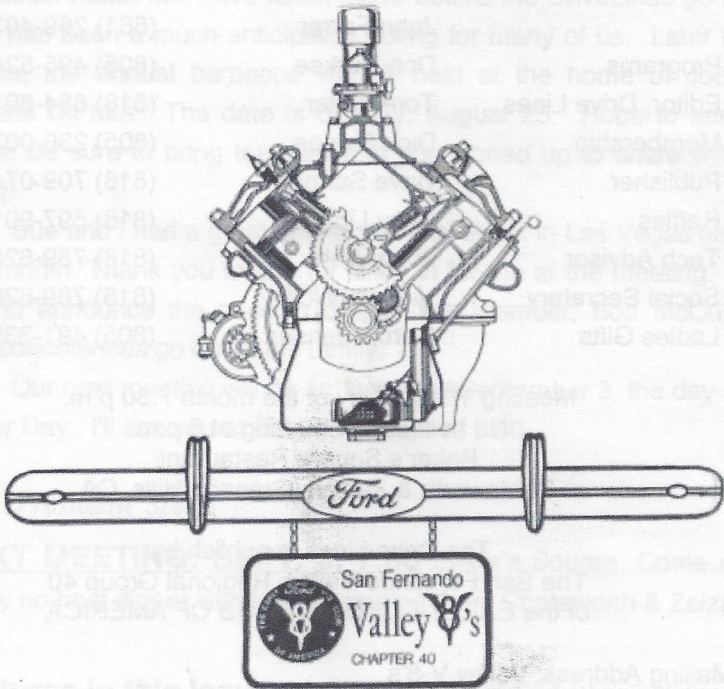




September 2002

"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
Treasurer	Ingvar Carlson	(818) 535-4046
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	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

## Crusin' with Steve

Hey, you Ford Lovers !! Let's get those great early V-8 Fords on the road and cruise around on these "Hot August Nights". It's much more enjoyable driving around in the summer in the warm weather when the cars look even better.

We have some fun outings planned for this month. I sure hope you can attend at least one of them. Jerry Jensen's tour to the Adolfo Camarillo house will have taken place before the DriveLines gets out. This has been a much-anticipated outing for many of us. Later in the month, the annual barbecue will be held at the home of Joe and Marsha DiFatta. The date is Sunday, August 25. Hope to see you there. Be sure to bring the item that you signed up to share with the group.

Sue and I had a great time in our fifth wheel in Las Vegas earlier this month. Thank you to Joe for filling in for me at the meeting. I am sad to announce the passing of our club member, Bob McCullagh. Our condolences go out to his family.

Our next meeting will be on Tuesday, September 3, the day after Labor Day. I'll see you at Baker's Square at 7:30.

*President Steve*

**NEXT MEETING: SEPT. 3, 7:30** Baker's Square. Come early. Enjoy no-host dinner with friends starting 6pm. Chatsworth & Zelzah.

**Features in this issue:** Read on for these and other articles. TP

August Tour: Camarillo Mansion and Airport Flight Line

Program at the August Meeting. The Western Nationals at Park City

The Valley V-8s bring home the awards

July Tour: There are some interesting Toyotas out there

Editor's Grille: Mercury flatheads were real beauties

Tech talk: Electrical fixes that brighten up the night, with 6 volts

**Ron Main and Flatfire are making big news**

## August Tour: Camarillo Mansion and Airport Flight Line

On the 17<sup>th</sup> we gathered at Jerry Jensen's place for coffee and donuts. Jerry's latest project was available for viewing in the back garage. Not surprisingly, it is a '39 convertible sedan. When I saw it last, it was a bent and rusted hulk. Now, the body which is straight and mounted on the frame was looking great. Very impressive work! See the picture on P.12 . Jerry's Tudor, the convertible coupe (see Park City article) and his beautifully finished convertible sedan were available for viewing. They are all '39s and immaculate. Let's not overlook Jerry and Carole's home either. Carole has done an incredible job on every room and this was all open for us to admire.

