



Vol. 1 No. 9 September 2025

SEPTEMBER MEETING

We were unable to schedule a meeting location for a September meeting. There were just too many other events going on. If you'd like to see some of Ford's Total Performance era cars the Los Angeles Shelby American Automobile Club is holding a show at the Lions Museum on the 13th. 2790 E Del Amo Blvd about 1 block west of the Long Beach freeway. On the 20th the RPM Nationals will be held at Barona Speedway. Come out and support our members who will be running. 1750 Wildcat Canyon Rd, Lakeside, CA

NEW RECORD



SPEEDWEEK 2025

by: John Neilson

Salt was dry and hard, thin in places but traction was good, 3 courses to run on

Approx 298 entries for the week including class changes. There were 7 total Vintage 4 motors, both V4 and V4F. Of those 7, 3 set records. Overall there were

about 82 records set in total, about half motorcycles. The weather was tolerable, some wind gusts/storms and temps in mid 90's

Danny Thompson went just shy of 412mph in the Ferguson Streamliner for a record and the Hot Rod Trophy

Owen and I entered the 686 Nelson & Nelson Modified Roadster in V4F gas class and set a record, this is the same car we ran at EIMirage last Sept and set the record. We then changed to Fuel and proceeded to break a valve lash adjuster, oh well, so much for getting greedy.

Many Thanks to Nelson & Nelson Championship Racing, Roy Creel and Denny Kendall for all the support and encouragement.

I am sure the news of Chris Raschke and SpeedDemon III is on everyone's mind. We lost a Good Friend and the Motorsports Community is going to miss him, RIP Chris.

MEMBER NEWS

Steve Serr has been saving car magazines since 1960 he came across the article attached at the end of this newsletter. It's from the August 1968 issue of Rod & Custom. It's about the Bonnie and Clyde 999 invitational drag race in 1968. As you'll see Jim B won the race with the fastest time of the meet at 110 mph.

Steve is also nearing completion of his 8 port cylinder head. I swapped our masthead to use a shot of his new head and valve cover.

Jim Brierley is doing well and has finished his therapy for his shoulder injury.

Clark Crump spotted a great video on YouTube of Bonneville in 1951.

Restored - <https://www.youtube.com/watch?v=prQdvU4pHvU>

Original – restored is tighter cropped - <https://www.youtube.com/watch?v=hoLoqDVC3qo>

FOR SALE

Jim Brierley has the following for sale – offers may be accepted. 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.

Stock B pan, powder coated black. \$300. - several steel and aluminum crank and cam gears.

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.



Rutherford head casting \$600 ready for machining





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



FORDS & CHEVYS A BUNCH! *Special Car Feature Issue!*

ROD & Custom

AUGUST 1968 50¢

UK 4/3 Sweden KR 3.95 InKl. oms



R&C VISITS: THE DRAGS!

**THE BONNIE & CLYDE
999 INVITATIONAL**

**VOLKSWAGEN
"CLOSE-RATIO" GEARS**

**FENDER FLARES FOR
NOMAD WAGONS**

**206 CU. IN.
CHEVY
DRIVE-
TEST**

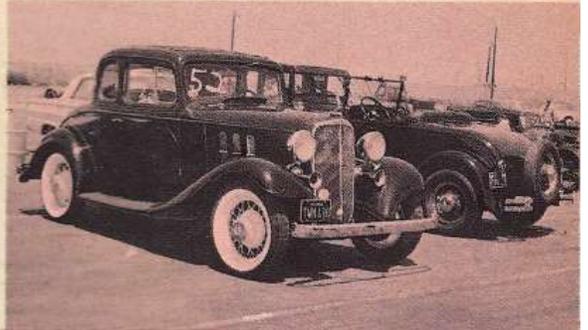


Gene Winfield's Jekyll and Hyde Chevy by A.M.T.

