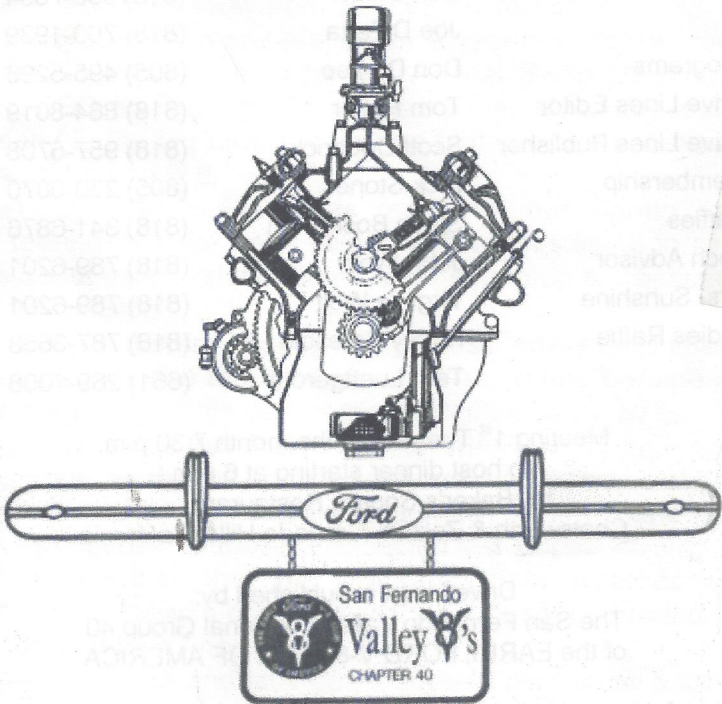




March 2004

"Our 34th Year"



Drive Lines

The Valley V's

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	Terri Luetterodt	(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

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Mailing Address: Valley V-8's

21545 Erwin Street #107

Woodland Hills, CA 91367

Wendi's Whimsical Notes

— March 2004 —

I couldn't possibly pass up an "Opportunity" to elaborate on the "Spirit" of the Mars Program. It has been phenomenal to watch the process and progress of these little rovers as they roll across the Martian landscape, while transmitting new and amazing information about the Red Planet back to our scientists here in Pasadena. At our March 2nd meeting, we will have a unique program! Our own Scott Doudrick, Mars Exploration Rover engineer at NASA/JPL, will give us a first-hand account of the scientific break-throughs that seem to be coming in daily from the planet millions of miles away from us. Don't miss this one!

About 25 club members spent a glorious day at Nick Alexander's BMW dealership for the Annual Swap Meet, Car Corral and BBQ on February 7th. It was a marvelous day and I, among many in the big crowd, sure had fun! Hope you did too! See the article on page 9.

Let's get those Flatheads ready for our Spring and Summer touring! I have been talking with and listening to club members about safety related items and gearing up our beauties for some fun cruising:

I've heard that for headlight brightness, one should check the grounding between the lights and the frame and be sure all terminals are clean. This can improve brightness by 50%. I'm trying to get Tom to do this one on our '46 ASAP.

As soon as my '53 comes back from the power steering repair, we'll be checking its brakes carefully. It is important to have "plenty of pedal" for those unexpected fast stops.

Do remember that the up-coming hot weather will challenge our Flathead's cooling system. A flush, I've heard, is quick and inexpensive "insurance."

Check 'em out and let's go! I, myself, plan to do a lot of cruisin' soon and, with better weather coming, the top will definitely be down! I like the sound of the V-8 pipes!

The enthusiasm and attendance at our meetings just can't be beat thanks to all of you. Are we havin' fun yet? You bet!! See you all March 2nd!!

Wendi

The Next Meeting is March 2nd, 2004. Join Us!

We meet at Baker's Square near the corner of Zelzah and Chatsworth. Meeting time is at 7:30 PM. We usually have a big crowd as many members come to enjoy dinner ahead of the meeting with V-8 friends. The atmosphere is cordial and people you haven't seen in a month are eager to see you. Talk cars. Talk parts. Talk about your repair challenges. (We all have them!) Relax and have fun!

DRIVE THAT FLATHEAD V-8 to our parking lot. It doesn't need to be perfect to be fun to drive. Bring a guest, Who knows, that person may be our next new member!!

April 6th Meeting

The April 6th meeting will be moved from Bakers Square to the Acapulco Mexican Restaurant. This is a one-time only change since Bakers Square will be closed for remodeling starting March 22. Our new room will be so nice.

Meet at the usual time, 6:00 PM for the dinner and 7:30 for the meeting. The address is 9400 Reseda Boulevard south of Plummer on the east side. Park behind the restaurant and bring your classic car. They are moving spaces just for us. If you get lost, you may want to call Acapulco at 818-349-4584.

Calendar of Events: March – August, 2004

March 26 – 28 Colorado Belle Hotel and Casino, Laughlin NV.

Bus Trip. Meet Friday, 10 AM. \$85 / person, double, for two nights lodging. Includes one breakfast and one buffet meal and the round-trip bus fare. This trip is a kick! Ask about last year's on-board bingo game. Mar. 27: Fun on your own in Laughlin. There is a lot to do! This is Nevada. Return Sun., March 28th at 10 AM, home by 6:00 PM. For Info: Steve Boskovich, (919) 341-6876. One of the best deals of the year!

April 17, Santa Anita Race Track Tour 9 – 10 AM. Tour of Arcadia History Museum 9:30-11:30. Did you know that Santa Anita was once used as an airfield for Boeing? Lunch at Dudley and Julie Oschner's Home about 12:00. This will be a chance to get a guided tour "behind the scenes" at Santa Anita. We will meet at a new location for this one!

