



Vol. 2 No. 3 March 2026

**LATE BREAKING NEWS** – Al Zannino was injured while grinding a shifter. The sparks reacted with his medical oxygen and burned his face and inside his nose. He spent the night in Arrowhead Burn Center but is home and doing well.

**>>>>>>>> MARCH 14, 2026 MEETING <<<<<<<<<<**

We will be meeting at Pete Aardema's Shop, 4255 Ruffin Road, San Diego, CA at 11:00 a.m. for our meeting. Video on team [https://youtu.be/mV5\\_PFQXWsw](https://youtu.be/mV5_PFQXWsw) Videos on his 238 mph Model A record setter. <https://www.youtube.com/watch?v=DqopaEr4Er4> [https://www.youtube.com/watch?v=T29HFhrbT\\_s](https://www.youtube.com/watch?v=T29HFhrbT_s)

**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 March 14, 2026**

Pete Aardema's Shop  
4255 Ruffin Road, San Diego

**Saturday June 20, 2026**

LA Roadster show  
Clark's swapmeet space

**Sunday April 19, 2026**

53<sup>rd</sup> running of the Antique Nationals  
Barona Dragstrip

**July 18, 2026 – NEW LOCATION**

Model T Swapmeet Cerritos College  
11110 Alondra Blvd, Norwalk

**Saturday May 9, 2026**

Ed Tolman's Engine Shop  
1256 W 1st St, Pomona

**Balance of year  
is open**



With SCTA going to 2 day events that left their July El Mirage date unused. Mike Spacek reported that San Diego Roadster Club is hoping to host an old style 1950s 1/8 mile side by side flag start drag race event on the lakebed. They will be using the RPM rules for tech. <https://www.rpmmationals.com/racer-submissions>

**Dates to Remember:** El Mirage: May 16-17 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: April 18 at Barona and September 19 at Rancho Santa Margarita  
 F.A.S.T.: nothing announced yet

**Pasadena Roadster Club:** Reliability Run – April 26, 2026 – Leaves from Pasadena Elks  
<https://youtu.be/dG4Qj6ff-TQ> <https://www.youtube.com/watch?v=PSvCPTAabSU>

## FEBRUARY MEETING

Was hosted by Ray Salman. It was also a sale and members were able to purchase some rare Model T and A speed parts.



## CLUB PLAQUES PRESENTED to GEORGE KULAKOWSKI and LEONARD NETTLES



## MEMBER NEWS

At the Nebraska Speedster Reunion last summer the announcer had his equipment stolen the night before the event. They decided to hold an auction of a signed event banner to help him recover his loss. In typical “car people” fashion when the bidding stalled Seth Hammond and wife started bidding against each other raising the bid to \$4,500. Chip Foose who was in attendance offered to donate a drawing of someone’s car. Steve Serr’s son, Nick was the high bidder and not wanting to give his real Father’s Day gift away he asked Chip to do a drawing of his KIA. After the event another conversation took place and Chip did a drawing of Steve’s pickup – in addition to the KIA.



**ONE WEEKEND, TWO BIG RACES**

SATURDAY 4~18~26 **RPM BARONA DRAGS**

SUNDAY 4~19~26 **ANTIQUE NATIONALS**

**AT BARONA DRAGSTRIP**

1750 WILDCAT CANYON ROAD, LAKESIDE CA.

**RACING ALL DAY, CAR SHOW, SWAP MEET AND SATURDAY NIGHT PARTY IN THE PITS**

© Monica Valentine

Your club needs your help to stage the Antique Nationals. Please plan on attending and lending a hand.

**SINCE 1970**

# Antique Nationals

**RACING FOR ALL PRE-1959 CARS, TRUCKS & MOTORCYCLES!**

*California's Oldest Nostalgic Drag Race!*

ANTIQUÉ FLATHEAD, INLINE & FOUR BANGER ENGINES.

PRE-1959 BODIED, CARS, HOT RODS & KUSTOMS CAN RACE WITH NEWER ENGINES.

