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Volume 30, Issue 5

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TOP FUEL WINNER: Shawn Langdon, Future Energy Solutions Dragster

Qualifying: Shawn Langdon was the No. 2 qualifier at the American Rebel light NHRA Four-Wide Nationals; it was his best qualifying effort of the season. During the Friday night qualifying session, Langdon reached the finish line in 3.665 seconds at 333.33 mph. He was No. 1 until his teammate, Doug Kalitta, ran .001 seconds quicker in the next pairing.

Eliminations: Langdon defeated Ida Zetterstrom and Scott Farley in the first round, Brittany Force and Josh Hart in the second round. He advanced to the final round to face Antron Brown, Tony Stewart and Justin Ashley. In the final, Ashley was off the starting line first, but Langdon's Future Energy Solutions dragster was not to be denied. Langdon drove around Ashley with a 3.714-second pass at 330.63 mph to win the 1,000th Top Fuel race in NHRA history. After the run, NHRA legend Don Garlits, the winner of the first Top Fuel race in 1963, presented the special 1,000th race trophy, a replica of the one Garlits won in 1963, to Langdon. It was Langdon's second win of the season.

Unofficial Point Standings: Langdon leaves Charlotte in first place in the NHRA Top Fuel point standings. He extended his points lead to 59 points over second-place Tony Stewart.

Langdon on Charlotte: "My team, man, these guys are badass. I was a little slow on the starting line. I don't know why, but I had a good race car. Connie Kalitta leads the way, and we're very fortunate to be able to win the race for him. We have Future Energy Solutions on the car this week, but thanks to everyone at Kalitta Air, SoundGear, SealMaster, Dayco and Revchem. Man, Brian (Crew Chief Brian Husen) is such a bad ass. That right there shows why we love having Brian on board. I mean, he's a backbone of this team."



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What a great win - the 1,000th Top Fuel race - that's special; that's pretty cool.

"I'm so lucky; I race for Connie Kalitta, I have a great team, and my teammates are Doug Kalitta and J.R. Todd. It's just kind of crazy how life brought me here and crazy that I'm in this position - never in my wildest dreams. It's very, very cool; I'm very honored to be the 1,000th Top Fuel winner. It's a great accomplishment in this sport with so much history. Don Garlits and Connie Kalitta both signed the final round time slip - that's one that will go front and center in the trophy case."



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Greetings Quick-Timers! It's been a little while but I'm still here getting ready to enjoy the 2025 car show and swap meet season here on the East Coast. Currently, it's a week before Easter and Mother Nature hasn't received the memo to flip the warm switch to on!

Even though the "season" is not yet upon us the year did kick-off with a big indoor swap meet at the fairgrounds in Springfield Massachusetts, back in January. Several others have taken place but rain put a damper on the turnout. Things will start to take shape on the first weekend in May. Rhinebeck New York and Rensselaer Field in Hartford Connecticut will be hosting their annual swaps. There isn't much of a car show at either event but there should be plenty of vendors eager to send their treasures on to the next garage or shop!

Speaking of garages and shops, I just returned from a whirlwind tour of the U.S. that started at my friends place in Solvang CA. When I left CA in late 2023 I couldn't take all of my stuff with me. After the first U-Haul trip in 2024 I realized that, inevitably, there was going to be yet another U-Haul adventure from coast to coast. My friend Jeff was kind enough to let me put several containers on his property which housed my car parts and my old Chevy truck. I initially had my trip scheduled to coincide with the 2024 Nitro Revival

but, unfortunately, my father-in-law passed. With the holidays and winter rapidly approaching the decision was made to put the trip off until early spring, the last week of March 2025.

With all the plans in place I was off to the left coast. Even though the main objective of the trip was to load a truck and get on the road back to the east coast, I did manage to take a little time to visit with friends, have dinner with the Goose gang, get my income taxes done and finally go to the slot car track and drag race slot cars.

I flew into L.A. on the same weekend as the Winter Nationals, but going to Pomona was pretty much out of the equation. If I didn't have the boss with me Pomona might have been a possibility but, there was no way I was going to even approach the subject. I was on a mission and I had to stick with the plan! I left L.A. on Monday night after doing a little running around in Orange County. One thing I was set on doing was attending the Monday Night Mongoose Dinner at the Sizzler in Fountain Valley. This get together has been going on for many, many years as racers and friend of the Mongoose continue to gather to have a little dinner, bench race and tell Goose stories. As I was sitting there I couldn't help recalling when I use to attend the agony of defeat lunches with Goose, back in the 80's.



