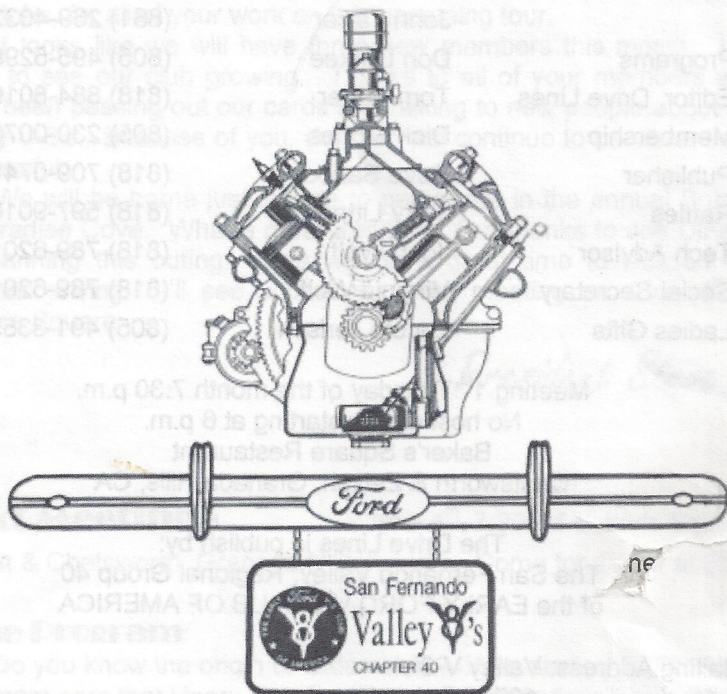




June 2002

"Our 32nd Year"



Drive Lines

The Valley V's

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Meeting 1st Tuesday of the month 7:30 p.m.

No host dinner starting at 6 p.m.

Baker's Square Restaurant

Chatsworth & Zelzah, Granada Hills, CA

The Drive Lines is published by:

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of the EARLY FORD V-8 CLUB OF AMERICA

Mailing Address: Valley V-8's

10745 Delco Avenue

Chatsworth, CA 91311

Cruisin' with Steve

Ah, top o' the mornin' to all you V-8 Lovers. As you read this newsletter, Sue and I will be traveling in Ireland. We hope to come home with lots of stories and memories of our trip to share with all of you. We'll be traveling with about 25 friends of ours. We hear that the Irish are very friendly and welcoming to visitors and I'm sure the pubs and villages will be lots of fun.

I am sorry that I won't be on the Back to Basics tour. I am envious of those of you who take advantage of this fabulous tour that John Farrar has put together. Have lots of fun and be prepared to share your experiences with those of us who could not attend. Thank you, John, for all of your work on this upcoming tour.

It looks like we will have three new members this month. It is great to see our club growing. Thanks to all of your members who have been passing out our cards and talking to new people about the Valley V-8's. Because of you, our club will continue to be vibrant and successful.

We will be home just in time to participate in the annual Brunch at Paradise Cove. What a great tradition! Our thanks to Joe DiFatta for planning this outing. This will be a great time to kick off our summer driving. I'll see you at our next meeting on June 4th at Baker's Square.

President Steve

Next Meeting:

June 4th, 7:30PM Baker's Square

Zelzah & Chatsworth, Granada Hills

Come for dinner at 6:30

June Program:

Do you know the origin of Oldsmobile? Who started REO? Who sold more cars than Henry Ford? Listen to **Dennis Erickson** tell us. Hear Dennis share his experiences chasing car parts. Find out why his motto is "If you can't buy it, build it." And he makes his own Merlot wine.

It seems that Ford drivers run on almost anything. Join in! J.P.

Why a V-8? Part II

John Farrar

We ended up last month noting how old Henry felt he didn't want anyone, even his son, to know that he was working on a mono-casting V-8 engine until he and his personally selected engineers proved it was feasible. The general consensus was that it couldn't be done. Even Charles "Cast Iron Charlie" Sorensen thought that a single-casting V-8 was impossible.