**INSTAGRAM** **ON THE WEB**

**ANTIQUÉ NATIONALS • FOUREVERFOUR.COM**

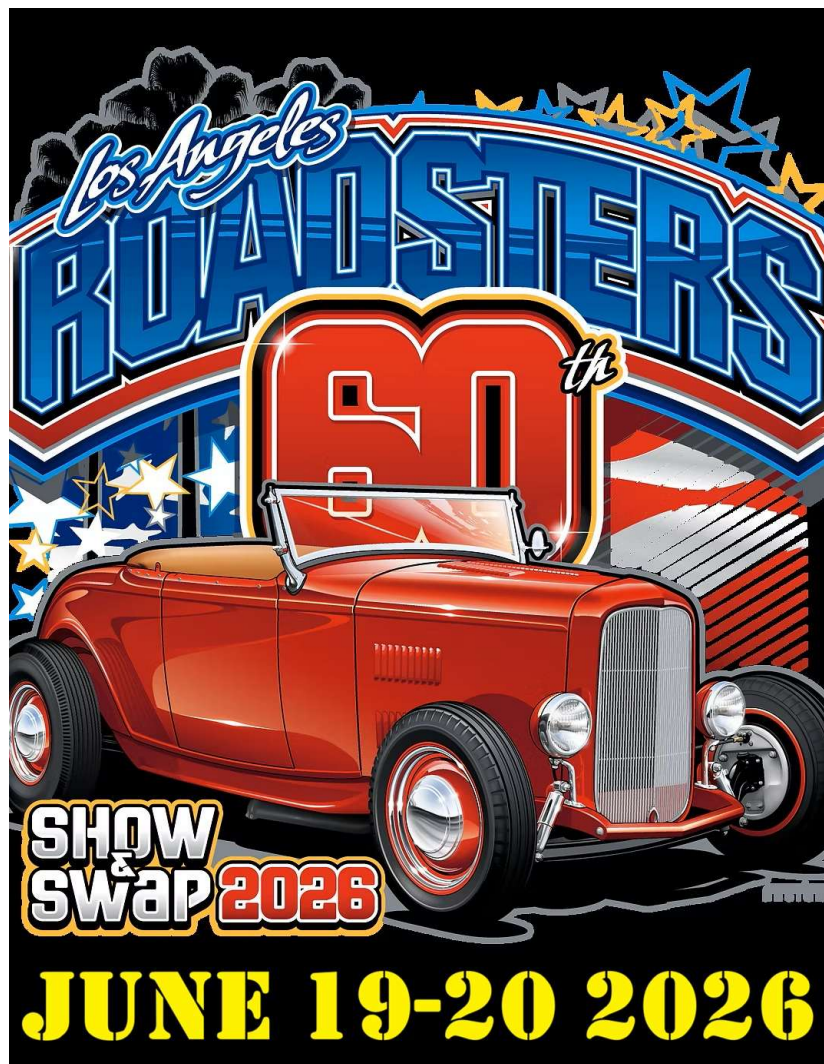
# Southern California Regional Group (SCRG) Model A Ford Club of America Spring BBQ

Sat Mar 21, 2026  
11AM-2PM (Lunch will be served)  
4241 Emerald Cir  
Cypress, CA 90630



All Members of SoCal MAFCA Chapters Welcome

Please RSVP:  
562-833-9497 or  
[Jennifer.L.Ferrario@gmail.com](mailto:Jennifer.L.Ferrario@gmail.com)



Los Angeles  
**ROADSTERS**  
60<sup>th</sup>  
SHOW & SWAP 2026  
**JUNE 19-20 2026**



**Orange County Model A Ford Club**

# **Pancake Breakfast**

**Sunday, April 12, 2026**

**Hart Park, 701 S. Glassell St, Orange, California  
7:30am-11am**

**We look forward to seeing you & your Model A's (& other classics)**



**Adults \$10**

**Children \$5 (Ages 2-10)**

*Pancakes, Sausage, Eggs  
Juice, Hot Cocoa & Hot Coffee*

**Large Raffle Selection**



[ocmafc.com](http://ocmafc.com)

For more info contact:  
Aaron Magdaleno  
714-862-5773

## 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. 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.

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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 \$20,000 and her purple one is \$23,000. If interested contact Clark at 909-225-0742



