



Vol. 2 No.9 September 2026

>>>>>>>> September 12, 2026 MEETING <<<<<<<<<<

On September 12th we will meet at the home of Larry & Gerry McKinney - 18103 Firestone Ct. in Fountain Valley, CA. We'll arrive at 10am and the formal meeting will start at 11am. At the end of the meeting we'll adjourn to lunch.

Larry is selling items from his collection; 3- Model B engines in various stages of completion, Winfield heads, a couple of dual and triple carb intakes, Overhead Miller header, Pair of 1932 headlights, Pair of WoodLights aftermarket from the 30's and highly desirable, Miscellaneous Parts, nuts and bolts, Storage bins and shelving

AUGUST MEETING

Was held at JimB's garage sale. Members were invited to bring their items along to sell.

FUTURE MEETINGS

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

We are trying to work out a date and the finances of holding a meeting at the Lions Automotive museum probably in September. <https://lionsautomobilia.org/>

2026 MEETING SCHEDULE – Blue = confirmed

Nov 7, 2026 we're scheduled to visit the collection of Tom McIntyre. https://www.youtube.com/watch?v=x8Jh5QI8N_8

He still owns his first car – a Model A. His collection has some significant cars. A couple of well known Chevys and a couple land speed cars <https://www.hotrod.com/features/bonneville-record-setting-1929-ford-model-roadster-olds-powered-streamliner-remain-frozen-time>

Dates to Remember: El Mirage: Oct 10-11 Nov 14-15 ALL 2 DAY EVENTS

BNI: Sept 26-29 World Finals

RPM Nationals: September 19 at Santa Margarita Ranch

F.A.S.T.: October 24 at Santa Margarita Ranch

WHERE ARE THEY NOW?

From Al Zannino

Larry McKinney built this 1931 Vickie with over 20 major modifications including Steve Serr Miller overhead and T5 transmission with a torque tube drive, 32 front end with bumpers, 32 gas tank, suicide doors, 32 Auburn dash, Maserati front seats, metal top with filled drip rails. I always LOVED the mod's Larry did to the car. After a couple of years not driving it Larry sold the car to Dave Bowman. Dave asked Jim Brierley to use Jim's truck and trailer to pick up the Vickie from Fountain Valley and me being 12 years younger than them I was tasked to go and tie the car down to the trailer. Dave Bowman passed away and I was able to buy the car from his daughter. You will see the car at 4E4 events again which makes me happy. I got to drive it a couple of days ago with a big smile on my face after getting insurance and the 2027 DMV sticker. It got a lot of attention wherever I went. I'm sure Larry got the same reaction from the public. I WANT TO THANK LARRY AND GERRY FOR PUTTING YOUR BLOOD, SWEAT, & TEARS INTO SUCH AN EPIC HOTROD! It's on the road again.







JIM'S SPEEDSTER

Jim announced at a meeting that his Speedster was for sale. In the blink of an eye it was snapped up by a Nebraskan who had seen it run at the Speedster Reunion. Yes he kept the 4EVER4 plates.

ART & OLIVE'S RACE CARS

Clark has been working with Olive and the Speedway Museum in Art's native Nebraska for his 1930 Speedster to become part of their collection.