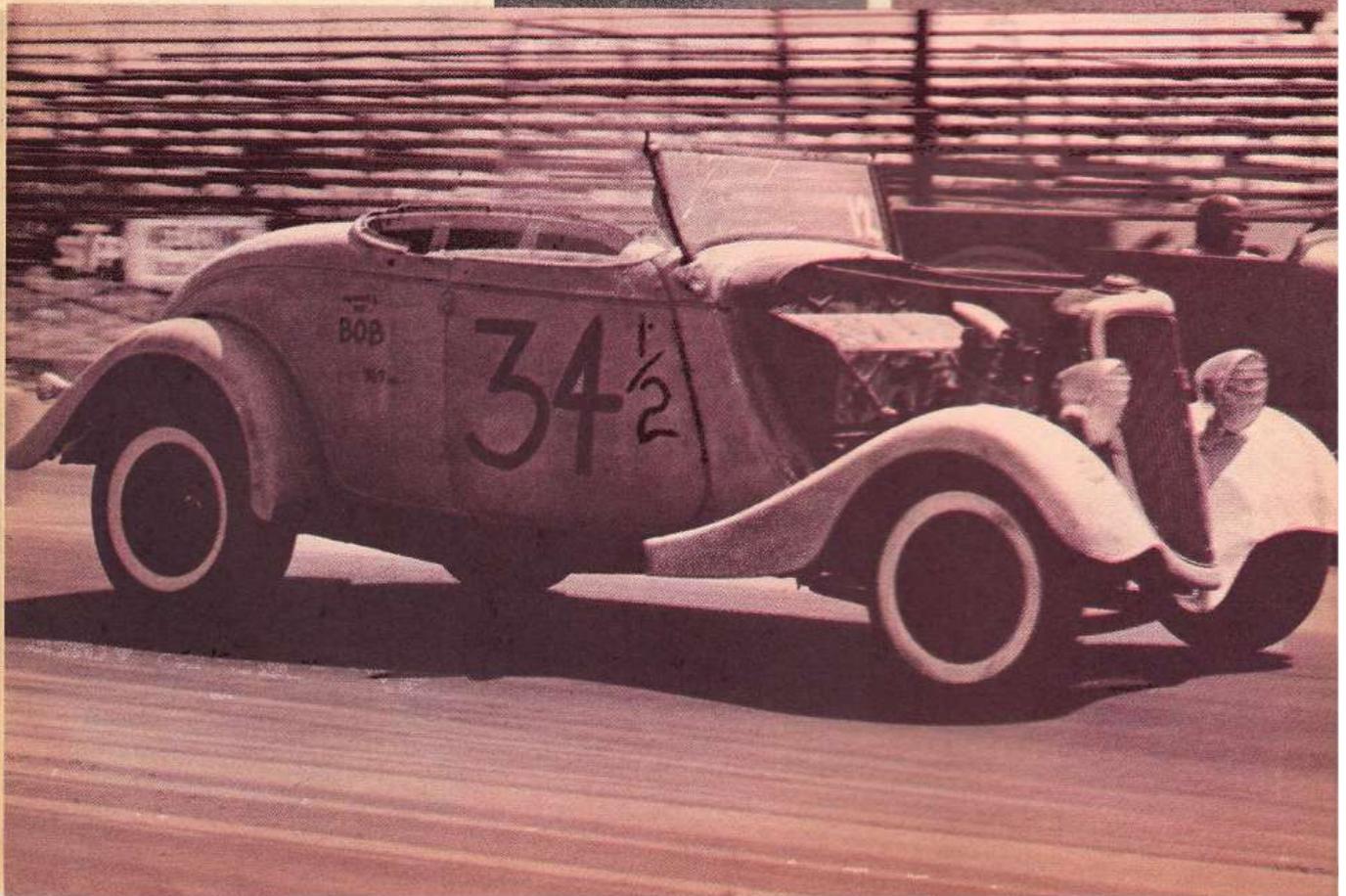
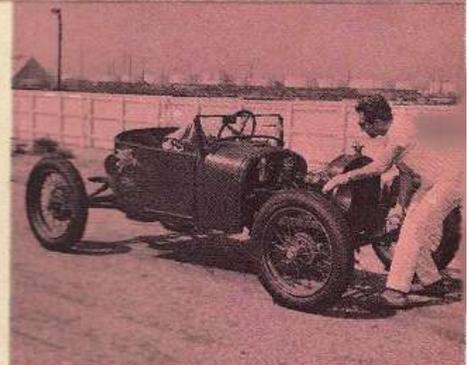
Ordinarily, we take drag racing in very small doses. If you will, though, allow us a brief but pleasant look see at the sport's good side. No nitro fumes or funny cars, we promise. Rather racing the way most of us like to remember it.

photos by Bud Bryan and Pat Brollier

RIGHT: 999 hardware went to all E.T. Group winners . . . "Lions Street Races, 1968." Hope there'll be another.
FAR RIGHT: The only Chevy in the pack, and a jewel it was. Warren Kaser, Whittier, Calif., copped "Non-Ford" trophy with 1933 Master Eagle Coupe which ran stock 6-cylinder mill.