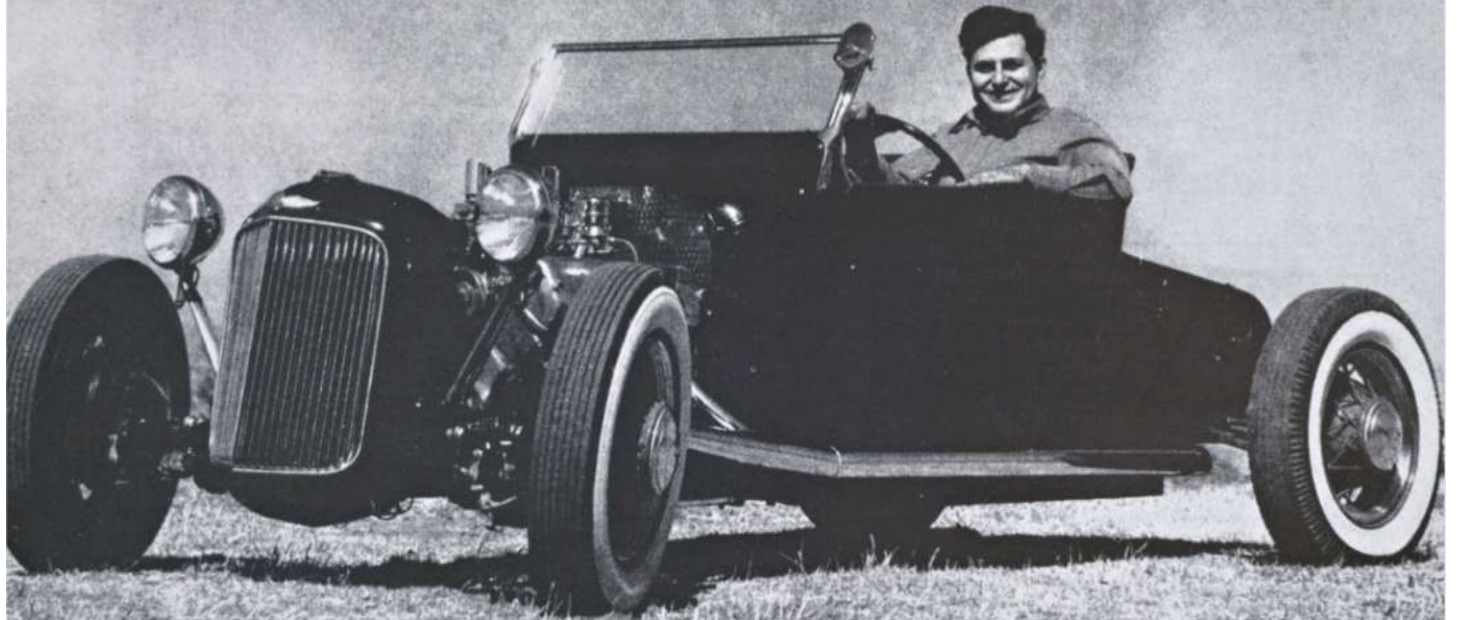
Both cars are equipped with 4 Port Riley heads. Art's yellow car has an original 1937 casting and Olive's purple car has a Butler casting.



Leonard Nettles joined the MAFCA group that drove their Model A cars from the Route 66 starting point in Chicago onto the pier in Santa Monica. This year to celebrate the 100<sup>th</sup> anniversary of the Mother Road they are planning an eastbound tour from LA to Chicago. Leonard and George are already making plans to join others on a return journey in June.

If anyone is planning on attending the MAFCA National Convention in Pendleton OR a group is driving and you are welcome to tag along. They leave San Diego on May 26 and you can join anywhere along the route. <https://scrgmafca.com/Events/20260526SCRGTOUR.pdf>

