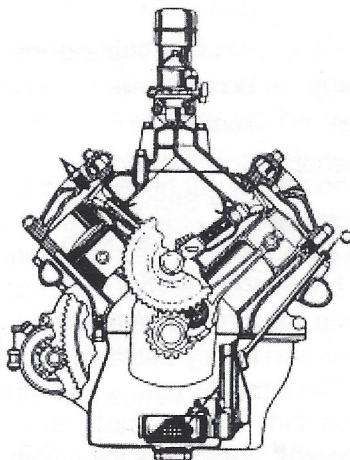




February 2004

"Our 34th Year"



Drive Lines

The Valley 's

2004 Officers

President	Wendi Potter	(818) 884-8019
Vice President	Steve Batesole	(818) 787-3658
Secretary	Rachael Doudrick	(818) 957-5708
Treasurer	Ingvar Carlson	(818) 943-2860
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Tech Advisor	John Wolf	(818) 789-6201
Mrs. Sunshine	Virginia Wolf	(818) 789-6201
Ladies Raffle	Nancy Batesole	(818) 787-3658
	Terri Luetgerodt	(661) 269-1008

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

21545 Erwin Street #107

Woodland Hills, CA 91367

Wendi's Whimsical Notes

— February 2004 —

I thank you, the membership, for the great success of my first meeting as President of the Valley V8's. With more than 70 of you in attendance, I feel an overwhelming sense of support from all who I have had the opportunity to talk to. Joe has been a great model and mentor, helping me learn some of the tricks to running a meeting. This is going to be a great V8 year!

Thanks again to Chuck Mair for donating the amplifier / speaker system. Many of you commented at our January meeting how wonderful it was to be able to hear everything. It is actions of members, like this, that continually help to improve the quality and feeling of the club.

Speaking of membership, have you gotten your renewal to Dick Stones yet? Please do so as soon as possible. We like to keep the books current and the sooner we have the renewals, the sooner we can get you the 2004 Roster. Thanks.

Once again I feel compelled to remark on and congratulate Scott Doudrick on the great success of the MER "Spirit" journey and landing. By the time you read this letter we will also know the fate of "Opportunity" the other Rover set to land on the other side of Mars at the end of January. Scott, being a key player on this astounding Jet Propulsion Lab. project, has worked many long hours, over many months to make this miraculous event occur. And did you realize while doing all of this historic work Scott continues to publish the Drive Lines. I don't know how he does it. Scott, you are an amazing guy! We are proud of you!

We have many great programs and tours planned or in the planning stages for this year, however many months still need to be planned. If you have a program and / or tour idea, let us know. Your Board is merely club members volunteering to help organize what the membership desires. Contact Joe DiFatta or Don Stout with tour ideas and Don Durkee with monthly program ideas.

Our Flathead car count at the monthly meetings hovers around a dozen or so cars. Carl Batesole is out there counting those beauties at each meeting. Let's get the numbers up, whether you have a finished car or a project car that runs, bring it to the meetings. Cars in all stages are fun to look at, and where else can you get really good free advise about anything?

Wendi

February Meeting, Tuesday, Feb 3

7:30 PM at Baker's Square. Zelzah and Chatsworth. As usual, we invite you to come early and have dinner with friends. Drive up in that Flathead V-8 and watch everyone take notice of your car.

The cars we are still working on are fun to look at too.

Calendar - Mark These Dates!!

TOURS, Meetings and more TOURS!

This is an active club. Have you noticed?

And the people you meet are kinda fun too!

Feb. 3: February Meeting 7:30 at Baker's Square, Zelzah and Chatsworth, Granada Hills. Great program and fun meeting with V-8 friends. Come at 6 PM and have dinner. Bring that Flathead V-8. No excuses (unless it's raining)!

Feb. 7: Nick Alexander's 4th Annual Swap Meet, Car Corral and BBQ. Meet: Woodley Park. Leave at 7:30 AM SHARP! Drive to Nick Alexander's BMW 6333 S. Alameda St., Los Angeles. This event is for 1932 to 1953 Ford and Mercury enthusiasts and is free! If you wish to bring parts or a car for sale / trade, please call Elizabeth (Nick's daughter) at (800) 800-NICK for a space reservation. Mention that you are a Valley V-8s member. If you want a swap meet space, plan to go down on your own. For best spaces, plan to arrive by 7 AM. The event officially starts at 9 AM. Lunch at noon. Leave about 2-3 PM. For more info: naibmw@aol.com. If you are new to the club, this is one of the best ways to get into the excitement of Early Ford V-8ing. This is more than the swap meet and a good free BBQ. Nick has the finest collection of restored Ford-Mercury woodies anywhere. Last year we were able to tour his restoration shop, which is first rate!