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I would get out of work early and meet up with Goose and the guys. We would go to lunch at a burger joint in Orange and then visit somebody's shop. There were some pretty heavy hitters at these lunches, Goose, Bob Brooks, Robert Goodwin, Lou Baney, Dale Armstrong and I'm sure a few that I have forgotten. Wow, I get goose bumps, no pun intended, just thinking about those great Monday afternoons!

The Monday Night Dinner still draws a good crowd. I think there were about twenty people there. Noteables were Frank Baney, Bob Higginson, Joel Gruzen, Justin Arias, Cindy Gibbs, Tom Cirello, Jim White, Glenn Way and at least three more tables of people I didn't know. I couldn't think of any better way to spend three hours on a Monday Night. The legend of the Mongoo\$e lives on, just the way he would have wanted it to!

Tuesday was all business as I did my shopping for the trip back and started getting things ready to pack on the truck. Wednesday was more of the same followed by a night of slot car drag racing. My cars were already in California all I had to do was show up and hope for the best. It was good to see the guys at the track, I can't wait until the next time I'm in town.

I picked the U-Haul up on Thursday morning and had to start getting it loaded for the trip home. It was a trying three days.

I had planned on leaving Saturday night but the hours were passing faster than we were working. My friend Jeff sealed the deal when he handed me a nice cold Guinness and said, it's time to relax, you can leave in the morning! How could I have argued with him?

I left Solvang at 2am Sunday morning heading east. Along the way I stopped in Edmond Oklahoma to drop off an L-79 engine. From there I went to Spring Hill Tennessee to drop off a transmission and a rear differential. I left Spring Hill and made the push to get home. When it was all said and done I parked the truck in front of the house at 12:45 Thursday morning.....phew, it was good to be home, what a ride! For this month I put together a medley of photos from shows that I attended last year, since car show season is still a few weeks away. There are photos from Hot Rod Fallout, Hot Rod Hootenanny, Sock Hop On The Green In Prospect, Southington Drive In Tuesday Cruise Night, The Others Car Club Swap and Show and at least three others.

To wrap things up I'd like to remember fuel altered icon Rich Guasco of Pure Hell fame, who recently passed. RIP Sir! Enjoy the photos and I'll see you down the road!

Doug

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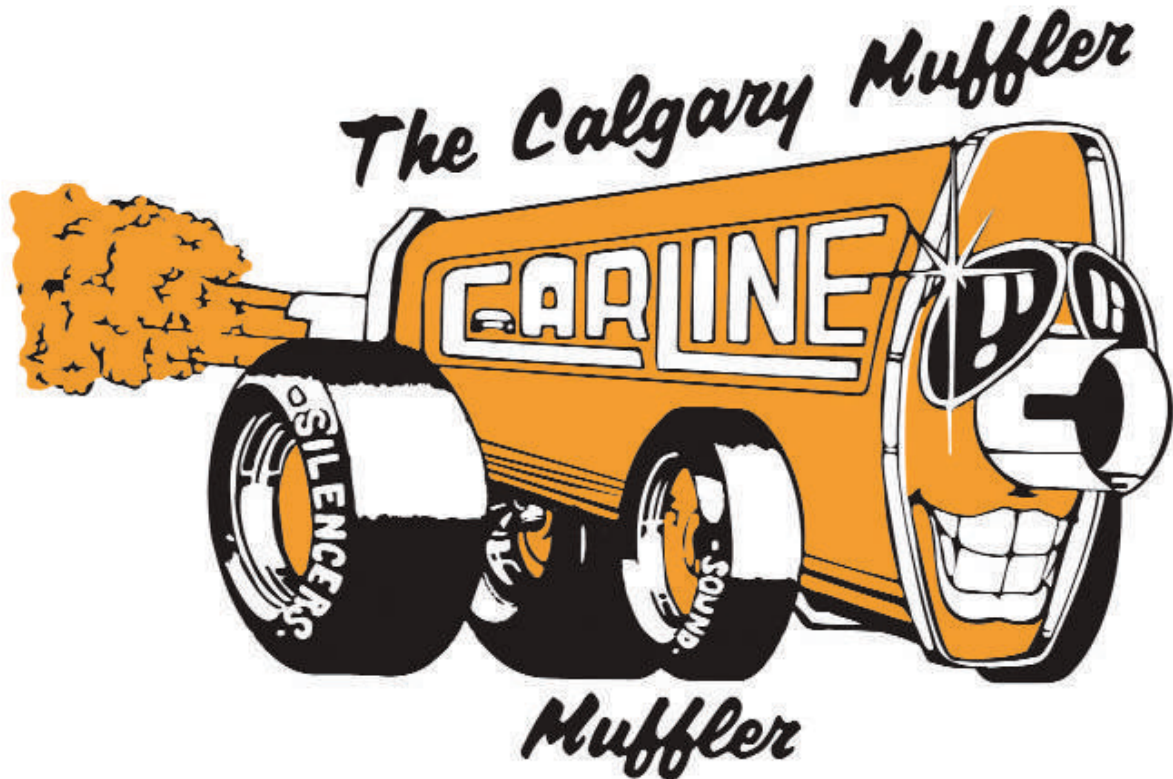


