



Vol. 2 No. 6 June 2026

>>>>>>>> JUNE 6, 2026 MEETING <<<<<<<<<

**Our meeting will be held at the home of Jim & Kathy Brierley
39480 Colleen Way Temecula CA
11:00 am**

Jim will also be having a sale of many of the parts he has collected over the years.

MAY MEETING



Was held at Ed Tolman's shop in Pomona. He showed the process and equipment he uses to rebuild and modify Model A engines. Clark reported on the financial side of the Antique Nationals and possible ways to increase the income in the future.



FUTURE MEETINGS

If you can think of a good location for a future meeting and/or would like to host a meeting for 2026 call/text Clark Crump and/or Brett Mac Donald.

2026 MEETING SCHEDULE – Blue = confirmed

Saturday June 6, 2026

Jim & Kathy Brierley's
39480 Colleen Way, Temecula

July 18, 2026

Long Beach Model T Swapmeet
Clark's swapmeet space

Dates to Remember: El Mirage: June 13-14 Oct 10-11 Nov 14-15 **ALL 2 DAY EVENTS**
BNI: August 1-7 for Speed Week and Sept 26-29 for the World Finals
RPM Nationals: September 19 at Rancho Santa Margarita
F.A.S.T.: October 24 at Rancho Santa Margarita

OTHER EVENTS

Open houses for the LA Roadster Show on Thursday June 18

L.A. ROADSTER SHOW KICK OFF PARTY/OPEN HOUSE!



SO-CAL SPEED SHOP
133 S. EUCLA AVE.
SAN DIMAS, CA 91773



THURSDAY JUNE 18TH 4pm – 9pm

Stoker's

Hot Rod Factory

8am-4pm

**1663 W 9th St
Upland, CA**





Race submissions are open, visit rpmnationals.com for all the info and get your car sent in. This July 11/12 [@rpm_nationals](https://www.instagram.com/rpm_nationals) is teaming up with [@sctabniofficial](https://www.instagram.com/sctabniofficial) to bring traditional side by side hot rod racing to El Mirage, races will be **heads up, flag start, 1/8 mile drags, open to 1936 and older cars powered by 4 cylinder or v8 ford Flathead based engines, 6 classes from banger street cars to full race v8**. Same basic setup as what we do at the ranch in the fall but on a hard packed section of dirt. Race entries will be handled by [@rpm_nationals](https://www.instagram.com/rpm_nationals) the same way we do for our other events (send in some pictures/details) but once approved payment will be going to [@sctabniofficial](https://www.instagram.com/sctabniofficial) (we'll provide the payment link in your race entry email) **all racers must be SCTA members**, if you aren't a current SCTA / club member there will be an option for a new associate SCTA member that'll be simple to sign up for and include getting SCTA racing news in the mail and some other member benefits. The idea behind this event is not only to have a great time but also get some crossover interest where SCTA folk may want to build something to run at RPM in the future and get our existing RPM racers exposed to some of what goes on at the lakes with hopes some new teams will be formed and new cars built to run other SCTA events. Some details are still getting finalized for an exact schedule but plan on **tech inspection Saturday afternoon** (and early Sunday) with **racing starting early Sunday to beat some of the heat**. For those that have raced at RPM events in the past tech will be very similar, biggest changes will be no drag slicks, no dirt track (cross tread) or tires with hard 90* outer edges, will highly recommend either helmets with incorporated face shields or well fitting goggles/tight fitting glasses, as well as encouraging everyone to either run air filters, a full hood or both.



1/8 MILE DIRT DRAGS EXHIBITION

El Mirage Dry Lake

*****PRESENTED BY*****
**SOUTHERN CALIFORNIA TIMING ASSOCIATION
 &
 RPM NATIONALS**

★ **JULY 11/12** ★

★ **2026** ★

ALL CARS MUST PASS TECHNICAL AND SAFETY INSPECTION

SIX CLASSES

4 CYLINDER AND V8, STREET, MODIFIED, FULL RACE
 FOR MORE INFORMATION VISIT RPMNATIONALS.COM

The day after the Antique Nationals Clark made a sojourn to El Mirage for some photos to promote the upcoming SCTA event.



https://www.instagram.com/antique_nationals/reel/DY93xFbRcgN/

1960s footage of 4E4 drags on El Mirage

July meeting 11am Clark's swap space



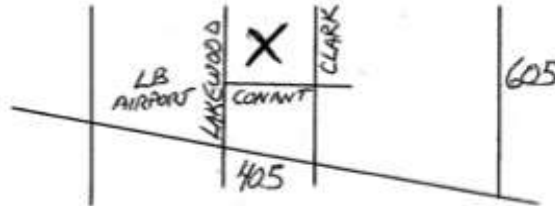
Long Beach Model T Club 72nd Annual Parts Exchange

Since 1955 the best OLD CAR & OLD FORD

SWAP MEET in the WEST

SATURDAY, JULY 18, 2026 Rain or Shine

Open 7:00AM Admission: **\$5.00** Free Parking



Long Beach City College Veteran's Stadium

5000 Lew Davis St. Long Beach, CA. 90808

Enter from **Conant St.** between **Lakewood Bl.** and **Clark St.**

Just a mile and a half north of the 405 on Lakewood Bl.