March 3. March Meeting 7:30 at Baker's Square, Zelzah and Chatsworth, Granada Hills. Come at 6:00. Have dinner with V-8 friends. Drive your flathead V-8. Participate (or just watch) one of the best car clubs around including a great speaker and participate in some raffles and maybe win something useful or maybe, just something to donate to the club auction!?

March 26-28 Colorado Belle Hotel and Casino. Laughlin, NV. Meet Fri., Mar 26 at 10 AM. Depart by bus. Rest stop in Barstow. Arrive 4 PM. This bus trip is a kick! Ask about

last year's bingo game on board. Mar.27. Fun on your own in Laughlin. There is a lot to do! This is Nevada! Return Sun, Mar. 28 Leave at 10 AM. Home by about 6 PM. Cost is \$85 / person double (2 nights), bus, one buffet and one breakfast! This is a steal! Your best "bet!" is to sign up NOW or at the February meeting. For information call Steve Boskovich at (818) 341-6876.

Aug 13-15 Big Bear Fun Run, 2004. Car show (over 500 cars, all makes), Poker run, BBQ, Street Dancing with band , Lake tour, Pancake breakfast and awards ceremony. Send in reservations for both nights at the Black Forrest Lodge NOW. They fill up fast! \$85 / night (800) 255-4378. Call Steve Boskovich for information, (818) 341-6876.

At the next meeting

Our speaker, as we announced earlier, is Sgt. John Artes of the Auto Theft unit of the LAPD in the San Fernando Valley. His presentation should be of great interest to those of us who have ever wondered if we were "sitting ducks" for auto thieves. Then the question: How could we prevent the theft of our car or it's parts? Thanks to Joe DiFatta for arranging the program.

Next month, we hope to start our power point presentation with photos of the Holiday Party and other events on a screen at the front of the room. Watch for this one coming soon!

If you haven't sent in your membership dues (\$28) and the form that goes with it (if there are any changes) this meeting is the best chance. Please hand in the check, and if needed, the membership form to Dick Stones our Membership Chairperson.

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

Advertise in Drive Lines!

I have proposed, and the board has agreed, to start (again) to ask members who care to, to advertise in Drive Lines. There would be a centerfold titled, "**Support Our Advertisers!**"

This page would have at least twelve business cards from club members or anyone else who wanted to advertise in DL. Larger ads would be available. Standard Business card size ads would cost \$24/ year. Double sized ads (twice the size of a business card) would be \$32/ year.

To get this program started, bring your check and your business card to Vice President Steve Batesole. Ads will start running in the March DL.

How to Reach the Treasurer

Ingvar Carlson's new phone number is (818) 943-2860. Please disregard his old phone numbers. Any questions you may have regarding the treasury or money matters related to the club, please don't hesitate to contact him. Thanks!

Joe DiFatta Straightens out Confusion about Flathead Body Styles

Did you notice the Question and Answer section in the December 25, Old Cars Weekly? Right there in black and white was our own Joe's response to a question sent in by a reader asking, "What is a Fat Fender Ford and What is a Shoebox Ford?" Joe's response in part was, "Being the President of the Valley V-8 Club in the San Fernando Valley and checking with a few members in the club, the Fat Fender Fords were 1941 – 1942 and then, 1946 – 1948. The 1949-'50-'51 models were known as the "Shoebox Fords." Not only true, but good that we put our club out there in a National Publication. Thanks Joe.

Remember that Old Cars Weekly is the magazine that put Jerry Jensen's '39 Convertible coupe into their calendar for 2004. Let's keep it up!

Editor's Grille

Related Thought to "Joe DiFatta Straightens out Confusion" in Old Cars Weekly: What do you think of this gem? Would anyone like to write up our Club's activities and send them to Jerry Windle, the editor of The Ford V-8 Times, our national

publication? *A number of clubs do this and I think it is great publicity for our very active group. Baldy View often puts out an article for the publication in the V-8 Times. I'll help with the editing if you would like me to or, of course, you could send it directly to Jerry. TP.*

Editors Grille: The LA Auto Show!!