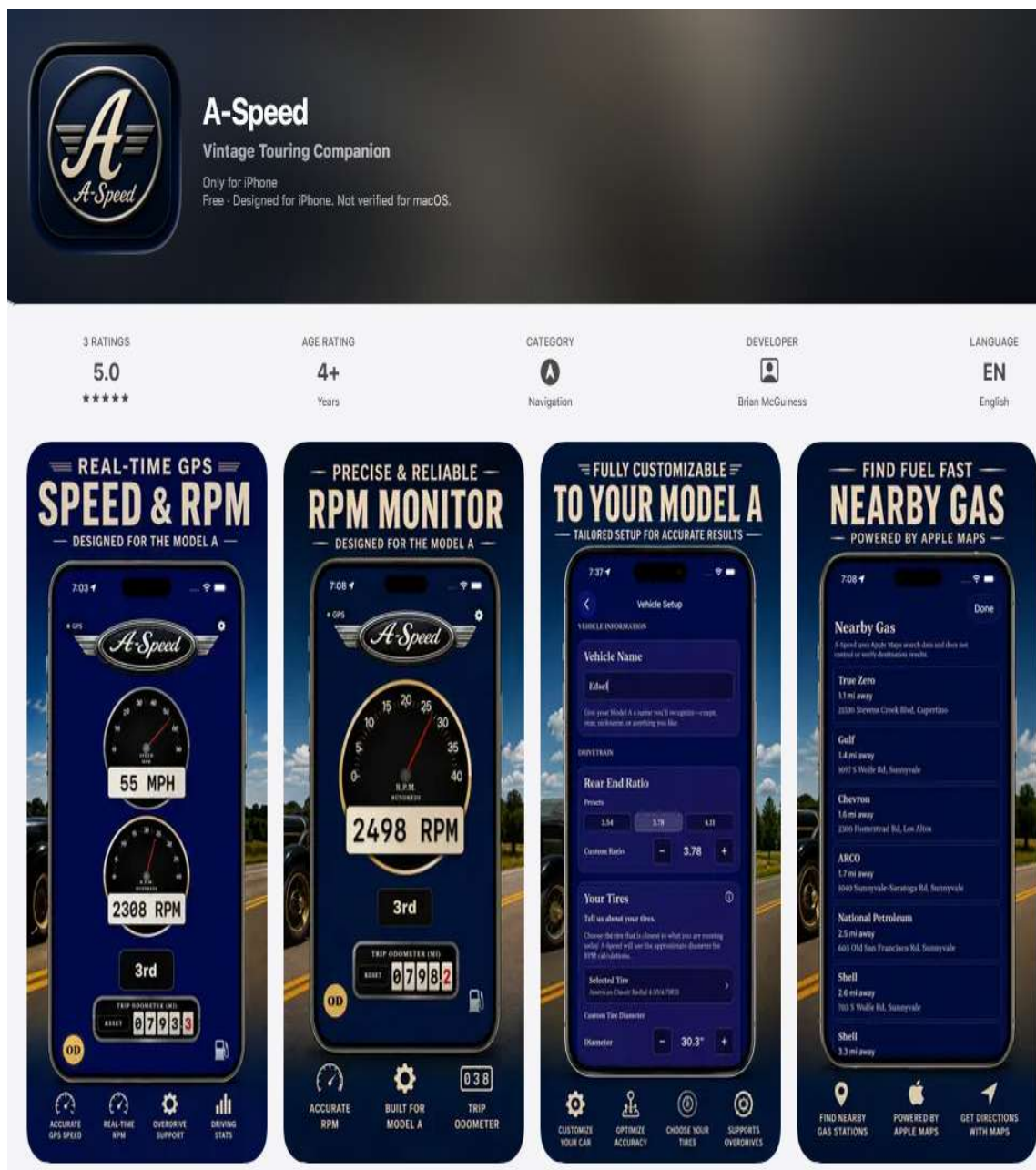
The 26 T that Art built for Olive now resides in Brett & Donna Mac Donald's garage. He's made a few changes. He switched to repro American & Halibrand wheels with bias ply Firestone tires for a more period look. The lightweight Weld wheels and radials will go back on next month when the T returns to the F.A.S.T. time trials at Santa Margarita Ranch. BTW: They call it Morty – short for Moore T.



TEST & TUNE

I had come across this free app and thought it was a good way to keep track of the Model A speed and fuel use. In playing with it I found it had a feature that recorded $\frac{1}{4}$ mile times. The developer was looking for suggestions on what improvements to make. I suggested adding a $\frac{1}{10}$ mile time since that seems to be the typical hill climb distance. It now has a Sport Mode that tracks $\frac{1}{10}$, $\frac{1}{8}$ and $\frac{1}{4}$ mile times. In Sport Mode it samples the GPS coordinates much faster for accuracy. It also has an export feature and the ability to store multiple cars. Right now it's mainly for Apple phones but he's beta testing an Android version with some A owners.