Spaces are Available: **20 ft.** Wide by **16 ft.** Deep

Spaces are **\$40** each or **3 for \$100**

\$50 each Day of Event

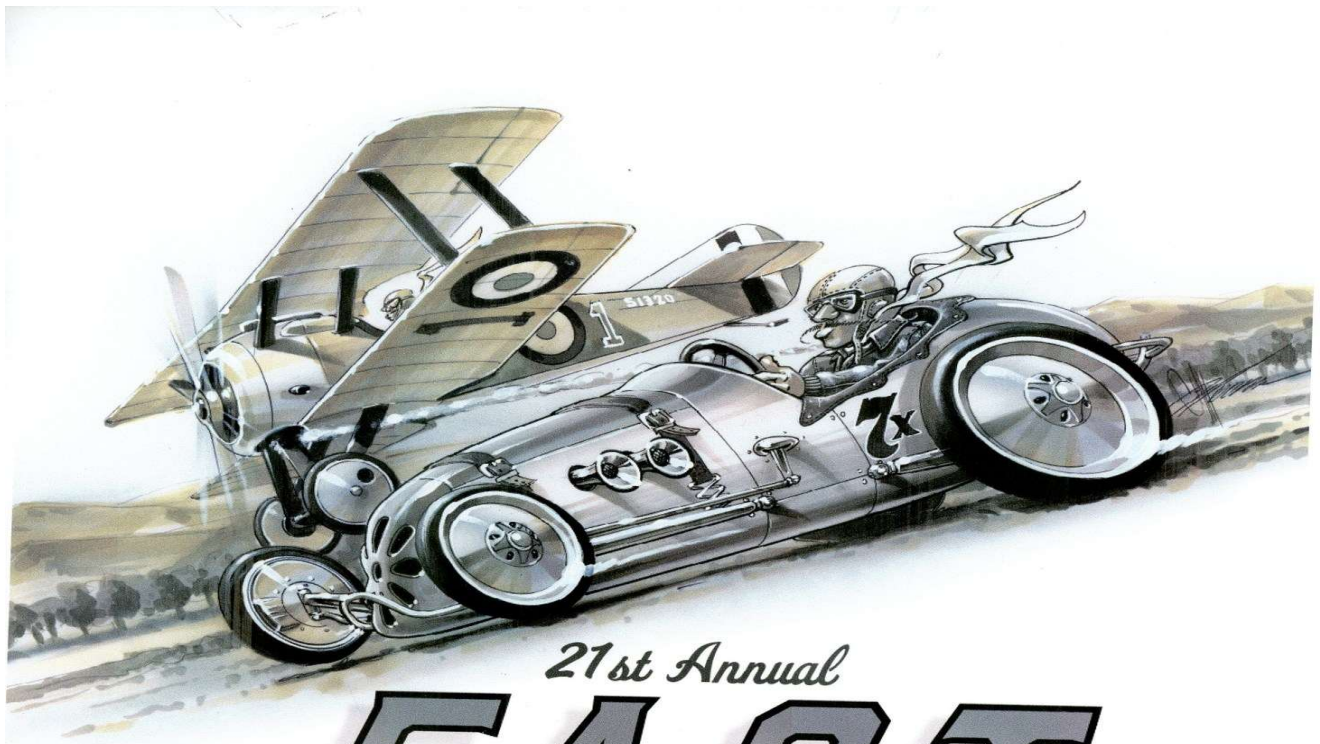
Call Jeff Hood 562-597-5936

www.lbmtc.com moemechanic@aol.com

Open to all Makes and Models Automotive
and hobby related items only

NO Dogs NO Guns NO Weapons

• **This event is NOT the monthly Vets Hi-Po swap meet** •



21st Annual
F.A.S.T.
Santa Margarita Time Trials
SANTA MARGARITA RANCH
CALIFORNIA

OCTOBER 24, 2026

FOR MORE INFO

SETH HAMMOND

(805) - 886 - 2000



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.
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



NEXT MONTH WE'LL HAVE SOME NEWS ON ART'S SPEEDSTER

4E4 HISTORY

We're starting what hopefully will be a regular article on members and their cars over the years. I had found a bunch of info on the Hisso Special so that will be the first one.

