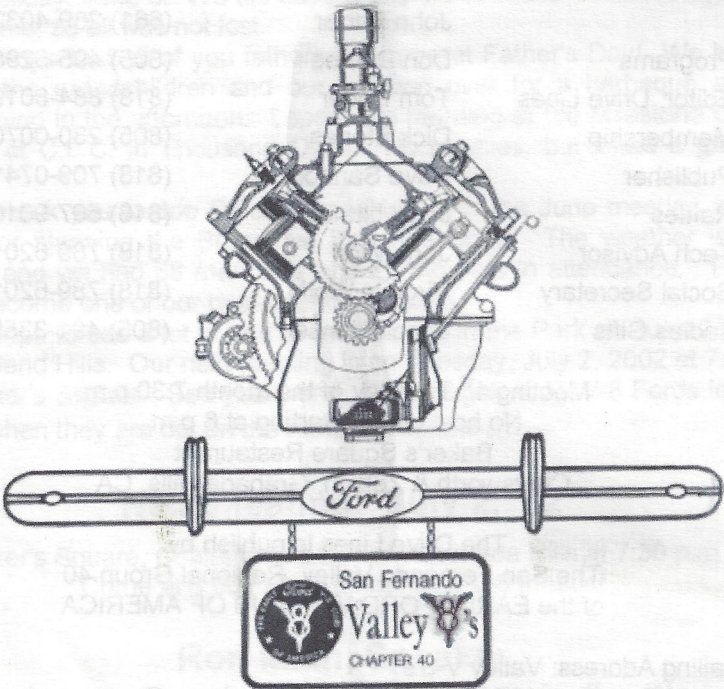




July 2002

"Our 32nd Year"



Drive Lines

The Valley V's

2002 Officers

President	Steve Boskovich	(818) 341-6876
Vice President	Joe DiFatta	(818) 700-1939
Secretary	Wendi Potter	(818) 884-8019
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Programs	Don Durkee	(805) 495-5298
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Tech Advisor	John Wolf	(818) 789-6201
Social Secretary	Virginia Wolf	(818) 789-6201
Ladies Gifts	Carole Jensen	(805) 491-3355

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:
The San Fernando Valley, Regional Group 40
of the EARLY FORD V-8 CLUB OF AMERICA

Mailing Address: Valley V-8's
10745 Delco Avenue
Chatsworth, CA 91311

Cruisin' with Steve

We are back from our trip to Ireland after a little delay on our return flight. We had a fabulous time. The weather was as expected, light rain on all but two days with sunshine coming and going throughout the day. Sue and I visited all of the major cities and castles, saw the scenic glens, countrysides with thousands of miles of rock wall, and counted millions of sheep. Everything is GREEN. Now we know why they call it the Emerald Isle.

Our trip was a little longer than planned. We were scheduled to return on Sunday, June 2, but Aer Lingus went on strike and stranded thousands of tourists, we among them. We were delayed until Wednesday, June 5. We did have a chance to see a few more sights in Ireland, so all was not lost.

I hope that all of you fathers had a great Father's Day! We had all of the grandchildren and our children over for a barbeque and swimming in the afternoon. I spent the morning at the Milestone Car Show at C.L.C. in Thousand Oaks. No trophies, but I had a great time.

Thank you to Joe DiFatta for taking over the June meeting and also for planning the Brunch at Paradise Cove. The weather was warm and we had 58 members and 21 old cars in attendance. This has become one of our best-attended events.

Hope to see a lot of you at the Festival in the Park on June 23 in Woodland Hills. Our next meeting is on Tuesday, July 2, 2002 at 7:30 at Baker's Square. See you there! Don't forget, early V-8 Fords look best when they are out on the road. *President Steve*

Next Meeting: July 2, '02

Baker's Square, Chatsworth & Zelzah, Granada Hills at 7:30 p.m.
Come at 6:00! Have dinner with V-8 friends!

Ron Main, Speaker

Trying to Break the "Sound Barrier" with a Flathead V-8

What is Ron's "Sound Barrier?" How close has he come to it? Ron just happens to know more than a little about this topic. Actually, he's a walking encyclopedia on the subject. The key word to this presentaion is Flatfire. This is not a meeting to miss!