The annual LA Auto Show has just closed it's doors for 2004. The Convention Center was quite the place to be seen if you are in the Auto World, and yes Martha, we ARE. By virtue of our membership in the Valley V-8s, we are very much in the Auto World! Well, here goes.

Were there any interesting Ford V-8s to be found at the show? Where do you want to start? Excitement starts with the new GT, a name, I understand, that was stolen from Ferrari, if most accounts are accurate, this year's Ford GT is built in the 1960s tradition only vastly improved. It's blown V-8 is by far the strongest performer in its field. Though not particularly refined, it clearly has the makings of the road race champion of the world. The low slung beauty may just clean house, including the \$400,000 Ferraris at Le Mans this year. Bill Ford's (yes, the President of Ford) white GT played the feature car of the Ford display. It is said that a 2004 model, the first to go on the auction block, went for over \$500,000. That is \$350,000 MORE than the sticker price. Desirable? YES, in anyone's book. There will be 1,500 of these cars produced as 2005 models. It is yet to be decided which dealers will get one, but you might want to keep a sharp eye on the Galpin show rooms come this summer. If these cars do, indeed take the Le Mans, a half mil. might just be the market value of the mid-engined two seaters which are barely street legal. You can dream about sticker price, but it probably won't happen this year. Question: Do you hire a full time guard just to keep it from disappearing from your driveway should you be lucky enough to buy one at \$150,000+ (mostly plus)?

My personal favorite in the 2005 Mustang. This is the first completely redesigned Mustang in over twenty years. It has many retro cues, yet is, in many ways, the most pleasing of the Ford offerings. It is definitely going to be widely available and at a price that we can all afford (\$25K for the 300hp V8, 18K for the 210 V6).

The "500" sedan, slated in some form, to go into production late this year, is a midsize sedan in the Toyota Avalon tradition. It's bigger than the Taurus and smaller than the old

Crown Vic. The styling is not that exciting, but at the same time, it looks like a long term winner filling a gap in the current Ford lineup.

Of great interest, is the Lincoln Navicross. A four door with no "B" pillars and suicide rear doors, the high stance of this four wheel drive sedan almost suggests off road intentions. Yet the luxury interior and electronic gadgetry (electronic concierge, four zone heat and air etc.) leave one wondering just who would buy one of these high end, four passenger performers.

There are many variations on current production themes such as the Freestyle and the Monterey in which the argument between the SUV and the Minivan supporters is blurred into senseless bickering. The 2004 truck line, particularly the F-150 is the finest pickup for the money on the road and has the looks, the dimensions and power (new 5.4 V-8) to prove it.

So, what is missing? Plenty and here are my concerns: What happened to The "49" Concept Car of last year's show? It seemed to have a lot of promise. Where is any mention of the Escape Hybrid which is rumored to come out this Fall? Where is Ford on Hybrid technology anyway? The current Focus is huge in sales and the SVT line up, in power and suspension, is first rate. These cars almost didn't exist at this year's show and where they did, there were no slinky models, no turntables and microphones. When asked, the Ford people simply didn't have answers.....troubling in my view. Does any of this trouble you? I'd be interested in your opinion. Write a note to Editor's Grille on these and related issues. Mail to Tom Potter, 21545 Erwin St., #107, Woodland Hills, CA 91367.

PS. Due to the need to keep our LS for service over night, Vista Lincoln, our local dealer "made" me drive an Aviator for a day. It's quite a car! It is an honest mid-size luxury SUV. Very quiet, very powerful (310 hp) and loaded with every gadget known to Ford. I liked it. Would I buy it for almost the price of two Explorers? I don't think so. It's good, but not that good. It rides hard, like a truck. The interior fit and finish is good, but it looks more lux than it feels on the road, especially cornering. Getting out of the Aviator and into the LS, it became clear that Wendi made the right choice when she got the "baby" Lincoln. It is her "Baby" and she is rightly proud of it. Ok, I'm comparing apples and oranges, and that's not fair to either vehicle, but there it is, the result of my very scientific (NOT) comparison. TP.