In the mid 1930's many people were converting the Hispano-Suiza 8 into 4 cylinder engines for sprint car racing. The engine was designed by Swiss engineer Marc Birkigt during WWI. It was the world's first successful V8 aero engine. It combined an aluminum block with iron liners and produced remarkable power for its weight. Paul Fromme built such a car here in SoCal for Rex Mays to drive. Later the engine was spotted in Joe Gemsa's shop. It ended up in what was known as the Hisso Special built by 4E4 members Ron Benham #33 and Paul Aicher #34. Some of JimB's recollections of the Hisso: "The Hisso, Benham & Aicher, was the top rail and Benham & Brierley was top dog in roadster class. Someone suggested we have a shootout! We both got a good start, maybe me a wheel ahead, I got to the finish line first and the Hisso went out the MPH light first! The Hisso was running about 110 MPH and me 99!..... The Hisso was half of a WWI aircraft engine, several were converted into racing engines for sprint cars. They were 366 CID displacement, not high RPM, but lots of torque. They had a noncountered crankshaft, and vibrated at higher RPM's. At Riverside one day I noticed the tach needle had fallen off, I asked Paul how he knew to shift? He said, oh, that's easy, when it vibrates so much that I can't hang on to the steering wheel, I know it's time to shift!".

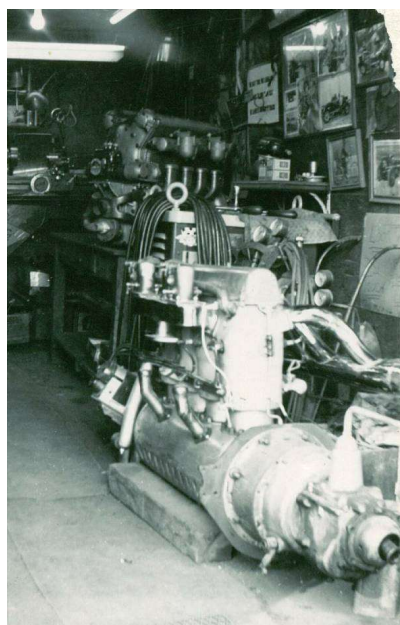


<<<<< The restored Hisso Special was the centerpiece for a 4E4 meeting at the Brierley's.

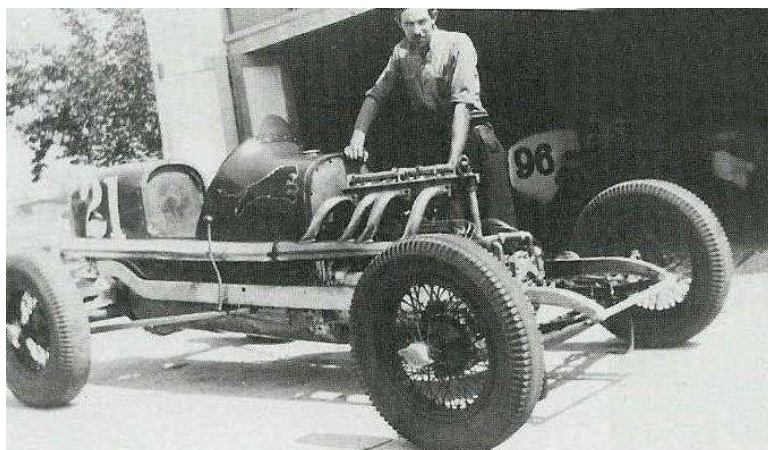


^^^The Hisso Special was part of the collection of Gary Cerveny. Gary's house burned down in a Malibu brushfire and his extensive collection was destroyed.

The frame was gifted to the 4E4 Club.



<Engine at Joe Gemsa's shop



^^^Paul Fromme's Sprint Car driven by Rex Mays

LOWER YOUR CAR THE RIGHT WAY!

CAR CRAFT

MARCH 1963 35c
40c IN CANADA

SHOWTIME U.S.A.

- ★ Providence, R. I.
- ★ New Orleans, La.
- ★ Philadelphia, Pa.

TALL
"T"
From
TEXAS



Radical Show Chevy



Custom Consoles For All Cars



◀ **Build A Wild Model PICKUP**

4

THE HARD WAY

If you want to be different, buy an old Spanish Hisso: If you want to build a dragster, cut it in half. Once an eight, now a four, this engine is racing history stuffed into one of the neatest dragsters going.

REX MAYS WAS never a dragster driver but he was a hot pilot, one of the toughest, fastest, roughest in U.S. racing history. He was a box office hero at Indianapolis, on board circuits and on dirt tracks.

Mays went through a lot of engines during his long career, among them a hybrid, Spanish mill that started life as an 8-cylinder Hispano-Suiza airplane engine. Shortly after World War I, it was changed into a four cylinder racing engine and only recently became dragster power.

Paul Aicher and Ron Benham are the two El Monte, California boys who performed the latest transformation. They heard about the long unused mill from a Los

Angeles drag shop. They looked at it, bought it and cleaned it up, modernizing the exhaust and carburetion, leaving the rest as racing experts Ed Winfield, Willy Hooten and Paul Frome had built in 1925 when they modified the engine from 8 to 4 cylinders.