With that background, underlined by the urgent need to bring out something dramatic to essentially save the Ford Motor Company, Henry Ford himself, along with three trusted engineers, set to work to create the first V-8 powered low-priced automobiles. They worked secretly in the original Thomas Edison Laboratory building that had been moved to Greenfield Village in Dearborn in 1927.

The sales of the popular little Model A had plummeted from a high of nearly two million cars in 1929 to less than half a million in the first six months of 1931. While the Great Depression was intense, Henry Ford knew that it was more than the economy that was at fault. A good percentage of the market that had been Ford's was attracted to the new Chevrolet six cylinder cars. Ford had to do something and do it quick. The old master began to map a new plan.

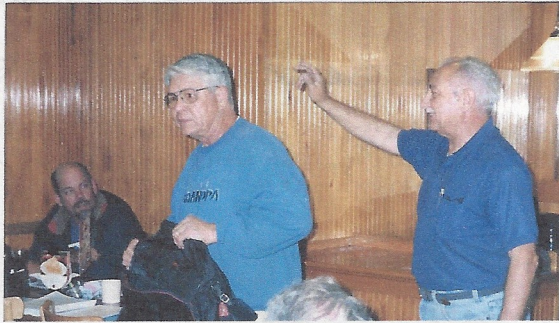
Henry wasn't satisfied to sit in a luxurious office and let others do the development. He always became personally involved. He had attempted to develop an X-8 engine, but it proved to be impractical for a number of reasons. Ford had considerable experience in building large V-8 engines following the purchase of Lincoln in 1922 and V-8 engines impressed Henry. Nevertheless, the idea of using a Lincoln type V-8 in lower priced Ford cars was impractical because of the high manufacturing costs. Lincoln engines (and virtually all other V-8's of that time) were cast and machined in several sections and then carefully bench assembled.

Henry was determined that a way could be found to build a low-priced V-8 car that would leave Chevrolet sixes eating the dust. Henry knew that he had to find a way to cast a V-8 in one piece including the block and the cylinders if he was to realize this dream.

In the summer of 1930 he sent a trio of his most gifted engineers to the Thomas Edison Laboratory in Greenfield Village to begin to develop his idea. One engineer was a young German-born fellow named Emil Zoerlein. The other two were Carl Schultz and Ray Laird. Laird went to the drawing board and laid out a small V-8 engine that could, in theory, be mass-produced. Schultz made a layout of the V-8
(Continued on page 14)

The Don and Joe Show The Auction of May 7, 2002

This one is probably best told in pictures. The big night was April 7th when the club met to raise a little extra money to help with our expenses and our support of charity work around the Valley. The idea is to donate items to the club. Then the club sells them at auction to the highest bidder. Now the trouble starts when you get two shy, retiring types like Don Durkee and Joe DiFatta as auctioneers at the same time.



Don said, "This one is worth at least \$35!" Joe, "I hear \$1, now I hear \$2." Steve, "You've got to be kidding."



Don, "This little baby will light up your whole yard! Even the whole neighborhood! We'll start the bidding at \$20." Nancy, "These guys should be on the late show." (Continued on p.4)

seat with a blanket. After changing out the engine ACUs and with fresh gas in the carb, he found it fired right up. He drained up the paint and drove it until 1978 when he decided to do a complete rebuild.

(Continued on p. 13)

Auction (Continued from p.3)



Ingvar, "I'll give you \$10." Don, "Do I hear \$20? President Steve, " Give me a break!" Gerry "Big Spender" Blackwell, "Has Blacky gone to the men's room yet?"



Joe, "Everyone needs one of these in their front yard." Don, "They do? What is it?" Steve, "Two, three, four...Do I have enough money left to get it?" Famous words from Don, "The paint job alone on this air cleaner is worth \$20!"

