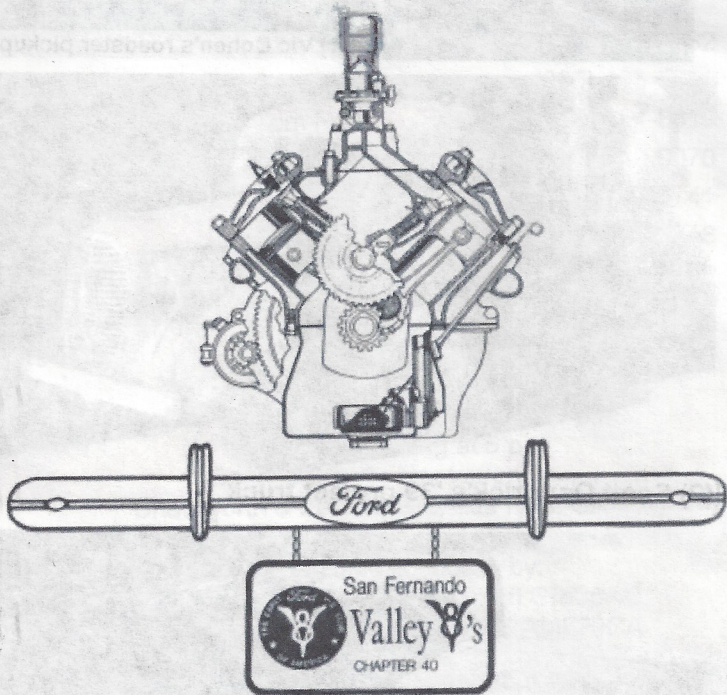




August 2002

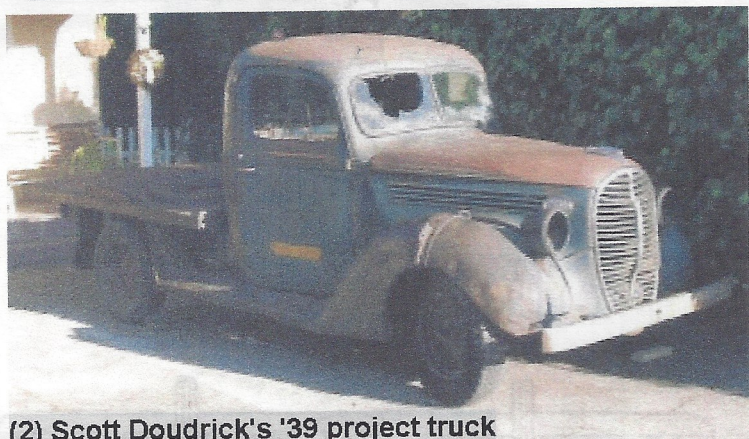
*"Our 32nd Year"*



*Drive Lines*



(1) Vic Cohen's roadster pickup



(2) Scott Doudrick's '39 project truck



(3) Rusty '49 Custom Deluxe V-8 Fordor

# 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
Treasurer	Ingvar Carlson	(818) 535-4046
Tours	Joe DiFatta	(818) 700-1939
	John Farrar	(661) 269-4032
Programs	Don Durkee	(805) 495-5298
Editor, Drive Lines	Tom Potter	(818) 884-8019
Membership	Dick Stones	(805) 230-0070
Publisher	Dave Sanborn	(818) 709-0741
Raffles	Jerry Littner	(818) 597-9016
Tech Advisor	John Wolf	(818) 789-6201
Social Secretary	Virginia Wolf	(818) 789-6201
Ladies Gifts	Carole Jensen	(805) 491-3355

Meeting 1<sup>st</sup> 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 publish 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****JULY 23, 2002**

Put another candle on my birthday cake, I'm another year older today! As many of you know, the years just seem to fly by. It was only yesterday that I was cruisin' down Van Nuys Blvd. in my Ford convertible with the top down and Sue by my side. Or maybe that was the day before yesterday. The summer is going by too fast. It's almost August and warm summer nights cruisin' with the top down on my convertible will soon be gone. It's time to think about new officers for the 2003 term. Please contact myself or Joe DiFatta if you can help next year. The club needs your help. New members are most welcome to become more involved by stepping in to one of the positions. Lots of help is available. We have a very enthusiastic group of Ford Lovers attending our meetings, tours, and special events. Lets keep up the good times with your help. If you haven't been to a meeting in awhile, you've been missing out on a lot of fun and good times.