Why a V-8? Part III

John Farrar

John has brought us to the point, in early 1931, where men were secretly working in the old Edison Laboratory in Greenfield Village on the still very experimental, new, single casting V-8 and not all was going well. Here is part three of his story. TP

These men were constrained from even driving a nail into the Edison Laboratory, so they contrived a wooden stand that was wedged between the floor and ceiling. This was the test bed for this new V8 engine. Zoerlein recalled that they put a pulley on the back of the engine and ran a belt up to the steam engine powered transmission shaft of the shop to get the engine started. He recalled: "When the engine started the whole building shook. "We were very happy because prior to starting the thing we didn't know whether it would run forward or backwards!" At times this first V8 did run backwards and it ran very rough, but it ran and Henry was pleased enough with the progress being made that in June 1931, he invited Edsel and production boss Charles Sorensen out for a look.

Sorensen and others weren't impressed and he flatly declared that a 90-degree V8 engine with crank throws at right angles simply could not be cast in one piece at mass production speeds. Stung by his doubters, Henry replied: "Anything that can be drawn up can be cast." With that he ordered his foundry men to start casting the new V8 engine. For every success, there were a hundred failures from core shifts to casting pinholes, but Henry's determination held firm. On December 7, 1931, Henry Ford ordered a stop to the production of all Model A cars and trucks to concentrate on the new V8 powered replacement. Thus began the \$300 million gamble that could have put The Ford Motor Company out of business. To test his audacity, Henry Ford set April 1, 1932, just eleven weeks away, as the scheduled delivery date for the new Ford V8. The public and Ford dealers still had not been told what was in the works. Dealers were upset because they had no new cars to sell and the only word from Ford was that production had been stopped until economic conditions were improved.

Foundry workers toiled day and night, even through the Christmas season. One day things were so bad that every engine casting was scrap~ virtually nothing came out right. Meanwhile the entire Ford organization edged toward disaster. Some dealers went broke. Most of the trained labor force had been laid off and the
(Continued on P. 3)

Why a V-8? Part 3 *(continued)* John Farrar

Company's cash flow had dried up. If it weren't for Henry Ford's great personal wealth, the Company would have gone under while trying to cast this new engine

As Charles Sorensen moved past his personal doubts and struggled to perfect this engine casting, he pushed his men relentlessly. In the end it was his personal touch that resolved the major problems and from that time forward he carried the nickname "Cast Iron Charlie."

Once it was certain there would be a new Ford car, Polish-born designer Joe Galamb worked under the articulate direction of Edsel Ford to design a full-line of open and closed body styles for the new Ford V8. These new Fords were designed to look much like baby Model K Lincolns. Chassis designers Eugene Farkas and Emery Nador set to work to create the rolling chassis. Outside body suppliers Murray, Briggs, and Budd fine-tuned the approved stamping designs in anticipation of production orders.

With a lot of grueling work and lots of Henry Ford's money, all the pieces of Henry's dream came together right on schedule. The very first Ford V8, a Victoria model, was driven off the assembly line at the Rouge plant on March 9, 1932. By March 29th, every dealer in the United States had at least one new Ford V8 to show and on April 2nd, Americans got their first look at Henry Ford's latest mechanical marvel. Nearly six million people visited Ford showrooms to see this exciting new car in the first two days of its introduction!

Unfortunately, there would be problems. There were overheating problems, oil consumption difficulties, and some bad blocks. The production problems were soon resolved but the competition, of course, made the most of the early problems and actively promoted the idea that the new Ford V8 was a defective engine design. To counter this, the Company sponsored a major reliability event in the Mohave Desert. They hired race car driver Eddie Pullen to drive a new 1932 Ford V8 for 33,000 miles in 33 days to prove once and for all that this engine was indeed a good and reliable design. By the time you read this we will have toured the sight of this original endurance test.