The club made over \$700 on donated goods. Let's hire these guys next year and double their pay! TP

Car of the Month:

Ron Batesole's '35 Deluxe Rumble Seat Five Window Coupe

Ron's old car hobby started in 1970 after spending his teen years working on cars with his father and friends. His first Ford was a '50 Deluxe Coupe, then a '57 Chevy was followed by a '41 Ford pick-up. He traded this one for a '24 Model T Fordor in 1971. With his father and brother Steve, he brought it to life. After a couple of years, he disassembled and rebuilt the T. He joined the Valley Model Ts in 1971. Then, he found out that you can't own just one early Ford so he



began looking for a V-8 or a Model A. Now the good part is that in 1975 he found the '35 coupe through a want ad in the Times. It was in Sylmar up on blocks while someone was trying to convert it to hydraulic brakes.

It appeared to be an original local car. He found a Boyd-Gibbons Ford (7th St. dealer in LA) sticker under the flaking white wall paint on the dash. The body paint was original gun metal gray with green pin striping. The interior was well worn white Naugahyde with pink striping. The original gray wire wheels and the spare were laying near the car. It was a straight car with minor fender dents and the usual rust under the rear fenders. The running boards and the stainless were excellent. No extra holes in the dash or firewall.

It had a 59 AB engine with the original transmission which matched the frame number. It had 1963 black plates in great shape. Ron and a friend brought over a trailer and, \$1700 later, they were on their way to La Crescenta. Ron knew Gene Wilson through the Model T Club and though Gene was working on three '36s at the time, he helped Ron find a complete mechanical brake set-up for the '35. Ron installed them with floaters, then stripped the interior and covered the seat with a blanket. After changing out the engine fluids, and with fresh gas in the carb, he found it fired right up. He cleaned up the paint and drove it until 1979 when he decided to do a complete rebuild.

(Continued on p. 13)

Editor's Grille



All hoses off. Air and water power flush the block from the top.

Summer heat is coming and our V-8's need some special attention. All seven flatheads that I have owned, (except one '50 Merc) over-heated on hot days especially in slow traffic or on long grades.

About two years ago, I had the radiator of the '46 re-cored at Reseda Radiator. Then I replaced the thermostats with new 160°s. It was still running over 190° in hot weather.

Then I got a call from Ingvar. He highly recommended Andy's Radiator Shop. When I called, Rick answered. He asked if the block had ever been power flushed. I didn't think so.

Down at Andy's last Monday, all the radiator hoses came off and Rick hooked up the air line to the water hose and power flushed the radiator. Then, we hooked up to the block. Wow! Some chunks came out hard and black, others soft and rust colored. None of them looked good. We then put on the lower hoses with new clamps and refilled with water pump lube and rust inhibitor, NO ANTI-FREEZE and water filled to the top of the heads. This is the highest point in the engine when the car is sitting level.

Then the top hoses go on with new clamps and the system is filled. The engine is run until the thermostats open. Shut down and check for leaks. You are looking for white stuff especially around the hose clamps. With no leaks, the pressure cap goes on (I run 4 lbs., some prefer 7) and you run it again until the thermostats are open. Total cost to V-8 Club members? \$35!

Did it make a difference? You bet! The hot weather these last few days would have pushed it past the 190°, but now it stays at the half way mark (160°).

And who is Andy anyway? He's Rick's Dad who passed away a few years ago. "So why don't you call the shop Rick's Radiator?" someone asked. "Because, every morning when I come in through the door, my dad's with me. He started this shop in 1963 and I grew
(Continued on p. 11)

From the Right Seat Minutes of the Meeting

Date: May 7, 2002 Meeting Place: Bakers Square.
Meeting Leader: Steve Boskovich. Car Count: 15
Start Time: 7:34 Adjournment Time: 9:30

Introduction of Guests and New Members: Welcome one and all! Frank & Lucy Coppa; Scott & Rochelle Doudrick; Jim Albert; Jerry & Paula Dunn; Cliff Wheeler

President's Notes: Steve Boskovich thanked Dick Colarossi of CQ Auto for the club raffle donations.