<https://apps.apple.com/us/app/a-speed/id6768415542>



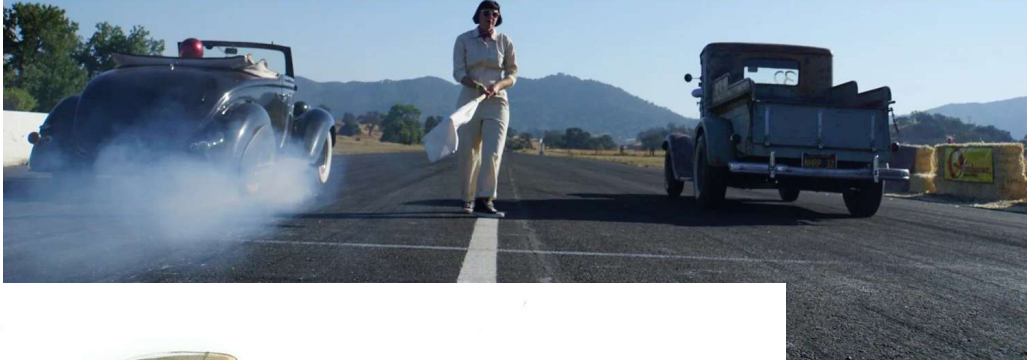
OTHER

September 19



Santa Margarita
Ranch

SPECTATOR TICKETS
AVAILABLE STARTING AUGUST 1st



Registration now open:
<https://vintagefastfords.com/centralcoast>

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



Not a performance event. September 19th is the National Drive Your Model A Day. Pomona As have planned a tour. It's held on the same day as Cars & Coffee at the NHRA Museum. They will drive through the show and drop off donations. Admission to the museum is free that day.

JOIN US FOR A

HISTORICAL POMONA

A MODEL A FORD TOUR

Step back in time and explore the rich history of Pomona in our Model A Fords!



DRIVE HISTORY. SHARE COMMUNITY.

SEPTEMBER 19

TOUR BEGINS AT 8:30 AM

at the home of Jay Munns
1395 North Palomares • Pomona, CA

TOUR HIGHLIGHTS

START AT 8:30 AM

Jay Munns' Home
1395 North Palomares
Pomona, CA

NHRA MUSEUM

We will drive to the NHRA Museum and donate food for their fundraiser.

TOUR POMONA

Enjoy a scenic drive as we tour historic sites and landmarks throughout Pomona.

FINISH & LUNCH

We'll finish the tour with lunch and great company at Molly's Souper Restaurant in Upland.

This tour is put on by the
POMONA VALLEY MODEL A FORD CLUB

ANY QUESTIONS, CONTACT RICHARD 714-412-0566

Great Cars. Great History. Great Day! Let's keep history rolling!



2026 SCHEDULE

February 28	8-10 am	Fill The Boot- a Tribute to First Responders
June 27	8-10 am	Back to School Supplies Drive
September 19	8-10 am	Food Bank Drive
December 5	8-10 am	CHP Toy Drive

Enjoy Cars, Coffee, and Horsepower

All cars welcome! Grab a coffee, see the museum for free, and connect with friends and fellow enthusiasts.

John Duran 626.252.3060

1101 W. McKinley Ave, Pomona, CA 91768

Spectators: Gate 1 • Car Show Cars: Gate 2 dates subject to change



**Midnight Oil on display
@ the NHRA Museum**

FOR SALE

Our For Sale/Wanted section was getting a little stale. If you have items for sale or any wants please send me an update. bmacd68@yahoo.com



In searching for an old article on 4 cylinder racing I came across this on a car Seth Hammond built for the Long Beach Model T hill climb. After he blew the record away they banned his car with several new "rules". The car today hangs on the wall in his shop.