**HOT ROD**  
*Magazine*

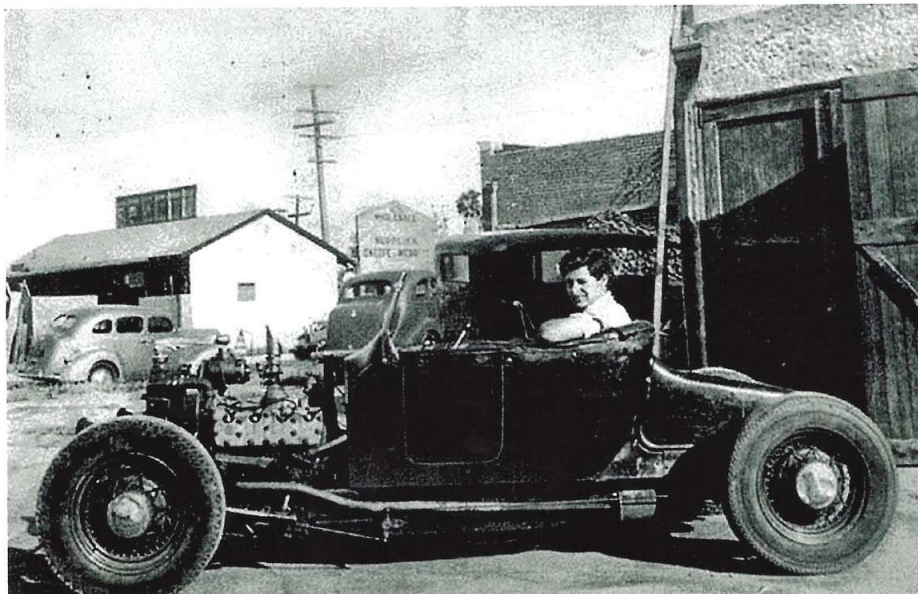
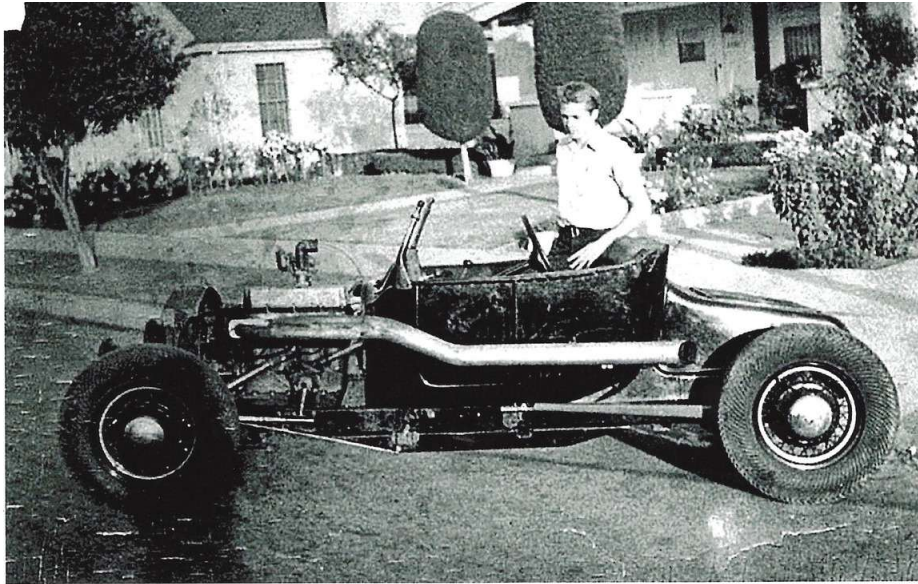


*Ed Iskenderian in his T Roadster*

**JUNE, 1948**

**25c**

Two iterations of the Athan/Iskenderian roadster. In the top photo with John Athan the car is still configured with a Rajo-headed four-banger, its original champ car-style exhaust, and first Ford Model T "turtledeck" bodywork. The shot below shows the same car with Isky aboard, the banger now replaced with a stock 1936 Ford Flathead V-8 and junkyard fresh, although virtually identical. Later Isky would build a new frame using Essex rails and install OHV heads.



