



Vol. 1 No. 10 November 2025

### NOVEMBER MEETING

This month Leonard Nettles has invited us to his garage at 18212 East Santa Clara Ave. Santa Ana, CA 93705. The meeting will start at 10 a.m. Lunch will be served.

### FUTURE MEETINGS

Please contact Clark Crump if you can host a future meeting. A couple in the works are a BBQ with the Super Fours Club at John Neilson's and a garage sale at Jim Brierley's.

I attended a Shelby show at the Lions Automotive Foundation - <https://lionsautomobilia.org/> It's a great facility and many historic drag cars from the Gasser era through the 80s. They have a club discount program and can serve lunch. We're open to your ideas.

### POSSIBLE MEETINGS

January	February	March
Antique Power show - Cal Poly		
April	May	June 20, 2026
		LA Roadster show & swapmeet
July	August	September
Model T Swapmeet		
October	November	December

Dates to Remember: El Mirage May 16/17 - June 14 - July 12 - Sept 13 - Oct 11 - Nov 14/15  
 BNI: August 1st - 7th - Speed Week Sept 26th – Sept 29th - World Finals  
 RPM Nationals – they ran in May and Sept 2025 at Barona  
 F.A.S.T. – not announced yet

---

### ROUTE 66

Is turning 100 in 2026 I'm sure there will be many events shows that we can attend or participate in. The SoCal Regional Grp of MAFCA is said to be planning a tour from LA to Chicago via Rte 66. 5 cars ran the route east to west this year ending on the Santa Monica Pier.

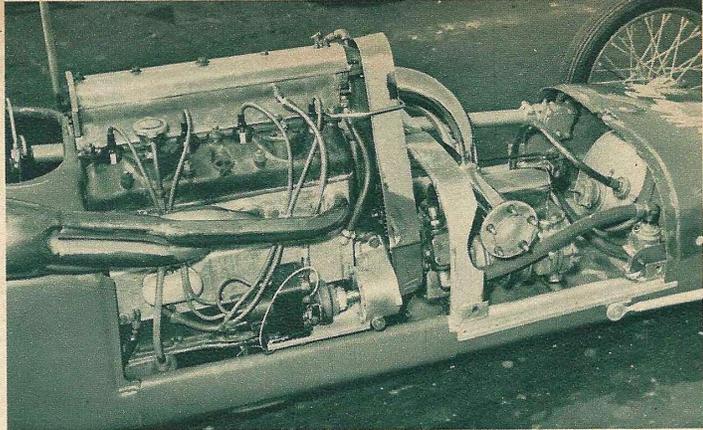
## MEMBER NEWS

Steve Serr came across this 1961 article on Midnight Oil.