We departed for the Adolfo Camarillo Mansion and fifteen minutes later all 20 of our cars were parked on the curving drive in front of the 1892 Mansion. Some of our V-8s parked beneath the second largest Moreton Bay fig tree in California which is over 100 years old.

As we approached the stately front entrance, Jerry introduced us to Gary Blum, the Manager of the Camarillo Ranch and our docents dressed in period costumes. As we were led through the newly restored three story Victorian, one could imagine the nine Camarillos, Adolfo, Isabella and their seven children, living a life of disciplined grace in the bright, well furnished rooms. We were actually looking at the home as it was in its remodeled condition that dates to 1914. So there was a craftsman look to many of the interiors

Clearly, Adolfo didn't put up with anything that he didn't like. The children only came down stairs after they were dressed for dinner. He insisted that only Spanish was spoken at the table though Adolfo wrote in his extensive personal diary only in English with a distinctive hand. He was a forward looking man who was always interested in a better way of life. As weather and economics changed, he changed his 10,000 acre spread from Mexican style cattle ranching, to citrus, fruit and nut orchards. As he replaced his horse drawn equipment with gasoline powered trucks and tractors (possibly Fords?) he changed again to mechanized truck farming all the while aware of its

profitability.

Adolfo was a true horseman who bred many beautiful animals not the least of which was the Camarillo White Horse. There was a Morgan, Arabian, Spanish crossbreed descending from one of his stallions, "Sultan." He and his family were proud to be seen on his White Horses in the Pasadena Rose Parade, the Santa Barbara Fiesta, and many other venues. It is believed that his daughter, Carmen Camarillo Jones, rode a Camarillo White 50 times in Santa Barbara parades.

Adolfo made many gifts of land. In 1898 he helped bring the Southern Pacific Railroad to town with a land grant. He and his brother Juan donated land to build St. Mary Magdalen Chapel in 1914, and St. John's Seminary in 1930. He also donated land to the State of California to build Hwy 101 from Camarillo to the top of Conejo Grade. He had earlier planted part of this route with over 100 eucalyptus trees, some of which remain to this day. He was a 57-year member of the Pleasant Valley School Board (1894-1951) and donated the land needed to build Camarillo High School, named in his honor.

Overriding the objections of Adolfo and his brother Juan, the Southern Pacific Railroad named the town and its station Camarillo. For his civic work and his generosity, he was named a Knight of St. Gregory by Pope Pius XII in 1950. Adolfo, who was often called "The Last Spanish Don," died December 10, 1958 and is buried beside his wife in the Camarillo Family Crypt at the St. Magdalen Chapel he had helped to establish 44 years earlier. Thus ends the story of an amazing man and his legacy.

Our tour continued from the Mansion to the Camarillo Airport and not just the parking lot, but the flight line itself surrounded by Cessnas, Pipers and Beachcraft Bonanzas. The Way Point Café served a good lunch as we sat around tables and talked with our V-8 friends.

Thanks Jerry, for your work in putting together one of the best attended tours of the year. We have not only learned much about our local history, but located a significant new attraction to which we can invite out-of-town guests and other V-8ers.

By Tom Potter

**August Tour: Camarillo Mansion and Airport (Cont'd)**

The Valley V-8's visit the Camarillo Mansion.

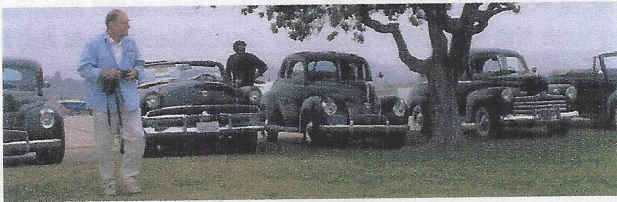


**August Tour: Camarillo Mansion and Airport**  
(Photos courtesy of Jerry Littner)

Amazing design for a mansion on the frontier 100 years ago.



