



September 2024

DRIVE LINES



CARS OF THE MONTH

Left

1955 Mainline Tudor Sedan

Owner Rob Glucksman

Center

1955 Crown Victoria

Owner Howard Brown

Right

1955 Customline Tudor Sedan

Owner Jim Ellerbrock

The Valley s

2024

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September 7, 2024

Message from the Prez

Thanks to all who attended last month's Saturday morning meeting. Sorry for the time change from the 10:00 AM start time. We will again be a little different with a 9:30 AM start for this Saturday's meeting. We are working with Lulu's to get us worked in to their Saturday morning schedule.

We have received word of the passing of club member Larry Ofria. Larry joined the club in 2009. He established his machining business "Valley Head Service" and was very well known in the hot rod and racing circuits. See more details on Larry in this issue. Sympathy goes out to Kim and his family.

Also, please keep remembering our other ailing members: Sandy Norris and Monty Goff.

It is not too early to come forward to be a club officer for next year. If you are interested in any board position, let one of us know. It is a great way to get to know members better or for the first time. If you wish to "shadow" a position to learn more, that is also acceptable.

Thanks to last month's speaker Manuel Longoria on the "Pasadena Roadster Club Reliability Run". He was introduced by Rex. Manuel talked about the rules for the roadster's originality as well as the driving course. He placed 1st in best time in this year's run.

Cars of the month. We are deviating this month in "cars of the month" for September. The '55 Ford boys have been selected. They are Rob Glucksman, Howard Brown, and myself. We are all club members that do not own flatheads. Please see the photos and stories in this issue. We plan on doing this occasionally to hi-lite club member's cars that are not 1932 to 1953.

September Meeting Speakers: Howard Brown will be talking on his recent trip to the Bonneville Salt Flats to observe the yearly speed runs. He will be joined by Rex Jaramillo who has attended in the past. They will compare notes. Should be interesting.

Please note that our next meeting is at **9:30 AM on Saturday the 14th of September.** (We need to accommodate the restaurant's schedule)

Jim Ellerbrock

BARBEQUE PARTY

Annual Valley V8's Summer Party

3 pm Sunday September 22

At the home of Vic & Andrea Timar

13877 Polk Street, Sylmar

RSVP ASAP (805) 890-2419

Please let them know if you will
bring a side dish or dessert.

Help is also needed with
set up and clean up.



Rob's 1955 Mainline

CARS OF THE MONTH Something a little different

Well, this month how about THREE members' cars of the month? That's a little different. Also, all three are 1955 Fords, not our usual 32-53 models. These three represent all three "series" Ford offered for 1955.

Let's begin with Rob Glucksman's '55 Mainline tudor sedan. Ford offered the Mainline series in a tudor sedan, a fordor sedan, and a business 'sedan' (a tudor sedan with no back seat). The Mainline was the "base" series in that it came with virtually no accessories; everything, including a passenger side INSIDE sun visor was an accessory. The standard engine was a 223 cubic" inline six and that's how Rob's car is equipped. The standard transmission was a three speed manual w/o overdrive and Rob's car also has that transmission. Rob bought his Ford from late club member Chuck Shubb (part of Chuck's movie fleet). Rob believes his car has less than 30,000 original miles on it.



Next we have Jim Ellerbrock's '55 Customline tudor sedan. The Customline series was the next step up in Ford's 'trim levels', which meant it came standard with TWO interior sun visors and a few other amenities. The Customline series was only available as a tudor like Jim's or a fordor sedan. Jim's car has the first in the line of optional engines, a 272 cubic" V8 (Ford called it a "YBlock" due to the fact that the engine block extends below the crankshaft centerline (for strength reasons) and if you view it from the front the engine block resembles the letter Y). Jim's car also has the optional automatic transmission Ford very cleverly named "Fordomatic". No sarcasm intended here; around this era, it seemed everyone's automatic transmission was called 'something matic' (examples, GM's Hydramatic, Mercury's Mercomatic, Studebaker's Flightomatic, Packard's Ultramatic, etc.). Interestingly, many owners of Ford vehicles from this era refer to their automatic transmissions as two speed transmissions. I suspect this is because, by default, this transmission starts from a standstill in Drive in second gear and then shifts to third, hence two speeds. What some owners may not realize is that if you start from a stop in Low, it starts in first gear; then if you move the lever to drive it shifts to second followed by third. OK, enough transmission stuff.

Jim saw the car advertised in the Daily News in 1988. it was owned by an older lady in the "Palisades" who was giving it up It was being sold by her grandson. She had kept all of her time records in a little brown book including gas fill-ups. As we were bringing it home, Jim's friend noticed that she had written, "After the accident" in the book. The car had 55K on it in 1988 and now has 68K.