Treasurer's Report: Ingvar Carlson. The treasury is looking good. We are in the black again. The treasury is building. "Buy at the auction tonight!"

Upcoming Tours:

- ❑ May 25 "Back to Basic" Tour Call John Farra
- ❑ June 9 Paradise Cove Brunch Call Joe DiFatta
- ❑ Aug. 17 Camarillo House Call Jerry Jensen

Announcements:

- ❑ June 23 Concerts in the Park & Classic Car Show Warner Center Park Call Wendi Potter
- ❑ Drive Lines correction: Fall Tour sponsored by Ventura V-8's Contact Jerry Veley (503) 663-7682 (Sorry Gerry B.)

Car of the Month: Ron Batesole and his stunning '35 Ford 5-window coupe.

Program of the Evening: "Auction Night" fundraiser led by Don Durkee & Joe DiFatta

Raffle winners: Ladies (2): Gerry Blackwell & Rochelle Doudrick

Name Badge: (\$60 next time. Wear your badge!)

50/50 drawing: Chuck Luettgerodt

(Minutes submitted by Wendi Potter, Secretary)

Calendar Features

Third Annual Brunch Tour to Paradise Cove, June 9 led by the one and only Joe DiFatta. This is always a great event for those who want local, easy driving and who doesn't want that? The brunch is always delicious. What better way to spend a Sunday morning relaxing with friends? Meet at Woodley Park at 9:30. Call Joe DiFatta for details at (818) 700-1939

Festival in the Park, Sunday, June 23, 2-8 pm, Third Annual Festival at Warner Park (corner of Owensmouth and Califa St.), in Woodland Hills. Includes, classic car show, fun zone for kids, foods, and arts and crafts. Musical features: Hammer Smith, Steve Copeland, Raging Sun, Linda Hopkins. Entry fee, \$15/car before June 14. Leave your V-8 at the park, then come by the Potter's place at 21545 Erwin St. #107 for light refreshments. It is a three-block walk from the park. Call Tom/Wendi at 884-8019 for directions. For information, call (818) 347-4737, Woodland Hills Chamber of Commerce.

*****If you possibly can, go to a National Meet*****

Western National, July 2-5, Park City, Utah

Betty Hardman - Registration Chairman. 3297 S. 8280 West, Magna, UT 84044 (810) 250-5179 for information. On the web: www.greatsaltlakev8.net. Early registration begins on July 1. Harris tour Info (706) 728-0311.

La Palma Park. All Ford Picnic. Oct.6, 2002 8-3 pm Sunday. Registration \$20/car. No pre-registration. Info -- (714) 538-3957 Sponsored by Southern California Regional Group

Special Thanks: Those who made specific contributions to DriveLines included Mike & Paula Ewing, Ron & Ann Marie Batesole, John Wolf, John & Debby Farrar and especially, Dave Sanborn and Christine Varney. What would we do without you?

Tom & Wendi

Cover photo: Our oldest son, Mark (driver's side) and his buddies in period costumes from our collection. Our kids, Mark, Tina and Brad have been in club tours, parades, theme adventures and photo sessions. Since they helped with the car restoration, we allow them to drive all the vehicles. Mark just turned 30 and is now an orthodontist. Photo by proud Mom, Ann Marie Batesole. Dated 10/88

Calendar Items

Camarillo Mansion & Airport Tour, August 17. *This is definitely a Photo OP tour. Bring the film.* Meet at Woodley Park at 8:15. We will leave at 8:30 sharp for Carole and Jerry Jensen's place.

For those who drive from the Agoura/Calabasas area, go directly to Carole and Jerry's by taking the west 101 to the north 23. Get off at Janss Rd. and turn left under the freeway to the second light which is Moorpark Rd. Turn right and continue over the hill and down the canyon. Moorpark will turn right but you continue straight on Santa Rosa Rd. for 1.9 mi. to E. Las Posas Rd. Then turn right to Pradera and right to 11924 (third driveway) on the right.