The King Of The Hill

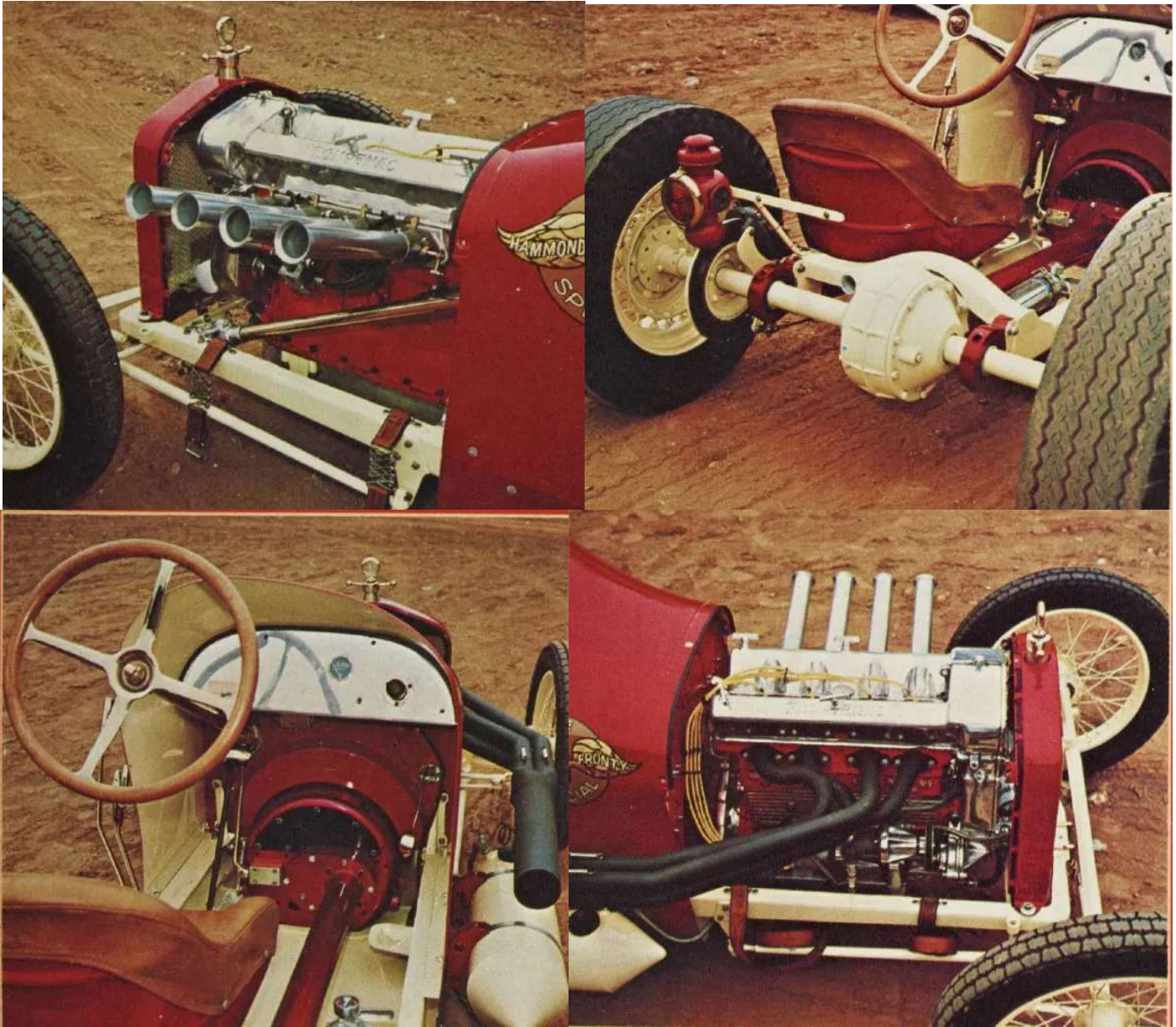
Originally published in September 1975 issue of Hot Rod magazine [HOT ROD Staff](#) Writer Jan 01, 2023



The man in the cape 'n' crown may not be of noble birth, but he sure gave Signal Hill's record the royal treatment

Text by Gray Baskerville Photography: Gray Baskerville and Glenn Hamaguchi

Seth Hammond is slightly eccentric, fully capable of spinning brodie's at the drop of the hammer. He's been involved in everything from a dirt-track T-bucket to going off the end of Lions Drag Strip in the old Accessories Ltd. fueler. It goes without saying that for the past 28 years, the most oft-heard cry around Santa Barbara has been "Hey, you ought to see what Seth has done now!"