The Believer, Battle of the Overpass May 26, 1937

Sometimes even a "Believer" is challenged. Clara, for all her faith in Henry and his genius, was forced by her own conscience to stand steadfastly against the position he took. In this case, Henry was absolutely against the United Automobile Workers and the issue of unionization.

Labor unions were active all over the U.S. in 1937. The two main competitors of Ford, Chrysler and General Motors, had given in to the pressures of the Unions and signed contracts. On this issue as many others, Henry and Edsel were opposed to each other.

Edsel wanted to negotiate with the Unions. Henry wanted to fight them. He even threatened to close his plants. He felt unionization was unnecessary because he was "treating his workers fairly." Though offers of settlement were made, no middle ground could be found. It seemed that the principal of Unionization, itself, was the issue in Henry's mind.

Clara sided with Edsel, because she felt Edsel's opinions were being dismissed without consideration by Henry. She wondered if, in this case, Henry wasn't being himself. Perhaps, he was being unduly influenced by someone else. Clara was reported to say, "Who is this man who has so much control over my husband and is ruining my son's life?"

Henry, who had always been an independent thinker, was, in his old age, relying heavily on his "hench-man," Harry Bennett, to handle the situation. Henry favored Bennett as his advisor on plant personnel issues in the face of any opposition or reason.

Clara was quite upset about the whole situation. She feared riots and bloodshed as the union issues heated up. Some accounts say Clara even threatened to divorce Henry if he didn't negotiate with the Union, and work with his son, the President of Ford Motor Company.

On May 26th U.A.W. leaders tried to pass out union literature outside the Rouge Plant. Henry told Harry Bennet, after a long discussion to "prevent" this. The result of this action, as many are aware, was the famous "battle," if you will, which erupted. It became known as a result of its location at a main entrance to the Rouge River Plant, as the "Battle of the Overpass". Several people were seriously injured, and the relationship between Henry and Edsel was never the same. The



Bill Ford's Personal GT.
The President and CEO of The Ford Motor Company can own any Ford product he wants. Why not this one?



The New Toyota Prius Hybrid (now in production). Sixty MPG and fairly powerful. It seems a little less unusual than last year's model. I have ridden in one and they are quiet and spacious. Priced at under \$20,000 for the mid-sized hatchback.



The Lincoln Navicross
A little strange, but a lot interesting. Will this concept car ever make it into production?



The 2005 Mustang
The first complete redesign in 20 years. Retro, and very cool.



President Wendi can dream.....

If the Prez had married "up", she would have quit teaching 10 year olds, bought this '04 T-bird (she liked last year's light blue one) and driven it over Topanga Canyon with the top down to her part time job as a naturalist at Malibu State Park where she knows and loves every bird and plant at the lagoon. Oh well, maybe her husband will get that '53 convertible in shape some day.



The new Mercedes Concept Car. This is among the biggest and most gas guzzling cars out there. It's powered by a 48 valve turbocharged V-12. Very fast! "Estimated to sell around \$100,000" when (and if) it is put into production!

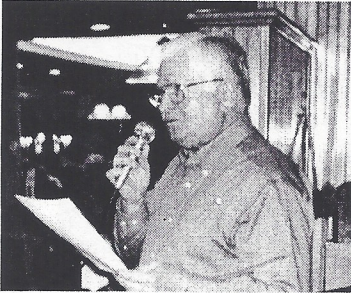


press reported that the confrontation was heavily against Henry Ford and his seemingly unreasonable "fight at any cost" attitude toward the Union.

Clara's wisdom was correct. The United Auto Workers went on to win several years later. By this time, Henry was shocked that the great majority of his workers were seeking unionization. His health suffered and he had a heart attack. The whole fiasco took its toll on Edsel's health too and on Henry's relationship with Clara. Some say that this event, among others contributed to Edsel's premature death a few years later. We cannot help but see that Clara's vision was correct. The destructive battle was as much within her family and the two men she loved most, as it was on the overpass.