V-8's on the flight line at Camarillo Airport.



## August Meeting Program: Park City and More

At our last meeting, we heard from Don Durkee and Jerry Jensen about their trip to the Western Nationals in Park City, Utah.

Don's new paint job on the '50 Crestliner is a knockout. The car looks great. He trailered it behind the motor home. This rig is comfortable, but OPEC is smiling. Don reports that he got 6.4 mpg east bound and 5.6 west bound. While that's a lot of fuel, you've got everything with you and lots of mountains to climb. Not too bad really. Must be something about the prevailing westerly winds that make the difference in the mileage says Don.

The grandchildren went on this trip. Remember Donny? He's a great kid and he doesn't back away from any challenges. One idea is to check out the tree over where the motor home is parked. Apparently, he climbed the motor home ladder and then into the tree. No one could find him for a long time, but from a kid's perspective, that's half the fun. Another challenge is to fill an empty cereal box with something. How about grasshoppers?. OK, fill it up and give it to Grandpa! Later in the trip, Donny reported getting stung by a bee. He says he didn't cry because he is tough like Grandpa. Go Donny! This trip is fun. They got buzzed with the best WWII fighter the allies had, a P-51 Mustang. That doesn't happen every day. Oh the Crestliner? 974 again. Same as before the new paint job. If I were Don, I'd be frustrated. The color is perfect but I would hope for more points given the work I'd put in.

After Park City, Don, Mary and the kids headed to Iowa for a class reunion, then on to Chicago to see his brother. The old farm in Iowa brings back many childhood memories. Don gets serious as he talks about how nice it was to reflect on the old farm. He's right. Looking back helps us remember that there have been a lot of miles traveled. It's more than Park City, it's life, and we're all going down the road.

Jerry and Carole towed the '39 convertible coupe to Park City. It was 100 degrees by the time they got to Cedar City, UT for their first night's rest. So the next morning they took off at 6am to get to the destination before it got hot.

They make Park City by noon! Utah says it is OK for all vehicles



to go 75 in Utah even with a trailer. You can make good time there says Jerry.

There was the required safety check for about 160-200 cars in attendance and the Concourse was held. This is the heart of the meet and the most time consuming Jerry reports. He was pressed into service as a judge, which is always a learning experience.

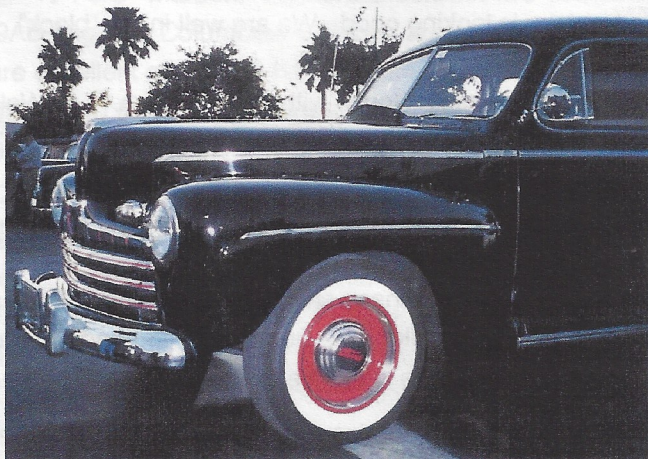
That afternoon, it rained so there was a lot of cleaning to do. After the judging, owners could go into town. This was nostalgia night with many hilarious acts the best of which, in Jerry's opinion, was the Saliva Sisters singing the Hallelujah Chorus. This one act made the trip worthwhile by itself.

Thursday included a significant tour to Rod's home with 160 Fords and Mercs in "magnificent garages" followed by a barbeque. Friday was another tour to Erickson's collection. Again, this did not disappoint. The final banquet that evening was built around a patriotic theme complete with John Philip Souza marching music and great food.

