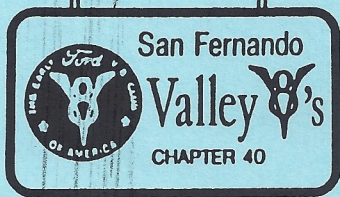
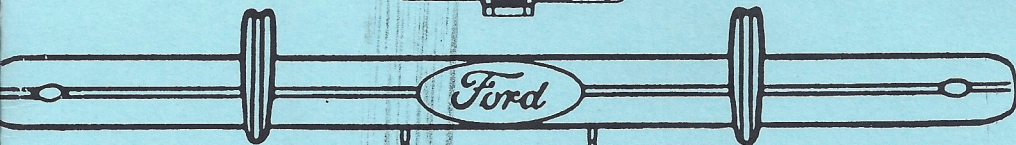
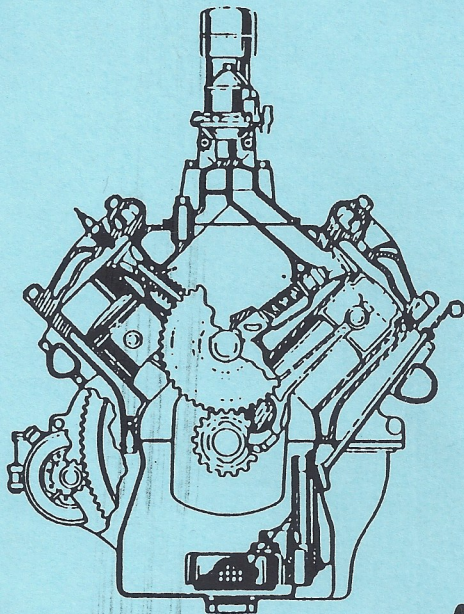




November 1999

*Our 29th Year*



*Drive Lines*

# The Valley V-8's

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## 1999 Officers

President	Rose Gott	(818) 767-6153
Vice President	Don Stout	(818) 998-7054
Secretary	Patti Smith	(818) 368-5890
Treasurer	Lesley Littner	(818) 597-9016
Tours	Steve Boskovich	(818) 341-6876
Programs	Dennis Keene	(323) 665-1363
Publisher*	Dick Smith	(818) 368-5890
Editor	John Kemmerer	(818) 843-2138
Membership	Jerry Littner	(818) 597-9016
Raffles	Craig Lapair	(818) 893-1640
Tech Advisor	John Wolf	(818) 789-6201
Accessories	Al Rohrer	(818) 345-3721
Social Secretary	Virginia Wolf	(818) 789-6201
Ladies Gifts	Edy Cowan	(818) 366-5530

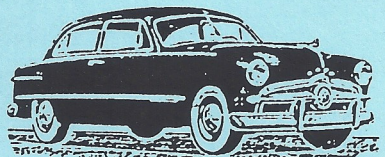
\* appointed

Meeting 1<sup>st</sup> Tuesday 7:00 p.m. Baker's Square  
Chatsworth & Zelzah, Granada Hills, California

The *DRIVE LINES* is published by:  
The San Fernando Valley, Chapter 40  
of the EARLY FORD V-8 Club of AMERICA

**Mailing Address:**

Valley V-8's  
545 North Keystone St.  
Burbank, CA 91506



## PRESIDENT'S MESSAGE

Wow! Do you realize that, as you read this, there are only sixty-plus days left in 1999? We will not only begin a new year, but a new century.

I know every one of you is busy and will be more so in the next several weeks. Please be sure to save the dates for our last two tours of the year: Oct. 30 is the Pasadena Museum Tour and November 5 & 6 is the tour to C & G and the overnight in Temecula.

On December 5, we will have our annual Holiday Dinner Party at the San Antonio Winery. More details later.