(Continued on P. 4)

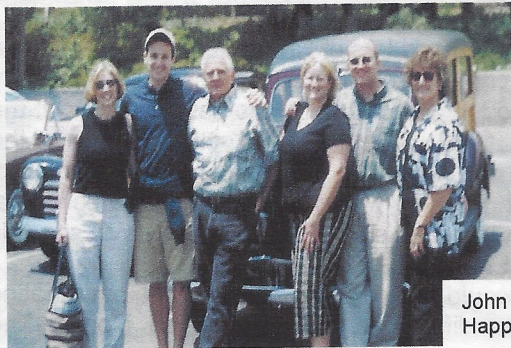
See Page 4 for more photos

Why a V-8? Part 3 (continued)

The Ford V8, as we all know, became a legend that continued production for more than two decades. Even today, seventy years later, it is a popular engine for many hot rods and hop-up projects. Without doubt, Henry's dream was practical and the "flathead" soon became the most significant automotive engine of all time.

This is a thorough and well-written article. Thank you John for all the time that you put into this material. Steve Batesole has shared a book with me that I have found most interesting. I have mentioned it before but it is worth mentioning again as I am close to finishing it. If you are into Ford history, look at Robert Lacey's Ford, The Men and the Machine. 1986, Little Brown and Co.

Paradise Cove Were We Having Fun?



John & Lin Kemmerer and family.
Happy Birthday, John!



Seven great Flatheads showing off. There were 21 all together.

Continued on Page 5

Third Annual Brunch Tour to Paradise Cove

Joe DiFatta did it again! He got the weather. I still don't know how he does it. There is fog and overcast in the valley. Oh well, I think, Joe lost his touch. Fog in the valley, fog at the beach. But-NO! 21 cars line up and away we go. A half an hour later as we are cruisin' Malibu Canyon, out comes the sun. The beach is warm and beautiful.

The food and even the service were great. There are enough tables for 58 of us outside on the beach, in sand with umbrellas. Then we have a topper. It's John Kemmerer's birthday and he brings his kids and their significant others. Congratulations John. We all had fun and another club tradition is alive and well.

We've got to keep this stuff up. Thanks Joe! TP



Six in a row make a great view



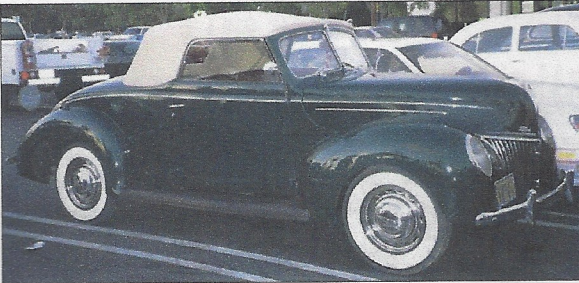
Right to left:
Blacky, Lin, John,
Gerry, Joe,
Marsha

See Page 4 for more photos

Car of the Month. George Richards' '39 Deluxe Convertible

Back in 1989, George started restoring a '39 convertible. The story goes that he got the car, and a mess of parts for \$2500. Don Durkee owned a '39 Tudor at the time. More about that later.

George's '39 convertible had an original engine which never had the heads off. That engine was rebuilt by Jack Miles. The body was already off the frame, but the frame wasn't correct. The front cross member had to be replaced as it seemed to have come from a pickup or a '39 standard (tall radiator). Jack restored the whole chassis including powder coating the frame. The next problem was rust. It



George's '39 Convertible, front view. *This is a real beauty!*

turned out that the trunk floor and portions of the rear quarter panels were rusted through, so Don Durkee was able to help George with parts from the Tudor. They came close to fitting and that's where Tony Hughes, the body

man, came in. Then the car went back to Jack Miles for assembling. The rumble seat was OK, but the drains and gutters were rusted out and had to be replaced. It turned out beautifully.

Then came the top. Jack made new top spindles and latches (over the windshield) using brass and chrome. Jerry Jensen did the top bows and the top. He also did the interior in leather. It was finally finished in 1992 and it was a beauty. It now has about 4000 miles on it and runs great. It has never been shown but you never know.....