Seth's latest 'doing' is what we would call an up-hill battler, bred for the semi-vertical experience of cruising a 10th-mile, 22% grade called Signal Hill in Long Beach, California. Seth was captivated by this annual climb, conducted by the Long Beach Model T Club, and began to create his own hill killer in his welding shop. (Specialty Welding, 1 South Fairview, Goleta, CA.) For the better part of two years, Seth collected parts for a car that was to be patterned after an old Pike's Peak hill climber. During the course of events, a friend of a friend managed to locate the dream of all T-racer enthusiasts, a rare 'n' wonderful twin-cam Frontenac cylinder head. Slowly but surely all the missing parts for the head were rounded up, and those not found were fabricated from sheet stock. By the end of February '75, Seth had all the parts he needed and the boys from Santa Barbara, including, Patty Gary, Lee Gustafson, Bartley Kenyon and Lorie Labrot, with assists from Steve Davis and Wayne Henderson, started on the hill killer, with the climb only three months away.

While Patty, Lee and Bartley began to work wonders on the '26 T cylinder block, Seth started fashioning the chassis from a set of '23 T rails shortened to give the car a total wheelbase of 90 inches and a front and rear track width of 52 inches. To this simple 3-inch channel frame were added a stock but narrowed T front axle,

stock spindles, transverse elliptical springs, stock split wishbones and no shocks. Aiming the 981-pound (wet) projectile was a combination of Hammond-hewn tie rods and a sway bar, used in conjunction with a '48 Anglia steering gear attached to a lengthened (14 inches) Anglia column supporting a 17-inch '25 Buick steering wheel.

As you'll note in the accompanying color illustrations, the rearend and driveline assembly aren't exactly model T in heritage. It's a typical hot rodder conglomeration of parts, most of which were left over from Seth's old junior fueler. Because Hammond wanted to sit as low in the frame as possible, he chose to offset the closed tube driveshaft in his single seater by using a pair of quickchange spur gears located in an aluminum housing which attaches directly to the blast shield. Fueler pilot Bob Noice gave the team one of his worn-out fueler slipper clutches for the uphill project. The rearend itself is an old Halibrand open tube axle running a 4.11 ring 'n' pinion and is solidly mounted to the rear crossmember via a pair of red anodized bearing support pillow blocks. The balance of the assembly includes Airheart calipers fitted over the 14-inch rotors plus a small emergency brake caliper actuated by one of the brass brake handles attached to the side of the car. Wheels and tires are Kelsey Hayes spokes fitted with Avon 6-ply truck tires.

The hood, body, torpedo gas tank and support panels were fabricated by Steve Davis from aluminum, using a picture of the old Bullock Pike's Peak racer as a guide. Strictly by coincidence, the number on the original was the same assigned to Seth the day he made his historic pass. While the grille shell is original '24 T, the motor meter, hubcaps and hood springs are all repros. Seth made his own dash, mounting a single S-W oil pressure gauge, and fabricated the various brass-plated clutch and throttle pedals. And as for the brilliant Wayne Henderson red and cream color combination, they happen to be the traditional Gilmore Racing colors painted with DuPont's Imron 2-part paint.