# Hot Rod of the Month

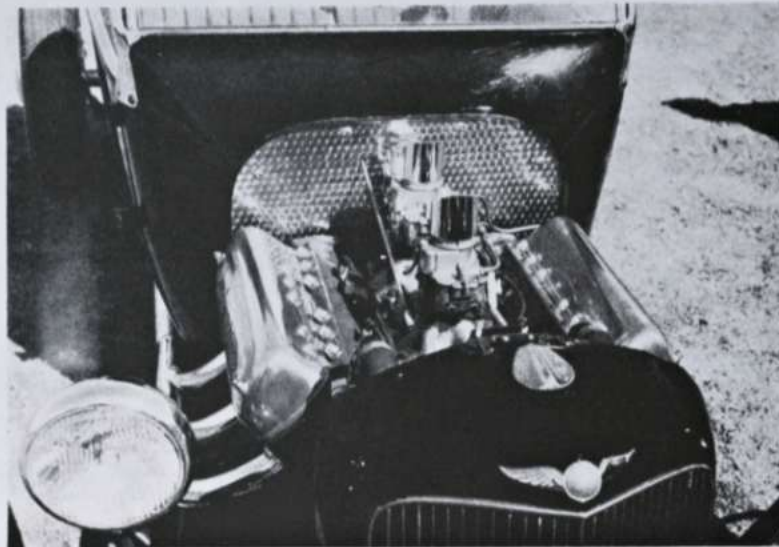
Ed Iskenderian's T-V8 is an excellent example of craftsmanship on the part of hot rod builders. Ed not only did much of the custom work on the car's body but on the engine as well.

Iskenderian, a native Californian, was born in Tulare, moving to Los Angeles at the ripe age of one year. There he went through school, graduating from Dorsey High.

Long before leaving school, Ed began to work with cars. At 14 he did his first experimental engine work, tinkering with model T's, at that time considerably less expensive than they are today. When he was 16 he built his first hot rod, a Fronty T. After that he put together an 8 spark Multi-Flathead. (Riley equipped.)

The following year Ed decided to turn his attentions to V8's. It seemed that T cranks broke too often and too easily for the young mechanic. His first V8, however, was in a T body. In 1939 Iskenderian ran his V8 roadster at an S.C.T.A. meet on Harper Dry Lake, clocking 97 mph.

Ed built the cover car in 1940. Probably the most outstanding feature of the car is the Maxi Overheads, which Ed rebuilt to his own specifications. He made his own head covers, also filled the combustion chambers to suit the new setup. The block is '32 Ford. The roadster is running a Navarro dual manifold. Cylinders are bored to Merc. Engine is ported and relieved. Body work was done by Jimmy Summers. (Ed put on the finishing touches with a change here and there.) Also of his own design are the copper head gaskets which take



Top view of the engine shows overhead valve covers and scrolled firewall.

him two days apiece to build. The distributor is a Zephyr. (Ed did the converting.) The cam, of course, is Iskenderian. For the upholstery work, he finally had to get outside help. Laddie Jerbeck did the interior.

This car turned 120 mph at a Western Timing Association meet at El Mirage. Ed hopes to better that time in dry lakes competition in the near future. For the lakes he runs 600x16's on all four wheels. The car has a 3.78 rear end. Hydraulic brakes are a safety feature. The

attractive grill is made from the grills of two 1934 Pontiacs. (The top halves were cut off and fused together.) Steering is by Franklin. The car has Essex frame rails. Ed uses streamlined airplane struts for light brackets. The rear end suspension is '32 Ford with housing reversed (placing spring ahead of axle, lowering car a few inches).

Just one year ago Ed was married. He and his wife, Alice, are now the proud parents of a son, Roland. Right now Ed is biding his time 'til he can check Roland out in his hot rod. Mrs. Iskenderian thinks that the car is definitely not meant to be used by women with long hair. "I just finish getting all dressed up for a party, with my hair done up just so and . . . half a block's ride in the car finds my hair right back down in my face."

The car is nicknamed "La Cucaracha," a title jokingly given it in 1940 by a Mexican sheriff. The name has stuck with it ever since the Mexican trip.

Ed, a one-time cycle fan, drives his own car at dry lakes time trials. Years ago his hobby was radio building. However, he gave it up to devote all of his spare time to car building. Today Ed Iskenderian spends all of his time in automotive work. He manufactures Iskenderian custom cams in Los Angeles.

The June Hot Rod of the Month rates admiring comment wherever it goes. But, believe it or not, Ed bought the whole '24 T from which the body was made for only \$4.00. That was in 1939. Just try to buy it now.