George says that club cooperation was the primary thing that made his project possible. But even with all the help, the cost of everything has gone up so much these days that he probably wouldn't do it again. It's definitely a labor of love.

Thanks to George and Jack Miles for sharing your story. You've got one beautiful car! TP

Dennis Erickson's History of Oldsmobile, 1904 - 1915 Our June Speaker Knows His Stuff

We learned that the 1904 curve dash Olds outsold the Fords of those years by a mile. We learned that after being very successful, Ransom E. Olds was maneuvered out of his own company by a guy named Smith. Have you ever driven a Smith? Probably not because under his direction, the Olds Motor Works started building large, fancy cars and, as we know, this approach to automobile manufacturing just didn't last. People wanted smaller, affordable, lighter cars that could hold up on the farm and rough, OK, terrible roads.

So Olds was down, but not out. He formed the REO Manufacturing Co. (Note the initials?) In 1905, in competition with Buick, the REO, a 2-cylinder hill climber was introduced. It sold well and made a name for itself among lower priced cars.

These years were a time for experimentation. There were steamers, air cooled and water cooled, front and rear engines, chain and shaft drives and countless other variations. You could buy 2,4,6 or 8 cylinder cars. Some were nothing more than motorized wagons, others were well engineered expensive touring cars. Some were well-financed and driven coast to coast to prove their reliability. Others were born in a barn and only distributed in a few counties.

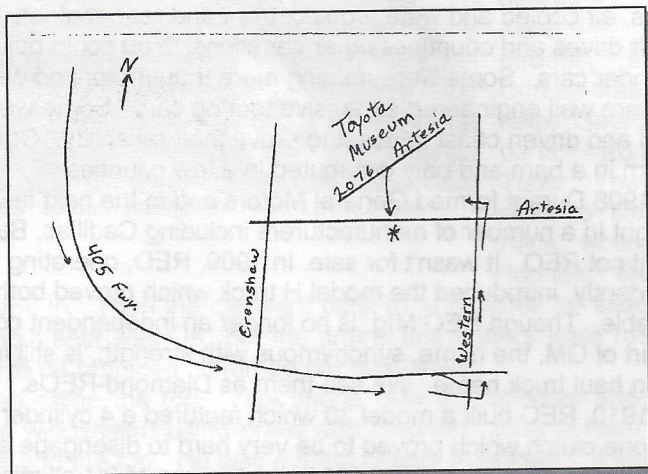
In 1908 Durant formed General Motors and in the next few years he brought in a number of manufacturers including Cadillac, Buick and Olds, but not REO. It wasn't for sale. In 1909, REO, operating independently, introduced the model H truck which proved both strong and reliable. Though REO Mfg. is no longer an independent company nor a part of GM, the name, synonymous with strength, is still in use as a long haul truck name. We see them as Diamond-REOs.

In 1910, REO built a model 30 which featured a 4 cylinder engine with a cone clutch which proved to be very hard to disengage and even harder to drive smoothly. 1911 saw the use of 3/4 elliptical suspension springs. Many parts were made of brass, but in 1912, nickel plate was used in place of brass.

In 1913 an electric starter was used on a four cylinder F head engine (one side valve, one overhead valve) and by 1915, there was a six cylinder F head which was unusual in that it had an exposed valve train. In 1936, due to the depression, an era came to an end and REO went with it as did with many others. *Thanks Dennis for a very thorough presentation of interesting history. TP*

July Tour

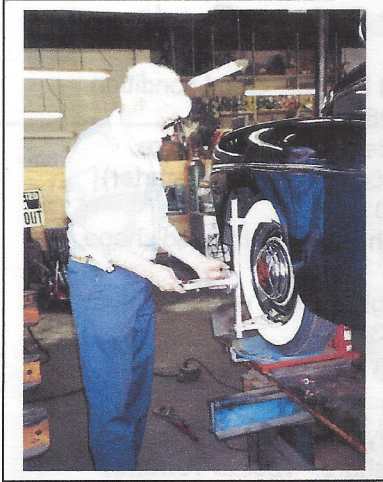
Reserve July 27th. Ingvar Carlson, who has been working hard on the July Tour, tells us we are going to tour the Toyota Museum in Torrance. It should be a lot of fun! We will meet at Woodley Park at 9:00 a.m. and depart at 9:15 sharp. We will go south on the 405 (at 58 mph!), turn north at Western and west on Artesia to 2076. It's on the left. Coffee and donuts will be served upon arrival. Lunch afterward is planned at a 50's diner. Then, an optional, follow-the-leader scenic tour of Palos Verdes is planned on the way home. Call 'Swede' or sign up at the July meeting so he can get a count to pass on to the museum. (818) 535-4046.