RIGHT: Ben Telleson of Miramar, California tooled out in the only T sedan of the meet. Bright yellow machine uses flathead Ford power.
FAR RIGHT: Starting a T? Sure, crank it, stab throttle, then jump in. Herb Bromley's Long Beach, California based '26 T uses touring forward half.



Seems we have little trouble around here deciding who to pop in on for our traditional R&C Visits. Last month we strolled through a reader's garage . . . another R&C first, betcha. It's a tough act to follow, true. But in acing through automanias underbrush for novel and an occasional commonplace scene to report on, we felt confident that another first could be tagged for this month's episode. Mind if we go racing?

Commonplace? Nope! Not in R&C anyway. You'll seldom find us around the concession stand at the races. And drag racing we'll take in mighty small doses, if you don't mind. But when Publisher Medley toiled into one of our Vintage Tin confabs with news of a special bash at Lions, it was enough to shatter our street oriented minds for good . . . we gotta what, a drag race? "It's alright, troops. They're running early stuff. Nothing later than '34." Oooohyeah! A Visits! Why not . . . sounds like the kind of drag racing that's drag racing.

We prefaced our trip with a phone call to one of the race promoters, Joe McClelland of Ford Parts Obsolete of Long Beach (the swap meet clan know him more affectionately as Joe Mac). Joe's enthusiasm for the upcoming 999 Street Races, justly labeled in reminiscent of Henry's first race car, knocked out any thoughts we had of this being just another drag race — and the prospect of cornering a race fan for '29 Project Car goodies was a thought that entered our minds as well.

One pass through the pits and suddenly it was Early Santa Ana all over again. There for a second or two we thought old strip

The Bonnie & Clyde Invitational... or 999 street drags

By Bud Bryan

promoter, C. J. Hart was going to get the fifties mistys. There was machinery like you wouldn't believe. People, too; all in the pits. And just like the big time, no one listening to the announcer. T's, A's and B's of every shape and description lined the staging area . . . Rajos and Frontys were squaring off with Cragars and Winfields once again. Knicker clad owners were living in the past and it was great. The guy wearing the Knute Rockne type helmet, and the old guy with Errol Flynn's goggles and cap . . . it was just too much. And to think, Tex Smith went fishing!

Each car made a minimum of two clocked qualifying runs so timing tickets could be averaged and the competition broken down into e.t. groups. Regardless of body weight or style, cars were paired off according to elapsed times. This pitted A sedans against T speedsters. Deuce roadsters against thirty-fours and best of all, the A-bone dog catcher throwing blows at a '31 woodie—dog catcher got it, too. Real run-what-ya-brung action, man.

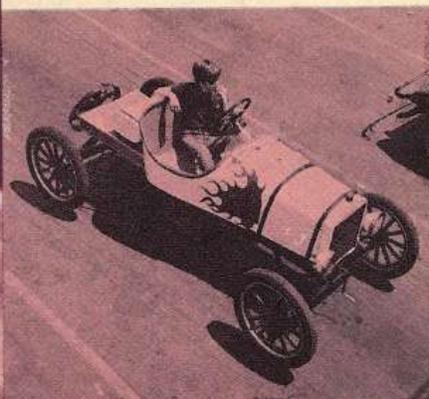
Funny, too, seeing a mangled thirty-four trailer a glossy black restored job; that's

racing for you. But the purists made out all right, too, even if they didn't win. There were plenty of the concours type machines to eyeball. We couldn't help but get attached to the unkept stuff, though; guess they put us in mind of Muroc and El Mirage.

The speedsters got our vote. T's stripped for action and each one of them stuffed with so much nostalgia it hurt. Some with full-wrap bodies, some with seats and little else. But all of them definitely hand built and works of true auto art. Young Bill Jennings in his flamed job was cool behind the wheel in the lineup and down the strip. Darn near pulled a psyche job on the whole speedster field.