Believers often continue to believe in their husbands, however, they don't always agree with his decisions and take a firm stand against them. In this case, Clara was a wise woman. She believed in her son, Edsel and acted accordingly. WP

The January Meeting



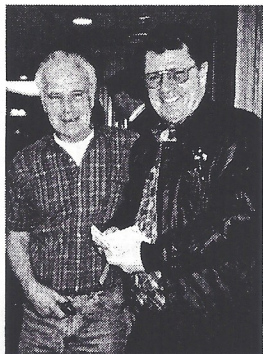
It wasn't Joe DiFatta's style nor should it be. For President Wendi's first meeting, it was pretty darn good. She was well organized with a serious agenda and she kept it moving which is important. It's kinda fun to have a gal up front for a year! We understand that she even received notes and emails from

people who weren't at the meeting saying that they were sorry that they couldn't attend, but they would be at the next meeting or tour.

Program: Ron Cunningham, our very well qualified speaker, presented a talk on Intelligence and how it is gathered. What he had to say seemed a little scary at times. His description of disinformation was frightening. It seems that if you want people to believe what you are saying, even though it may be mostly a fabrication designed to mislead listeners, the intelligence community in some countries figure out a way to give out just enough truth to make the message look plausible. It is even OK, to include some less than flattering references to the leader or the government which is behind the hoax in the first place. In this

way, the message seems to come from an independent source, not the government.

Ron told us of ways that someone is set up to do one job (a front) while, indeed, he /she is doing another (like gathering information). Lots of dynamic stuff here. Thank you, Ron, for your presentation and thanks also to Don Durkee for finding our speaker.



Other Meeting Highlights

Probably one of the best features of the new club year is the microphone which made it possible for those in the back to hear well. Thanks again to Chuck Mair for the donation. For the February meeting, Wendi has even come up with a longer mic cord which makes the whole system more versatile than before. Now, we have to give each presenter lessons in how to hold the mic close to their mouth and **KEEP IT THERE**. It was noted that several speakers, without realizing it, started out loud and clear and gradually faded as their voices got softer and the mic drifted away down to their chest and beyond. It's only human nature. We'll keep working on it!

Ron Main says that, yes, he does know how he might spend his big bucks he won in the 50/50. Carl's Car Count (CCC) will be a regular part of each meeting. The son of Vice-President Steve Batesole, Carl, age 10, is more than willing to get out in the parking lot at break time and count all the Flatheads parked there. Last meeting, the CCC was 13 - not a record, but a good beginning on our new campaign to get members to drive those Flatheads to the meetings on the first Tuesday of the month.

Steve Boskovich is moving the raffle along at a good clip now, since we are calling another number right after a raffle winner starts toward the prize area. It sure is fun to win something you've always wanted or even something you didn't know you wanted.

February Birthdays

4th Marsha DiFatta
5th Allen Porter
5th James Kelley
11th Don Durkee
14th Susan Trapp



17th Dianne Baily
19th Leland Wright
21st Jim Rowe
25th Joe DiFatta
27th Lin Kemmerer

From The Right Seat

Date: January 6, 2004

Meeting Place: Baker's Square

Meeting Leader: Wendi Potter, Prez

CARL'S Car Count: 13

Start Time: 7:30

Adjournment Time: 9:20

Introduction of Guests: Welcome!

Ryan Schwarz, Tom Potter's grandson. Dave Bergman who drives a '38. Ron and Gail Cunningham, who drive a '51 Merc Club Coupe. Helen and Bruce Hutchinson, '46 Lincoln.

President's Notes: Wendi Potter

This year's holiday parties were fantastic! Thank you to all who helped out and to Steve and Sue Boskovich for opening their home to us again this year.

Compliments to our Valley V-8s board and thanks to Joe DiFatta and Don Stout, who have taken on our Tours Coordinator position.

Treasurer's Report: Ingvar Carlson

We are low after the holidays, but that's as it should be! What a party! A charitable donation was made to Angel Flight at this meeting.

Membership: Dick Stones

Membership dues are DUE! Send your check for \$28.00 to Dick Stones, today!

Tours: See page 2!

Announcements:

Please give your condolences to these club members who have recently lost members of their families: Al Rohrer's brother passed away, Marsha DiFatta's mother passed away.

Congratulations, Scott Doudrick and the JPL team on the successful MER landing! Thank you to Chuck Mair for our new P.A. system. It really made a big difference at this meeting and we are sure to continue to enjoy it in the future.

Car of the Month:

Congratulations to John Wolf and his '40 coupe!

Program for the Evening:

Ron Cunningham shared his insights and experiences of many years in the Intelligence field.

