



Vol. 1 No. 8 - August 2025

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AUGUST MEETING

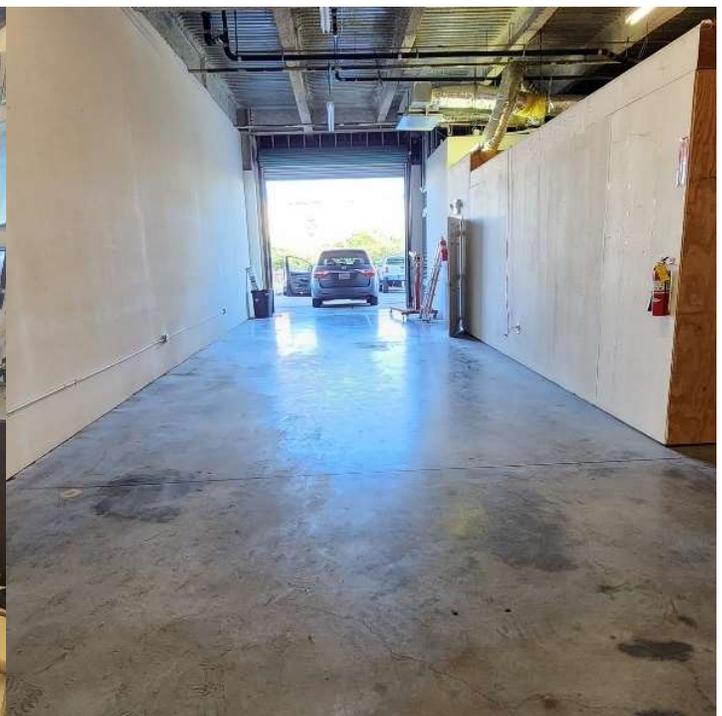
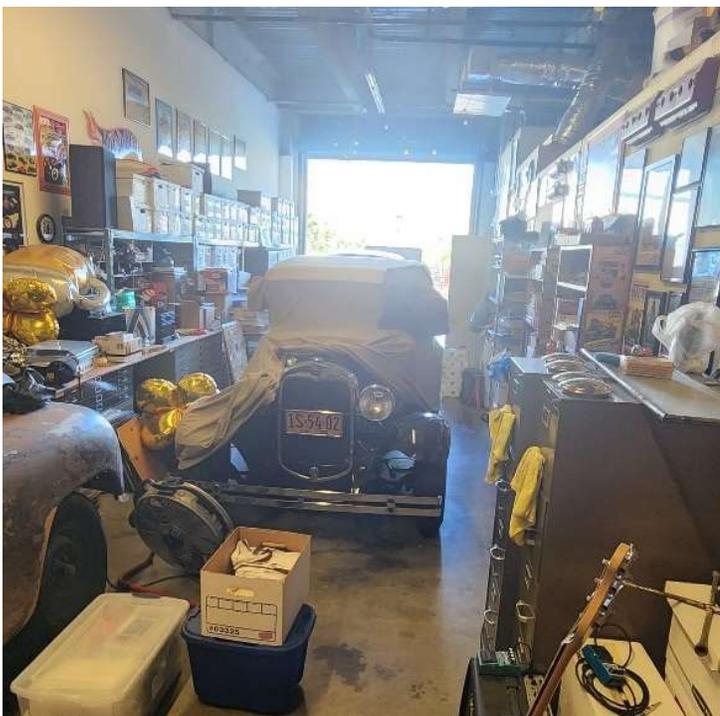
SATURDAY, AUGUST 16, 2025 – 10 am at Chris Wickersham's shop. 1835 East Walnut Pasadena
Chris was the go to guy for early Chevrolet fuel injection. His Corvette shop was well known by owners who wanted to increase the performance of their cars.

Today Chris is specializing on building Burtz motors. From stock to OHV he's doing them all. He also has amassed a collection of memorabilia from the early days of Land Speed Racing. Recently he added a collection of trophies and timing tags that were won by Lakes legends Karl & Veda Orr.

PRESIDENT'S MESSAGE

We were unable to arrive at a suitable date to reschedule our rained out 2025 Antique Nationals. The Antique Nationals will return in the spring of 2026.

July 31 was the last day of my lease on my shop. I finally got everything moved out.



NEW MEMBER

Charles Franklin
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Orange, CA 92868
714-743-7473
#112 7-2025 chasmatik@aol.com

MEMBERS IN THE NEWS

Jim Brierley recently took a tumble and ended up in the hospital. He is doing well and going through some rehab. Later this year he will host a meeting and garage sale at his home in Temecula.

I had seen a blurb about a new award that was presented at this years Speedster Reunion by Steve Serr. I think this is a great award in that it is something the winner can actually use and not just sit on the mantle. I asked Steve about the award and rather than try to summarize I thought you'd like to see the effort that was involved to get it approved and awarded for the first time.

About the lawn chair award:

Of the last 38 Serr-Miller two port cylinder heads I've sold, 28 were to be installed on a Burtz block.
At the time those blocks were not allowed to compete in FAST sanctioned competitions. Those blocks offered "an unfair advantage" was the best answer "the powers that be" at the time could respond with.
There was no "proof" just seat of the pants speculation. Yet the rule makers were not about to change their position.
At the 2023 International Speedster Reunion sponsored by the Speedway Motors Museum of American Speed, one of the round table discussions was to consider possible rules changes.

Specific question:

1) Would Burtz blocks be allowed to compete and under what, if any restrictions?

Answer:

1) The Burtz block's would be allowed to compete and qualify to win any class Except "King of the Hill".