Aicher and Benham built a 95 inch wheelbase, tubular frame for the engine, using 2 inch mild steel tubing. In the front they mounted a '37 Willys axle with a Model A Ford spring and Chassis Research friction shocks. In the rear they locked the Cyclone quick change using 2.70 and 3.33 gears to the frame. Steering was built from a '35 Ford unit, changed into a center steering system.

The boys are members in good

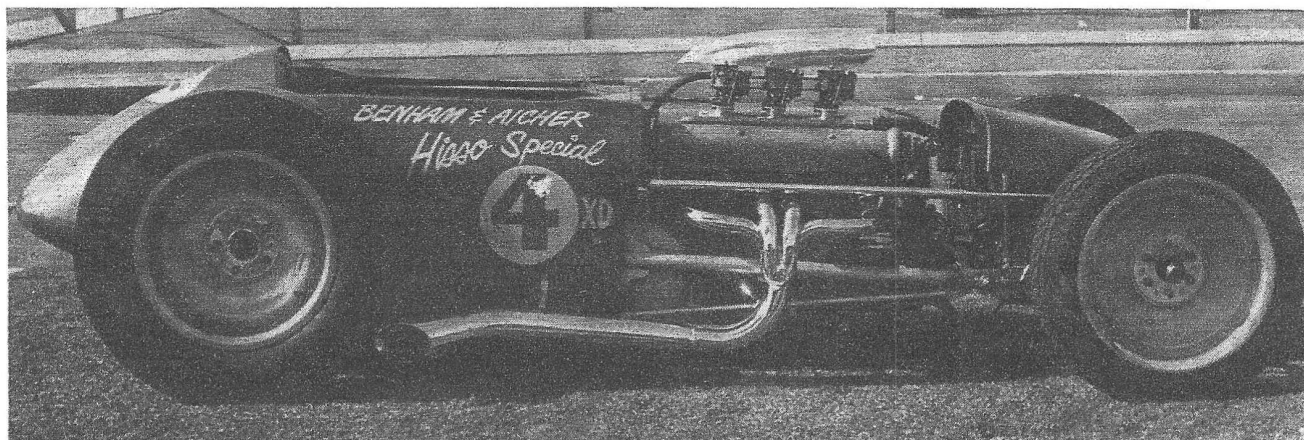
standing of the Four-Ever-Four Club in Rosemead, California. The cut in half engine sets them up for club meets and for four cylinder racing on all California strips.

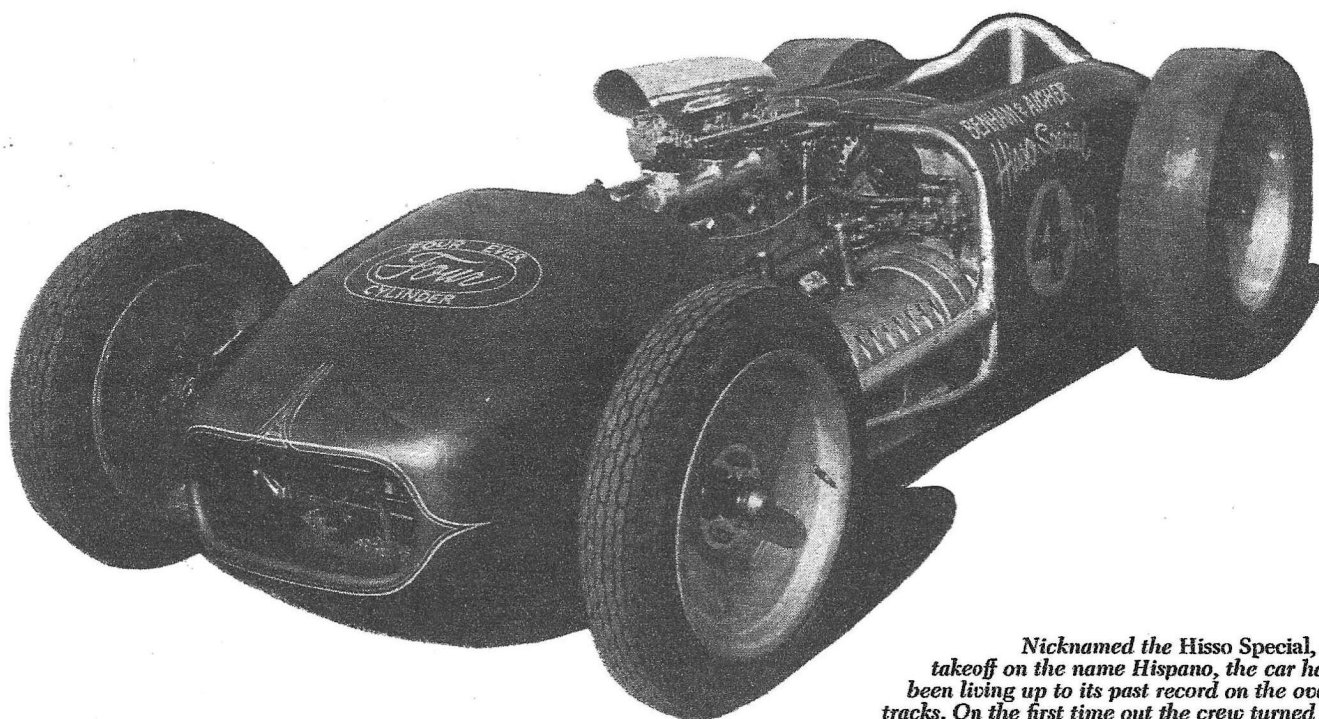
On the first time out, Aicher and Benham ran in stiff competition at Bakersfield, California's Famosa strip. There they clocked a respectable 107 mph in 12 seconds. They also won a special trophy for immaculate construction, clean pit crew and for their unusual car. They are now trying for a combination of faster elapsed time and more speed.