We still need to fill the positions of Editor, Tour Director, and Program Director. For those of you that have never served on the Board, I can assure you that it is fun and rewarding. There are many in the Club willing to help you learn what is required for the position. Something to think about:

**IF EVERYBODY WAITS FOR SOMEBODY  
TO VOLUNTEER FOR THE JOB, NOBODY  
WILL DO IT!**

We may have to do without a newsletter if we don't get an Editor. Is that what we want? On November 2, you will be voting on our slate of officers for the new year. Please be there.

Sincerely,

Rose

SECRETARY'S REPORT  
OCTOBER 5, 1999  
PATTI SMITH

Sorry I had to miss the last meeting. A special THANKS to Edy Cowan for taking notes for me.

New Members: Tom and Wendi Potter.

The Eastern National Meet, The Golden Celebration of the 1950 Ford, is selling raffle tickets for a 1950 Ford. Tickets are 6 for \$5.00. See Joe DiFatta to purchase.

The Valley V8 Board for 2000 has several positions still open: Programs, Secretary, Tours, Editor and possibly Treasurer. This is a great opportunity for you to get involved with the club. Remember the club is only as good as YOU make it. Call Rose Gott for further details or to volunteer.

Christmas Party, Sunday, December 5th, at the San Antonio Winery in Los Angeles. The cost will be \$20.00 each with the club picking up the balance. The party will start at 6:30PM. Dinner choices will be either Chicken Marsalla or Fresh Fish.

November 6 & 7, is the tour to C & G Early Ford Parts in Escondido on Saturday, then on to Temecula for Saturday night and Sunday. Joe and Steve have a great weekend planned. Call Joe DiFatta or Steve Boskovich

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to RSVP. The group will be staying at the Ramada Inn 909/676-8770; ask for Anita. Our reservations are under the Valley V8 Ford. Rooms are \$79.00 per night.

Program: Dennis Keene. Tonight was a survey to gather ideas for future programs and tours. Participants received a prize.

Ladies Door Prize: Gerry Blackwell and Edy Cowan.

Name Badge: No winner this month, next months prize will be \$40.00.



## MEMBER POINTS STANDINGS

Members with 20 or more points are listed

Blackwell, Blacky	22
Boskovich, Steve	28
DiFatta, Joe	32
Durkee, Don	31
Gott, Dave	27
Jensen, Jerry	21
Keene, Dennis	20
Rhorer, Al	26
Smith, Dick	25
Stones, Dick	28
Wolf, John	29



Welcome to new members, Tom & Wendi Potter  
21545 Erwin St. # 107, Woodland Hills, 91367  
(818) 884-8019

# Christmas Party

DECEMBER 5, 1999

SUNDAY 6:30 p.m. to 9:00 p.m.

VINTAGE ROOM

## San Antonio Winery

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\$20 each, member, or guest...includes donation

Name(s) \_\_\_\_\_

Choose:

Chicken Marsala \_\_\_\_\_

Fresh Salmon \_\_\_\_\_

DEADLINE November 15<sup>th</sup>

XXXXXXXXXXXXXXXXXXXXXXXX

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May 21st thru June 3rd, 2000

Fourteen days of pure back country touring and sightseeing thru Arizona, New Mexico, and Colorado.

Some of the sights we expect to see are:

Sedona and Oak Creek Canyon, Biosphere 2,  
Petrified Forest, Historic Tombstone, Ariz.,  
Canyon De Chelley National Monument,  
General Patton Museum,  
San Xavier Del Bac Mission,  
Tonto Natural Bridge State Park,  
Carlsbad Caverns, Mesa Verde Nat. Park,  
Durango to Silverton Narrow Gauge Railway,  
Chiricahua National Monument,  
A vintage Wrecking Yard, and much, much more!

Average Daily Mileage: 200 miles

The weather should be fantastic,  
so get out your early Ford V-8 and join us!!!