It's my belief that if our hobby is to continue to exist, hopefully expand and thrive, more enthusiasts must be attracted to it. The expense of finding a usable original A or B block to rebuild is becoming, has become unreasonable. The person(s) who now want to participate in this hobby must have a good supply of disposable income.
Did Terry Burtz design the perfect replacement block for our segment of the hobby, in my opinion it could have been better, but I was not asked to be a consultant for his project.

Does the Burtz block fulfill a need for the majority of Model A enthusiasts, the answer is a resounding YES.

My goal is only partially to promote Terry's engine block assembly, it's primarily to sell more of MY cylinder heads and have the combination of those two specific components be eligible to participate in time and speed trial competitions which is where my passion lives.

My goal was to create an award that would be utilitarian, not an object which sits on a shelf in a sheltered location, seen by very few people and must be periodically dusted.

The idea for the embroidered "Quickest Car of the Meet using a BURTZ block and a SERR-Miller Cylinder Head" lawn chair seat back award was mine. The embroidered panels are stitched to both the front and rear of the back rest, thus being observable from either side even when the chair is occupied.

The first "Lawn Chair Award" turned out to be very well produced and makes a very beautiful "Trophy".

Marty Helgerson of Ocala, FL was the inaugural winner competing in the June 2025 International Speedster Reunion held in Lincoln, NE. He did not need to win any particular class, just be the quickest of all the competitors using the two specific components.

As it turned out, Marty won the Modified AM/6 class driving his black 1932 Ford highboy roadster.

Since the award was promoting Terry's block as well, I approached him in splitting the cost 50/50, to which he agreed. All the leg work for this first one was mine.

Specific question:

2) Since the "King of the Hill" award was and still is restricted to the fastest, two seat, Speedster Class vehicle, what recognition does the fastest car of the meet receive?

Answer:

2) The International Speedster Reunion steering committee led by Rich Johnston, cogitated over this for a much longer period of time.

The committee's answer is based on an award given to the "Fastest Piston Powered, Wheel Driven" car at the annual Bonneville Salt Flats Land Speed Racing competition held in August every year, "The Hot Rod Trophy".

The HRT has been won 11 or 12 consecutive times by the late George Poteet's Speed Demon streamliner, more than any other competitor.

Thus the International Speedster Reunion "Hot Rod Trophy" award recognizing the "Fastest Piston Powered, Wheel Driven" car, qualifying with a pre-1935 four cylinder engine.

Seth Hammond driving his beautiful sprint car, powered by a 'B' block, a twin overhead cam McDowell cylinder head, became the inaugural "Hot Rod Trophy" for the "Fastest Overall Car of the Meet" winner.

Thus a long answer to a short question.

Carol Mosher sold her Roadster on Bring A Trailer <https://bringatrailer.com/listing/1929-ford-model-a-243/>



THIS SUNDAY YOU'RE INVITED **AUGUST 10th**

	<p>Join the Santa Anita A's Requesting a showcase of 50 Model A's in celebration of our 50th Anniversary</p>
<p>Sunday Aug 10, 2025 8:30 – 11:00 AM</p>	



Elks Lodge

**400 W Colorado Blvd, Pasadena
Lodge breakfast available**

Activities Director: janetbeggs17@outlook.com

FOR SALE

Jim Brierley has the following for sale. Jimb4e4@gmail.com

1 ea. B block, I think a B crank and double B rods, cam, etc. I believe it is all babbitt. It ran with a Cragar head years ago. No timing gear cover. May have a drilled crank? \$2500.

1 B/C engine set up for a Riley. Has 1 5/8ths exh. valves, cam etc. Full pressure oiling w/ flathead Ford pump, etc. Also included is a small crack under #1 exh. seat, no extra charge. \$5,000.

1 early B block, standard C crank, Eubanks steel rods w/ insert Perkins diesel bearings in the rods, babbitt in the mains. Flathead Lincoln oil pump for good pressure even at idle. I ran this engine at Bonneville several times. 280* cam w/ 360" lobe lift. B lifters modified for push rods. \$6,000.

All the above have B pans with the rear removed to run a Model A bell housing, I'll include a stock B pan if you prefer. Also, except for item #1, they have ARP rod nuts.

1 beautiful stock B pan, powder coated black. \$300. - 1/4" stroker, 'C' crank, drilled for pressure \$300 - several steel crank gears and aluminum cam gears.

Joe Lantieri is having a garage clearance sale. See the attached "JOE'S SALE" file to see what he has to offer.

Steve Serr (C: 805-509-0893 R: 805-647-2766) is selling his complete, unrestored, solid 1929 Ford Phaeton for \$6,000.00. He will deliver it within a 500 mile range from Ventura, CA
It has a Kansas title, it's never been registered in CA
It is a rolling chassis with the engine, transmission, torque tube and rearend intact. He's never tried to start it.
It has 1928 inside door latches instead of the 1929 through the door handles. The top bows are inside the backseat area. The wheels and tires are 1932, 18". Two extra wheels are inside the body.



Olive has decided to sell the race cars Art's yellow car is \$25,000 and her purple one is \$28,000
olive@olivesgourds.com 909-456-6935



Attached you will find "4E4 Members 2025 update". This is an updated membership list with known corrections through July 2025. If you have any other corrections please send them to Jim Cox redroadster29@gmail.com and Brett Mac Donald bmacd62@yahoo.com

If you have a place to host a meeting please contact Clark Crump and get on the schedule.
909-294-5331 64crump@gmail.com