"If we can get the e.t. under 11 seconds," Aicher said, "the old Hisso will be turning in performances even Mays could be proud of."

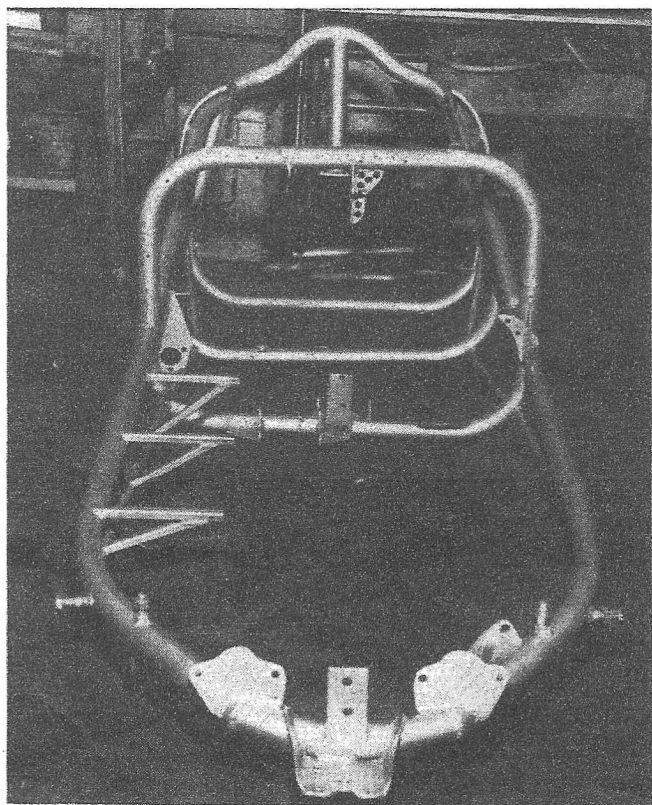
BY BOB BEHME

Low silhouette of the Benham & Aicher machine has been achieved by mounting the Hispano-Suiza engine at 45° cant. The center body panels are of hand-formed aluminum while the nose and tail sections are narrowed, fiberglass reproductions of Kurtis Indy car components. Car runs in dragster class due to chassis and body design. It is built strictly for competition at drags.



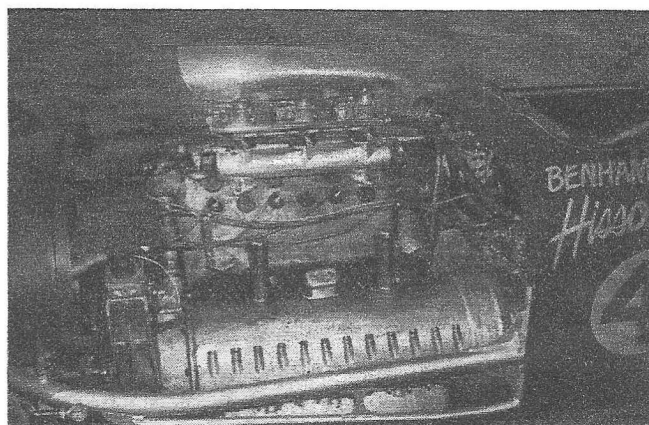


Nicknamed the Hisso Special, a takeoff on the name Hispano, the car has been living up to its past record on the oval tracks. On the first time out the crew turned a respectable 107 mph in 12 seconds; is even faster now.