Call for detailed itinerary: Jay or Sylvia Harris

760-728-0311

(No calls after 8:00PM please)

RSVP Required (by April 15, 2000)

(Limited modern car participation)

☒☒☒☒☒☒☒☒

See You at Baker's Square November 2nd

# CARS & GAS

Although it would be 1893 before Frank and Charles Duryea introduced the first American gasoline powered motor vehicle, the Congressional Record of 1875 contained a warning:

*"Experiments are underway to use an engine to propel a vehicle. ... It may someday prove to be more revolutionary in the development of human society than the invention of the wheel, the use of metals or the steam engine. ... The dangers are obvious. ... Horseless carriages propelled by gasoline engines might attain speeds of 14 or even 20 miles per hour. The menace to our people of vehicles hurtling through our streets and along our roads and poisoning the atmosphere would call for prompt legislative action even if the military and economic implications were not so overwhelming."*

David Dunbar BUICK should have stayed in bathtubs. His invention of the process of fusing porcelain onto cast iron earned him the unknown gratitude of everyone who has ever cleaned a bathroom. But he left the plumbing business when he fell in love with the internal combustion engine. Although his new company did develop a car, and the overhead valve, Buick went bankrupt and sold out to William Crapo Durant, who created General Motors in 1908.



Louis CHEVROLET was a Swiss engineer in the bicycle business in France before coming to the U.S. to race Fiats. He teamed up with Durant in 1911 to form the Chevrolet Motor Co., but walked out two years later after the two clashed. Chevrolet wanted the car bearing his name to be a classy, quality vehicle. Durant wanted something to challenge the



Model T Ford, although he wanted Chevrolet's name for its "musical sound and the romance of a foreign origin." Durant prevailed and Chevrolet went back to racing and became the only man to design two successive Indianapolis winners.



OILZUM hummed to fame in 1906 when race driver Fred Marriott used the oil in his Stanley Steamer and broke the world speed record by reaching 127 mph at Ormand Beach, Florida. The oil had been created the year before by White & Bagley. A bucktoothed Oilzium Kid with big ears appeared with the oil at its debut, but grew up just five years later to become the handsome driver now on the can.

ROUTE 66 was more than a road on a stretch of land. It was a highway of dreams for many people living in the rural Mid-West. It was a business boom for many of the small town shops and stores. Born in 1928, along with a host of other new Federal routes, it was sometimes called the Gateway to the West, and some people joked that it was a one-way route. Frank Lloyd Wright once remarked: "Route 66 is a giant chute down which everything loose in this country is sliding into Southern California."







# The Early Ford Club of America

Wayne Taylor  
National Secretary/Treasurer

P.O. Box 73  
Napa, CA 94559-0073  
Phone/Fax (707) 255-1571

October 17, 1999

Dear Early Ford V-8 Members,

The following are the highlights from our October 16, 1999 National Board meeting.

- ♦ The 2000 Eastern National Meet scheduled for June 7-10 in Charlotte, N.C., will use the Hampton Inn & Suites (in Concord Mills) as the host hotel. Registering for the Meet is a pre-requisite to securing your hotel reservations.
- ♦ In addition to the 2000 Western National scheduled for August 16-20 in Albuquerque, New Mexico, there will be a National Tour to Lake Tahoe scheduled for May 30 to June 2, 1999. (Note: I'm told the elevation in Albuquerque insures a very pleasant August temperature) Both events should warrant your serious consideration. Watch for more information in your *V-8 Times*.
- ♦ Book status:
  - 32 book update/reprint should be available in late 2000.
  - 37 book progressing well, but no release date projected yet.
  - 38/'39 book still in progress.
  - 40 book update/reprint authorized by the Board.
  - 41-'48 book chairman selected.
- ♦ A re-work of the computer program servicing our membership data base is nearing completion. It will not only be Y2K compliant, but will give us much more flexibility to better serve our membership. Note: Did you use the card in the center of your July/Aug *V-8 Times* to record any changes in your roster information? Is your car(s) information in the "new legend" coding? If you answered no to either question, we need your help now! Only changes or corrections are needed. Also, please note that there is no truth to the rumor that your information will be on the "Web".
- ♦ Good news! Our membership count is now up to 9,210.
- ♦ Another new Regional Group charter request was approved. They are the "Central New York Flatheads, R.G. #155", and are based in Brewerton, NY.
- ♦ The National Board Installation Banquet is set for January 22, 2000. It will be held in the 1935 Ford building in San Diego's Balboa Park. This will be a "don't miss" event! See your Sept/Oct *V-8 Times*, page 49, for more details.