Editor's Grille

Making it Handle and Drive Like a Ford Should....

Coming back from our June Tour to Willow Springs Raceway, we got some strong crosswinds on the Antelope Valley Freeway. The '46 did not take to this kindly. It was a battle to keep it in lanes even as we dropped to 55 mph. Dave and Christine in the back were getting a little green around the gills. They looked grim in the mirror. Wendi (riding shotgun), said, "Windy ain't it?" I didn't say much, I was too busy. Something needed to be done. Steering? Alignment? Suspension?

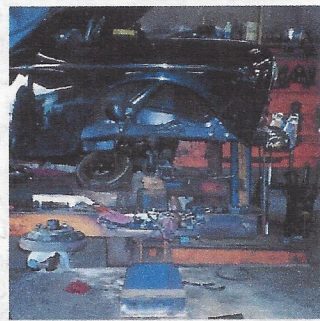


Bill Chisholm starts by checking the alignment. Not real good. Then he jacks it up. Shakes the tire top and bottom. "Hear that clunk?" Might be king pins or bearings.

At tech advisor John Wolf's suggestion, I call Bill Chisholm, owner of Vanowen Brake and Wheel. We put the '46 on the rack and started checking.

Just about all suspension components that are made of rubber were decomposed and not doing what they are designed

to do. We were fortunate in finding new rubber parts for almost all the items including shock links, radius rod bushing ball, track rod bushings, especially the rears. It turned out that a few steel parts were on the ragged side too. The drag link ends and tie rod ends were loose and not that hard to replace. New king pins were also needed. We'll report on the final result next issue.



Tom Potters '46 with front end disassembled.



We dig a little further. "When was the car restored?" Mid '80's. Bushings don't look real good. Shock links? Let's check the drag link ends. Track rod bushings? It turned out that if it was rubber, it was shot.

Wanted, For Sale or Trade

Wanted: 1938 or '39 (Preferred) Ford Pickup. Good condition.
Scott Doudrick (818) 957-5708

For Sale: 1954 Ford Tudor, \$1800. New engine and more.
1955-57 Chevy engine 265 \$50 complete (no starter)
Allan Franklin (818) 842-2230

Wanted: '49 Ford steering wheel with horn ring in good shape
Jerry Dunn (661) 296-2555

For Sale: Repro Mullins trailer. Fiberglass w/32 wheels & bumper
\$2700. Dennis. (323) 665-1363

CALENDAR

Toyota Museum Tour, Saturday, July 27. Meet at Woodley Park at 9:00. Leave at 9:15 sharp. Tour to Torrance to visit Toyota Museum, '50s diner and Palos Verdes sight seeing. Info: Ingvar Carlson (818) 535-4046.

Camarillo Mansion & Airport Tour, Saturday, August 17
Meet at Woodley Park at 8:15. Leave at 8:30 sharp. Tour to Jerry Jensen's, coffee & donuts. Drive to Camarillo Mansion for docent lead tour. Drive to Camarillo Airport. Park on the flight line. Lunch at the Way Point. Info: Jerry Jensen (805) 491-3355.

First Annual All Mercury Day, August 18, La Palma Park
Pre-registration \$8.00, Day of event \$10. See P.11
Info: Gary and Linda Richards (909) 681-3640.

Solvang Tour, September 28. Sold out.