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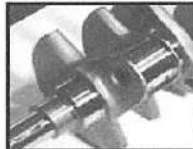
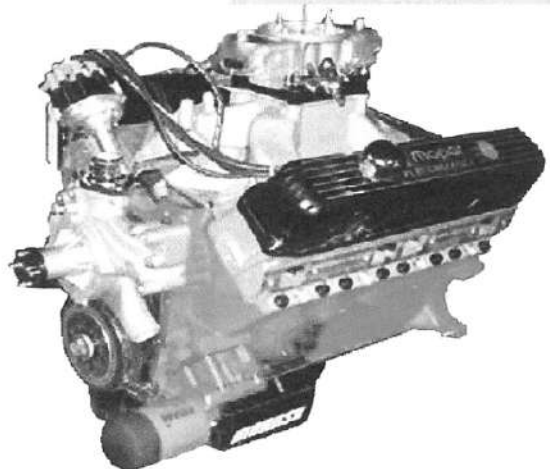
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SBC Racing engine for sale. 358 cu in, .040 overbore. SRP forged pistons 12.38 to 1 compression ratio. Eagle forged crank and H beam rods. Brodix heads. Comp cams belt drive. Milodon oil pan with windage tray. Block has been o-ringed and has copper head gaskets. Block has been filled to the bottom of the water pump holes. Billet Crane solid roller cam and lifters, 650 lift. Crane gold roller rockers 1.6 ratio. Crane stud girdle. Last time it was on the Dyno it made 558 hp and 468 lb ft with a 750 methanol carb on M5 fuel. Price does not include carb, headers Located in Kamloops BC. \$6000,

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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

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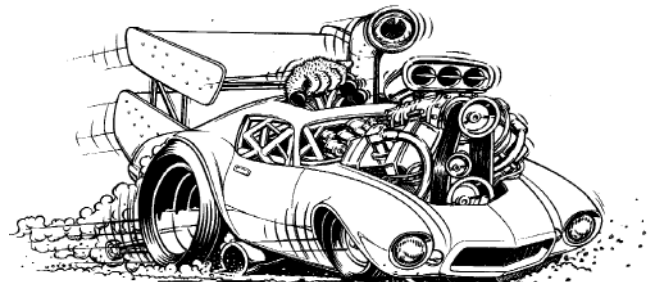


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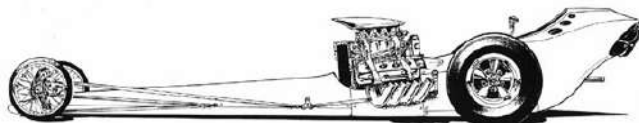
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set of 14.5x33OL-15 hoosier C07 drag slicks for sale. They're in great shape. I sold the car so have no use for them. I also have a new set of Mickey Thompson tubes for \$150 more. Please call or text George at 306-550-6675 a1

