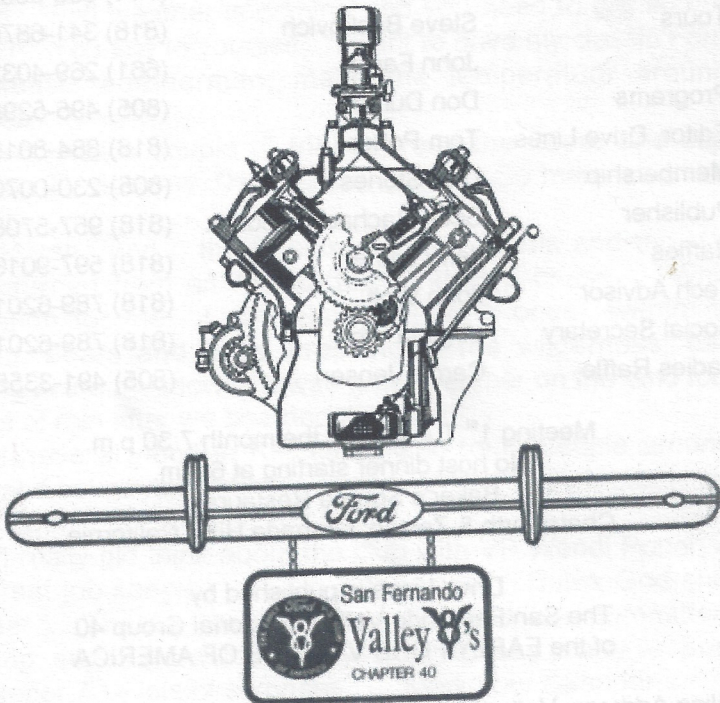




October 2003

"Our 33rd Year"



Drive Lines

The Valley V's

2003 Officers

President	Joe DiFatta	(818) 700-1939
Vice President	Wendi Potter	(818) 884-8019
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Membership	Dick Stones	(805) 230-0070
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Raffles	Jerry Littner	(818) 597-9016
Tech Advisor	John Wolf	(818) 789-6201
Social Secretary	Virginia Wolf	(818) 789-6201
Ladies Raffle	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, California

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

9755 Farralone Avenue

Chatsworth, CA 91311

President Joe's Message

— October 2003 —

President Joe Sez...

"Inspiration"

So, what inspires you?!? Spouse? Parents? Kids? Teacher? Friend or ???

Sometimes, we lay back in our daily activities and look for an "extra charge of energy to get us going. I know, during the summer months and in the heat of the day, it is tough to do. You start looking around the house, the yard, your car or cars and decide, "Fall weather is coming and you need to get something DONE!!" You say to yourself, "I want to drive my classic Ford!! ... but please weatherman, make the temperature around 70 degrees."

You call a couple of friends, read the paper and see the news on TV and say, "Hey! Life is good!!" So make your list and go at it.

Marsha and I, the Boskovichs, the Stouts and the Vesses just returned from an Alaska tour and ship cruise... What an education for me! I saw Salmon (big A ones) swimming up stream, bears and cubs wrestling in the wilderness, caribou running in the meadows. It was great weather on the land tour but 7 days of rain after we boarded the ship!!!

I have a friend in Ketchikan who tours people around the town and countryside in a '55 Chevy... Lois Munch greets people in her poodle skirt and off you go.

I really did think about the club with VP Wendi Potter, doing her great job keeping you big kids in line. (Thank God she is a teacher.) Thanks Wendi! Also she and her committee are working super hard for this year's Holiday Party – Sunday, December 7th – lots of surprises. Mark your calendar.

Also, thanks to Don Durkee and Ed Warnock for handling the club auction. "Hey Ed... did Durkee auction off the small items and leave the heavy stuff for you?"

So again, get inspired. Be at the next meeting – it will be a great one: "Steve Boskovich and American Flags." Bring a guest.

President Joe

**Next Meeting: October 7, 2003 7:30 PM
Baker's Square**

Corner of Zelzah and Chatsworth in Granada Hills

Come at 6 PM and have dinner with V-8 Friends. Bring the family and guests. Buy a few raffle tickets. Have you noticed how big the 50/50 prizes have been recently? WOW! Wear your badge with pride. Also, unless the weather is bad, bring that Ford V-8 that wants to be driven. Let's get past that 12- 16 car count we got at most of our recent meetings. The parking lot action is half the fun! Don't forget that our own Steve Boskovich is presenting "Americana"! Be there!