For Jerry, the best part was the judging in which his '39 convertible coupe got 999 points out of a thousand! Congratulations, Jerry! Thanks for sharing your adventure with us.

### **CAR OF THE MONTH FOR AUGUST**

The pristine Deluxe '46 Tudor shown on the cover and below belongs to none other than our president of vice, Joe DiFatta!. We'll talk about the red wheels later. See Joe's story on the next page.



## CONGRATULATIONS TO RON MAIN AND FLATFIRE!

Remember the July meeting? Club member, Ron Main and his '46 Ford flathead powered streamliner were headed out. "Bonneville, UT. Driving in ideal weather, Ron Main recorded an astonishing top speed of 302.203 mph during a one-way run." Another run exceeded 301 mph. Already the world's fastest flathead, Ron established a new land speed record for blown fuel streamliners on Aug.14, 2002 at the 54<sup>th</sup> Annual Speedweek. Ron says this is breaking the sound barrier for a flathead V-8. This engine is considered an old tech relic by some, but we knew we had a winner! Ron has got the proof. Good going Ron!

### \*\*From the Right Seat: Secretary Minutes of August 6, 2002\*\*

Meeting Place: Baker's Square Meeting Leader: Joe DiFatta, VP  
Car Count: 14 Start Time: 7:30 p.m. Adjournment: 9:15 p.m.

#### Introduction of Guests:

Don Dupree owns a '41 Merc. Welcome Don.

Cal and Nancy Beauregard are back. Good health to you Cal.

President's Notes: (Vice President, in this case)

Remember the BBQ at Joe's Place. Sunday, August 25, 2002

Treasurer's Report: Ingvar Carlson

The treasury is looking good. We are well in the "black".

#### Upcoming Tours:

August 17: Camarillo House with Jerry Jensen. All Welcome!

August 25: Annual BBQ at Joe and Marsha DiFatta's

September: Tour needed.

September 28: Solvang (sold out)

#### Program of the Evening:

Don Durkee and Jerry Jensen shared their Western Nationals,

Park City, Utah. Both took home Dearborn's and had a great time

Featured Car of the Month: Joe DiFatta's Dix. 1946 Tudor (red wheels!)

#### Raffle Winners:

Ladies: Terri Luetzgerodt and Joan Sapper

Name Badge: Al Spencer 50/50: Larry Keene

Minutes submitted by Wendi Potter, Secretary

## **Jerry Littner's '40 Deluxe Tudor**

Jerry's first car was a '37 V-8 60. He got the '40 from Chuck Shubb's partner after some "negotiation". The engine was tired and so was the electrical system. Jerry used electrical tape on the wires and used the car as a daily driver. Then, Dan Krehbiel rebuilt the engine.

Jerry did the wiring himself with Dave Gott helping when Jerry got stuck. After two week ends, it all worked. Jerry was amazed, no fires! Lloyd Paschal helped with the brakes, and Don Dupree rebuilt the master cylinder and carburetor. Both were very helpful. The key says Jerry, is research and reading. Job finished (and beautifully), 1997. TP

## **Calendar of Up Coming Events**

Solvang Tour. September, 28 Sold out.

33<sup>rd</sup> Annual All Ford Picnic. Sunday, Oct 6. La Palma Park, Anaheim.

8am to 3pm. So Cal Regional Group. \$20. Info: (714) 538-3957

Retreat to Montecito-Sequoia Resort. Oct.31 – Nov.3. Joint tour with the Ventura V-8s. Info: Jerry Veley /Jane Sharp (523) 630-2008.

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

## **Wanted, For Sale or Trade**

For sale: '40 Ford Maroon. '36 Ford Blue. Both are convertibles and have: 59AB engines, Columbias, L/B tops and interiors, headers, duals These are excellent cars. Call Richard after 5pm (760) 249-4126.

For sale: '38 –'40 inner door handles, cranks, chrome escutcheon \$10 or \$1.50 ea. '41-'48 battery & hold down, no "J" \$20. Darryl 363-6914.