Jim's 1955 Customline



Howard's 1955 Crown Victoria



Our third members' car of the month belongs to me; it's a '55 Fairlane Crown Victoria. The Fairlane series was Ford's top trim level that year and came standard with many things that were optional (at extra cost of course) on the Mainline/Customline series. The Fairlane series was available as a tudor sedan (Club Sedan), fordor sedan (Town Sedan), tudor hardtop (Victoria), tudor hardtop with more trim and a different roofline (Crown Victoria, which was also available with a transparent forward roof section), and a convertible (Sunliner). My car is equipped much like Jim's in that it has the first level optional 272 cubic" YBlock V8 and the Fordomatic transmission. Mine is a sparsely equipped car for a top of the line Fairlane (and a Crown Victoria) in that it does not have power steering, power brakes, power windows or power seat (as many of the Fairlanes did). I acquired my Ford in a slightly unusual manner; it was one of about 50 cars owned by husband and wife friends of mine, who had used many of their cars as movie rental cars (however, not my Ford). They were ready to sell their 'movie cars' because they were no longer being rented frequently enough to make a profit. They asked a friend and me to evaluate the cars and 'spread the word' among our car friends that these cars were available. While looking at the 'movie cars', I saw the Crown Victoria and asked if it was also for sale; I promptly made a deal for it and towed it home (it hadn't run in 25 years) the next day. After a valve job cured the Crown Victoria's poor running and REALLY smoky exhaust, I began driving it. As some of you know, I now drive it regularly around my neighborhood and to many local 'cruises'.

A slight footnote; my acquisition of my Ford caused some of my car friends who were already members of the Valley V8s club to invite me to join the club, since I now had a Ford!

For those who think I don't spell very well, you're probably correct, BUT the spelling 'tudor' for a two door sedan and 'fordor' for a four door sedan was Ford's idea, not mine. I hope everyone enjoys the article; please check out the included pictures.

Great
Western
Container



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Our annual auction will be held at Lulu's
Saturday morning October 12th

All proceeds will go towards
our yearly Club luncheon in December and
help to keep ticket prices affordable.

To have a successful auction we need
LOTS of stuff to auction off.

Doesn't have to be car related or new.

A variety of gently used items
can help boost sales.

We also need LOTS of buyers so bring lots of
\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$

*Larry Ofria
Valley V8's Member*

Joined 2009

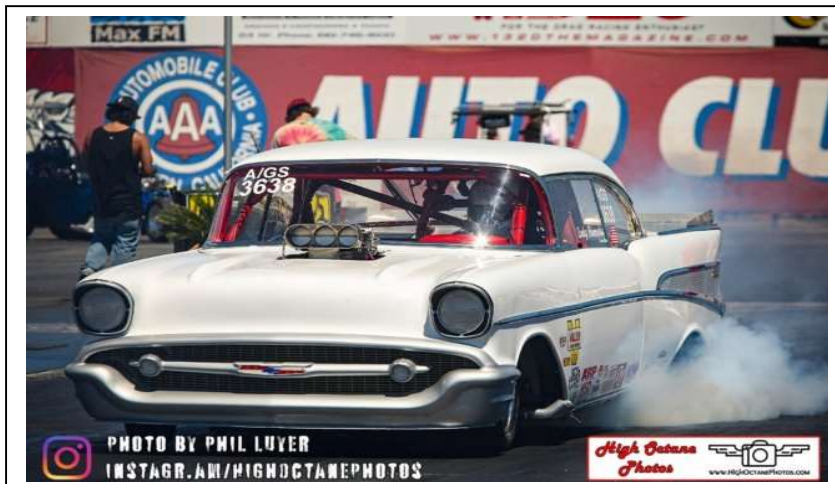
Passed away August 13, 2024



A pioneer in the world of performance engine building, Larry Ofria the founder of Valley Head Service in Northridge, California, has passed at the age of 88. Born in July of 1936 to Sicilian immigrant parents, Ofria began porting cylinder heads out of a chicken coop on his father's Canoga Park property. Before opening Valley Head Service in 1965, Ofria made a name for himself producing work for Carroll Shelby and other mainstays of the Southern California hot rod and racing scene.

Ofria's Valley Head Service was one of the first 98 companies exhibiting at the first SEMA Show, held at Los Angeles' Dodger Stadium in 1967. During those early years, ingenuity reined over budget, causing Ofria to develop his own flowbench, predating SuperFlow by four years. By 1978, Valley Head Service outgrew its original location, requiring Ofria to move VHS to a 10,000 square foot building in Northridge. Providing a full range of machining, engine combinations and more, VHS quickly became a hot rod mainstay.