CALENDAR

October 5th, October Tour. Fort Tejon. Please meet on Sunday, Oct. 5, 2003, at McDonald's near the Lake Hughes off ramp off the 5 Fwy in Castaic at 9:00 AM. Depart 9:30 am. Steve promises no rain and also no Spring flowers. Sorry 'bout that! This will include reenactment of life on the Military encampment at this frontier outpost. For information call Steve Boskovich (818) 341-6876.

October 5th, Model T Club annual PicNic. Gathering is at Johnny Carson Park, Sunday Oct. 5th. This is a popular event where Fords of all kinds show. Over 120 cars are expected. Call Allan Franklin for further details: (818) 842-2230

October 7th Meeting. PROGRAM: "Americana" featuring an American flag from 1818. Come listen and see articles including different flags from American history as shared by Steve Boskovich. We have heard that this is a great presentation for those of us who enjoy celebrating our country's history.

November 6th-9th, Fall Tour. Old Sacramento. Thursday – Sunday, November 6 – 9, 2003. Fall tour Blackwell style. Explore and experience Old Sacramento including the fabulous Towe Museum. Contact Gerry Blackwell, (661) 268-0040. **PLEASE CALL GERRY IF YOU PLAN TO GO ON THIS TOUR BUT ARE NOT STAYING AT THE DELTA KING. SHE NEEDS TO GIVE YOU ADDITIONAL INSTRUCTIONS ON WHERE AND WHEN TO MEET ETC. THIS WILL BE A BIG AND EXCITING EVENT.**

December 7th, HOLIDAY PARTY. Sunday, December 7 at 6 PM at Encino Glen Banquet Center. Reserve this date for our favorite Holiday activity of the year. A party to remember, clearly this is a DO NOT MISS event! Be sure you sign up. There will be a five piece band. If you like a hot alto sax, a great trumpet and drums etc. playing 40's and 50's music, this is for you. Also, prizes and superb food! Bring your dancing shoes and dress up holiday style.

December 11th, Boskovich Christmas Party. Steve and Sue invite club members to a Christmas Party at their home on Tuesday, December 11 from 6 PM to ????. Last year we understand that Steve and Sue had 104 boxes of Christmas ornaments hung up in their beautiful home. Will this year's box count be higher? Our guess is that it will, but we'll have to wait and see. A light dinner will be served. Sign up to bring a dessert at the November meeting. Holiday attire is in order.

All the best to Mary Durkee

Don reports that Mary Durkee is doing OK after becoming short of breath and weak while visiting family in mid September. They checked her into the hospital in Coalinga where doctors reported that her arteries were "clear." Don brought her back home to Thousand Oaks where she was again taken to the hospital for tests. She is still short of breath and feeling weak. Mary is at home now but, "She is not out of the forest yet," says Don who is never far from her these days. All our thoughts and prayers are with both Mary and Don. We wish them the very best.

	Dick Colarossi
CQ AUTO PARTS INC.	
We Specialize in Service	
21116 Devonshire St Chatsworth, CA 91311	Telephone 818 341-3121

A '36 Ford Jensen?

By Blacky Blackwell



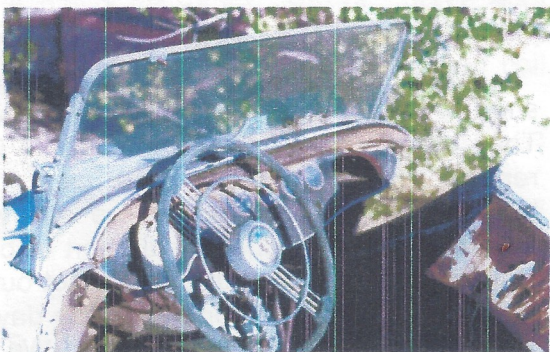
Just out of storage

What the heck is a Ford Jensen? We may have heard the name, but many can't quite put a face to it. Here is part of the answer to at least one of the cars bearing the name.

It seems that in 1936, Jensen Motors Ltd. of West Bromwich,

England, constructed aluminum sports bodies and mounted them on the 1936 Ford chassis. While other versions were built, there were three, perhaps the only three that used much of Ford's sheet metal as well.