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

2 Msd can bus hub Both are brand new \$110 CDN or \$80 USD each or \$200 CDN/\$150 USD for both Located in Saskatoon Will ship on your dime 306-380-0082 F1

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Marcella top lid elbow, 105 mm opening, Marcella fuel dist blocks with Earl's -6 crimp lines. Everything is like new and only used for mock up. Very nice components made by the best in the business. \$950us funds takes everything Call Tony 416 948-8255 F1

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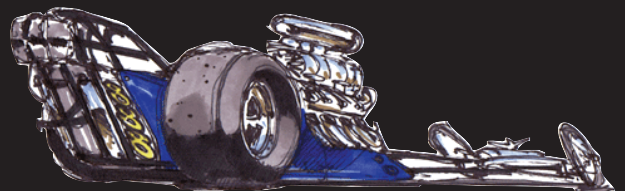
HOLLEY STREET DOMINATOR for 289-302 Windsor. Good Condition. Though it is a single plane, it was a good street manifold. (Ran one on a 350). \$200. firm. Located 20 miles east of Red Deer. Best to reply by PHONE CALL 403-341-3708 J1

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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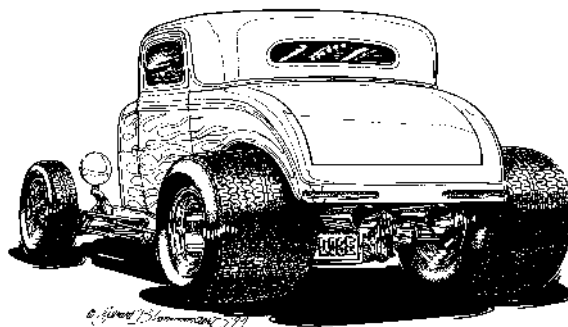
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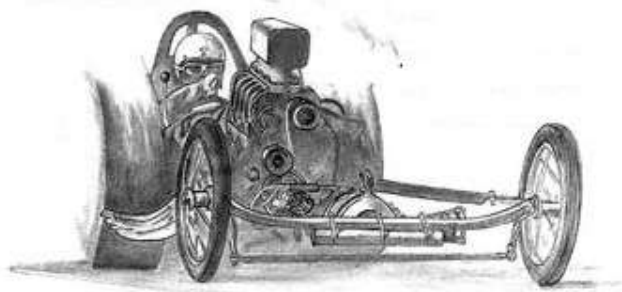
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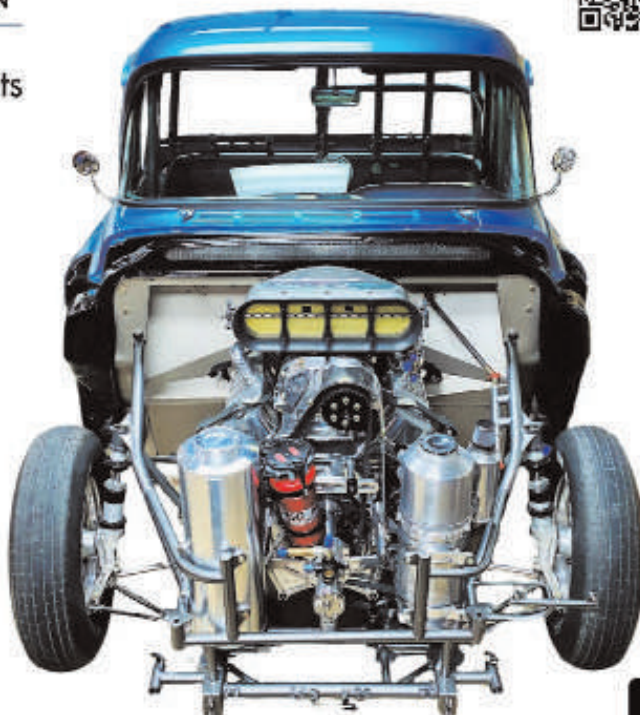
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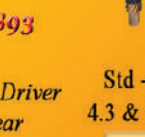
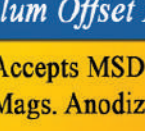


