



Chapter #40

April 2026

DRIVE LINES



1946 Ford Woodie

Owner: Monty Goff



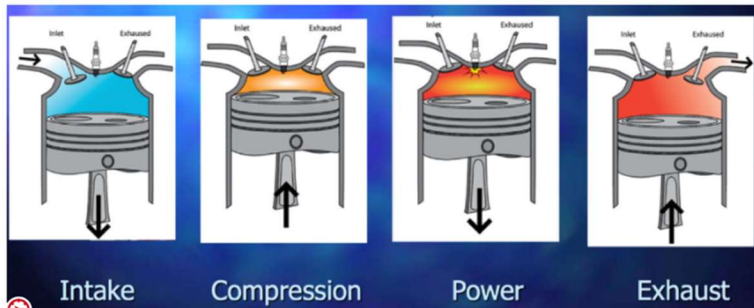
Hello Valley V-8's Club Members —

April's here already: A few showers these past few weeks to keep things interesting. However, it's usually 'Sunny So-Cal': that's one reason we like living here!

One emphasis in the March meeting was our continued honor of Ed 'Isky' Iskenderian. Vasken Hagopian helped lead in our follow-up discussion about Ed & camshafts. And Vasken brought with him a few Isky 'remembrance' items, including a very rare camshaft & kit for a flathead V-8: given to him by Isky himself! Someday to be installed in that $\frac{3}{4}$ -race Merc mill that powers Vasken's righteous '27 'T.

Then we had a most interesting interview with our new friend and Club Member Randy Beck: Randy is a surfer at the pro-level, owned a surf/skate shop, and has, of course, a Woodie-Wagon, '41 Ford Super-Deluxe. It's a work in progress but Randy hopes to get it on the road soon. Thanks for sharing, Randy!

Remembering camshafts and how the 'lobes' open the engine Intake and Exhaust valves at just the right time. The engine's an 'air-pump', and the camshaft helps it 'breathe' properly. This in perfect synch with the pistons: perfect timing, day in, day out, mile-after-mile, getting the job done, amazing stuff!



Our next Club Meeting -- Saturday April 25: Lulu's Restaurant and Sports Bar in Van Nuys: Breakfast 9 am, Meeting starts 10 am. Howard Brown is our presenter, no tech-glitches this time. He'll be sharing about his exciting trip to 'car-country' Detroit, MI. And we'll have a tech-talk: **'Engines -- Overhead-valve vs. Flathead: What's the difference?'** Man, this meeting is a must-attend! 😊

See you soon.

-Rex J.
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(213)706-3854

Steve Boskovich presented our club with
a beautiful certificate from The Early Ford V8 Club of America
recognizing our club's 55 years!
That's right, we got our charter in 1971.



Thanks goes out to all our members.
There is no club without you!

The Valley s

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Are you a good listener?

Do you like to jot things down for future reference?

Then perhaps you would consider being the club secretary.

We are in need of filling this role immediately. Joanie Sapper has been doing double duty as Treasurer and Secretary for several years and would like to step down from the Secretary role. As Secretary you would take notes at the meeting and then pass them on to me.

Please reach out to any Board Member if you have any questions.

Thanks! Val Ellerbrock, Drive Lines Editor

Valley V8 Minutes – March 28, 2026

Meeting opened by President Rex Jaramillo with Pledge of Allegiance. All were welcomed...There were no guests present.

Rex mentioned that our club is in need of a new secretary, as Joanie has had dual duties for a few years as both secretary and treasurer. Please consider this opportunity to give back to your club. The minutes are taken at the meeting, then sent to our Drivelines editor, Val Ellerbrock. Rex then has a copy to remind him of business before next month's meeting.

Steve Boskovich reported on the National Club business this last week. Sixteen directors were present. Topics discussed were: National Cars shows and changes to come. Enlarging clubs with possibility of raising cars' year to 1959. Our own club received recognition with a beautiful certificate for our 55 years! That's right, we got our charter in 1971.

Rex's Program #1 -- Tech-Talk: engines and camshafts operation were covered/reviewed. A cutaway 1-cylinder engine was used as a 'demo'. The basis of gasoline engine operation is called the '4-Stroke Cycle'.

INTAKE Stroke (INTAKE valve OPEN): the piston travels DOWN in the cylinder, pulls in a fresh mixture of air & fuel.

COMPRESSION Stroke (both valves CLOSED): the piston travels UP in the cylinder and compresses this mixture, making it even more 'explosive'.

POWER Stroke – (both valves CLOSED): The spark plug 'fires' this explosive mixture, (combustion) forcing the piston DOWN.