When I got a call from Art Knapp, a well-known Ford collector and a member of the So Cal Regional Group, I was excited. He explained the he was moving his unrestored Ford Jensen from Acton



The dash of Art Knapp's Ford Jensen

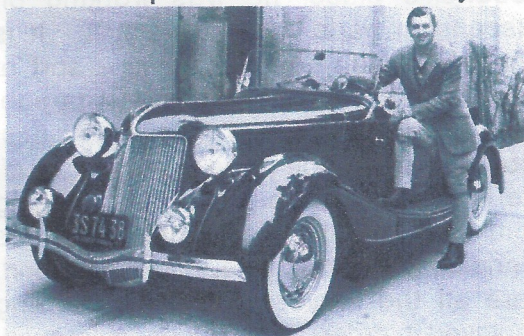


Another of the three known Jensens

to his home in Pomona. I rushed over and shot some pictures.

The story on this car tells us that only three of these rare cars are known to exist. The one that Art owns had

been lost or unaccounted for until a just few years ago. He discovered it in the "J Cars for Sale," section of Hemmings Motor News and purchased it immediately.



Clark Gable poses with a Ford

Where are the other two cars? Gordon Chamberlain had owned one back in the '70s and finally sold it to Dennis Carpenter, the Ford Parts Supplier. The second one was owned by a gentleman in Rancho Santa Fe, California, which happens to be the restored model pictured in The V-8 Affair by Ray Miller. This car was sold a few years ago to well known classic car collector, Robert Gottlieb.

The Ford Jensen features an aluminum custom body and a shortened version of the 1936 grille with a Jensen logo on the right side. Unfortunately, this fine car sported the infamous "Lucas electrical equipment" referred to by some collectors as the "Prince of Darkness." Charitably, we could say that it was not known for its reliability.

Art plans to restore the car in the coming year as he has accumulated almost all the parts for this extensive undertaking. We wish Art the best of luck and hope he keeps us posted on his progress. BB

Tech Talk: Sun Distributor Machine Update



Steve Batesole at 'work'

After Steve's article last month on distributors, he has already had a taker on his offer to do distributor work for people. He used his new Sun 504 Distributor tester to work on Art Bans'. With it he can check dwell and vacuum brake and many other functions on the '50s era machine.

Scott's Project, A '39 Pickup Reborn



Car parts as 'art'

The last time we visited Scott Doudrick's place, he was working on suspension parts. He's still at it. It is several weeks later. There is a sort of spray booth set up in front of his garage. It's a wood frame with 4 mil plastic sides, floor and top. Inside is the interesting stuff. We found a set of brake drums hanging from hooks, and a set of wishbones connected to a front axle. On the ground, were all the leaves to the front spring displayed in order. It had all been sprayed.

Scott explained the routine: First, each part was individually cleaned and sand blasted. Then it received a good coat of Epoxy primer. When that dried thoroughly, the next spray job was Acrylic Enamel, DP90LF. Finally, it got a black finish coat. Yes, there were some runs, especially in the primer. Even when you sand these down, they tend to come back in a visible way after the final coat. We're talking suspension parts, not a finish coat on the fenders. To an engineer like Scott, this is not comfortable, but I'm saying, look, the point is to keep this metal from rusting. A little run here and there makes no difference.



Backing plates and spindles dry anywhere there is room



Before (left) and during the sandblasting/priming process



Does this rear end need work? You bet! Scott is up to it, one careful step at a time.

Like a handful of people working for Ford over 60 years ago, Scott can actually use the numbers to reassemble the truck. What a concept!

Stay with us for the next episode of "A '39 Pickup Reborn" or something to that effect. The project is moving. Good going Scott and thanks for sharing. TP

Car of the Month



The Car of the Month is Darryl Thomas' '39 Ford Deluxe Coupe up to top shape both mechanically and visually. The pleasing lines of the '39 plus a lot of TLC has made this outstanding car a real eye catcher on the road and in the parking lot. *Thanks for bringing the car to the meeting. We hope to see both you and your '39 more often. TP*

Darryl Thomas' very nice '39 Deluxe Ford Coupe, our Car of the Month, has been a labor of love for a long time with Darryl. He has been doing much of the restoration himself and has, over the last few years taken a sound car and brought it



This '39 is stock and has been a project of Darryl's for years. It has an interesting history.