I just talked to Cal Beaugard and he is doing great after his heart surgery. He said he washed the Zephyr this past weekend. Way to go, Cal! We hope to see Cal and Nancy at our next meeting. Our condolences to Chuck and Judy Shubb on the passing of his father. Chuck says, "He was 97 years old and had a good life." All of our thoughts are with you.

Sue and I will be out of town celebrating our 41st wedding anniversary and will miss the August meeting. Mr. Joe D. will preside at our Next Meeting at Baker's Square which is on August 6 at 7:30pm. Come early for a no-host dinner at 6:00. Chatsworth and Zelzah, Granada Hills.

*President Steve*

### **Program for the August 6 Meeting**

Ed note: Don Durkee, who is planning our program, is returning from the Nationals as this is being written. We are looking forward to a good presentation planned by Don.

## THE BARN FRESH TRUCK by Scott Doudrick

### I said, "I want a '39 pickup!" What happened ....

I have never done a restoration before. I have been thinking it would be fun for a couple of years and after a bit of research, my wife and I decided on a '39 Ford pickup. I have been looking for about a year and a half for a vehicle that we could afford and was worth working on.

My search was primarily done via the internet. I have 11 sites bookmarked that have Ford V8s for sale. Of course Hemmings and Collector Car Trader seemed to have the best selection, but also were usually out of our price range. Ironically, after all of that high-tech searching, I was browsing a newsstand and saw a little thing called Truck Round-up. It is a national publication and it is free to put picture ads into. The catch is that they are in random order so you have to look at every page - sounds pretty good to advertisers!

My truck was a 1 inch square photo that looked like it had been taken back in 1939. It said, " '38 Ford, Original cond. PU, restore or rod."

Well, I had decided that a '38 or even maybe a '37 would be OK because I was getting kind of desperate. I called this guy and I found out that it was the right price. When I asked about more pictures he said "can't you see it?" He told me it had very little bad rust and he thought it might run. He had been thinking about parting it out and had scavenged a couple of things, but could not remember what. He did know that it had no bed. From all of the searching I had done and a little bit of bargaining, I decided that unless he was outright lying to me, I was getting a good deal.

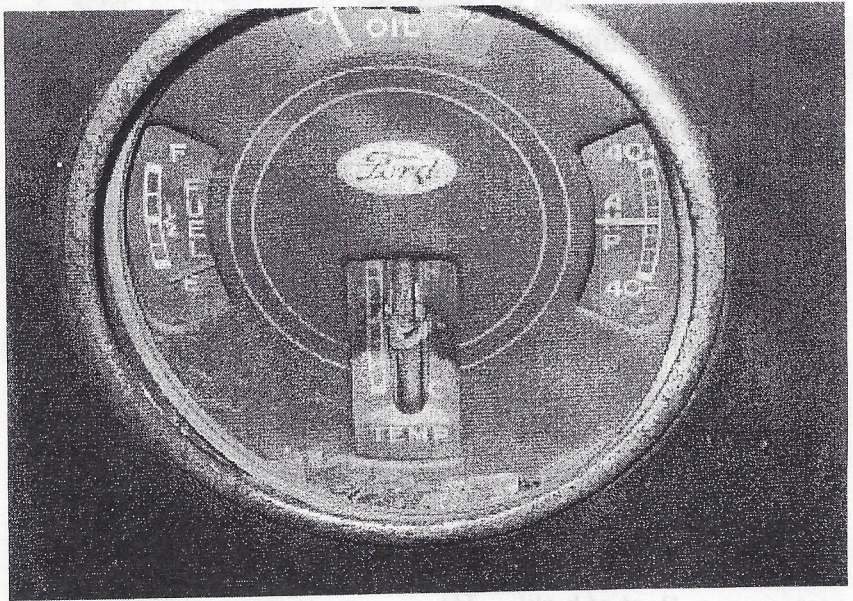
## **BARN FRESH TRUCK (cont'd.)**

After lots of anxiety about whether or not I would actually be getting a truck, the person who was delivering it called saying he would be here in a couple of days. It arrived the morning of June 26 and I was so excited I was about to jump out of my skin. I ended up going back to work that afternoon, though, because I was totally overwhelmed when I finally saw it. I wondered where to start!