I hope to see you there.

Sincerely,

\*\*\*

**SOFT SPICE BARS**

\*\*\*

- 3/4 cup butter or margarine, melted
- 1 cup plus 2 tablespoons sugar, divided
- 1/4 cup molasses
- 1 egg
- 2 cups all-purpose flour
- 2 teaspoons baking soda
- 1 teaspoon ground cinnamon
- 1/2 teaspoon ground cloves
- 1/2 teaspoon ground ginger
- 1/2 teaspoon salt

In a mixing bowl, combine butter, one cup sugar and molasses. Beat in egg until smooth. Combine flour, baking soda, cinnamon, cloves, ginger, and salt; stir into the molasses mixture. Spread into a greased 15 X 10 X 1 inch pan. Sprinkle with remaining sugar. Bake at 375° for 10-12 minutes or until lightly browned. Do not over bake. Cool on wire rack before cutting.

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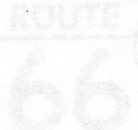
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★

## From the rearview mirror V-8 TIMES ... September, 1982:



On March 18, 1953, I celebrated my sixteenth birthday by getting my driver's license. This picture appeared in the Baker, Oregon, high school annual that year. Any coincidence between the year 1953 and the message in this issue is intentional.

The three National Meets this summer were fun, beautiful, full of neat Fords and neat people. They were absolutely great. The meet chairmen, various committee chairmen, chief judges and all the many workers and helpers are to be congratulated and thanked very much for all those jobs well done. My family and I were fortunate enough to attend all three National Meets this year and we were honored by the gracious hospitality we received in Charlotte, Kansas City and Olympia.

Elsewhere in this issue is a ballot for you to indicate your mandate to your National Board regarding the inclusion of

1949 through 1953 Ford vehicles.

The Early Ford V-8 Club of America represents the Ford factory production, flat cylinder head, V-8 engine. It is not a suspension, body, interior and so-forth club. Logically, the '49 to '53 year V-8's are more appropriate in the Club than are the four and six cylinders that are now included in the Club.

Inclusion of the '49 to '53 years will attract new members who have, or are interested in these years. Increasing membership numbers through '49 to '53 inclusion, will add numbers, strength, interest and vitality to Regional Groups as well as the National Club.

When the '41 to '48 years were included by National Board action, in late 1971, some members were worried that the earlier V-8's would not show up at meets and activities, because the '41 to '48 vehicles were easier driving. This has not happened as the earlier cars are more prestigious and therefore, are represented in adequate numbers. Including the '49 to '53 years will not change this.

Inclusion of the '49 to '53 will provide some fresh material for the V-8 TIMES. Increasing the club membership would give us a better price break on printing the V-8 TIMES.

There is a relatively plentiful supply of these cars and parts for the younger generation of collectors. They are more affORDable, too.

The Judging Standards Committee recommends the addition of the '49 to '53 products. The new judging rules, scoring sheets and awards can be applied to any year Ford or model. The Judges will come from the people who own them—just as they do now.

A '32 doesn't look much like a '42 or a '52. So then—what is the common denominator of the Early Ford V-8 Club? It's the flathead V-8 engine that we all know and love, whether it is the 221, the 239 or the 255 cubic inch variety. Including the other Ford product engines won't bother us that much. That already goes for the 4 bangers, the V-12's, the Flat 6's and the V-8 60's. So, an overhead 6 won't turn us on any less than a flat 6, a Lincoln overhead won't cause us any more pain than a V-12 and we won't lose any more sleep over a 337 Lincoln flathead, than we would over a V-8 60.

Only good comes from new people, new friends and new cars. This club is the PEOPLE who are in it. We *must* grow to progress and stay viable. Please vote yes to support the addition of the '49 to '53 Ford products to ensure the future of our club.



