



Road Angels Tailpipes

Monthly Newsletter of Who, What, Where & When

From the Prez

As always, welcome to this month's issue of the Tailpipes.

The Events Committee under the leadership of Eric Brand, organized and conducted an excellent Club Banquet. It was a great event including food and comradery. Congratulations and thank you Eric and Committee for a job well done!

Our cruise nights will begin again on April 10, 2026. As usual, we will have a DJ, Club Members selling 50/50 tickets and the Dublin Volunteer Fire Company will once again be selling hot dogs, hamburgers, steak sandwiches, etc. Refer to page 4 of this Newsletter. Mark your calendars. We look forward to seeing you there.

We are already planning our 2026 Car Show on July 26, 2026 at the Dublin Volunteer Fire House Property. Hope to see you there. Stay in touch for updates.

The Club agreed to bring a canned food good to our meetings each month to be donated to the Food Larder at the Grace Church in New Britain. This month, we collected **126 pounds** of food and goods. With an Annual GOAL of 1,500 Lbs. In 2025, the club donated **1,586 lbs.** Way to go Road Angels and **THANK YOU** for your continued support!

Thank you for your continued interest in the Road Angels of Doylestown and, of course, your support as we strive to support local non-profit organizations. Due to yours and our sponsors support, this year, the Club was able to donate approximately \$10,000 to several local charities and organizations



These 5 Hot-Rodders Forged the Legacy of the Flathead

[Brandan Gillogly](#)

19 September 2024

Brandan Gillogly

In the early 1900s, horsepower was almost exclusively for the Gatsbys of the world. Ford's flathead V-8, introduced in the depths of the depths of the Great Depression, changed all that. But it needed some help from car obsessives, who went on to invent what we now know as hot-rodding. Learn about them below, then check out Preston Lerner's deep dive on the Flathead and its impact [here](#).—Ed.

While it's not without its flaws, the Ford flathead V-8 marked a significant milestone in the history of American performance. Ford's mass production of the flathead opened up racing to a whole new audience and helped an industry flourish. Ford wasn't alone, however, as the factory-built flathead was just a building block. Several individuals, through their own innovation and business acumen, were able to build flathead V-8s to horsepower levels that pushed boundaries of speed, developed a massive segment of our hobby, and forged long-lasting businesses, many of which are still with us today. Here are five pioneers of the aftermarket that used the flathead V-8 to cement themselves and their companies in American culture.

Ed Winfield

Magnifico

1901-1982

Known as "The Father of Hot-Rodding," Winfield got his first job in a blacksmith shop when he was just eight. By the time he was 11, he was stripping down the neighbor's Model T to shed weight and make it faster. Two years later, he was working on carburetors in Harry A. Miller's Los Angeles shop where Barney Oldfield's groundbreaking Golden Submarine race car was being built. With a knack for machinery and an intimate knowledge of engines, Winfield started his own carburetor company in 1919 and began grinding cams the following year. His carburetors were used on eight of the ten Indy 500 winners from 1933-1946, the only exception was Wilbur Shaw, who had won with a Winfield-fed Shaw/Offenhauser engine in 1937 and switched to Maserati power for his wins in 1939 and 1940. Winfield did it all, from serving as a riding mechanic and racing at Ascot Speedway to working with major automakers in developing engines. Winfield also helped a young Ed Iskendarian with cylinder head work. He was inducted into the Indianapolis Motor Speedway Hall of Fame in 1983 and the Motorsports Hall of Fame in 2011.

Vic Edelbrock Sr.

Magnifico

1913-1962

Already an established mechanic, Vic Edelbrock Sr. designed the Slingshot intake manifold for flathead Ford V-8s in 1938 and tested it on his own 1932 Ford roadster on Southern California's dry lakes. After WWII, Vic moved into a new shop in Hollywood and designed his first cast aluminum cylinder head for flathead V-8s. Also in 1946, Edelbrock created its first catalog of speed parts, and soon its products were found on cars competing in virtually every form of racing, whether it was on the 1/4-mile, on circle tracks, or America's dry lakes. His son, Vic Jr., took over the business after his passing and expanded the business to include fuel injection and superchargers. Vic Jr. passed away in 2017, but the company continues to make performance parts. To this day, the company makes Victor and Victor Jr. cylinder heads and intake manifolds that keep their legacy alive.

Stu Hilborn

Magnifico

1917-2013

Born in Canada, Hilborn came to southern California in time to graduate high school and attend junior college in Los Angeles before enlisting in the Army Air Corps (you're going to notice a trend here). While working on aircraft, Hilborn began scheming up a new way to feed fuel to engines, and once he was back in Southern California, he built a dry lakes racer that would prove his constant-flow fuel injection could compete and win against carburetors. The sleek racer was the first to eclipse 150 mph on the dry lakes and graced the fourth cover of Hot Rod magazine in April, 1948. Hilborn continued to modify and improve his fuel injection design, and in 1952 Bill Vukovich drove the Fuel Injection Special in the Indy 500, where he led 150 laps and was just nine laps from the finish when a steering issue sidelined the car. That was tough luck for Vukovich, but 22-year-old Troy Ruttman passed him and took the win. Ruttman, like Vukovich, was running Hilborn fuel injection, as were the remaining drivers on the podium. You can think of Hilborn's mechanical fuel injection taking over for Winfield's carburetors, as the individual throttle body system became the induction of choice for America's top racers, dominating the Indy 500 for decades, claiming 34 victories along the way. Hilborn stacks appeared on road racers of all kinds, and the company's two-port units could be found atop supercharged drag cars as well, but it all started with the dry lakes flathead.