Temple City, California

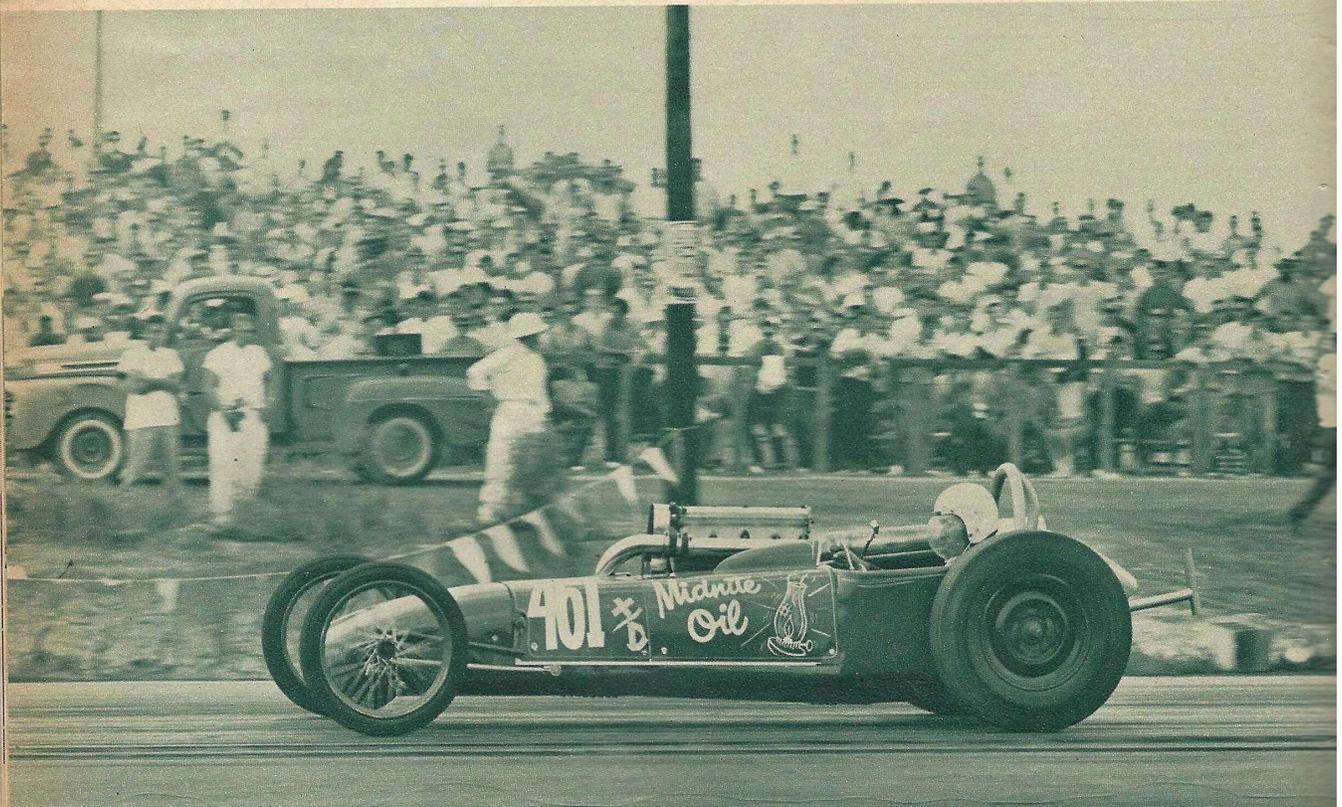
So you want to own a low budget dragster? Well, take a tip from the builders of the King-Wolley-Brierly four cylinder rail, all it takes is planning, perseverance, and the burning of much .....