Interior has well-equipped dash with tachometer mounted in steering wheel bracket.

## 25 YEARS OF HOT RODDING/STREET



PHOTOGRAPHY: JOHN LAMM

### OLD ROADSTERS NEVER DIE

*Ed Iskenderian is famous for never throwing anything away. He's kept this old roadster in running condition since his last year in high school*

**By Steve Alexander** ■ In June of 1948 I was two years old and Ed Iskenderian was on the cover of Hot Rod Magazine. Isky's '24 T roadster had been featured as "Hot Rod of the Month" in that issue, being displayed as "an excellent example of craftsmanship on the part of hot rod builders." Twenty-five years have passed since that issue of Hot Rod hit the stands. I've acquired one gray hair since then, but Ed Iskenderian still has a full head of black hair. And he's still got that '24 T sitting in his Gardena, California, shop.

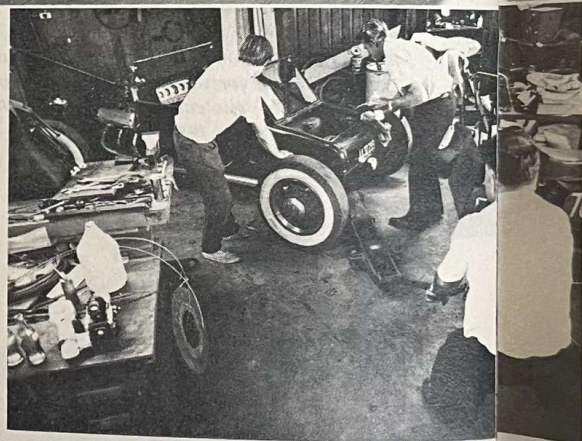
When the time came to put together this silver anniversary edition of Hot Rod, we decided to ask Isky to fire up the old

roadster and take it for a ride around the block. Just a little something for old time's sake. He was quite receptive to the idea, said to come on down the next afternoon.

The next afternoon found us walking through the Iskenderian cam factory and out the back door to a smaller hangarlike building. We passed the "RESTRICTED AREA: AUTHORIZED PERSONNEL ONLY" sign and into a giant room full of engines, motorcycles, drill presses, engine stands, heads and manifolds, a sandblaster, boxes full of pistons and parts, a lawnmower, a soft-drink machine, an old record player and more "stuff" piled high. We made our way past son Ronnie's plastic-bodied roadster and then Isky walked over to the back wall, took the cigar out of his mouth and flashed an incredibly wide grin. The roadster sat there with its paint dull and chrome pitted. Isky's grin turned to a frown. "You guys wait here while I get some polish," he said, disappearing into the pile of parts and equipment.

He soon returned with a can of polish and a few rags and started wiping off the two years of dust and corrosion that had gathered since the rod was last run at OCIR's Antique Nationals. The rod had turned an 86 through the quarter that day. As he wiped it down we talked about the car.

The hot rod had been built during Isky's last year in high school—around 1940. It's a T roadster sitting on Essex rails with



a complete '32 Ford V8 engine and drivetrain. It uses early (very early) Plymouth hydraulic brakes and Franklin steering and has an Auburn dash and gauges. Dayton Aristocrat 5.50-16 tires ("We bought them just after the war") are used up front, with 6.00-16 U.S. Royal Deluxes ("Bought 'em new 32 years ago") on the rear. Kelsey-Hayes wire wheels are used all around.

But the motor in this thing is what we'd really come to see. It's a Maxi semi-overhead conversion. These heads were the hot setup in 1940, since the full-overhead Ardun conversion had yet to be invented. The Maxi heads had been developed during the Thirties for use on trucks, which had a tendency to overheat

under stress conditons. To remedy this problem, the Maxi heads offered a valve configuration in which the intakes were placed in the heads while the exhausts remained in the block. This gave better separation and flow for the water passages and therefore better cooling characteristics. The head gaskets had to be handmade from solid copper, a four-day job that was last performed 25 years ago. Sitting atop the heads are cast-aluminum rocker covers, made by Isky himself, with the word "Iskenderian" chiseled in script.