Raffle Winners:

Ladies: Karen Lehman, Terri Luettgerodt

Name Badge: Tom Potter

50/50 Drawing: Ron Main

Minutes submitted by Rachael Doudrick

The Real Cost of Owning a Flathead in 1977!

This article appeared in the Jan./Feb. "Flathead" and was written by Ken Randall of New England. Found in the March 1978 KC newsletter.

March 30	Renewed Hemmings Motor News	\$16.00
April 1	Found '50 Merc Convertible in old issue of Hemmings	n/c
April 2	Phone call to Hartford Conn. For Mercury	\$4.50
April 3	Flowers for wife to introduce subject of this bargain	\$12.50
April 4	Evening at "Green Barrel Bar" after argument	\$15.00
April 7	Dinner to lure wife to look at Mercury	\$22.50
April 9	Second phone call to arrange date to look at car on Apr. 11	\$4.50
April 12	New hair-do for wife after demonstration ride (had to put the top down!)	\$14.00
April 16	Bought Mercury convertible (baby blue)	\$3500
April 17	Scarf for wife so hair won't blow (baby blue)	\$0.95
April 18	Brought car home (gas, tolls and other expenses)	\$37.50
April 22	"Demonstration" by friend who claimed to be flathead expert- new first gear	\$87.50
April 24	Wife bought sweater to match '50 Mercury (baby blue)	\$25.00
April 28	Raced '50 Chevy sedan down turnpike - speeding ticket	\$25.00
April 30	Wife purchased slacks to match '50 Merc (baby blue)	\$25.00
May 3	Rebuilt carb. Raced '50 Chevy, repairs, speeding ticket	\$85.00
May 6	Neighbor's kid drew crayon pictures on upholstery and doors - cleaning bill	\$20.50
May 7	Settled out of court for clobbering neighbor's kid	\$150.00
May 8	Wife bought shoes to go with slacks that match sweater that matches '50 Merc	\$17.96
May 9	"Expert" friend showed me how to adjust carb. Replaced 16 valves.	\$122.50
May 13	Evening at the Green Barrel after argument over returning of handbag wife bought to go with shoes that match slacks that match sweater that match '50 Mercury	\$14.50
May 17	Raced '50 Ford Crestliner - speeding ticket	\$25.00
May 20	Vanity plates " '50 Mercury	\$25.00
May 22	Bought dual carbs & manifold & installed	\$125.00

May 24	Added up all the above figures & told wife she had better economize – evening at the “Green Barrel”	\$17.00
May 26	“Expert” friend demonstrates proper cornering technique. Repairs to right front fender	\$52.65
May 29	Bought new shocks and rear springs	\$195.00
May 30	Party to placate “expert” friend & wife after heated discussion	\$29.30
June 2	Taught wife to drive '50 Mercury – new clutch	\$85.00
June 4	Gave wife second driving lesson. Evening at “Green Barrel”	\$11.50

And on it goes.....

Don Durkee's Story “My '50 Ford Coupe” Part II (Continued from DL Jan '04)

You remember from the last Drive Lines, that Rudy had told me that he would sell me the '50 Ford coupe, but the price had to be over \$5000. So I said, “Here is my final deal.” I will give you \$5500 for the car where it sits. If you drive the car over to my house, I will give you \$1000 more because I have not heard the car run.

The next day, Thursday, Rudy borrowed a battery and a starter to try to start the '50. He used up two batteries and two starters, he could not get the little '50 started. He said, “The motor is stuck, come over. Get the car. You can have it for \$5500. I'm tired of working on it and I don't want to look at that car no more.”

By 6 PM on Friday, night, the Maroon coupe was sitting in my driveway. It got there by way of a car trailer. The motor really was stuck. It wouldn't even turn with a breaker bar and a three foot piece of pipe attached. Even after soaking in penetrating oil for several days it wouldn't move. Then on the third day, after rocking it back and forth with the big breaker bar, it finally brose.

When we got it started, it had several valves stuck open and no oil pressure. That's when I realized why Rudy never drove the car. My friend, Dan Krehbiel, took the engine apart and found a plug missing behind the timing chain and that's why there was no oil pressure.