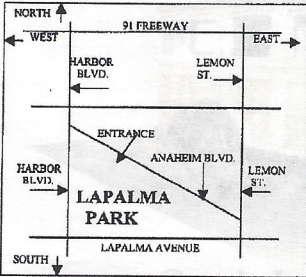
33rd Annual All Ford Picnic, October 6, La Palma Park
Registration \$20.00. No pre-registration. See P.12
Info: (714) 538-3957. So. California Regional Group.

Retreat to Montecito - Sequoia Resort, Oct.31 - Nov 3
Joint Tour with the Ventura V-8's. Relaxing Days in the Sierras. Info: Jerry Veley or Jane Sharp (253) 630-2008 or (503) 663-7682

Annual Valley V-8's Christmas Party, December 8,
Sportsman's Lodge, 12833 Ventura Blvd.,
Studio City. Info: Joe DiFatta (818) 700-1939



The First Annual
All Mercury Day



91 Freeway to Lemon Exit - South on Lemon to Anaheim Blvd., turn right - Park Entrance on Left before Harbor Blvd.

**SOUTHERN CALIFORNIA'S FIRST
 "MERCURY ONLY" EVENT**
 Open to all year Mercurys

AUGUST 18, 2002
8:00 A.M. TO 3:00 PM
 at LaPalma Park in Anaheim
 Parking on the grass

**PARTICIPANT'S CHOICE
 AWARDS**

PRE-REGISTRATION CUT-OFF DATE: AUGUST 1, 2002
PRE-REGISTRATION: DAY OF EVENT REGISTRATION:
\$8.00/FIRST CAR \$10.00/FIRST CAR
\$4.00/EACH ADDITIONAL CAR \$5.00/EACH ADD'L CAR

(PLEASE SEND ALL ENTRIES IN TOGETHER IF ENTERING MORE THAN ONE CAR)
BRING YOUR PICNIC LUNCH ~~~~~ FOOD & DRINKS AVAILABLE
NO ALCOHOL PERMITTED PER THE PARK & CITY RULES

REGISTRATION INFORMATION: CALL GARY OR LINDA RICHARDS
FROM NOON UNTIL 10 P.M. AT (909) 681-3640

Complete and mail to: Gary Richards, 4881 Bay Meadow Drive, Riverside, CA 92509 along with your check for the appropriate amount made payable to: Gary Richards/MCA. Your pre-registration form must be received by: August 1, 2002. Please be sure to sign the entry form.

Name: _____

Address: _____

City: _____ State _____ Zip: _____ Phone: _____

Car Make: **MERCURY** Year: _____ Body Style: _____

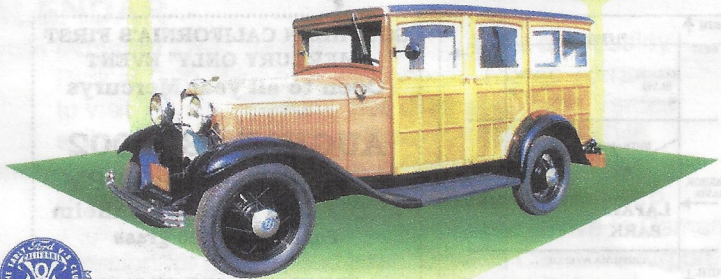
LIABILITY WAIVER: In consideration of the acceptance of the right to participate in All Mercury Day, solemnly by execution of this entry form release and discharge International Mercury Owner's Association, its officials and members, and the CITY OF ANAHEIM, CA, and anyone else connected with this event from any and all known damages, injuries, losses or judgments and/or claims that may be suffered by any entrant to his person or property. Furthermore, each entrant expressly agrees to indemnify all of the aforementioned entities, persons and bodies from any and all liability occasioned by or resulting from conduct of entrants by any participant cooperating with or under the direct control of entrants.

I have read and agreed to all conditions of the rules governing this event including the prohibition of alcoholic beverages on the event grounds, and I agree to observe all rules and decisions of the event management. Furthermore, I acknowledge that I am at least 18 years of age.