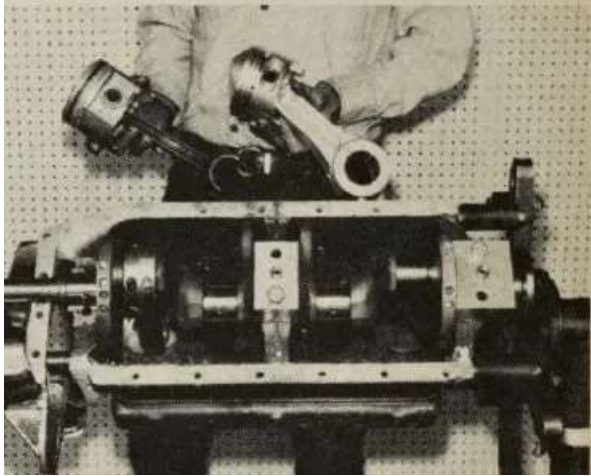
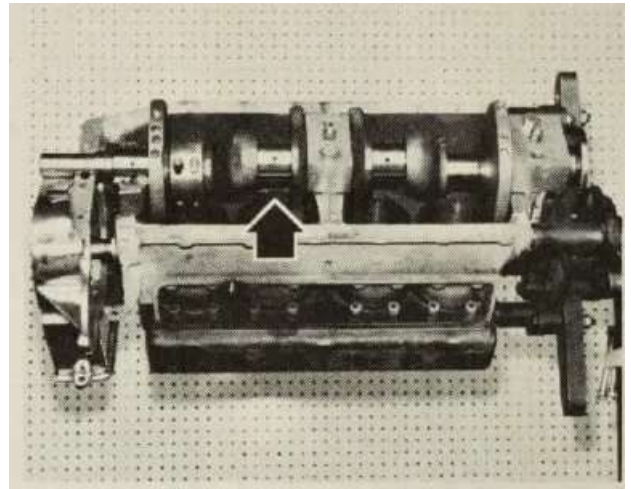
It doesn't take a troglodyte 4-banger buff to see that what's up front counts! The eclectic nature of the hot rodder couldn't be more apparent than here. Mixed with a stock T block is the Fronty conversion, a Velasco Model C crank, hand-built aluminum rods, pent roof pistons, full oil pressure system, Racer Brown E-4 cams, a Wico mag and naturally those Hilborn injectors. It's hard to guess what this 200-incher puts out, but we overheard Ed Donovan say that he wouldn't be surprised if there were 250 horses on board.

Seth made two passes at the hill. The first ended when oil from a loose fitting covered the right rear with Pennzoil. Two hours later the little red and cream racer reappeared. A couple of quick barks from the "Offy in T clothing" and 7.5-seconds later it was all over. Seth had the absolute course record and the cheers of the crowd. Yet some may wonder why anyone would spend \$2250 and the better part of a month-and-a-half per pass to go climb a hill. However, the reason behind the throne is quite simple. It all centers around "what Seth has done now." And for the time being he's become the King of the Hill.

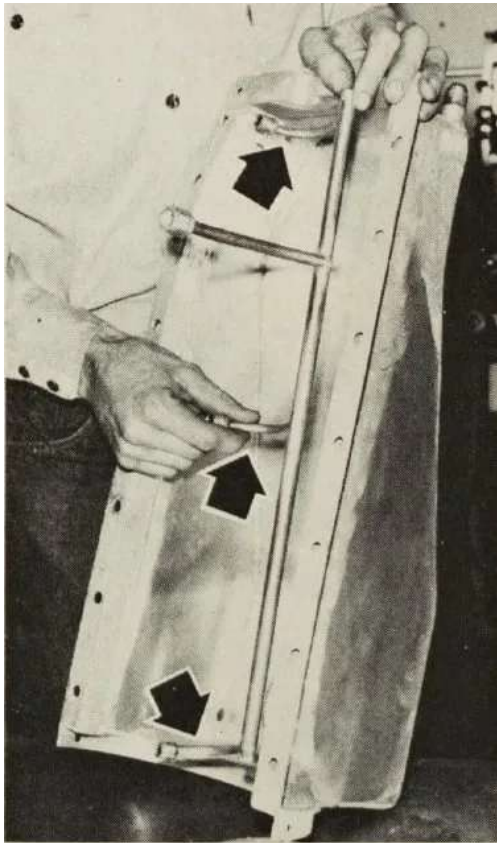


Oil fitting at the filter blew and caused some pit activity. Here Seth Hammond (flowered shirt) begins to take remedial action while members of the Oldies With Goodies car club lend moral support. Injector pump is driven off the side-drive assembly with the fuel pump taking the place of the water pump. Mag (33° total) is driven off the same shaft. Exhaust headers are 1-5/8-inch pipes, 34-inches long, dumping into a 3x14-inch collector. It sounds like an Offy.