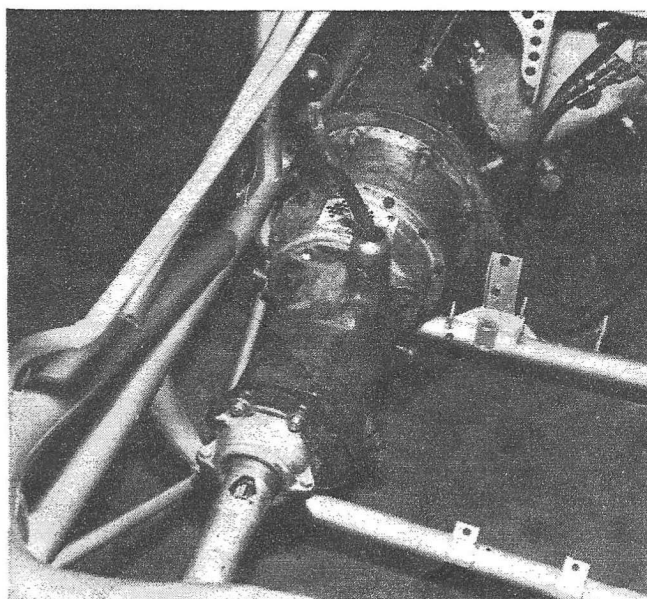


Benham and Aicher designed their own chassis, building rails up from two inch mild steel tubing, cold shaping the bends, welding it up. Design is very similar to the Indy roadsters. Wheelbase was set to 95 inches, front tread at 51 inches, but rear tread is only 39 inches, giving good directional stability.

A '37 Cad/LaSalle floor stick transmission adapts to the rear of the Hisso mill through a special bell housing. A shortened Ford driveline mates to the rear of the trans. With the engine canted toward the right, the driveline enters the cockpit on the left. This situation is ideal if you happen to be a lefty.



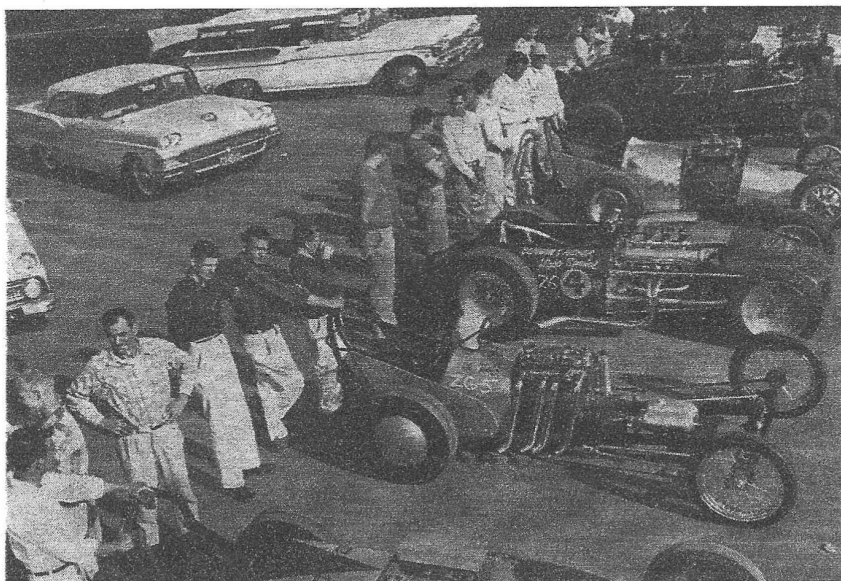
Originating in a 1916 Hispano-Suiza aircraft, the eight cylinder mill was cut in half by Ed Winfield, then later picked up by present owners. Modifications include log manifold, 3 jugs.



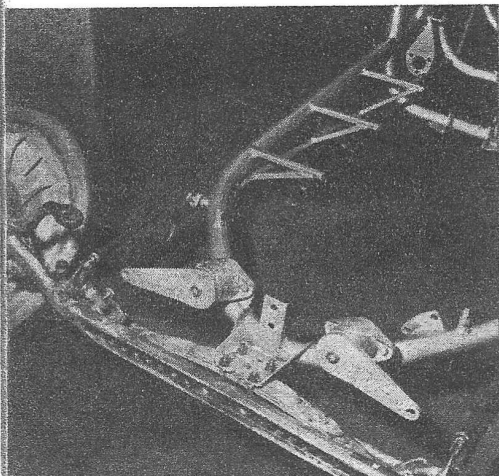
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THE HARD WAY

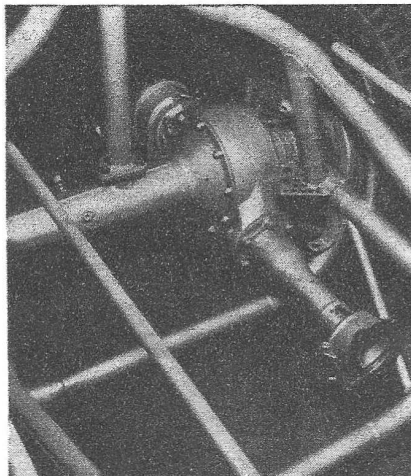
The Benham and Aicher crew line up with their unique car at one of the frequent four-banger meets on the west coast. The main competition comes from a large field of four-cylinder Fords, mainly powering dragsters. Few of the Fords run original flat heads though; most are OHV or OHC conversions. The Hisso, also running an overhead cam, features an all-aluminum block assembly, oil pan and crankcase.