*Ed Warnock*  
ED WARNOCK  
National President

←←←←      ←←←←



## NOVEMBER BIRTHDAYS

3	David Gott
6	Ruth Spencer
9	Joan Sapper
9	Allen Franklin
12	Ann Miles
18	Joe Sammartano
19	Robert Zecher
23	Don Coyle
24	Jerry Case
25	Ernie Baily
29	Dorothy Sammartano



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**PARTS FOR SALE**

REAR AXEL & DRUMS FOR 46-48 FORD \$100; 46-48 FORD  
HOOD \$50 LARRY KEENE 818-506-4380

**CARS WANTED**

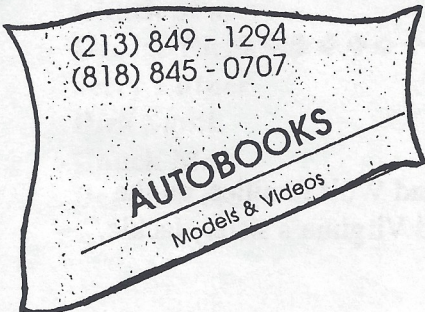
1932 THRU 1948 CONVERTIBLE ANY COND. ; 1932, 1933, 1934  
COUPE OR SEDAN; 1932 THRU 1940 COUPE PAUL SMITH  
MESA, ARIZONA 480-461-3891

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## Calendar

- Oct 30**                    **Pasadena Historical Museum tour**  
*Dudley & Julia Ochsner*
- Nov 2**                    **Meeting Baker's Square**
- Nov 6**                    **C&G ... Escondido tour**  
*Joe DiFatta & Steve Boskovich*
- Dec 3**                    **Piru Mansion Tour (Friday 2:00pm)**  
*Gerry & Bruce Blackwell*
- Dec 5**                    **Holiday / Installation Dinner 6:30pm**  
**San Antonio Winery Vintage Room**  
*Don Stout*



Our condolences to the Smith and Wolf families, on the passings of Richard's mother and Virginia's sister, Jackie.

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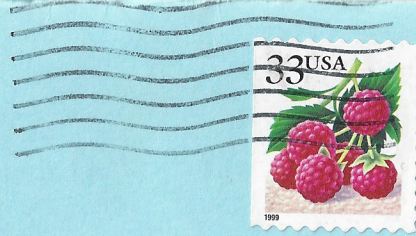
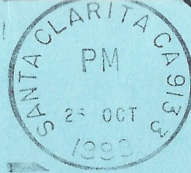
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# *The Valley* 's

## PAST PRESIDENTS

<b>Jim Rowe</b>	<b>1971</b>
<b>Doug Peterson</b>	<b>1972</b>
<b>Don Durkee</b>	<b>1974</b>
<b>Ed Warnock</b>	<b>1975</b>
<b>John Busk</b>	<b>1976</b>
<b>Chip Werstein</b>	<b>1977</b>
<b>Stan Marsraje</b>	<b>1978</b>
<b>Bill Culp</b>	<b>1979</b>
<b>Al Spencer</b>	<b>1980</b>
<b>Larry Caplan</b>	<b>1981</b>
<b>Bob Rose</b>	<b>1982</b>
<b>Don Durkee</b>	<b>1983</b>
<b>Paul Kirk</b>	<b>1984</b>
<b>Kent Lowry</b>	<b>1985</b>
<b>Dave Sanborn</b>	<b>1986</b>
<b>John Kemmerer</b>	<b>1987</b>
<b>Dudley Ochsner</b>	<b>1988</b>
<b>Jerry Jensen</b>	<b>1989</b>
<b>Jerry Jensen</b>	<b>1990</b>
<b>Joe Difatta</b>	<b>1991</b>
<b>Chuck Shubb</b>	<b>1992</b>
<b>Chuck Shubb</b>	<b>1993</b>
<b>George Richards</b>	<b>1994</b>
<b>Jerry Littner</b>	<b>1995</b>
<b>Dick Smith</b>	<b>1996</b>
<b>Chuck Mair</b>	<b>1997</b>
<b>Dennis Keene</b>	<b>1998</b>

# The Valley s



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