Signature of Entrant: _____ Date: _____

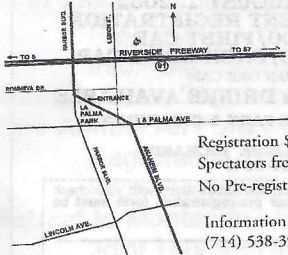
All Ford Picnic

33rd Annual



La Palma Park • Anaheim, Ca
October 6, 2002

Sunday, October 6th
Time: 8:00 AM to 3:00 PM
Awards: 2:00 PM



Registration \$20.00 per car.
Spectators free.
No Pre-registration

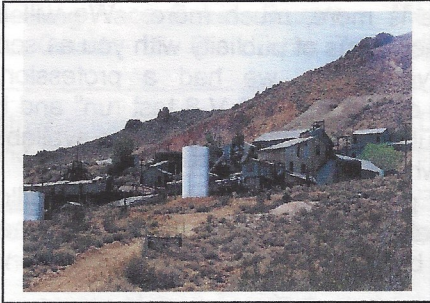
Information Call:
(714) 538-3957

- DISPLAYS
- No Alcoholic Beverages
- GOODY BAGS (First 300 cars)
- COFFEE & DONUTS IN AM
- 50/50 RAFFLE
- FUN
- FOOD
- FORDS
- FRIENDS
- Event T-Shirts
- All years Ford's Lincoln's Mercury's
- RAFFLE (Including one week's use of any Ford product, subject to availability.)
- TROPHIES
- DOOR PRIZES
- DASH PLAQUES (First 300 cars)

Southern California Regional Group reserves the right to restrict participation of acceptable behavior during any and all activities. If, for any reason, their appearance or conduct are deemed objectionable, the participant shall be subject to removal.

In consideration of the acceptance of the right to participate, spectators, participants, and spectators, release and discharge the Southern California Regional Group, the City of Anaheim, Parks and Recreation Department, and their officers, directors, employees, agents, representatives, members, and servants and anyone else connected with the management of this event of and from any all damages, whether the same be known or unknown, injury, losses, payments, and/or claims from any extent of damages whatsoever that may be suffered by an estate to his person or property. Further, each entrant, participant or spectator expressly agrees to indemnify and hold harmless all the foregoing entities, firms, persons and bodies, of and from any and all liability whatsoever resulting from the conduct of entrants of any participant assisting or cooperating with entrant and under the direction of control of entrant.

Back to Basics Photos



Tropico Gold Mine, Back to Basics Tour



Award ceremony by the City of Lancaster



John & Lin Kemmerer's '40 at the start of the Back to Basics Tour

Is There More to Our June Back to Basics Tour?

Suffice it to say that there is more, much more. We will be sharing the photographs and other forms of publicity with you as soon as they are available. As you know, we had a professional photographer along for our tour of the "new '32 V-8 test run" and he has been able to get his work published. When it becomes available, you will be the first to know the where and when.

Also, Willow Springs has a publication of their own, The Willow Springs Spectator. This material may be available to us at our next meeting and, of course, we will be sharing it with you as soon as we have it in hand.

As you may know, Ford is ramping up for their 100th anniversary next year. We may be playing a small role in that. We have been told that they have a publicity budget that could include some material from our run. Again, we will keep you posted.

I want to thank John Farrar for the hard work he has done to bring all the resources together that will make our cars and their owners a part of the history that they deserve to share. Stay tuned!



Jay Benyon's Panoz stands in marked contrast to Dudley's '34. Each may represent the best in their year and class.

From the Right Seat, Minutes of June 4, 2002

Meeting Place: Bakers Square Meeting Leader: Joe DiFatta
 Car Count: 15 Start Time: 7:30 Adjournment Time: 9:20

Introduction of Guests: Welcome to Dick Thomas, Shawn Buckley, and Dennis Erickson (this evening's speaker)

Reintroducing New Members: Art Bans and Mary Katz, Scott Doudrick, Frank and Lucy Coppa, Jerry and Paula Dunn, & Don Underwood

President's Notes: (Joe DiFatta this evening) We are wishing Cal Beauregard and Dick Smith well. Both are on the mend.

Treasurer's Report: Ingvar Carlson. The treasury is looking good. It is slowly building and we are "in the black."