The Larry Johnson V-8 Gathering in Anaheim, August 16, 2003

We wrote this one up for the September issue, but as luck would have it, we were unable to get the photos in the mail in time for the press date. Since the party was such a huge success by any measure and Larry Johnson has

indicated a willingness to hold a similar function next year, we wanted to share some of the photos from that warm summer day. Again, we want to give a big V-8 THANKS to Larry Johnson for his hospitality and to send our appreciation for the outstanding time we all had.



Larry has a large driveway. It was full and all the Fords were beautiful. OK, one Mercedes, but whose counting?

Upper left: Larry's "Studebaker Showroom" had a "new" 1950 Studebaker Champion convertible that is as beautiful today as it looked 53 years ago. We all know that the lines of this car and the Starlight Coupe in the same series incorporated styling that was way ahead of its time. It still shows. In our opinion, from 1947 through the late '50s, Studebakers were among the best looking cars on the road, including that metal sculpture from a different age, the Avanti. We wonder what happened.



Lower left: The "used car" in the same showroom, was the most beautiful '49 Ford woody we have ever seen. It appears to be original and perfectly maintained. It is our understanding that the wood has been refinished, but even that has not been restored in the traditional sense and that all the pieces are exactly as Ford's Iron Mountain workers assembled them 54 years ago. The surfing scene on the wall seems to reinforce the image of this classic car in its element.



From email to Galley Proof and Beyond



One of the most important jobs in the club is rarely discussed. It is the role of the publishers of DriveLines. The central part that Scott and Rachael play in the production and distribution of our newsletter is an integral part of getting important club news to you.

The newsletter starts each month with the long series of emails (12 for the month of September) from the editor to the publisher and back. Basically one is sent for each major article. Small items are combined. The publisher sends questions and clarifications back. These begin shortly after the monthly meeting and end at a predetermined date around the middle of the month giving the publisher time to complete a rough layout of the material and the photos. Early in the month, Scott is already at work printing the cover, which includes the Car of the Month.

Shortly after the "put to bed date," which this month was the 18th, Scott prints a "galley proof" of the inside pages. Around the 22nd, there is the all-important proof reading session when Scott & Rachael, Tom & Wendi sit down, usually over Chinese food or at one of our houses. We pass around each page of the proof to check for errors.

We find many of our mistakes. Then sometimes we don't. There was the month that we missed almost all of the commas in at least three stories. We were at Starbucks 'till almost midnight. Then there was the time we published the wrong meeting date and wrong phone numbers for new members. Birthdays are all on a computerized list. How can this go wrong? Birthdates don't usually change! Very human hands put them into the computer in the first place.

We also discuss wording and tone. We promote the club, Ford flathead V-8s and family values. We include patriotic themes, where appropriate, and fairness is always in our minds. Fun is a big part of the mix.

Then there is the physical layout. Photo placement and size come up at this meeting. The other day Scott asked, "Do

important articles need to start at the top of the page?" "Yes, where possible, along with a photo if we have the room." Space and economy is always a concern. Some of the editor's "gems" get left out. There just isn't room. Maybe this is a good thing. Rachael has much better taste than I do. The publishers have a great deal of say in how this all plays out.

After all this, the publishers go to work again. This time its printing and collating, stapling, addressing and stamping each copy. The computer does a lot of this for us, but, like all good "workers", it needs to be watched. Issues are mailed to and received from 12 other clubs across the country and the national organization, The Early Ford V-8 Club of America. Addresses are always changing. New members and clubs request new issues.

The point here is that, though this job is fun in some ways, the pressure is high at times and the nights sometimes run late. Since the printer only holds fifty sheets of paper at one time, it has to be tended constantly as it does it's work. What about the ink supply? What is the mailing date? All of these concerns are the focus of the publisher's work.

Scott and Rachael do all these jobs and do them in a first class style. They put energy and creativity into their work for the club and it shows in each issue.