EXHAUST Stroke (EXHAUST valve OPEN): The piston travels UP, forcing the 'exhausted' gases out of the cylinder. Then the catalytic converter and muffler 'quiet and clean' the exhaust into the atmosphere.

Vasken then told us his story of getting to know Ed Iskenderian. At their first meeting, Ed advised him how to tune his car. Ed gave Vasken all the parts needed. That was beginning of a long enjoyable friendship.

Vasken even prompted Ed to advertise in the trade magazine Haggerty. Blake mentioned how excellent Ed's "Assembly Lube" is. The lube was included when you purchased the Cam Kit.

Rex's program #2 was an interview of another Famous V8'er-Randy Beck! Randy grew up here in the Valley, and went to Monroe H.S. He took his driver's test in a 1972 Oldsmobile 98. Randy has two hobbies, cars (Woodies) and skate/surf boards. He says the biggest influencer to the car hobby was his uncle that owned a 1902 fire chief's car!

(minutes continued)

The skate/surf board background came from listening to the Beach Boys on his radio, singing about Woody's and surfing. He owned a surf/skate board shop called Safari Surf.

He owns a 1941 Woody, his favorite car!

Lynn Carter announced the winners of our Ladies Raffle: Sue Boskovich and Reen Jaramillo.

Car gatherings mentioned:

- First Sunday each month, 8-10 am, at Reagan Museum. Free coffee and donuts.
- Santa Paula Cruise Night, first Friday each month, 5:30 – 7:30 pm. Downtown.
- Chrysler event at Woodley Park Saturday April 18
- Studebaker event at Bob's Big Boy 8876 Corbin Ave. on Sunday April 19th. Ernie will be attending.

There was no Prize-Raffle: Steve and Karen Lehman had colds so were unable to attend. Hope you're both feeling better!

50/50 was the double lucky Sue Boskovich! Total she took home \$53!

Meeting was then closed by Rex.

Submitted by Joanie Sapper / edited by Val Ellerbrock

Monty Goff's 1946 Ford Woodie

Monty purchased his 1946 Ford Woodie in 1977. The exterior color was Marlboro Maroon, it was in presentable condition and running. It had the original 239 flathead motor and 3 on the tree transmission.

In 1979 he took the car to his body shop, M&S Body Shop, in West Los Angeles to be restored. There began a frame off restoration that would take 10+ years to complete since he could only work on it in his spare time.

The restoration included stripping the frame, boxing the original frame and painting it. The upgrades included a stainless steel Kugel Mustang II front end with disc brakes. A 9" Ford rear end with 290 gears, leaf springs and rear disc brakes were installed. The engine was originally a 454 cubic inch Chevy big block taken out to 468 cubic inches with an aluminum high rise manifold and a single, 650 CFM four barrel carburetor, aluminum heads and powder coated headers.

The exterior wood was completely restored, and the body, fenders and Steelie wheels were all painted Porsche Red. The wheels have wide white walls, beauty rings, and 'dog' dish wheel covers. The top is tan colored Hartz leather. The interior has tan leather front and rear seats, wood slat ceiling, Bitchin' Products dash, VDO gauges, AM/FM/CD radio and new glass.

It's a sweet ride.

(Story was told to Bill Greene by Monty Goff)