I want to eventually put a bed, rear fenders, rear bumper, tail lights, etc., so I will need to locate all of these parts. The front bumper is not original and will need to be replaced. I have already mangled one of the 'eye stalks' - the foot between the headlamp and fender, so I will need to find a replacement for that. I plan on making replacements for the rotted floorboards. The entire interior needs new cardboard and all I have is seat springs with some dried out and cracked plywood mounts. I am sure that I will find much more wrong as disassembly continues, but I have been pleasantly surprised by how much I am finding that is right. Eventually my goal is to make it look as close to the original as my skill will allow.

I think I ended up with a good deal. It is in VERY rough shape, but it is a project I think I can complete. It is rusted through on both sides of the cowl near the door hinges. There are dents in the fenders and the cab, but they are repairable. The frame looks great and the grill is repairable. The flat bed will have to go because it is non-original and in terrible shape from rust, abuse and major modifications. It used to be a shepherd's truck which he had modified to have a little house on the flat bed so he could follow his flock around in it.

Photos Barn Fresh



## BARN FRESH TRUCK (cont'd)

I started going over my "new" '38 trying to figure out exactly what I had. I wasn't even sure if it was a 1/2, 3/4 or 1 ton. I found the serial number on the frame (Hey, all of you probably know exactly where it is - I had to FIND it). Oddly it fell outside of the range of 1938 85 Hp serial numbers I had. Luckily the May/June 2002 issue of the V-8 Times had an article comparing '38 and '39 pickups (P. 84-85). I started down the list - my serial number was in the '39 range, mine had what looked like hydraulic brakes (I still have never seen the mechanical ones for comparison), my grill is one piece without a V8 in the middle, my instruments have gold dials with silver pointers... Lo and behold - I actually got a '39 like I originally wanted. I have been going out at 5:00 in the morning when it is cool to work, so by 5:30 one Saturday morning, my wife was awakened by my jumping up and down on the bed saying "its a '39, its a '39!" I am definitely enjoying this and look forward to sharing my progress on this project

*Glad you found the '39 you were looking for! As you know, there are guys in the Valley V-8s who can write the book on '39s. I'm sure they will be happy to talk with you about your project. Also, you may want to get in touch with the Early Ford V-8 Club. I've heard that Gary Mallast knows his way around '39s and you might also address questions to Alan Darr. See P.81 of the May/June V-8 Times. It is the "Shop Talk" section which lists all the Advisory Panel member's mailing addresses and the email address to which you can send inquiries. The Members Roster for the Early Ford V-8 Club also lists all of the back issues of the V-8 Times. See P.45, 50 -1 for '39 references. Best of luck! TP*



## Ron Main's presentation on Flatfire , JULY 2, 2002

Ron program held our attention with high interest videos of some of his recent runs on the Salt Flats. A sketch of Flatfire's recent history:

Certified Land Speed Records for Blown Fuel Streamliners:

	<u>Date</u>	<u>Speed</u>	<u>Owner/Driver</u>
Speedweek 2001	August 13	270.440 MPH	Ron Main
Speedweek 2001	August 16	287.820 MPH	Ron Main
Speedweek 2001	August 16	295.305 MPH	Ron Main

IF ANYONE CAN GET A FLATHEAD to 300 mph, it is Ron running on the salt flats this summer. He is at 295 mph and very excited about making the 300 this summer at Speedweek 2002 if all goes well.

Ron's videos shown at the last meeting certainly are convincing. He documents each race on VCR so he can learn what happens to the car at critical points. It is a science and Ron is at the top calling the shots. We wish you all the best and will be watching the results closely. THANKS RON FOR A MOST EXCITING PROGRAM.