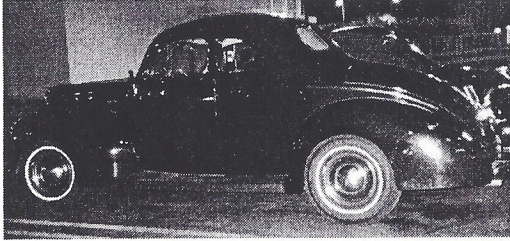
Dan replaced the plug and put the engine back together. I picked it up from Dan on Wednesday night in Yorba Linda. Thursday night I installed the engine. I got it running about 2 AM.

Friday morning about 6 AM we left for the Black Bart tour in San Andreas, CA. The tour was an 800 mile round trip. We never drove the car around the block before that trip. We didn't

have time to road test it at all. It made the trip with no problems and I knew then that the car was going to be the best early Ford V-8 I ever drove. Just ask Art B.

The third installment of Don's Story, "My '50 Coupe" will appear in the next issue of Drive Lines. TP

Car of the Month



OUR FIRST CAR OF THE MONTH for 2004

John Wolf's has owned his beautiful '40 Deluxe Coupe for 24 years. It's not quite stock, and totally a road car.

Back in about 1980, John Wolf was restoring a "perfect" '40 coupe. He had been building Fords for a very long time, at that point. He knew a lot about the car and how to make it just right. Every time he located a part for his '40 that was better than what

the car came with, he replaced the poorer part with the better one. Sometimes, he would change a part two or three times until he got it perfect. When he was finished with the car, he was very proud. His red coupe is truly a beauty, one that rarely goes very far because he takes such good care of it. It is about as close to perfection as you can get.

The Car of the Month? This brings us to the other '40, the one he and Virginia call "Spare". He had so many parts left over from his "good" car that he had enough to build another whole car. The frame had come from one car, the body from another and each of the parts was a "second," one that he had passed over in favor of another that he put on the "good" car. In about 1982 he had enough "spare" parts to build a complete '40 coupe, the one that turned out so well that it was Car of the Month for January 2004! This wasn't to be a perfect car, but a driver and bone stock. It worked out well enough and he drove it everywhere for about 20 years.

Then, he got the bug to give it a little more speed and power, better suspension and a smoother ride than the stock Ford's came with. With out changing the body or the appearance of the car on the outside, he dropped in a 302 with a C-4 transmission, a 9" Ford rear end with longitudinal rear springs, independent front suspension with 15" radials front and rear. But what about the heating and cooling? There is an air conditioning

compressor mounted on the engine, and a condenser in front of the radiator just as you might expect. But the evaporator and blower are mounted behind the front seat leaving plenty of room under the dash. It looks stock when you sit in the car. The ducting comes out under the front seat! John is now working on a couple more ducts that will come up through the package shelf behind the seat. That will give you some high level air sources blowing at the windows when this, one of the last projects on the car is finished.

Does John drive the car much? He has put over 15,000 miles on it since 2001. He is not afraid to drive it. After all, this car is "made from Spares!" TP

Best Wishes

Diane Stones is home after several days in the hospital. Her flu became pneumonia which required her to be on Oxygen. But we are happy to share that Diane is made of tough stuff and is now on her way back to top health. All our best wishes to Dick and Diane.

Karlita Dolinsky, known to everyone as Kay, passed away on December 30, 2003. She was born in 1920. She married her high school sweetheart, Paul in 1940, and their four children grew up in her native Pennsylvania. In 1955, they moved to California eventually settling in Newhall. Kay was a dedicated mother to her children including our own **Marsha DiFatta**. She is survived by her loving husband of 63 years, her four children, nine grandchildren and ten great grandchildren. She was loved and will be missed by family, extended family and many friends. We all send Marsha our love and condolences.

Wanted, For Sale or Trade

For Sale: '52,'53,'54 Ford floor mats, rubber front & rear. Black. Fit Sunliner & Victoria. (Tudor?) with one pad. NOS \$45. Allan Franklin (818) 842-2230.

For Sale: '52,'53,'54 Ford floor mats, carpet front & rear. Black. Fit Sunliner & Victoria. (Tudor?).New \$70. Allan Franklin (818) 842-2230.

New Address for Old Members

Cal and Nancy Beauregard
PO Box 461
Gallatin Gateway, MT 59703
(406) 763-5557

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
Joe DiFatta	2003

The Valley 's

21545 Erwin Street #107, Woodland Hills, CA 91367



Our January Car of the Month, built by John Wolf, graces the parking lot on Tuesday, Jan.6, 2004.