The rest of the motor is incredibly classic. Jahns pistons are used with a Vertex mag and an Edelbrock (Vic Senior) manifold sprouting three Stromberg 97s. Of course it's got an Iskenderian cam. The exhaust system is 30 years old and chromed.

While a fresh battery was being hauled in from another part of the shop, we got Ed to reminisce and soon came to the realization that his car was completely handmade:

"It wasn't so much money in those days. You couldn't get out and buy the stuff you needed, even if you had the dough. A little welding and a lot of work, that's what it took. Actually this car cost me about \$1000 to build. The upholstery cost me \$60 for the leather and \$40 to have this guy, Laddy was his name, stitch it up. Some of the work on this body was done by Jimmy Summers; he was a real hot-shot in those days."

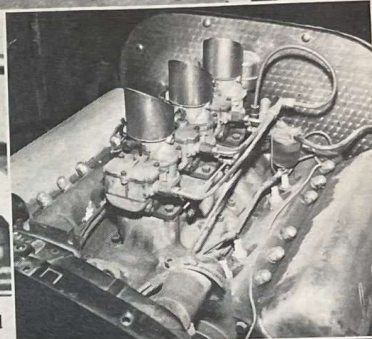
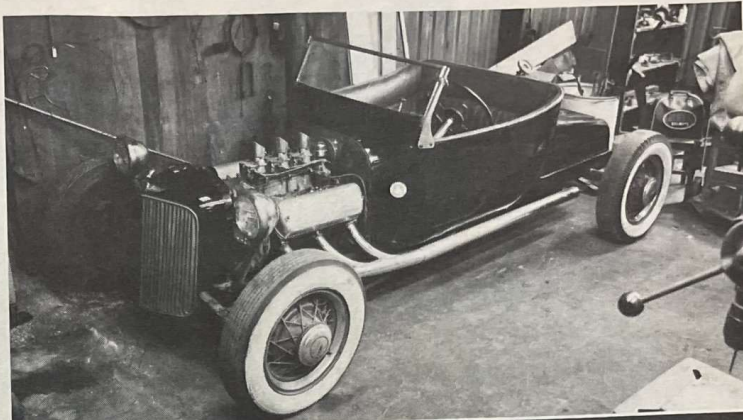
The car was built when Ed was 19 years old, dividing his time between finishing high school, working as a machinist and building the roadster:

"Got a little behind in school, you know. Had to work to afford some of this expensive stuff . . . like tires."

I asked him if he had any particularly fond memories of the car:

"Oh yeah. We went to Ensenada, Mexico, once and ran it on the beach. Actually it was the forerunner of this one. It was still a flathead. Well, we drowned it out a few times. Had to call a few boys over to help us get it out of the sand. You see, each wave would come in and the car would sink deeper into the sand."

The battery finally arrived and was hooked up. Isky leaned over the body and hit the starter button. Sputter. Sputter. It wouldn't spin. We rocked it in gear in an attempt to free the motor and tried to spin the starter again. Sputter. Sputter. Nothing. We decided that one of those 25-year-old head gaskets might have given out, so the plugs were pulled and checked for water. Sure enough, one cylinder contained water, which was promptly pumped out by spinning the plugless, and therefore compressionless, motor. The plugs were reinstalled. Isky jumped into the car and hit the starter. Varoom! Rump. Rump. It was running. And Ed Iskenderian pulled



the cigar from his mouth and flashed another one of his incredible grins.

It took four guys and a floor jack to maneuver the old rod out the door. Once outside, Isky punched it, laying two narrow patches of rubber out the driveway and around to the front of the shop.

While the car was being photographed out front, Ed did a little more reminiscing:

"You guys can't appreciate it. In those days we kept the car in a garage on an alley. Every time we pulled out of the alley, the cops would be right behind, 'cause they knew we were gonna go race."