## LOOK FOR FLATFIRE PICTURED ON THE INSIDE COVER

### THE NEW LAYOUT, PHOTOS ON THE INSIDE COVERS

Scott Doudrick's '39 as delivered to his house last month  
'49 Custom Deluxe V-8 Fordor. Rusted but good for parts  
'39 Standard 85 HP Fordor. Restorable.

Willow Springs Raceway from 4000'. Our May destination from  
the air. Photo by Jerry Littner, Pilot, Tom Potter.

Vic Cohen's roadster pickup. A retro rod like they built them in  
the 1940's and 1950s.

Flatfire. The '46 Ford flathead V-8 shooting for 300 MPH. Stay  
tuned. It's happening in August, 2002.

### New Layout for this issue

In an attempt to simplify and save a few bucks at the same time, we are trying a new design. The color is all on the cover, both sides of it. Cars and other photos are included inside the covers in color, while other photos are included in the body of the articles in black and white. What do you think of this? Should we continue this plan? Tom and Dave.

# Summer BBQ & Party ←.....

*Sunday, August 25th, 2002 4 pm*

Please note: **This is a new date  
for this event.**



**Gather at the DiFatta Farm.**

**Ford cars will be displayed in driveway.**

**Hamburgers and hotdogs are the main course.**

**Need members to sign-up or call Joe D. or Marsha**

**and to bring any of the following:**

**Sidedishes of Salads (Green, Pasta, Potato or Bean)**

**Desserts or Starters (Chips, Dips, Salsa, etc.)**

**and Drinks**

## Vic Cohen's Car of the Month

As a teenager, Vic and some of his buddies built up hot rods starting with a '27 Model T body. It worked and was a lot of fun. That was many years ago. Then, in 1997, Vic started collecting parts for another car. This one, like its predecessor, was to be a "T" roadster pickup. "This one is a period piece," says Vic. He stuck to it.

There is a tubular front axle from a '37 V-8 60 (hp), the frame from a model A. Well, at least the side rails are. It is stepped in back and sports a "suicide" front end. It has a '39 Ford sub assembly, a '48 Ford 59 L block and a Thixton High Rise manifold. Carburetion is via 2 Stromberg 97s. The flywheel is chopped (the lip has been removed) and weighs in at 22 lbs. The engine features a "John Wolf Sure Fire Ignition" and a SU1A cam with adjustable lifters.

The "L" engine, it turns out, is a truck and bus engine with thicker cylinder walls than the ABs many of us drive. It is also factory relieved for better breathing. Vic's engine has a 3 5/16 bore and 3 7/8 stroke giving it 265 cu. in. displacement. It has original Eddy Meyer heads with an 8:1 compression ratio. In the old days, says Vic, you would call it a 3/4 race engine. Your ordinary flat head? Not hardly!

The car also features a '39 Lincoln Zephyr transmission. Well then, is the car totally Ford? Almost. The non-Ford parts include the steering gear from a '25 Franklin and a Crosley 15" steering wheel, smaller than the standard Ford wheel by about 2 inches.

The biggest challenge is making it all fit, says Vic. You find or build the parts, then you make each part fit which is difficult but fun. Then you take it all apart and restore it one piece at a time and "rebuild" as needed. If you thought this is quick and easy, guess again. It takes many hundreds of hours and a fair amount of patience to turn out a car like this one.

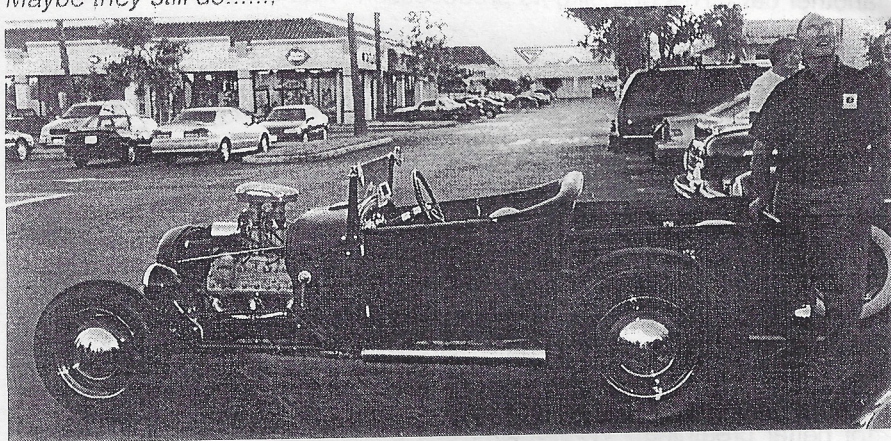
Vic says that the biggest kick in this project is the satisfaction of completing the project.