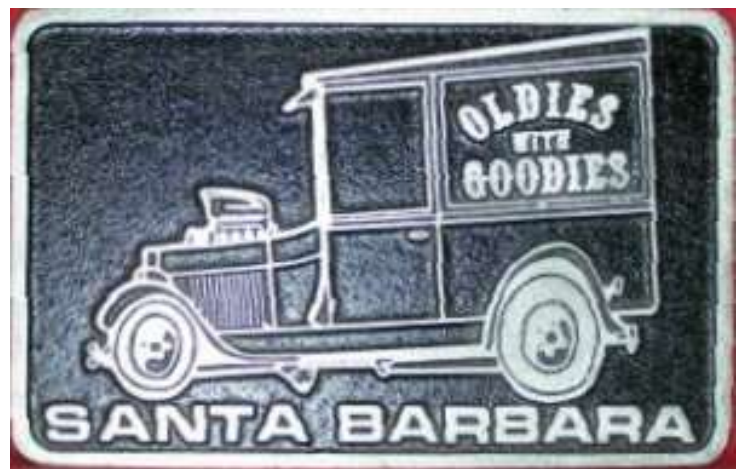
Main bearing webs were align-bored to fit hard chrome C crank's journals, then tin plated so no inserts had to be used. Aluminum main caps, machined from 7075 alloy, were built to further support crank. Arrow points to where cylinder wall was notched for rod clearance.

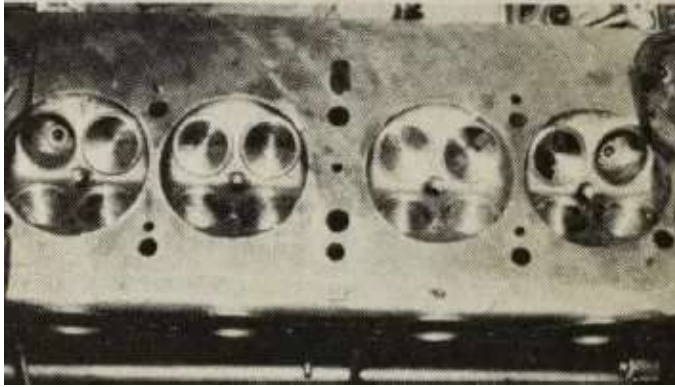


Why box these skinny Model B rods when you can cut out these fueler-type rods from 7075 T-6 alloy stock? Inserts are from a 6-cylinder Willys which have been cut down so two can be placed side-by-side. Pistons are aluminum forgings by Jahns, running a solid 10:1 c.r.



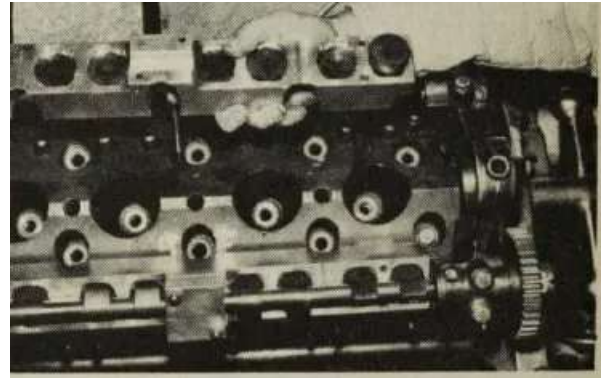
Full oil pressure system is a combination of a Hammond pan (five quarts) with a built-in pickup that goes to a Datsun 1200 oil pump. From there the Pennzoil racing oil is pumped through this system that goes to the three mains (arrows) and topside (large one) to the cams. Oil pressure is around 40 psi.





Bartley Kenyon gave the old warrior the full treatment including radiusing the valves and seats and cutting the hemi valves down to 1 9/16-inch. Bronze guides were installed and seats had to be completely reworked because of severe cracking around the exhaust ports due to their close proximity and lack of water jacketing in their area.

Just like an Offy. Patty Gary machined these cup racks from aluminum to house the Alfa Romeo cups. Retainers are titanium, using Chrysler inner springs. Chambers cc out to 130. A special adapter was made so early DeSoto injectors could be mated to Fronty intake. Racer Brown cams provide .321-inch lift, 292° duration.



MOTORTREND and HOT ROD's rich magazine history and legacy dating back to 1948 is something highly valued by its longtime readers, and that's why we've invested deeply to make the content available to you in a modern and accessible format. In the interest of transparency, these magazine articles are presented as originally published, without modification, and may contain content that does not reflect the company's contemporary values and standards

Steve Serr spotted this truism