Guess we were up for this bash as little went wrong. Hot dogs were good, the racing was better, and we rubbed elbows with some groovy people. Don't know when it'll happen again, though. When it does, we'll be there in force. Anybody got an extra down-draft?

additional photos overleaf

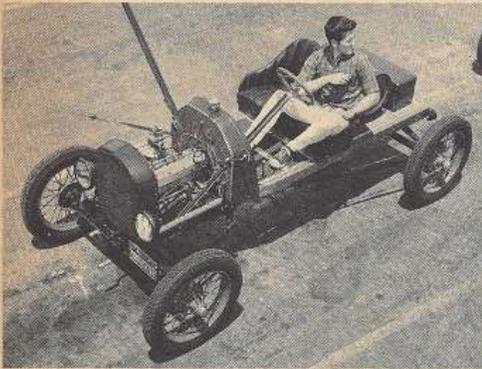


Young Bill Jennings sits patiently behind the wheel of his flamed Ford speedster, won E.T. Group 14 honors using stock '23 T mill.



Jerry Cowan of Sherman Oaks, California listens for encouragement from his McDowell equipped, C block four banger Ford. One of several dragsters.

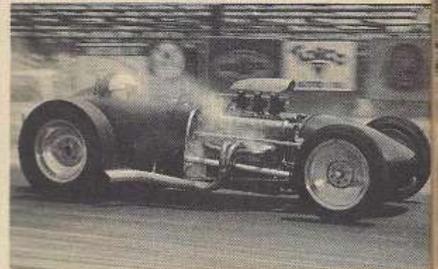
Mike Moynier of Walnut, Calif., awaits pre-stage in immaculate 1919 speedster. Power comes from Gemsa-equipped '23 Ford mill; 55 mph.



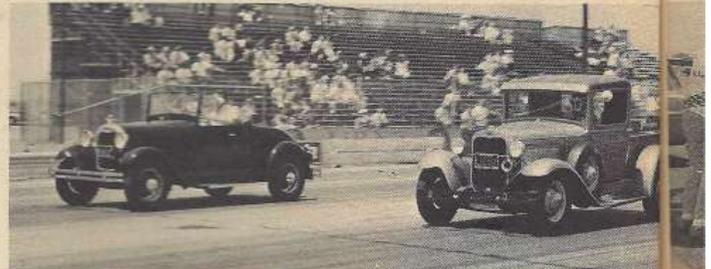
Dog catcher, express delivery, 1-ton roadster pickup, how ever you slice it, Joe Leonardo, Gardena, Calif., runs a nice '28.



"Fastest Non-Ford" trophy went to Don Clark of Whittier, California. Also won E.T. Group 5 using one-sided Hispano-Suiza aircraft engine.



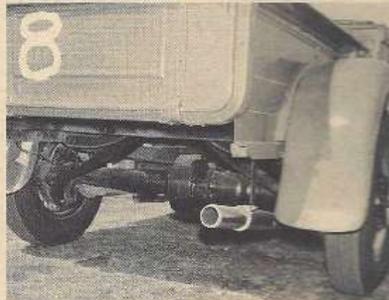
Could be Sepulveda Blvd., in the thirties when street racing (oops) got its start. Jennings (right) and Moynier speedsters ran well, both used first turnout.



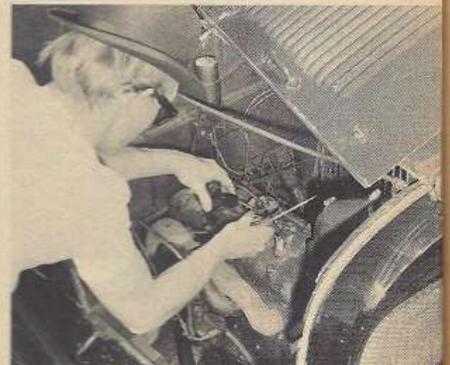
Kenny Tucker of Torrance, Calif., in number 45 A-bone, and Larry Stoner of Paramount, Calif., in cherry '30 closed cab, run for the money in E.T. Group 11.



Appears as though the slicks on this rig are on the wrong end. Like we said, run-what-ya-brung.



Tommy Jamison's Glendale, Calif., roadster p.u. boasted '40 Columbia rear end and Cragar OHV mill.