I simply want to give Scott and Rachael a huge THANK YOU for all the work they are doing for the club. They make the editor's job possible and they have raised the bar to new heights in the quality of our DriveLines. TP

October Birthdays

1 Arlene Berholtz	15 Richard Mottern
3 Tom Potter	23 Bob Rose
3 Dave Sanborn	23 Frank Coppa
9 John Farrar	24 Leslie Littner
12 Cheryle Stout	29 Cal Beauregard
13 Karen Reed	29 Tony Gambino
14 Terri Luettgerodt	

San Fernando Valley V8's

Holiday Party

Sunday, December 7, 2003

Encino Glen, 16821 Burbank Blvd., Encino

Ample parking available!

It's a Wonderful Life

Social Hour: 6:00pm * Dinner 6:45pm
\$25.00 per person

Please bring a donation of an unwrapped toy
for a needy youngster. ('Tis the season of giving!)

5-piece combo will play your favorite tunes
Come dance the night away

*Awards * Raffle * Gifts
Optional: Dress in Period Costume: 1919-1946

Questions? Call Wendi at (818) 884-8019

San Fernando Valley V8's

Holiday Party

Tear off page and return no later than November 25

along with checks payable to Valley V8's:

Mail to: Wendi Patter 21545 Erwin St.#107
Woodland Hills, 91367

Name(s) of party goers _____

Phone # _____

\$25.00 per person

Total enclosed: _____

Meal(s) choice of:

No. of Meals

Chicken Parmigiana _____

Broiled Salmon _____

Prime Rib au jus _____



Celebration at Galpin Ford



The trucks were moved out of the "Truck Center" for the day to make room for the huge celebration involving hundreds of customers and future customers.

It was Bert Boeckmann's celebration of his Fiftieth "Anniversary" at Galpin Ford. He needed some '53 Ford convertibles like the cars he sold new when he started as a salesman. He called Chuck Shubb and the rest, as they say, is history.

See **Galpin** on page 19

Editor's Grille

We are trying something a little new with this month's "Grille." Every once in a while, something in another publication comes to my attention that I feel may be of interest to Club members and so we are trying, with this Drive Lines, to mention such articles. We'll just describe, in the briefest possible terms, some issue of another publication with the idea that further reading by members will be rewarding.

As our October Drive Lines goes to press, the September 25 issue of Old Cars Weekly came in the mail. The article that caught my eye was on P.6 and 7, "Plastic became the interior of choice in 1936." It is an in-depth description of the early development of plastics particularly for automotive use. Featured in this article are two interior photos of 1938 Deluxe Fords together with some interesting details on the manufacturing and use of interior plastic. It's worth reading, I believe.

While we are at it, the same issue of Old Cars Weekly, includes two photos of member Nick Alexander's woodies. Of course, both are rare. On P. 28, we find a color photo of his '40 Marmon-Herrington 4x4. The other rare woody is Nick's '42 Mercury (P. 32) with the note that it won "Best in Class" at Pebble Beach. Go Nick!

Finally, if you want a nice '39 Deluxe Ford coupe, see P. 42. Bill, in Portland, OR, has a Dearborn winner for sale for \$42,500. These cars do seem to retain their VALUE.

Classic Flathead at Pebble Beach and Palos Verdes

In depth background on Ken Tibbot's 1932 Custom Ford
Cabriolet by Dennis Keene



Ken Tibbot's '32 Ford V-8 with one very fancy
Drauz German body.

Ken Tibbot decided in 1972 that he wanted to acquire a '32 to '36 Ford phaeton to set aside and restore when his kids were grown. While browsing through a bookstore, he saw a picture of a German 1932 Ford convertible Victoria that intrigued him. Fate

reared its head, for when he asked a fellow V-8er if he knew of any phaetons for sale, he was told of a '32 Ford with a German body that was located only two blocks away from the aforementioned bookstore. The car was not advertised for sale, but within six months Ken had bought the car.

First, a word of explanation is called for. Coach-built cars use a rolling chassis from a standard production manufacturer. This means, everything from the cowl forward is like a stock car. A design studio draws everything from the cowl back and from the frame up. Then it is licensed to a coach builder, who produces custom cars.

In this case, the chassis was a '32 Ford and the wood frame under the steel on the original body was in poor (!) condition. Ken found an Englishman who had worked for coach builders all his life and hired him to recreate the copious wood required for this restoration. The work was completed in 1977-78.