(Cont. on page 10)

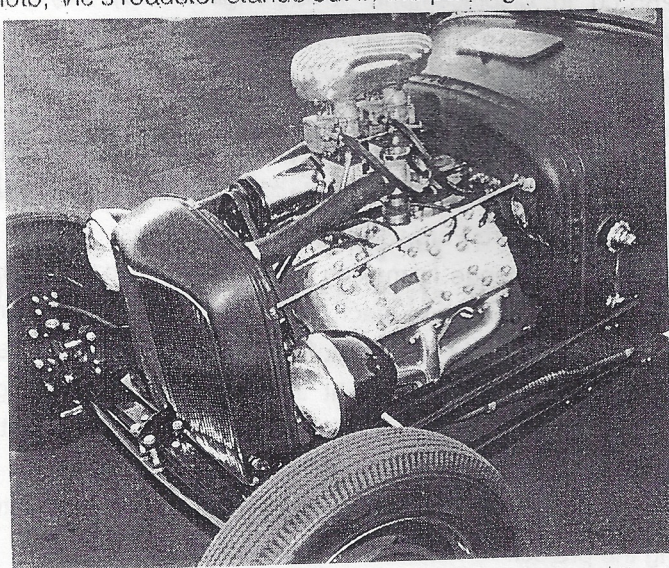
**CAR OF THE MONTH** (cont'd.)

*You sure caught the interest of the club with this great car, Vic. Thanks for sharing. We get taken back in time with a project like this one. Many of us remember the days when Ts, As and Deuces ruled. Maybe they still do.....*

TP



Photo, Vic's roadster stands out in the parking lot at break time.



Two Stromberg 97s and a polished 12 volt generator top off a 59 L (not AB) engine. Note the mean front end with a Ford 60 H.P. tube axle.

**Birthdays August**

3 <sup>rd</sup> Carole Jensen	13 <sup>th</sup> Barry Bernholtz
4 <sup>th</sup> Lloyd Paschal	14 <sup>th</sup> Chuck Luettgerodt
4 <sup>th</sup> Kim Mac Millin	19 <sup>th</sup> Gene Wilson
4 <sup>th</sup> Christine Varney	22 <sup>nd</sup> Karen Lehman
5 <sup>th</sup> Grant Lippert	23 <sup>rd</sup> Vicki Keene
5 <sup>th</sup> Tom Sawyer	25 <sup>th</sup> Corrine Nitz
7 <sup>th</sup> Diane Stones	26 <sup>th</sup> Judy Vess
12 <sup>th</sup> Vic Cohen	29 <sup>th</sup> Terry Colberg
12 <sup>th</sup> Michael Ewing	29 <sup>th</sup> Georgia Munroe
12 <sup>th</sup> Julia Ochsner	
13 <sup>th</sup> Steve Batesole	

**Wanted, For Sale or Trade**

For Sale 8BA short block. Jack Miles (818) 347-8617

Wanted '38, '39 or '40 pickup bed and rear fenders  
in repairable condition. Scott Doudrick (818) 957-5708

Cut along this line. Paste address in your Valley V-8s Directory \_\_\_\_\_

**Dunn, Jerry & Paula**  
27936 New Bird Drive  
Saugus, CA 91350  
H: 661-296-2555  
Joined 2002

*'49 Deluxe Tudor*

### **New Valley V-8 Members: Paula and Jerry Dunn**

Jerry drives a Deluxe '49 Tudor. Of course, there is a story behind this mostly original car. While doing some work for an elderly man, Jerry spotted this white tudor. "Is the '49 for sale?" he asked. Yes it was, but the price was higher than Jerry was ready to pay. But he did leave his phone number. Some time later, the owner, who turned out to be the original purchaser of the car, called Jerry to explain that he hadn't renewed the license tags and didn't drive at all due to his age. The price had come down. But Jerry said he couldn't pay that much. Well, there were several more calls and each time the price kept dropping.