Meet by 9:15 at Jensen's for coffee and donuts. If Jerry allows, we will look at some of the most beautiful '39s you will ever see. At last count, Jerry has four of them including three finished cars which are better than Henry ever built them and one convertible sedan which is in the early stages of restoration. Interesting!

At 9:45, we will leave for the drive to the Adolfo Camarillo House where we will park on a circular drive (photos anyone?) and start our docent lead tour of the house. (\$3 fee) At the end of our visit to the Mansion, we will drive to the Camarillo Airport where we park on the flight line (more photos?) in front of the Way Point Café for lunch. The tour will end about 1:30 pm.

September 28 Solvang Tour. Sold out.

October 31 - November 3 Retreat to Montecito - Sequoia Resort. Relaxing days in the Sierras. A joint tour with the Ventura V-8's. Possible quilting for those ladies who are so inclined. Bring needles, thread, thimbles etc. and your latest quilting project. Enjoy some quality time together. Call Jerry Veley or Jane Sharp. Info: (253) 630-2008 or (503) 663-7682.

December 8. Christmas Party Sportsman's Lodge

New Members

Two new members for May are Frank and Lucy Coppa of Chatsworth. You may have noticed a rare pairing of cars in the Baker's Square parking lot at our last meeting. Frank and Lucy drive a great looking '48 sedan-coupe. Not that unusual until you realize that it is the same color as President Steve's '48 sedan-coupe. Still not that unusual until you learn that these cars are painted a color that in 1948 was reserved only for convertibles. So, are these cars different in other ways? Well, as we found out at break time, Steve's car has much more V-8 rumble. OK, it barks when you let up on it after hitting 3000+ rpm. You know you are, once again, in the high school parking lot and you want somebody in a short skirt and a tight sweater to notice your hip car (and you). Otherwise, Steve's car is strictly stock. Sure it is!

Along with his factory spec. muffler, Coppa's car is a great inside and out. The story is that Frank, a plumbing contractor, was working at a widow's house and needed to go into the garage to replace some plumbing. When she opened the door, there was the '48. "Would you like to sell you car?" asked Frank casually. "Yes," said the lady, "It was my husband's and I've wanted to get rid of it for years." Before long, they worked it out. Frank would do her plumbing job and the car would be his payment. Wow! I'm in the wrong line of work! It was great to sit with our new members and have a chance to get acquainted at our last meeting. Welcome Frank and Lucy! Hope you can join us for our tours and future meetings.

We're also happy to welcome Jerry and Paula Dunn as new members this month. A write-up on these interesting people will be in **New Members** next month. TP

Who's that cool cat? One of the many endangered large cats viewed at the "Cathouse" in Rosamond, one stop on our "Back to Basics" event.



Photo courtesy of Debby Farrar

Cal Beauregard, member of the Valley V-8s, has just returned home after four way bypass surgery last week. We are happy to report he is doing well. He would appreciate cards or short phone calls. He says, "It feels like I was hit by a Mack truck." *Ed. note: Thank God it was not a*

Ford truck. JP

Note of interest: The May 30 issue of Old Cars Weekly features several articles on early Fords. Ts, As, and a story of a '50 Tudor that beat out a '51 Dodge every time are worth a look. Good history. I'll bring my copy to the meeting on June 4.

Editor's Grille, Cooling System (Continued from p.6)

up knowing it would be mine someday." Joan, Rick's wife, works along side him. They are a good team. She was straightening the fins of a 1948 Cadillac radiator when I was in the shop.

Our Tech Advisor, John Wolf, adds some good advice: "While the hoses are off, plug the lower (return) hose inlets and fill the block with water and the strongest radiator/block cleaner you can find. Then start the engine and let it idle until it gets to 200 degrees and shut it off. Don't let it boil and don't let the caustic solution from the inside get on the outside of the block or any rubber. It will mess up the paint. When it cools down a little, drain it." You may be surprised how much rust and sand might come out.

