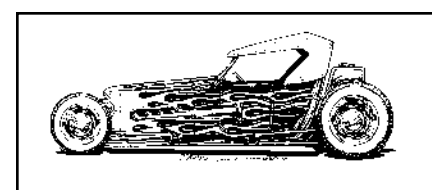



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