It seems that the owner was getting scared by the notices he was getting from the DMV. He hadn't sent in a certificate of non-operation and there were some significant fees and fines on the Ford that he didn't want to deal with.

Finally, the price was so low that Jerry went to Paula and said that they had to come up with the money. She said they could do it. They bought the car and paid the DMV off.

This happened on a Friday and that night they towed it to Jerry's shop where they replaced the fuel pump and it started! They drove it around on Saturday, but it didn't run very well. Some fairly minor things were done including removing the gas tank (full of shellac from sitting), and cleaned the fuel lines (same problem). They took the radiator to the same place that cleaned the gas tank, Valley Radiator, put in a four row core. It was now running well. Later it got plugs and points, brakes and new engine mounts. It is an original and may have as little as 44,000 miles if you believe the odometer. It was repainted white which is over the original Seafoam(?) Green. It does have dual steel pack mufflers. It sounds great. The Moral? They are still out there!

When Jerry was in the Marines he drove a '50 Merc. which he bought with money he won in a card game while on board ship in the Pacific. Then he bought a '50 Ford from his brother for \$25. Jerry's other car? A '37 DeSoto street rod which, is going to Reno for Hot August Nights.

*Jerry and Paula actually joined in April, but the editor didn't get his act together until now. Sorry ! Welcome to the club! We'll forgive the DeSoto but bring the '49 Ford to the meetings. It's the parking lot on Valley V-8 night that counts TP*

## From the Right Seat - Secretary's Minutes

July 2, 2002 Meeting Place: Baker's Square Car Count: 13  
 Meeting Leader: Steve Boskovich, President  
 Start time: 7:30 p.m. Adjournment time: 9:15 p.m.

---

Introduction of Guests: Ron Main, our Program for the evening, David Main and John Aitken; also featuring Kevin Gabellieri, John and Virginia Wolf's grandson.

President's Notes: Steve Boskovich

Steve acknowledged Tom Potter for his marvelous job on DriveLines. Tom thanked Dave Sanborn & Christine Varney for without them the DriveLines wouldn't be what it is. Steve also thanked Joe Difatta for his help with the June meeting.

Treasurer's Report: Ingvar Carlson

Ingvar couldn't join us this evening. A report will be made next time.

Upcoming Tours:

Toyota Museum: July 27. Contact Ingvar Carlson for details.  
 Camarillo House Tour: August 17. Meet at Woodley Park Club Picnic at Joe Di Fatta's: Sunday August 25. Come one, come all and bring a dish to share.

Announcements:

Scott Doudrick found a '39 Pick-up .Yeah! Parts needed. See story inside this Drivelines.

Car of the Month:

Vic Cohen's 1932 Roadster Pick-up retro. See inside story.

Program of the Evening:

Ron Main gave us a invigorating overview and update on "the world's fastest flathead, Flatfire". Come see Ron "break wind" at 300mph at the Bonnaville Salt Flats August 10-16.

Raffle Winners: Ladies: Julie Oschner & Virginia Wolf

Name Badge: Leslie Littner 50/50: Dennis Keene

Minutes Submitted by Wendi Potter, Secretary

## Calendar Features

Camarillo Mansion & Airport Tour. Aug. 17. Meet at Woodley Park: 8:15. Leave: 8:30 sharp. Tour to Jerry Jensen's for coffee and donuts. Drive to Camarillo Mansion for a docent lead tour. Then to the Camarillo Airport. Park on the flight line and have lunch at the Way Point Café. Info: Jerry Jensen (805) 491-3355.

First Annual All Mercury Day. Aug. 18. 8 am - 3 pm. La Palma Park, Anaheim. Preregistration \$8.00. At event: \$10. Info: Gary Richards (909) 681-3640.