Monty Goff's 1946 Ford Woodie

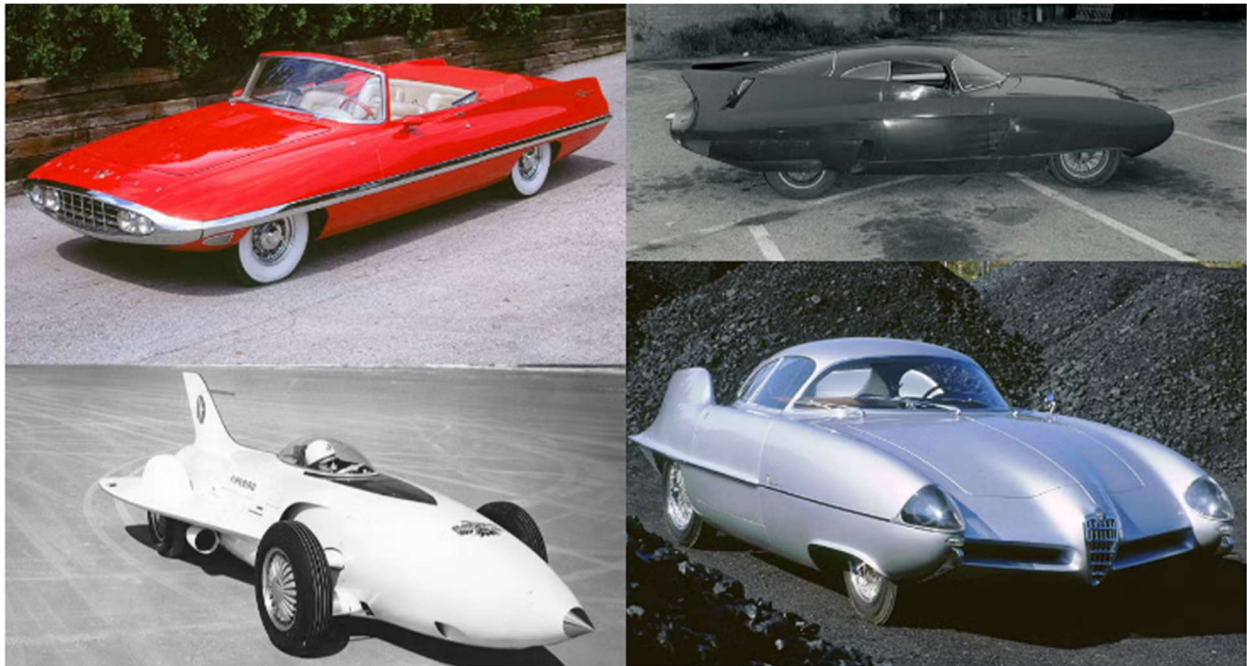


The Greatest Concept Cars of the 1950s

By Steve Siler, Car and Driver Magazine Published: Nov 15, 2016

In the 1950s, the American economy was booming, the suburbs were sprawling, and automobiles took on newfound importance. At the same time, inventions, pop culture, and technological innovations touched our lives in new ways, from the Space Race and the credit card to the Barbie doll and beyond. With jet planes and research rockets soaring above us, not even the sky was the limit anymore.

Few objects of any sort embodied the spirit, the extravagance, and the confidence of 1950s America as well as the concept, or “idea,” cars displayed at the country’s auto shows and, in some cases, on its roads. Designers and engineers experimented with wild styling, clever features, and new solutions to old problems, some of which worked and some of which didn’t. The Jet Age was upon us, and the carmakers were not about to let us forget it. And so you don’t forget them, here is a collection of what we consider to be the greatest concept cars of the decade.



1951 GM LeSabre



No company put out more captivating concept cars in the 1950s than General Motors, in large part thanks to GM design boss Harley Earl, who dazzled the world in 1951 with the GM LeSabre. The LeSabre (a name not yet associated with Buick) captured the dawning Jet Age from every angle, starting with the protuberant center grille that concealed twin headlamps. Its distinct, fuselage-like upper body contours flowed all the way to its afterburner-like center taillamp, all flanked by low and wide fenders and tailfins sprouting from its outboard flanks. The latter theme continued to define the era. The LeSabre was a runner, too, powered by a 335-hp aluminum supercharged V-8 with a rear-mounted automatic transaxle. But unlike most concept cars that followed, the LeSabre was no trailer queen: Earl used it as his everyday ride for a few years, ultimately putting 45,000 miles on it. Strong public reaction to the LeSabre helped convince GM to include concept cars in its famous Motorama traveling car shows of the 1950s.

1954 Lincoln Futura



Italian coachbuilder Ghia kept busy in the 1950s and built the gorgeous Lincoln Futura in 1954 for display at the 1955 Chicago auto show. The Futura's furrowed brow was the most consequential styling element as far as Lincoln was concerned, but the car itself became a cultural icon more than a decade later when, in 1966, it was given a batlike face, fluted fins, and black-and-orange paint, becoming—you guessed it—the Batmobile for the Batman TV series. Fifty years later, it remains one of the most famous and beloved automobiles in history, selling at auction in 2013 for \$4.6 million.

1955 Ford Mystere



With its one-piece glass roof, forward-thrusting front fenders, and dual afterburner taillamps, the Ford Mystere could hail from no other time than the 1950s. The Mystere's four passengers would enter and exit through the rear-hinged swing-up canopy, with the overhead scoop providing much-needed ventilation considering how much sunshine the cabin would get (and that there was no way to open the glass). Intended for a gas-turbine engine mounted in the back, the Mystere is said to have arrived at the 1956 Chicago auto show unable to move under its own power. It also supposedly had a radio telephone between the front seats and an aircraft-like "throw over" steering system that could be moved for operation from either front seat.

Great
Western
Container



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Valley V8 Birthdays

April	2	Ruby Greene
April	7	Dave Seaver
April	16	Howard Brown
April	27	Marsha Rybin
April	27	Steve Lehman
April	28	Harvey Jacobs



**Our next meeting will be on Saturday
April 25th at Lulu's Restaurant
16900 Roscoe Blvd, Van Nuys, CA 91406
Meeting starts at 10:00 AM
Come early and enjoy breakfast before**