Wanted: '38-'40 pickup bed subframe, box and fenders Scott 957-5708

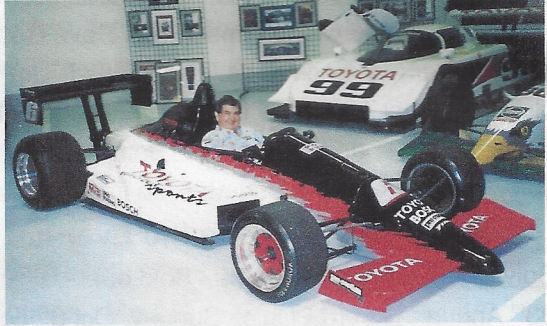
**Tech Talk** Are your lights low? Here are some ideas from Ingvar.

Check for voltage drop where contacts or terminals may be rusted or corroded. Using a volt meter: 1.) Check /clean the battery contacts, especially the + ground 2.) Measure voltage in and out of the headlight switch. 3) Check output of high beam foot switch. 4.) You may want to install halogen bulbs to reduce carrot dependency forever! Chuck Mair with Jerry Case' active support is currently working on his system. It may be ready by the next meeting. Watch for the brightest spot on the

lot at the **Next meeting, Sept. 3, Baker's Square**

## JULY TOUR TO TOYOTA MOTOR SPORT MUSEUM

Our July Tour was held on the 27<sup>th</sup> which was too late for the last issue of the DriveLines. So, here are some photos of this very interesting museum. Below is race car driver, President Steve Boskovich ready to take the 4 AGE out on the track to show his drivers how it should be done. With 240 hp 1.6 L four and low drag, it moves through the turns like it was on rails. In the background are other racers, like the RT-4 which raced at the long Beach Grand Prix with successful results.



A Toyota concept car from over 40 years ago seems to have taken design cues from the '35 Chrysler Airflow.

The silver green coupes are concept cars reflecting current lexus design themes.



Thanks to Ingvar for arranging this interesting tour for us.

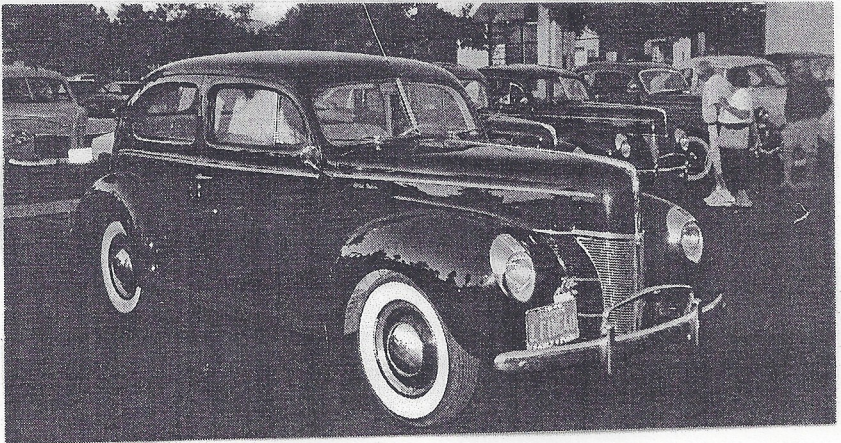
## BACKGROUND ON CAR OF THE MONTH

(Is Joe really a Ford guy?)