During the next 23 years, restoration consisted mostly of acquiring parts and getting pieces chromed, etc. In 2001 the car was shipped to Utah to have it "skinned" with new steel to replicate the 1932 custom body originally on the car. Then in August of 2002 Dave Reusch began the assembly and painting of the new body, including the NOS rear fenders and like "new fronts."

The car returned to California in early 2003 for the convertible top and interior upholstery. In early Spring, Ken called



The mechanicals are clearly Ford, but the body is a steel-over-wood creation of a very different origin

me and asked if I knew anyone who could do the final assembly and detailing required. I suggested Jerry Case. Jerry went to see the car and agreed to tackle the project. Three months of intensive work on Jerry's part ensued and a week before the Pebble Beach Concourse, I called and made arrangements to view the project.

The car was due to be trailered to Monterey on Wednesday, before the Pebble Beach Concourse. On the previous Thursday, I went to see it. The car was having the pin striping applied while I visited. It was obvious that there were many things left to do and time was short. I told Jerry that if I could help in any way to give me a call. On Saturday I found a message on my voice mail saying, "Hi Dennis, this is Jerry. HELP!" The previous article stated that Jerry and I had worked on the car for many months. But my contribution was only for four days on the final Sunday through Wednesday installing some wiring; cotter pins; grease fittings; exhaust pipe; head, cowl and tail lights; hood latches and adjusting the clutch and brakes.

When I left at 4:40 PM on Wednesday, the seats had not been installed, the car had not been washed and vacuumed and the door panels were off. Ken and Jerry arrived in Pebble Beach at 3:00 AM but were still able to have the car at the start of the 50-mile drive at 7:30 AM on Thursday.

The car performed just fine for the drive on Thursday, but unfortunately, due to several minor glitches, was not able to place in the show on Sunday. DK

PS: Following further work on the car by Ken and Jerry, it was entered in the ACURA – Palos Verdes Concourse d'Elegance on September 14, 2003 where it placed FIRST in its class of 1932 – 1941 Flathead Ford Cars.

Thanks Dennis for this great article. Sorry. We got the facts a little mixed up in our first try at this story. Isn't it great that Ken Tibbot took such an interest in this car and that you and Jerry did a lot to make this incredible Ford show, as it should? This is the kind of work that makes V-8ing fun and very rewarding. It is clear that Henry wouldn't understand this use of his cars, but it is a beautiful example of what can be done to a great V-8. TP

From The Right Seat

Date: September 2, 2003 **Meeting Place:** Baker's Square
Meeting Leader: Wendi Potter, VP **Car Count:** 11
Start Time: 7:30 **Adjournment Time:** 9:40

Introduction of Guests: Welcome!

No one wanted to let any of the "good stuff" out of club hands at our auction tonight... no guests!

Vice President's Notes:

We are getting our Holiday Party together for Dec.7, 2003. The theme is, "It's a Wonderful Life!" so be sure to watch the movie ahead of time! We'd love to see you there!

Treasurer's Report:

Hopefully, we made a large amount of money tonight!

Tours:

Fort Tejon tour on October 5th, please join us the 2nd time around!
See Steve Boskovich

Announcements:

Ventura Venture '85 videos available, \$20. See Ed Warnock.
Ken Sapper invited us to the Foothills Car Show, t'shirt and lunch provided

Car of the Month: Congratulations to Darryl Thomas and his '39 Deluxe Coupe!

Program for the Evening: Auction!

Raffle Winners:

Ladies: Mary Durkee and Judy Schubb

Name Badge: no badge

50/50 Drawing: Ron Main

Minutes submitted by Rachael Doudrick

At our last meeting: The Auction.... 2003

Each year, , the main club fundraiser of the year, the Valley V-8 Annual Auction takes place. Our last meeting was it! Don Durkee was the auctioneer. He's good at his job! When he senses interest in an item, he picks up the pace of the bidding and pushes the competition pretty hard. Even if an item is only going up in one-dollar jumps, he does all he can to get a good price for the club.

There was a large crowd and, as usual, there were some interesting items on the auction block. What about those gleaming mirrors in polished wood frames complete with period advertising? Those beautiful '40 hubcaps (for 15 " wheels?) went for a song! Did you notice that the real expert on "What is it?" was Ed Warnock?



Don Durkee is "working the members", putting his considerable skills to work as an auctioneer. People seemed to be sitting on their wallets, but together with Ed Warnock, Don got a good showing by the time the evening was over coming within about \$100 of the amount we made last year for the club.