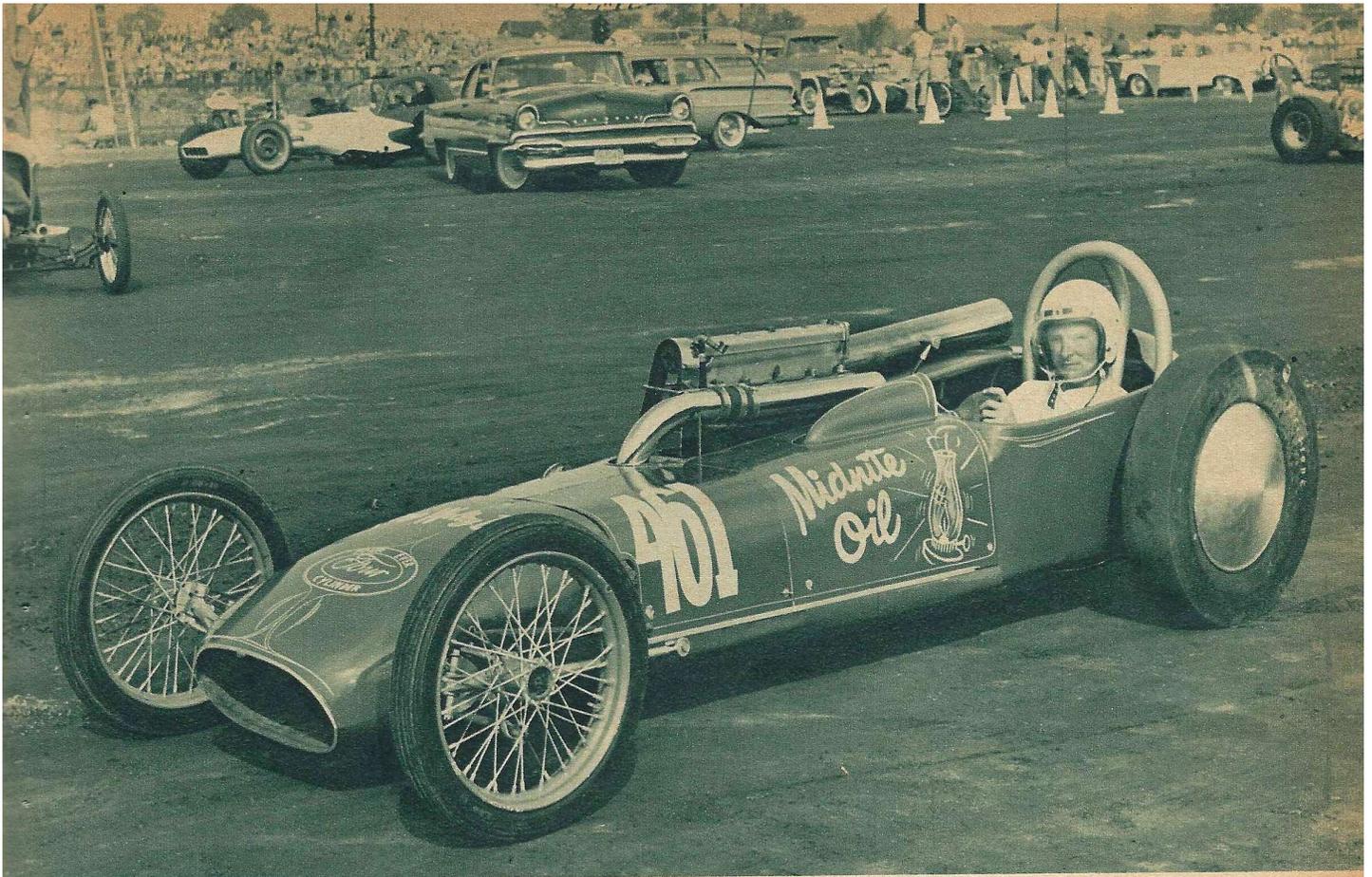


*Heart of the K-W and B stormer is a '32 Ford "Banger" of 220 cubic inches. Sparks overhead cam head is of 12.9 to 1 compression ratio, tops pistons of Jahns manufacture holding 1960 Pontiac rings. Enderle injection supplies the fuel, mag is Wico.*

# MIDNIGHT OIL

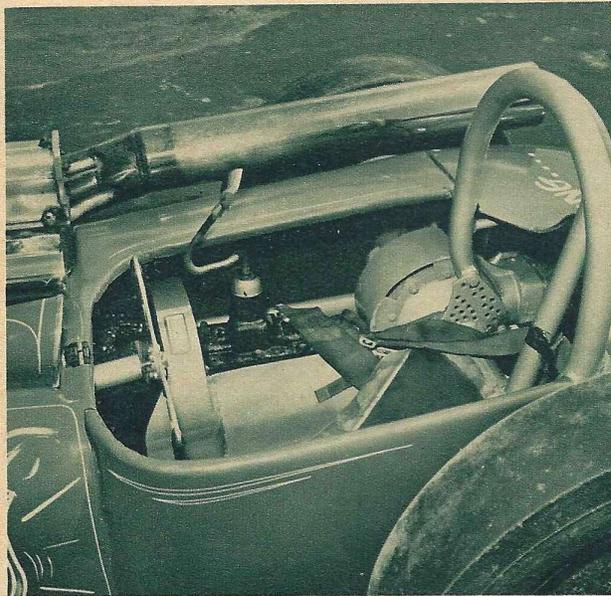
*This little rail resembles an Indy car more than a dragster, but drag performance is strictly first class, having registered speed of 107.65 at 1960 Nationals. This stood as National record in popular X Dragster class until Tempests came along.*