And Ofria wasn't one to sit back and let others have all the fun, ether; Ofria campaigned an A/GS '57 Chevy powered by a 6-71 supercharged 388 small block for decades, and remained active in the nostalgia drag racing community until his passing. Among his collection, Ofria retained his first ever new car, a white 1957 Chevy Bel Air hardtop with a 270-horsepower dual-quad 283, the inspiration for the aforementioned NHRA A/GS '57 that his son Gino took over tuning duties for a while back.





Valley V8's is looking for interested club members to participate as a Board Member for the 2025 membership year. Interested members may replace current officers. But if you are not sure you are ready to “be in charge” of a particular role, you can also submit your interest to “shadow” a current officer in 2025 to hopefully take over in 2026. Contact any Board Member for more info. Hope to hear from you!

“Get It At Galpin” by Joanna Rosales

You may remember hearing the phrase, “Get It At Galpin” on the radio or TV. San Fernando Valley car dealership Galpin Motors is part of automotive history,



Frank Galpin founded Galpin Ford in 1946. The first dealership was located at 627 San Fernando Road in San Fernando. The showroom held 3 cars. The first year they only sold 46 cars. It soon became known for their customized, “Galvanized” vehicles. Their first customized car, a ‘52 Ford convertible, debuted at the Los Angeles Motorama with its modified Mercury and Lincoln parts. Over the years, Frank Galpin won awards for his interior and exterior car designs at the Motorama and Michigan Motor Show.

As the Valley grew, so did Galpin Ford. In 1966, they moved to the current location at Sepulveda and Roscoe in North Hills, envisioned as an automotive department store. This new, modern, and vast location included display space for 17 vehicles, with full-service automotive repair. It even had a restaurant named “The Horseless Carriage.”



When Frank Galpin retired in 1986, Bert Boeckmann, who had started as a salesman in 1953, bought the business. Boeckmann loved the San Fernando Valley as he gave back to the community with his efforts. Bert Boeckmann and his family have won awards and recognition for their work and philanthropy.

In 1985, Boeckmann was named the National Quality Dealer of the Year. He was also honored by Ford Motor Company as its first “Hero for the Planet.” He was even honored with the Presidential Citation for Private Sector Initiatives presented to him by former President Ronald Reagan in 2003.

Boeckmann’s son Beau Boeckmann joined Galpin in 1987, opening Galpin Auto Sports (GAS) in 2006, a customizing and aftermarket dealership. They provide cars for the movie studios. GAS became the home for MTV’s program “Pimp My Ride.” They also sponsor a yearly car show on site which attracts thousands of people. Today, Galpin has over ten dealerships in the SFV including Galpin Volkswagen and Galpin Aston Martin.

Today, they sell a lot more cars than the 46 sold in 1946. For the last 29 years, they have been the #1 volume Ford dealer *in the world*.



Valley V8s Meeting Minutes

Meeting convened at 10:30 August 10, 2024

Sunshine Report

Whitney Rydbeck passed since last meeting. Much online about him and his acting Sandy doing about the same

Announcements

Next meeting opens at 8:30 but out by 11:00

Rex running this month's 50/50 with Kenny gone. Buy tickets!

Maxine is here. Jerry's '47 Sedan Delivery listed in Hemmings for \$14,999

Scott has started scanning Drive Lines. They are available at meetings as they are scanned. Bill wants to not have to store the old V8 Times - call him to take a look Car of the month - Jay's '35. Very nice car!

Steve can't do BBQ, but Vic has volunteered his house! Thanks Vic!!! Sept 22

Vasken - Scott helped with computer. '65 Ford 'tbird for only \$2200. He missed last meeting because he was at Isky's 103rd birthday!! Isky likes his meatball soup with Tapatillo. He even helped himself to Vasken's fries and half a sandwich. Very hardy man!

October meeting is auction!!

"Guests" Lynn and Rich Carter are here :)

Tours

Wings over Camarillo. Aug 16 and 17. No walk up registration so register on line

Cops and Cruisers in Simi Valley - September 8 9-2. 2929 Tapo Canyon

Wheels in motion car show. Rancho Santa Suzana community center

Vintage trailer show Sept 21 in Buelton

Other tours in work...

Break from 10:55-11:10

Speaker

Our speaker Manuel was introduced by Rex. Manuel recently participated in the Pasadena Roadster Club's Reliability Run. He showed us pictures and video from it along with the trophy he won for best time

Minutes continued - - -

Raffles

Name badge * Ladies * 50/50 * Regular

Meeting ended at noon

Submitted by Scott Doudrick

Valley V8 Birthdays

September	3	Jay Russell
September	3	Reen Jaramillo
September	20	Val Ellerbrock
September	24	Carolyn Brown
September	28	Joe Nuccitelli
September	30	Dom Nuccitelli



Our next meeting will be on Saturday
September 14th at Lulu's in Van Nuys
Meeting starts at 9:30 AM
Come early and enjoy breakfast before