For example, Don says, "These are hood hinges, but I don't know what year." Ed, without hesitation, "They fit '37s and '38s." To your editor, they look like hood hinges, period. Then there were some mystery parts. They were usually grouped together and sold for a dollar. Is it good for a core? Usually. Can you bolt it on and drive away? Probably not, especially if you paid \$5 for it.



Ron Main won the 50/50 at the September meeting and walked away with \$ 83 big bucks.

The club did not come out as well as last year. We were about \$100 off that one, but a good time was had by all and we are looking forward to seeing the master "Auctioneer" at it again next August.

A Big V-8 THANKS to Don Durkee and Ed Warnock for running a great show. Thanks to Carole Jensen and Lesley Littner for organizing the number match and pay-up

window. And if it weren't for Mary Durkee's quick "action at the auction", people might not have found their items. As people won their bid, Mary was numbering the items purchased and organizing them for the people at the pay-up window. Wow! What a job! Thanks also, to all those members who donated items to the club to be auctioned. Start saving those treasures for next year's big action auction. TP

The Believer: Women Living a V8 Life

"The Day the Woody Came Home" by Terri Luetzgerodt



BEFORE

I have been asked to tell the story of how our 1946 Station Wagon came to live with us. One summer in 1988 we were in Idaho at a family reunion. Out of the blue, at least to me, Chuck starts talking about how he wanted a Woody. He discussed it with several members of the family

and they promised to keep an eye out for one. We continued on our trip which took us across Canada. When we returned we had a message waiting from one of my cousins. They had found an ad for two Woodies. Chuck called the number and was told he

could have both Woodies for \$2,500 or just one for \$1,500. Of course, he wanted both, but I told him only one.

In September, Chuck and my father headed north to go look the cars over. One car was a Mercury and the other a Ford. Chuck decided on the Ford as he believed it would be easier to



AFTER

get the needed parts. They headed home and a few days after they left into the driveway comes the remains of a car. I walked outside to see this poor, sad looking vehicle.

Chuck got out of the truck and said "Don't say anything bad, just give me encouragement." Well, that wasn't easy when faced with this object he brought home, but I managed to be positive.

The next weekend we were out there pulling parts and pieces off the chassis. We both got down and dirty, scraping years of dirt and oil off the frame and engine. The next 12 years we spent as much time as we could working on the car. Slowly, but surely it started coming together. I even took a job to help pay for all new wood. We both spent a lot of time and energy bringing the car back from the grave. It has been a lot of fun driving the Woody to shows and enjoying people's reactions when they see what we started with. It may have not been my dream, but I have enjoyed helping Chuck bring his dream to life.

*Thanks Terri, for sharing the history of your exquisite woody!
We enjoy seeing it (and you) at our functions! WP*

The Foothill Festival of Cars

It was a warm Saturday. Wendi and I put the top down on the '53 and went to Art Bans' home to start our caravan of two cars (his '39 Deluxe Fordor makes our '53 look like a parts car) to the Foothill Festival of Cars in La Crescenta. The hills along the 210 freeway were showing off in the early morning light. The traffic was light so we cruised along at 65 enjoying it all, just as you should in a Flathead V-8.

We arrived at the 1st Baptist Church on time and without problems. As usual, the trip included a number of horn-honking drivers giving us the thumbs up as they went by. This always seems to happen while out driving our Early Fords. We wave back. Nice Day!

There were 83 cars on display at the show and all were interesting. We had coffee and lunch with Dudley Ochsner who entered his incredible '38 convertible sedan and Dennis Keene who showed up in his brand new F-150 pickup. Now, that is a truck!

There were many makes including Corvettes, a great old Packard Clipper and a few interesting Chevys ('55 - '57). Some of the Fords were "under construction" in such a way that you could clearly see the different stages of body work involved in the restoration. The absolute prize, the car that walked away clearly with the "People's Choice" award, was a bright red and white '57 Ford Sunliner convertible that is, in my humble opinion, better than new. I know, it's not a Flathead, but this restoration was second to none and every bit worthy of any award out there. This award was by the vote of the people attending the show. I say, "Power to the People!"