Advance anyone? Old four-banger trick was practiced often. Centering screw made job a real quickie.

999

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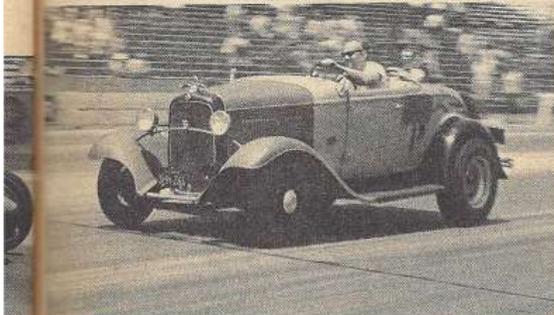


Now, elbow racin' is sorta like bench racin'. Only thing is, in elbow racin', seems little ever gets decided.



Spirit of America the way we like to see it; stars and stripes and a genuine Bronco Negarski helmet . . . or was it Knute Rockne.

This hauling '32 highboy took E.T. Group 6 with owner J. R. Lattin, Claremont, Calif., at the helm. Uses Cyclone equipped 21-stud Ford flathead power.



Joe Leonardo in '28 express wagon, squares off with the other top contender in E.T. Group 12, Chuck Peters of Whittier, California. Both were clean and ran well.



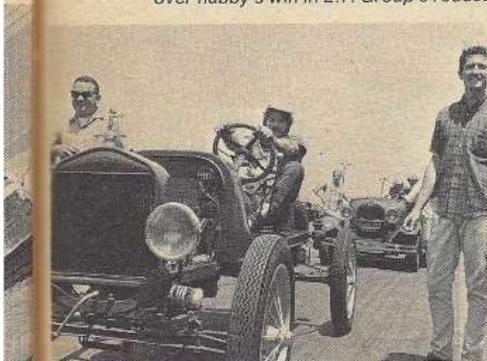
Winners a pair. Bob Adair (left) of Pomona, Calif., won E.T. Group 8 bucks with '34 coupe. Mrs. J. R. Lattin is obviously happy over hubby's win in E.T. Group 6 roadster.



Mike Moynier's office is strictly for show and go. Immaculate throughout, T was a crowd favorite.



Parts designation is a must for some. Smart racers also carry a few spares; breakage inevitable.



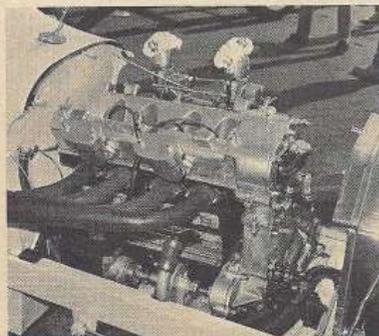
"Hard Luck" trophy went to Sherman and Serar T speedster entry; broke crankshaft and pinion gear during battle.



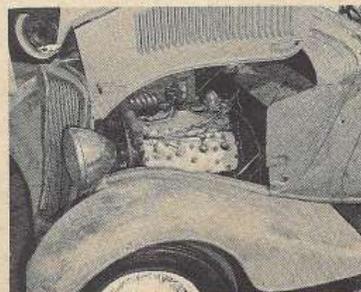
Meanwhile, back in the pits. Just like a drag racer — changing ring and pinions before the next round.



Here it is again. The rig that tore our hearts out. Spare ring was empty to save weight. Why not?



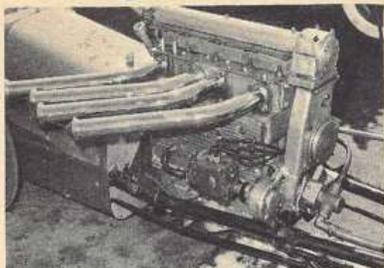
Doc Pruden of Pacific Palisades, showed in his race car-bodied beauty but lunched a plug and the threads in his '25 Fronty-packed speedster.



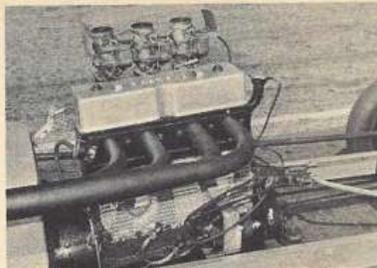
Dick Teubner of Pomona, Calif., pulled the hole shot of the year on Hispano dragster with stock '34.