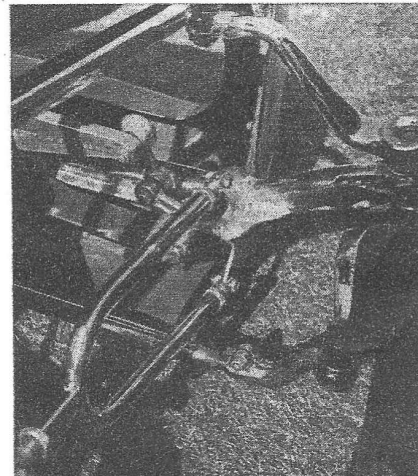
Photos by Bob Behme



Front suspension is in true hot rod fashion. Axle and spindles came from a 1937 Willys, spring is from a Model A, shocks are aluminum units by Chassis Research.

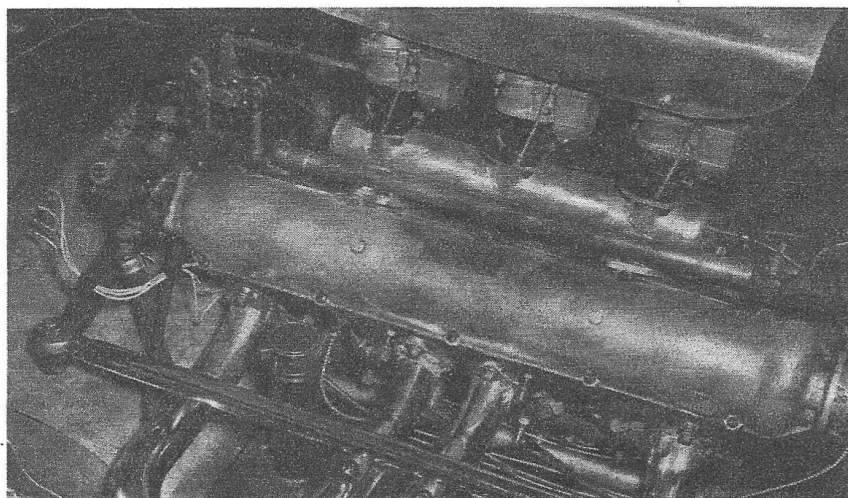


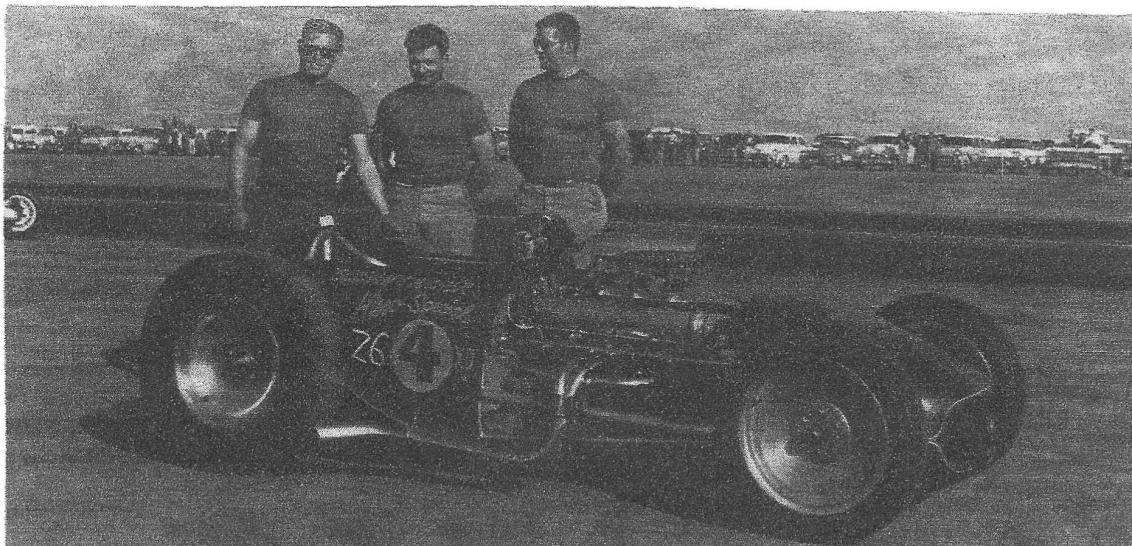
Ford axle housings are fitted to a Cyclone quick-change center section by Cook. The left axle and housing are drastically reduced, give driver room, mate with engine.