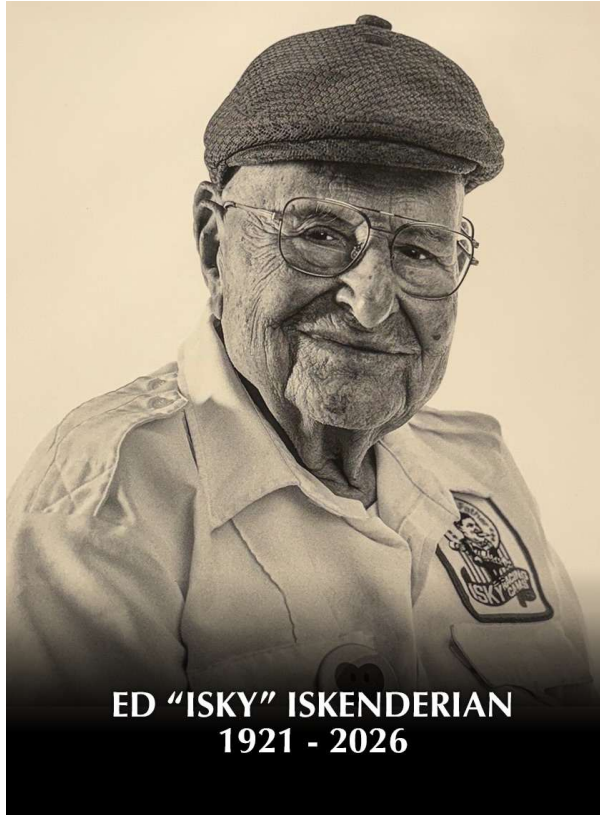
"Were you ever arrested for racing?" I asked.

"Well, I went to jail for five days once for speeding and that pretty much cooled it."

To complete the photo session, we asked Isky to run the old roadster around the block for us. He obliged, even though it hadn't been registered since 1951. We got our pictures, said good-bye and headed back to the office.

As I drove back to the office I found myself suffering from a bad case of nostalgia for an era I had never known. I could only fantasize what it must have been like that day in 1942 when Isky and his roadster were timed at 120 mph at El Mirage. Incidentally, Ed Iskenderian still has that Western Timing Association plaque, presented to him at the lakebed that day, attached to the dashboard of the '24 T roadster. ■ ■

**"Every time we pulled out of the alley, the cops would be right behind, 'cause they knew we were gonna go race."**



**Edward "Isky" Iskenderian**  
**July 10, 1921 – February 3, 2026**

Beloved Hot Rod Pioneer, Entrepreneur, Mentor, and Industry Legend Edward "Isky" Iskenderian — a towering figure in American automotive culture, affectionately known as the "Camfather" — passed away peacefully at the age of 104 after a life that irrevocably shaped hot rodding, drag racing, and the performance aftermarket.

Born on July 10, 1921, in Tulare County, California to Armenian immigrant parents, Ed's passion for speed, engineering and innovation was evident from an early age. A lifelong tinkerer and enthusiast, he built his first hot rod, a Model T roadster, during his teens — a machine he would later race at more than 120 mph on the dry lakes, foreshadowing a career of performance and ingenuity.

After serving with the U.S. Army Air Forces in World War II, Ed returned to Southern California and founded what would become Isky Racing Cams, starting with a single, self-built cam-grinding machine. Through decades of innovation — from pioneering new camshaft profiles to introducing contingency awards and professional sponsorships in drag racing — Ed helped define how racing engines were built and marketed. His relentless curiosity, mechanical brilliance, and larger-than-life personality earned him a place among several Halls of Fame including the SEMA Hall of Fame, the Motorsports Hall of Fame and Chevrolet's "Legends of Performance" and he inspired generations of racers, builders, and enthusiasts worldwide.

In 1963, Ed was elected the first president of the Speed Equipment Manufacturers Association (now SEMA) and helped to unite and grow the performance aftermarket industry. His influence extended far beyond camshafts; he was a mentor, friend, ambassador, and storyteller — always ready with a technical insight or a humorous anecdote about the sport he loved.

Ed's legacy touches every corner of the performance automotive culture. Not merely for the parts that bear his name, but for the spirit of innovation, dedication, and community he championed. He remained an active, beloved figure at car shows, races, and shop gatherings well into his centenary years.

He is survived by his children Richard, Timothy, Amy, eight grandchildren, three great grandchildren, his brother Ben, countless friends he made along the way and a global community of racers and builders who will carry forward his vision of speed, craftsmanship, and passion.