Summer BBQ & Party. SUNDAY, AUG.25, 4 PM. PLEASE NOTE THIS NEW DATE!!! Joe DiFatta's, 9755 Farralone Ave, Chatsworth.. Please call Joe at (818) 700-1939 to sign up to bring food. Fords will be parked on display in the drive. See P.8.

## Calendar

Solvang Tour. September 2. Sold out.

33<sup>rd</sup> Annual All Ford Picnic. Sunday, October 6, La Palma Park, Anaheim. 8 AM to 3 PM. Sponspred by the So Cal. Regional Group. Registration \$20. No pre-reg. Info: (714) 538-3957.

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

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



### The Editor's Grille

If you haven't guessed it, our theme for this month is, "They are still out there." Some are rusty to the point of being strictly parts cars. Others, though the home of mice for years, have potential especially if they have been "in a barn" and out of the elements. There are two examples on the inside cover of this issue that are of interest.

The '49 Custom Deluxe Fordor is probably so rusted that it is just a parts car. The frame may be good, but the body rust is deep in many places. There are lots of parts! It is completely stock with the original V-8, radio, heater and overdrive. How good any of the parts are is anybody's guess. It is all there, but has been sitting in this field for many rainy Sonoma County years. The owner wants \$500. It seems like a fair price if you like removing rust.

The '39 Standard 85 HP Fordor is probably worth restoration. It has been in a barn, literally, for most of its life. With patience, it could come out a strong driver. The engine is a 59 AB (not correct), but it is reported to have run within the last year or two. It has sealed beam headlights, also not correct, and a tooth is missing out of low gear. Did I say the brakes are not working? But the body and frame appear straight and it may even have the original paint. The car seems complete and rolls well. A challenge? You bet, but it might be worth a look. The owner is asking \$4000. Healdsburg, CA.

### Tour to the Toyota U.S.A. Vintage Vehicle Museum

By the time you get this, we may have done the tour. But, it is worth mentioning that **our tour on August 27** is going to include a visit to the Toyota Museum. The purpose of the "Vehicle Collection," as Toyota calls it, is to, "preserve significant model offerings and milestone vehicles representing Toyota's great past in the United States." The collection consists of over 60 Toyota and Lexus vehicles from 1959 to 2000 and six Motorsports Vehicles. This should be an interesting tour, one that all will enjoy. Please plan to **meet at Woodley Park at 9:00 AM.**

# The Valley 's

## PAST PRESIDENTS

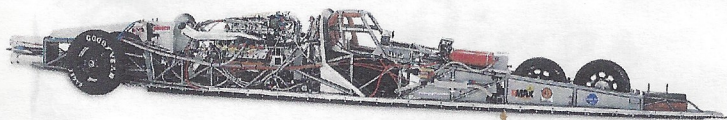
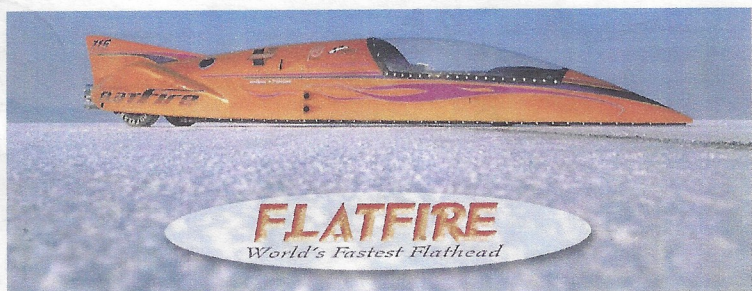
Jim Roe	1971
Doug Peterson	1972
Don Durkee	1973
Don Durkee	1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Marsraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry 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



(4) Reasonable project: '39 Standard 85 Fordor



(5) Willow Springs Raceway from 4000 feet



LandSpeed Productions Photo Design

(6) Flatfire. The flathead V-8 that can

# The Valley's

10745 Delco Avenue • Chatsworth, CA 91311



Car of the Month - Vic Cohen's  
Roadster Pickup



91326+3049 13