As you know, Joe didn't start life at "Sweet 16" with a Ford. He remembers his school buddies pushing his car half of the time to start it. He says that the other half of the time, they were pushing their Chevys and Plymouths. Later in life, knowing Chuck Mair and a few others in our club, he decided to buy a '36 Ford Tudor and join up. From there it was a '48 coupe and now the '46 Deluxe Tudor. This one has the brown plastic dash and interior. He bought it in '96 from the widow of a Baldy View Member. Total restoration has been done from 1988 – 1991. Previous member, "Bob" did get to enjoy the car for four years. Joe added the Columbia rear end thanks to Jerry Case as well as 15" red wheels and radial tires, thanks to Chuck Mair. It cruises at 65 easily. Though Joe does have other cars and other clubs in his life, he enjoys this Ford club the best!! He's saving the car for his grand kids. OK, he has three flathead Fords in his past and he eats Krispy Krème Donuts. Isn't that what it takes? He's a Ford guy! TP

### **Honorable Mention** ( He finally brought it to the meeting!)

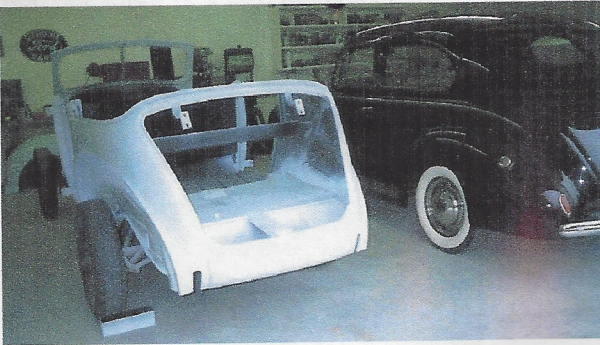
This is not a case of lazy. There is nothing lazy about Mr. Littner. It was a matter of work hours. Then he changes his work hours, so now he gets off early enough to go home and get his beautiful '40 Tudor. I thought it only came out of hiding for tours. Not so! Thanks Jerry! Hey! Are there other great flatheads hiding in members garages? TP



### August Tour: Jerry's Shop and Camarillo Mansion



'39 Convertible Sedan. Body and frame ready next to Jerry's '39 Tudor. Is the shop always this clean?



Camarillo Airport. Grandchildren can be fun . Well usually.



### Editor's Grille: International Mercury Meet

You may have read in the August 15<sup>th</sup> issue of Old Cars Weekly that the International Mercury Owners Association had about 120 cars at its annual meeting on July 20<sup>th</sup>. One photo particularly caught my eye (see below). This '49 black on black convertible looks to be in great shape. Of course, like most of us, our flatheads bring back memories that we treasure. So, I've included somewhat old photos of a favorite car out of my past. This was a metallic blue 1950 Mercury convertible which I owned while in college in 1957-58. As you may be able to see, the car is on the ranch where I lived and worked in exchange for room rent. Not glamorous. What was cool in my life was the Merc which had dual glass packs and overdrive which made it a great highway cruiser. With the top down, the heater on "hi" and the radio on the "top 20" stations, I could go all night listening to that beautiful burble.



### Editor's Grille: Merc Shows

As you read in the July and August DriveLines last Sunday was the First Annual All Mercury Day here in La Palma Park. (OK, there was one Ford at the show with a piece of paper over the **Ford** lettering on the hood. The paper had "Mercury" scratched on it. Please!) Anyway, the Editor's Grille pick of the month is this beautiful Merc convertible sedan owned by Dr. Edgar Rouhe from Riverside, who is, as he puts it, "into Mercs." It has 46,000 original miles. The car was purchased in Minnesota. The sad part is that this all original car was burned about six years ago in a fire that destroyed his garage (electrical short in the building, not the cars). So, much of the car is now restored and repainted. It looks great inside and out. There are a few "goodies" under the hood. Can we raise some money to help me with the big \$ needed to buy this one? It will take more than a raffle.

Second choice? The black '51 coupe shown at the bottom of this page. Not too shabby either, but not up to the '40 over all.





## Final Tour - Bob McCullaugh, "Flat Head Bob"

I met Bob Mc Cullaugh shortly after joining the Valley V-8's in 1980. What a character he was – Always collecting cars, tons of car parts and other stuff.

Bob had so many cars that he had some stored in a fenced off area near North Hollywood between the freeways. He was partial to Fords, hence the nick name " Flathead Bob", but he also liked Cords and Hupmobiles.