When I called in to say "thanks," Rick told me that "one of your club guys" is in the shop. It was Chuck Mair. "Been coming here for years," he said. "Rick's the best!" Thanks Chuck and thanks to Ingvar too for helping us get our V-8's through the summer heat.



Final inspection @ 160 degrees. New clamps, cap on tight. NO LEAKS. Ed. Note: Don't do this to a Dearborn car. The clamps are the modern style. While they hold very well, they do not look like the old style.



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For Sale: 1950 Cadillac 4-dr. New chrome, runs, needs finishing.
\$2000 OBO. Donovan Wallace -- cell (818) 406-5768, office (818)
885-1305

June Birthdays

	Date		Date
Harold Johansen	2	Rose Gott	8
Jerry Jensen	3	Darryll Thomas	14
Ron Main	5	Cliff Vess	16
Don Stout	6	Chuck Mair	23
Larry Caplan	7	Al Rohrer	23
Al Spencer	7	Barbara Sadd	24
Karen Lowry	7	Scott Doudrick	28



Dick Colarossi

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Car of the Month *(Continued from P.5)*

He started with a 21-stud block with poured mains and cast iron heads. He didn't want aluminum heads as he wanted to keep the battery out of the engine compartment. He took the front and rear ends off and rebuilt them. He had always wanted a rumble seat and since he had small children, he asked Gene Wilson to help him make the change. Next he repainted the hood, fenders, doors and trunk lid off the car. Inside a door, when he removed it, he found a receipt dated 1941, made out to a guy on North Curson in Hollywood. Ron painted the wheels red and put on a matching pin stripe as that combination was an option in 1935. Then he installed a LeBaron-Bonney bedford cord deluxe interior. With the addition of five Allstate whitewalls from Sears, he was finished. The year was 1980.

Prior to the maiden run, Ron's wife's vehicle was not running so while Ron was at work, she headed to downtown Montrose. On the way, a fuel line began to leak and a fire started in the engine compartment. She stopped in front of a garage and the fire was extinguished without too much damage. (The moral is to be sure you have a fire extinguisher available.)

Over the past 22 years, the '35 has been on many Model T and V-8 Club tours. From Barstow to Dana Point, from Pismo to Escondido it has powered on. It survived being sold for college tuition as was the Model T and a '62 Corvette. (Now *that's* devotion to your kids!) After many swap meets, it now sports a Columbia rear end and a radio. Other goodies that have been added are Los Angeles Lamp Co. fog lights, a repro greyhound and an original banjo steering wheel. Also, the steering box has been changed to a '37. It drives like it has power steering! Finally, the internals on the distributor have been changed to 11A ('41) for better pulling capabilities. Ron has resisted changing the transmission gears, because he likes the distinctive whine of the straight-cut gears. Also, Ron found an original owner's manual in an old book store in Ventura.

Ron's association with the Valley V-8's started in the late 80's at the persuasion of Don Dupree. In 1998, he joined again, along with
(Continued on p.14)

Car of the Month *(Continued from p. 13)*

his brother Steve who, as most of you know, drives a '35 pickup. These '35s run in the family. With the help of Irv Warren and Joe Longobardi, he has upgraded gauges and installed a deluxe speedometer.

We're glad that Ron is active in the club and that his beautiful '35 was chosen as the Car of the Month. The fun he and his family have had over the past 30 years in the old car hobby has been very special to them all. He says that the folks in the Valley V-8's have proven friendly, caring, and gracious.

Thanks, Ron, for giving us so much solid information on your car and your family. Accounts of this sort make great reading and encourage others to join the club and participate actively. I'm thinking, white wall paint on the dash...Glad you saved that coupe when you did! J.P.