Our own, Ken Sapper played no small part in this show. He and Joan were a big part of this one. Ken was there with his racer, which, as many know, is way up front in western racing circles. Ken walked away with two trophies. One for his racer and one for the '40 - '49 category. Yeah team! Joan was very active in the registration and hostess part of the event.

See Festival on page 20

Galpin continued from page 11

It played out like this: Chuck called Don Durkee and Tom Potter. "We need your cars. Set it up for an all-day event on the 19th. Can you be polished up and down at Galpin's by 10 AM?" Chuck doesn't waste time. We said, "OK!"



Don and Wendi with their '53 Ford Flathead V-8 Crestline Sunliners. Don's is the black beauty (does that car shine!) and Wendi's is Seafoam Green.

It was a warm summer day, perfect convertible weather. We arrived at the dealership as arranged on Aug 19. The cars spent the day on the Galpin lot attracting many more than the usual share of lookers of all ages. The BBQ was great. The kid's balloons and rides, the new Fords, Ford products and speeches were up to

par for an occasion of this kind. Don and Wendi got to show off their cars. Don's car is close to perfect, Wendi's still needs a lot of work, but it is getting there. Fun was had by all.

Special thanks to Chuck Shubb and congratulations to Bert Boeckman, owner of Galpin Ford on his fifty years with Galpin, where, he "started from the bottom up." Bert, with his wife Jane are major contributors to many of the best charities in the San Fernando Valley. TP



The tents were set up for a day beside the cars to shield the celebrants from the warm summer sun.

Festival continued from page 18

One car that must be mentioned, was Brad Batesole's '68 Mustang. There are many good Mustang's out there, but this is one of only 4000 California Specials built. It was just out of the paint shop the day before the show. Brad and his dad, Ron, had spent the night before putting the interior back into this beauty and it showed magnificently. As you know, Brad is sixteen and he is on his way to a great future which, we guess, will include Fords and flying. Remember Dad's '35 five window coupe? It was a Car of the Month last year. The tradition has, somehow, been passed on. We will be describing Brad's car in more detail in a future issue. Stay tuned!

The editor's '53 received a second place in the "1951 - 1960 All Cars" category for which we are grateful. It is a motivator to see the plaque sitting on our table. We will get this one done! OK, it will take a while, but in the mean time, it sure is fun to drive.

We want to say thanks to the Sappers for putting so much energy into this great community event. Hope even more of you turn out for a fun day at next year's Foothill Festival. TP

Wanted, For Sale or Trade

For Sale: '39 Ford convertible sedan, V-8, Columbia overdrive, needs top fabric and upholstery. \$15,000.

'39 Ford convertible sedan Flathead V-8. \$30,000.

'39 Mercury 4 door sedan, Flathead V-8 w/ air. \$15,000.

Art Surtees (818) 249-3238

For Sale: '41 Ford Super Deluxe Tudor sedan. Runs. Complete. \$6500, OBO. Paul Cooswhite (818) 367-0055

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Al and Ruth Spencer

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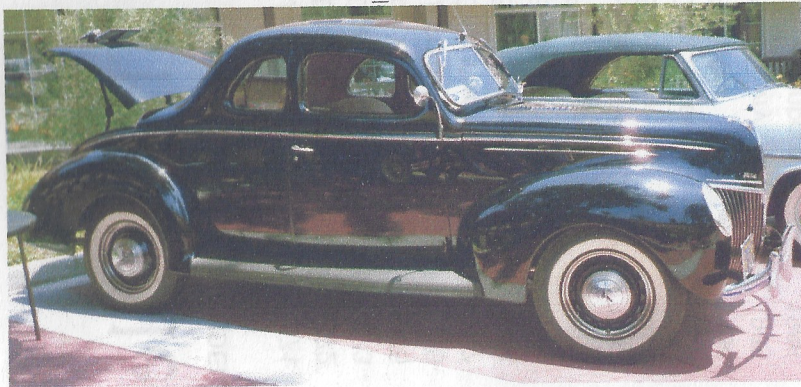
The Valley's

PAST PRESIDENTS

Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973 - 1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	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 - 1990
Joe DiFatta	1991
Chuck Shubb	1992 - 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 -2002

The Valley 's

9755 Farralone Avenue Chatsworth, CA 91311



Car of the Month
Darryl Thomas' '39 Deluxe Coupe