The first time I went to his home, I saw his two Cords. One had been restored and the other needed some cosmetic work. It was a rare right hand drive model made for export. Bob always said they were his retirement fund in lieu of the pension, since he was a self-employed pool cleaner.

In his younger days, he hit all the car swap meets and a lot of "Cruise Nights". As he got older and his health started failing him, he would drag a lawn chair to the events to rest his legs. I think it was really cruel when his eyesight became so poor he couldn't drive anymore, but his son, Michael didn't mind taking him to the meets.

Right up to the end, Bob still maintained his love for old cars, even if it meant reading Hemmings with a magnifying glass. We talked at least once a month and I tried to fill him in on all the recent "scoop" to keep him informed. I'll miss him.

*Kent Lowry*

Bob was one of the original members of the Valley V-8 club. We shared many good stories and traded car parts for years. He was always eager to find the part I needed and then didn't want any money for it. Bob passed-away on August 8<sup>th</sup>. He will be greatly missed by me and those who knew him. So long to a good friend.

*Jerry Littner*

### **Birthdays in September**

7 <sup>th</sup> Tomy Thompson	18 <sup>th</sup> Dick Smith
11 <sup>th</sup> Patty Smith	30 <sup>th</sup> Debby Farrar
13 <sup>th</sup> Edy Cowan	30 <sup>th</sup> Sal Piscopo
13 <sup>th</sup> Ann Caplan	

### **Car Events** by Ingvar Carlson

#### "Cruise Nights"

Friday evenings from 5 to 10 pm, you may wish to visit these locations:

1. Flames Café, 9350 Corbin Ave., Chatsworth. 1/2 half block south of Plummer on the east side of Corbin.
2. Bob's Big Boy, 4211 Riverside Dr., Burbank. West of Pass Ave.

#### **Radio programs of interest:**

- "The Car Show." Saturdays, 11am – 1pm. FM 90.7  
 "The Motor Man." Sundays, 7:30 – 10:00am. AM 790  
 "All About Cars." Sundays 2 – 4pm. AM 570

### **DriveLines policy on listing events programs & cars of the month.**

With the exception of those activities authorized by the president or the Board of the Valley V-8s, DriveLines publishes information on events that are sponsored by The Early Ford V-8 Club of America and its Regional Groups. In addition, local (San Fernando Valley) events that specifically include products of the Ford Motor Company (FMC) built between 1932 and 1953 or are powered by engines designed for FMC cars and trucks built during these years are listed on a space available basis. We are aware that there are numerous non-Ford events that may be of interest and we encourage our members to seek out the many sources of event information on these events available to the general public.

**The Car of the Month** is chosen by a committee selected by the president of the Valley V-8s on meeting night. The car is selected from those in the parking lot at about 8:30pm on meeting night based on overall appearance, uniqueness and condition. Particular attention is paid to those cars which are true to the standards by which a car is judged by the Early FordV-8 Club of America.

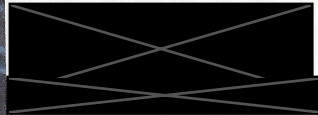
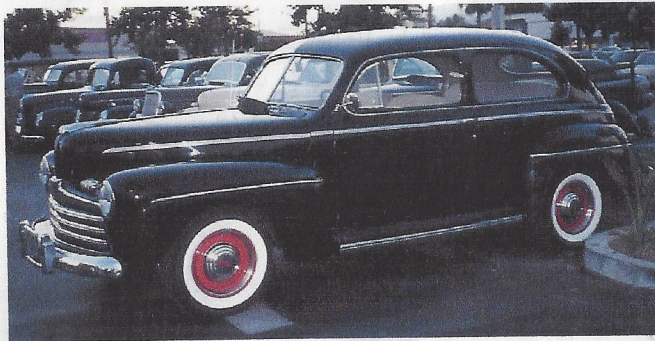
# The Valley's

## 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 - Joe DiFatta's  
Sharp '46 Tudor

91326+3049 13