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5 Window Coupe - 1932 Ford front fenders and grill, interior done (see photos), AMS engine - 385 Scat stroker, dyno and build sheets available, 500.7Hp / 5700 rpm - 498.6 FPT / 5000 rpm Wieand Tunnel Ram - dyno tuned Holley 600 cfm carbs - MSD6AL2 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



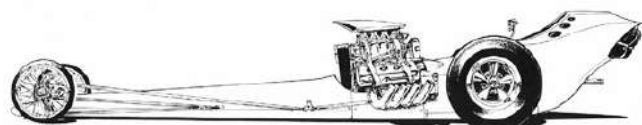


91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator, 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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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, digital 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 pregressive NOS controller, Turbo 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

It's quite the thrash here at race headquarters here in Edmonton. Our Arctic Traveller crew has been working on the Mustang getting it ready for 3 local races; Alberta Diesel Days, the Rocky Mountain Nationals (which is the NHRA Heritage event), and Hot August night.

The brake fluid throughout the whole system was replaced, then we had to tackle the fun job of bleeding the calipers with air in the lines. I'm really glad we pulled the rear end out of the car, the gears were fine but there was some stuff in there that would have caused a problem. Nathan sent one of our blocks back to BAE late last year because every time we ran it, it hurt the crank. Lots of issues with that as well, but it now has a clean bill of health and is in the car. Most of our stuff had to go south for certification but is back now. We have freshened 2 sets of cylinder heads, the 3rd set is waiting for some new fire rings.

We are so excited that the NHRA show is coming to town, I hope lots of nitro cars make the trek up here along with the six local cars we have in the Edmonton area. We don't have the parts to keep up with these guys, but hopefully we can qualify and be competitive. Since Nathan will be driving the Bubble Up car, we needed a driver for our hot rod, and Edmontonian Cal Tebb is excited to be the one to slam the throttle. Cal will be doing double duty at the Rockies, as he will be debuting his spectacular new Pro Mod as well. Cal drove the nitro car at last year's event, and did a stellar job. I just hope we can give him enough power.

Meanwhile, at the Hodgson race shop, their car has just arrived from Murf McKinney who just finished refurbishing it.

This included putting the car on a diet, installing a new body, and other stuff to make it go faster. Nathan is helping the bubble up team to finish putting the car together to get it ready for their first Heritage race in Boise. Those who have been paying attention will know that the Hodgson team didn't make it to Bakersfield, so their early championship plans have taken a hard hit. Nathan will have to finish strong at all the remaining events to have a hope to climb in the NHRA standings.

While all of this is happening, the Arctic Traveller will be sitting idle, as Nathan likes to be there when we work on the car. I still have a box of pistons that I want to get cc'd and fitted to our spare piston racks. We bought a bunch of assorted pistons 14 years ago, and are now getting near the bottom of the pile.

They are all shapes and sizes, we will make them work. Such is the life of a low budget team. When Nathan is done with the Bubble Up car, and in between his race meets, we can hop back onto finishing our blue machine. The heads will be bolted on along with the manifold, blower, clutch, transmission, along with all the small tasks that will enable the starter to be fastened to the blower pulley so we can make some noise. This year, a rule change has allowed everyone in the class to run a 44 amp mag, but we can't afford fancy stuff like that. We will be running our old Mallory Mag, which maxes out at 10 amps, but our car typically makes it from A to B most of the time, and that can be a slight edge in some situations.

Oh, and I sat in the car while we bled the brakes, felt really good.....