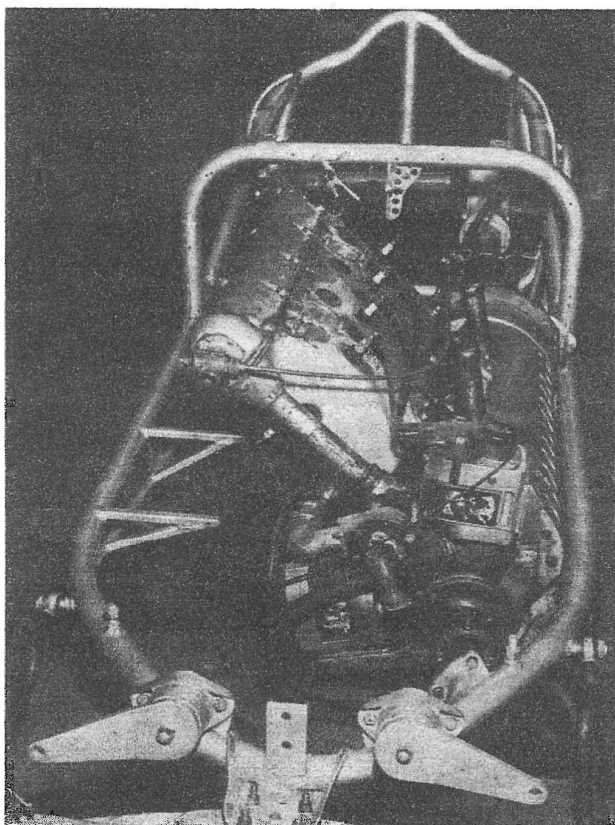
Upper steering arm of right side spindle connects direct to pitman arm on right side, a switch from most rods. Tie rod is low to clear mill, wishbone is real short.

Fuel tank of the Benham-Aicher car sets low under the equal-flow header system of the canted-four. Steering drag link is positioned above the headers. Fuel pump drives off the rear of the engine, feeding the three Stromberg carbs. The overhead cam is a special racing grind developed by Ed Winfield for this particular conversion. Engine is watercooled type as used in many of the early model aircraft.

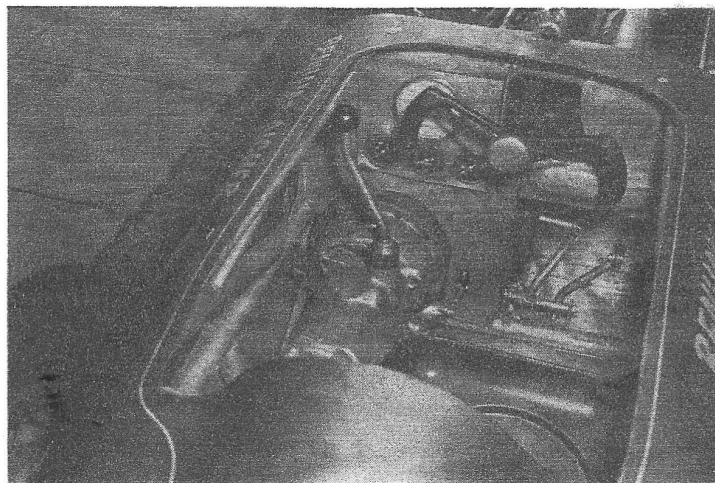




The Hisso Special crew towers over their little dragster, which appears dwarfed itself by the large 18" Halibrand Indy wheels. Rear slicks are 9.00 x 18 while front rubber is only 4.00 x 18. Header leads away from body and slicks.



Dual V-drive German magneto was modified by Joe Hunt to feed new four-banger. Each cylinder has two spark plugs, one on each side. Tach drive from watercooled mill is off cam gear drive.



With the Cad trans situated at the left of driver, the pedals were placed to the right. Steering wheel is ala dragster type, operating ultra short steering shaft of a modified-to-center-steering '35 Ford unit. Stewart-Warner gauges fill dash panel.



Co-builders of the Hisso Special, Ron Benham, left, and Paul Aicher check measurements between engine mounts during construction of their pride and joy. Car features many points not found in most machines. Chassis design appears to be well thought out.

CELEBRATE AMERICA'S 250th ANNIVERSARY

**SATURDAY
JUNE 27, 2026**

★ **MODEL T HILL CLIMB**

- ★ Live Entertainment
- ★ Family Games & Activities
- ★ Giveaways & more!

**OPEN TO
ALL
AGES**

10:00 a.m. - 11:00 a.m.

On Hill Street between Obispo & Temple

- Model T Hill Climb
Watch as historic vehicles
conquer the hill!



11:00 a.m. - 3:00 p.m.

Discovery Well Park

- Live Entertainment
- Historical & Model T Car Display
- Family Games & Activities
- Community Booths & Giveaways
- Food and refreshments available
for purchase

CELEBRATE WITH US!



DISCOVERY WELL PARK

2200 Temple Ave
Signal Hill, CA 90755

Event parking shuttle will
run continuously. No parking
at Discovery Well Park.



For more information, please
call 562-989-7330.