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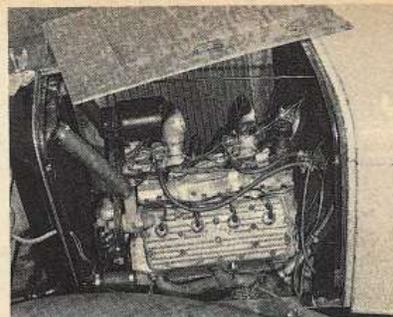
Bonnie & Clyde Invitational continued from page 15



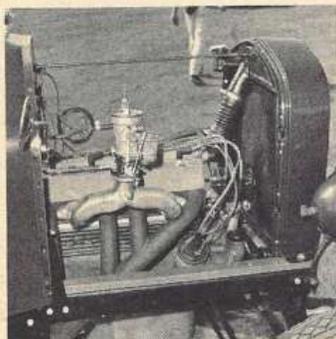
Gemsa's SOHC equipped '32 B block straddled the rails of John Bowler's Whittier, California dragster.



Another rail job; this one belonging to Jim Brierley of West Covina. Cook/Cyclone B ran 110 mph.



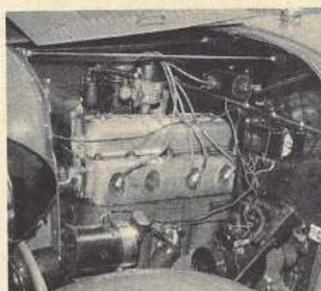
Harmon-Collins magneto, Navarro intake, two Stromberg 97's, and Cyclone heads put J. R. Lattin's '32 up front.



FAR LEFT: Mike Moynier's super clean, Gemsa-headed T was a favorite. Block is a '23 T unit, carries down-draft manifold.
CENTER: Rob Stuart of Manhattan Beach, Calif., uses a stock A-bone in perfectly restored '28 roadster pickup.
LEFT: One of a kind Alexander C four-banger belongs to O. Z. Dunphy of Downey, Calif., uses Cico cam, 97's, and Fairbanks-Morse ignition.



Sherman and Serar speedster boasted home built Sherman engine; a real beauty.



The Cragar four in Tommy Jamison's '29 roadster p.u. ran well until plug blew.



See you next year if not sooner!

name	town	car	engine
E. T. GROUP 1 Vick Smaldino	Santa Ana, Calif.	Dragster	Fargo 'B' Ford
E. T. GROUP 2 Hunter-Baker & Temple	Gardena, Calif.	Dragster	21 stud V8 Ford
E. T. GROUP 3 Pete Weiss	N.A.	Dune Buggy	Cragar 'B' Ford
E. T. GROUP 4 Finis Dake-Temple	Lomita, Calif.	Roadster	21 stud V8 Ford
E. T. GROUP 5 Donald Clark	Whittier, Calif.	Dragster	Hispano Suiza
Also won "Fastest Non-Ford" trophy.			
E. T. GROUP 6 J. R. Lattin	Claremont, Calif.	'32 Roadster	21 stud V8 Ford
E. T. GROUP 7 Perry Payne	N.A.	'29 Pickup	McDowell 'B' Ford
E. T. GROUP 8 Bob Adair	Pomona, Calif.	'34 Coupe	21 stud V8 Ford
E. T. GROUP 9 Lowell Lewis	West Covina, Calif.	'31 Roadster	Winfield 'A' Ford
E. T. GROUP 10 Michael Moynier	Walnut, Calif.	'19 T Speedster	'23 Gemsa T
E. T. GROUP 11 Kenny Tucker	Torrance, Calif.	'29 Roadster	Evans 'A' Ford
E. T. GROUP 12 Joe Leonardo	Gardena, Calif.	'28 Express Wagon	Cragar 'A' Ford
E. T. GROUP 13 Dan Ide	N.A.	Stock T	Stock T
E. T. GROUP 14 Bill Jennings	N.A.	'23 T Speedster	Stock T
FASTEST MPH Jim Brierley	West Covina, Calif.	Dragster (110 mph)	Cook 'B' Ford
HARD LUCK TROPHY Sherman-Serar	West Covina, Calif.	'19 Sport Roadster	Sherman 'T' Ford