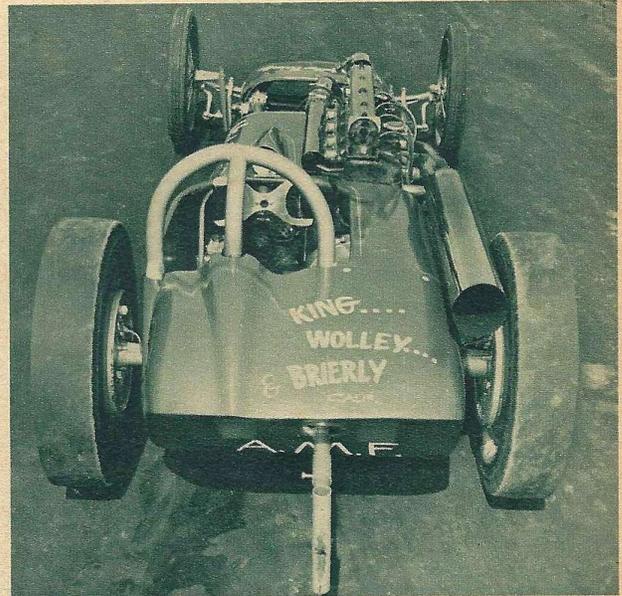


*In position under the roll bar is Victor King, handler of the four banger. Aircraft wingspars provided the frame rails, stretching the wheels 96 inches. Front axle is from an English Ford mounting spoke wheels and Pirelli tires. The red enamel body panels are held in place by Dzus fasteners. Large tube at engine side feeds air from front mounted GMC supercharger.*

Photos by Eric Rickman



*A Low quick-change fits the narrowed Model A rear end. Transmission is from a '36 Ford using 2nd and high gears only. Look closely and you'll see that the 360 degree scatter-shield extends rearward alongside the gearbox and also covers the rear end center section. Steering is from '49 Crosley.*



*1942 Lincoln brakes provide stopping friction for slicks mounted on 15-inch Mercury wheels. Estimated horsepower is 250, makes a commanding signal through the sufficiently large exhaust pipe. Because of ancient vintage, the builders had to spend long hours constructing unavailable speed parts.*

Many thanks to Luis Loyola for the great job he did making my new Glide Engineering seat look like it belongs in a Model A. It took me awhile to install and move it back 5" from the stock location. I'm waiting for the "proper" wool cloth to redo the side panels.



## **FOR SALE**

Jim Brierley has the following for sale – offers may be accepted. [Jimb4e4@gmail.com](mailto: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

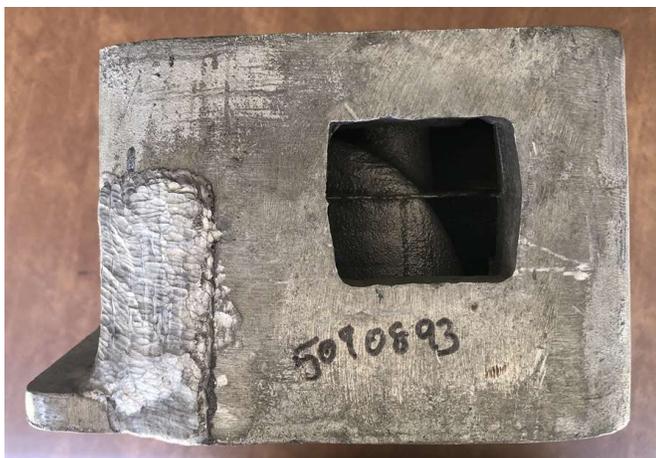
It is a rolling chassis with the engine, transmission, torque tube and rearend intact. He's never tried to start it.

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](mailto:olive@olivesgourds.com) 909-456-6935



## WANTED

I need to get the 30+ year old tires off the 28 Tudor we picked up. I'm looking for 16" KH wires or 1940s steel. Brett Mac Donald [bmacd68@yahoo.com](mailto:bmacd68@yahoo.com)

## MIDNITE OIL AT THE NHRA MUSEUM