Club Tours:

John Farrar reports that all who attended the Back to Basics Tour had a great time. We drove the original test route of the "32 Ford and circled the race track at Willow Springs. Saturday, May 25 is recognized as Early Ford V8 Day in Lancaster. A proclamation was awarded to the club. See P. 13

We also toured The Exotic Feline Compound and the Tropico Ghost Town in Rosamond.

Announcements:

Daryl Thomas announced a "Street Fair" in Chatsworth. It was June 8 at the east end of Chatsworth Bl. at Louise.

Wendi Potter encouraged everyone to join the Potter's and other early Ford vehicles. Open house at the Potter's for anyone needing a break from the Park atmosphere.

Car of the Month: George Richards' Green '39 convertible. See P. 6

Program of the Evening: Dennis Erickson spoke this evening. See article within the Drivelines, P.7

Raffle Winners: Ladies: Lin Kemmerer & Mary Katz
 Name Badge: Mary Durkee 50/50: Dave Sanborn

Short Mechanical Notes

As a part of these months Tech Talk, I discovered that it is better to do it yourself. If I had tried to change a tire on the '46 with a Ford lug wrench, I couldn't have done it. Recently I had the tires and wheels changed at a local tire shop in preparation for our June trip. I went from the modern radials on 15" Merc wheels that I usually run, to bias ply 16". I have a set of each, thanks to Dick Stones. The 15" radials run better on the interstate, but the old 16" Firestone bias ply whites look great when the cameras are rolling. Then I discovered that the shop had messed up the lug bolts. They put 140 lbs. on each one. WAY TOO MUCH! It was a real job to take the wheels off with a big wrench. We rethreaded the bolts as they had been so damaged that nuts wouldn't turn except with a lug wrench. Safe to say that 80 lbs. is MAX for our cars. More than that will damage the threads or even the bolt itself. It's better to do it yourself!

New Members

You may have asked, "Why did they give me three blank pages at the end of the Club Directory?" Answers (circle one) It's a place to: **(a)** Doodle while on hold trying to order NOS parts from Loose Lug Nut, Louisiana. **(b)** Keep track of the expenses you incurred while making your good V-8 into a 1000 point Dearborn car. **(c)** Clip out then tape the new member information from this page which is in Directory format into your Directory.

If you circled **(c)**, you are a winner! Please follow the directions in (c) each month. Your Directory will be up to date. Start here.

(Clip here)

Coppa, Frank & Lucy

'48 Super Deluxe Sedan Coupe

20264 Lassen St.

Chatsworth, CA 91311

W: (818) 709-0111 H: (818) 349-8517

Joined 2002. Plumbing Contractor

Doudrick, Scott & Rochelle

4536 Dryer St.

La Crescenta, CA 91214

W: (818) 354-3942 H: (818) 957-5708

Joined 2002. Engineer

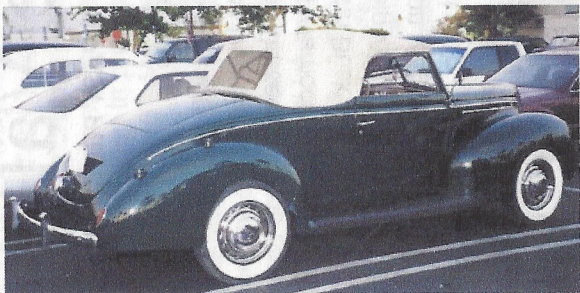
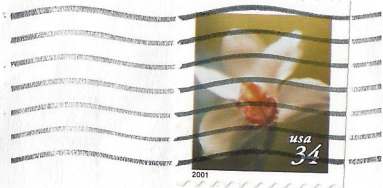
The Valley's

PAST PRESIDENTS

Jim Roe	1971
Doug Peterson	1972
Don Durkee	1973
Don Durkee	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
Don Durkee	1983
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 Keene	1998
Rose Gott	1999
Don Stout	2000
Steve Boskovich	2001

The Valley's

10745 Delco Avenue • Chatsworth, CA 91311



Car of the Month - George Richard's
Thirty Nine Convertible

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