Ken



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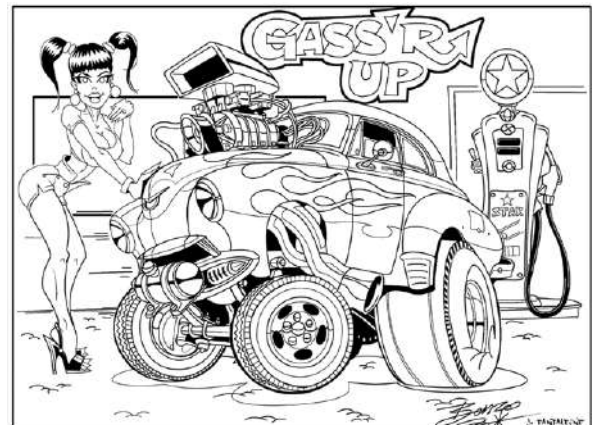
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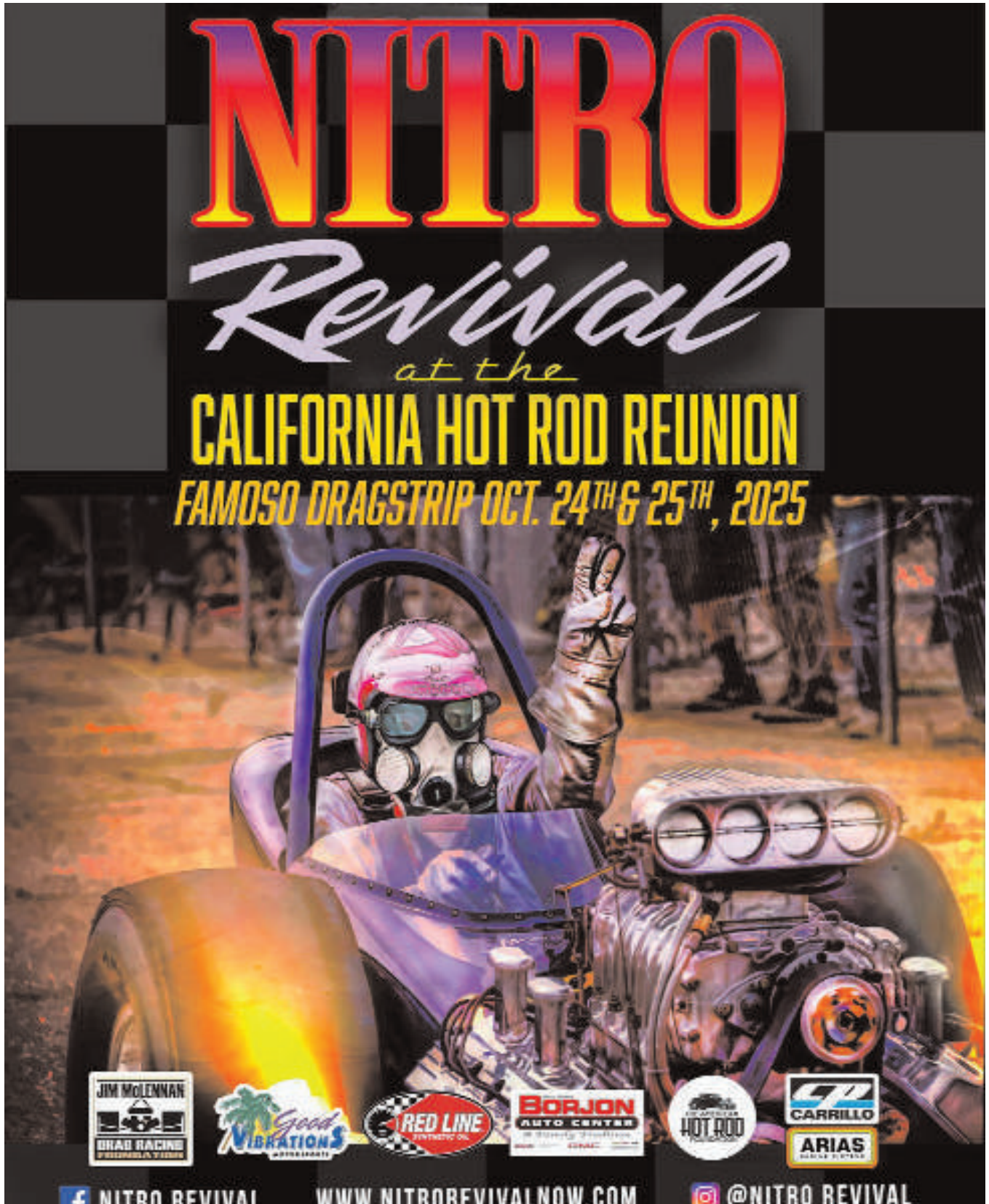
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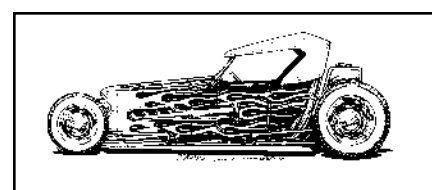


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