Why a V-8? *(Continued from p. 2)*

engine showing a box in front that would become the distributor. Zoerlein later commented: "We designed a distributor with two pairs of breaker points - the same as the Model K Lincoln - except for the new housing." He added: "That wasn't very satisfactory to this application, but it was a start."

For nearly a year, always in secret, Henry Ford himself directed these trusted assistants on this quiet project. While Zoerlein experimented with the V-8's electrical system, Schultz and Laird wrestled with a major problem -- how to design a complex V-8 engine block that could be cast in a single piece. Finally, Henry relented a bit and allowed them to recruit Herman Reinholt, head of Ford's pattern shop. With his help they secretly cast the first prototype block at the Rouge foundry. It appeared satisfactory so they machined it and fitted it for running at the Edison Laboratory building back in Greenfield Village. This was early 1931.

Part III of John's article will appear in the next issue. J.P.

“Back to Basics”

Almost 70 years ago, to prove the new Ford "flathead" V-8 was a durable and powerful engine, famous race care driver, Eddie Pullen, took a new 1932 Ford V-8 Victoria and ran it nearly wide-open for more than 1,000 miles every day for 33 days. On roads that were oiled macadam or graded dirt (fortunately, they are paved today), he drove 33,301 miles with no significant problems. Ford Motor Company, Pennzoil and Gilmore Gasoline, sponsored this test. The car's engine was torn down, checked for wear and found to be in excellent condition. That was the beginning of more than two decades of Ford "flathead" engines. Even today, almost 50 years since Ford flathead production, these engines are still widely popular



'32 was the year! A brilliant idea, the low-cost V-8 was now a reality!

among hotrodders and restorers. On May 25th, we retraced the original route followed by Pullen as he rolled up the miles.

The Ford V-8 opened the eyes of American youth to the power and speed that had only been available to the wealthy before 1932.



Al and LuAnne Rohrer and Dick and Diane Stones on the Track at Willow Springs.

“Back to Basics” (Continued)

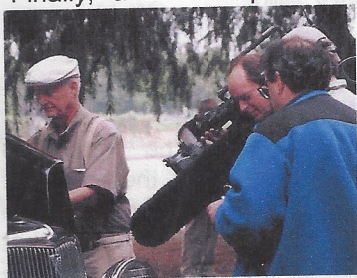
Some highlights of the Back to Basics Tour included two laps around the Willow Springs Raceway by 18 of our V-8's. Ok, the speed was limited by a very slow Toyota pace car. Our cars could have gone way faster! "No passing!" Excuse me!

A few miles down the road brought us to the Exotic Feline Breeding Compound (we are talking *big cats*). The Tropicco Gold Mine & Ghost Town made beautiful settings for photos of our cars. Finally, a brief stop at Blackbird Park for a look at the SR71s completed our tour. (See next months

Drive Lines for more details.)



City of Lancaster Vice-Mayor Henry Hearn presents the club the Proclamation stating May 25th as Early Ford V-8 Day. On behalf of the club, John Farrar and Ed Warnock (Ed's '32 is in the background) are accepting the award.



Media at Woodley Park views Dudley's early V-8 engine compartment.



A "captivated" audience listens intently as we learn about the cats at the "Cat House." This was one of many wonderful stops on the "Back to Basics" tour. Photo courtesy of Debby Farrar.

Special thanks go to John Farrar for organizing this excellent tour. This work included many contacts with the City of Lancaster, Willow Springs Raceway, the Exotic Feline Breeding Compound and the Tropicco Gold Mine.

The Valley

PAST PRESIDENTS

Jim Roe	1971
Doug Peterson	1972
Don Dupree	1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Marsraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	1989
Jerry Jensen	1990
Joe DiFatta	1991
Chuck Shubb	1992
Chuck Shubb	1993
George Richards	1994
Jerry Littner	1995
Dick Smith	1996
Chuck Mair	1997
Dennis Keen	1998
Rose Gott	1999
Don Stout	2000
Steve Boskovich	2001

The Valley

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Car of the Month - Ron Batesole's '35 5 Window