Alex Xydias

Magnifico

1922-2024

[Alex Xydias passed away earlier this year at the age of 102](#), leaving behind an impressive legacy of business achievement and generosity. His name is synonymous with the So-Cal Speed Shop, the Burbank speed equipment emporium he founded after leaving the Army Air Corps in 1946. The most famous product of that enterprise is the iconic belly tank lakester that graced the January 1949 cover of Hot Rod magazine after it ran using Ford V-8-60 power. The So-Cal Speed Shop followed on the success of the lakester with a sleek streamliner that would go on to be powered by a Mercury flathead that would push the car to 210.8962mph, the fastest time of Speed Week 1950, earning Xydias back-to-back spots on the coveted Hot Rod trophy, and the first in excess of 200mph.

Xydias forged relationships with speed parts manufacturers and helped get race-winning parts into the hands of southern California hot-rodders through his shop, but So-Cal Speed Shop also sold parts across the country through its mail-order catalog, using the fame of his racing success to get more enthusiasts involved by proving what the flathead was capable of.

Ed Iskenderian

Magnifico

1921-

Ever a hot-rodder, Ed Iskenderian's T roadster was and continues to be an influential build, but there's a reason he's known as the Camfather. Shortly after returning from United States Army Air Corps service during WWII, Iskenderian was eager to return to building engines, particularly flatheads, but the booming demand vastly exceeded supply. He didn't waste time waiting for other cam grinders to catch up. Instead, Isky, already experienced with tool and die work, purchased a machine and converted it to grind cams. Not only were his camshafts effective, but Isky was a talented marketer, coining the term "5-Cycle Cam" to describe his camshafts that used valve overlap and the escaping exhaust gases to scavenge the incoming intake charge. In addition to his many pioneering valvetrain advancements, Isky is also credited with selling logo t-shirts before anyone else. Iskenderian cams are still used by some of the quickest and fastest racers today.

Upcoming Car Events

March 21 & 22, 2026
Saturday, 9:00 AM – 7:00 PM
Sunday, 9:00 AM – 4:00 PM
East Coast Nationals
Greater Philadelphia Expo Center
100 Station Ave., Oaks, PA

SAVE THE DATE!

J U L Y 26, 2026

"Road Angels Car Show"

Location...

Dublin Vol. Fire Company, Dublin PA

Want to volunteer for Show Setup on July 25? Or Help on Day of Show? Call Al Tursi at 267-893-9796 or email altursi@gmail.com

Become a Road Angel

Benefits of Joining THE Road Angels Club

- ***Our Club is a great way to connect with like-minded enthusiasts***
- ***Our Club helps charities on a group level; sponsorships***
- ***Your social life will improve immeasurably through group events and socials***
- ***You'll have an incentive to look after your car***
- ***Community involvements***
- ***Going to other car shows as a Club, with friends / families***
- ***You will be part of our Annual "Run with The Angels" Car Show***

So much more: camaraderie; family socials; road trips!!

For more info please contact our President, Al Tursi, at altursi@gmail.com or 267-893-9796

"We will be looking forward to meeting you!"



**Road Angels Members
Nate Powers' 1932 Ford**

**Road Angels Members
Mike Rumpf's 1968 Camaro**



Celebrations



Donna Spalter – January 12
Tom Spalter - January 24
Glenda Goscinsky – January 30

Christine Sanders – February 4
Wally Stronski – February 10
Jann Tursi – February 10
Bill Bell – February 11

Paula Hocker – February 12
Judy Wholf – February 13
Cynthia Kaiser – February 17
Rich Kelly – February 18



Wally & Rosalie Stronski – February 28

Mark Your Calendars

~ 2026 Cruise Nights ~

The Road Angels had a very successful Cruise Night season for 2025 hosted by the Dublin Volunteer Fire Company. Thank you Dublin Volunteer Fire Company. The following are dates for the Cruise Nights in 2026 all located at the Dublin Volunteer Fire Company, 194 N. Main St., Dublin, PA:

April 10 – 4:00 – 7:00 PM

May 8 – 5:00 – 8:00 PM

June 12 – 5:00 – 8:00 PM

August 7 – 5:00 – 8:00 PM

September 11 – 4:00 – 7:00 PM

October 9 – 4:00 – 7:00 PM

Food, as always, will be provided by the Dublin Volunteer Fire Company. We look forward to seeing you there. As always, thanks for your continued support.

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