1. From the 101 and 405 Fwy interchange in Sherman Oaks, drive east on the 101 toward Burbank.
2. Stay left and continue east on the 134 Fwy.
3. Get off at Buena Vista / Bob Hope Dr. Turn right.
4. Cross Riverside Dr. and go 1/2 block to the cul de sac at the end of Bob Hope Dr. where we will LEAVE AT 8:00 AM SHARP.

For information call Joe DiFatta (818) 700-1939

May 15, Petersen Museum Tour. Meet at the Lamplighter Restaurant at 5043 Van Nuys Boulevard at 9:00 AM for breakfast. More details still to be announced. Call Joe DiFatta, (818) 700-1939

June 6th, Santa Paula Airport Tour and Breakfast. Meet at Sepulveda and Rinaldi at 9:00 AM. Display our Cars at 9:45 AM at the Airport. For Info: Joe DiFatta (818) 700-1939.

1. We will leave Sepulveda Blvd. just south of Rinaldi St. at 9:00 AM. NO LATER! Park on the east side of Sepulveda heading north along side the San Fernando Mission Cemetery.
2. Arrive at Santa Paula Airport – park cars on the tarmac in front of plane hangars.
3. Breakfast as a group at Longsdon's Airport Restaurant on the field.
4. You will receive a packet at the June 1 meeting on the history of the airport. There will be a quiz after breakfast on the history of the field and the St. Francis Dam disaster that helped to create it. Prizes will be given to those who get the best scores. Remember, the Prez is a teacher!
5. After breakfast view planes and optional visits to the town of Santa Paula.

July 10–11, Solvang Weekend, "Fiddler on the Roof" (40 tickets only) Call Joe DiFatta (818) 700-1939.

August 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. Call Black Forrest Lodge for over-night reservations at (800) 255-4378 NOW. \$85/ night. Call Steve Boskovich for other information (818) 341-6876.

What is your Flathead worth?

It is reassuring to hear that our classic cars are rarely stolen according to John Artes of the LAPD Auto Theft unit. In remarks at the end of the meeting, Joe DiFatta did make a sound recommendation to the members. It seems that our cars have gone up in value dramatically in the last few years. Just look under Ford 1932 – 1953 in the recent 50th Anniversary issue of Hemmings Motor News! WOW!

Examples:

- '33 Roadster. Original and restored \$49,000
OH, P 473
- '34 Cabriolet. Older restoration, good running flathead. \$43,000
PA, P. 474
- '38 Deluxe Coupe. Good interior and paint, rust free, \$25,900
PA, P. 474
- '39 Deluxe Business Coupe. Restored to original \$28,500
TX, P. 475
- '46 Convertible, Flathead, Columbia, excellent chrome \$32,000
CA, P 475
- '48 Woody, Excellent condition, only \$79,239. OH, P. 476
- '51 Convertible, flawless, \$39,900. Canada, P. 476
- '52 Convertible, Frame off restoration, Best of show in local show.
\$35,000 FL.
- '53 F-100 Complete restoration \$24,900. P 477, PA.

We have never seen prices like this for our stock flathead V-8s. The range in years, body styles and geographic location is evident. This means that it makes economic sense to put a lot into your Ford V-8. You can afford to get the parts you need, have fun doing as much of the work as you can yourself, and get your money out of it when it comes time to sell.

Joe's point is that, should something happen to your Ford, make certain that the emotional loss is not accompanied by a financial loss. Be sure when you renew the insurance on your more valuable Early Ford V-8, that you increase the coverage appropriately. TP

The Believer

By Donna Paschal

After forty years, they are still doing their car thing together. As you might imagine, Donna and Lloyd Paschal have had endless adventures together involving classic vehicles. The following is one such story. Donna is truly a "Believer"! WP

When we were first married, Lloyd was into Hudsons. Later it was Buicks, and this is where one adventure begins that I shall never forget. We were one of six couples who formed "The Buick Club of America" in 1964. Your membership number said at what point you joined. We are member #00002 and proud of our founding status. The club was soon well on it's way and we made many new friends.

One such friend was Tom Garcia (member #00014), who was a helicopter pilot in the Air Force and was soon sent to Viet Nam. Tom's car was left in Gaviota, a small town north of Santa Barbara. He asked if we would go pick up his car and keep it for him. Of course Lloyd was willing and we set aside a time to go get it. We packed up the kids in the station wagon and drove north about 80 miles.

To our disappointment, we got there and discovered someone had stolen the head. Well, now what? Lloyd, being creative found a 30-foot rope and tied the two cars together by their bumpers. I was to be the lead driver and Lloyd would steer the non-running Buick behind. Oh Boy! Did this one spell trouble with a capital "T", but we were young and naive and fearless.

We left Gaviota with the three kids and me in the lead, and with Lloyd in tow. There were no cell phones or C.B. radios in those days. We were crazily making hand gestures and signals all the way home. Lloyd used the brakes on the Buick to keep the rope taut and stop us when necessary. All this seemed to be working pretty well until I saw a frantic look on Lloyd's face in my rear view mirror. Someone had their turn signal on to move in between us. They saw the rope just in time and swerved back into their lane.

This was the first of many such close calls, and the LONGEST drive of my life. I figure we must have caused a half dozen or so near accidents as cars tried to move in to that 30-foot space. Fortunately, close only counts in horseshoes. We made it back to Simi Valley. WHEW! That was one I never wanted to do

again. Now we just had to store the car until our friend got back home, two years later.

In the meantime, Lloyd had the car parked in the cul-de-sac along side of our house. One day our youngest daughter decided she would play "driving". She was in the front seat bouncing up and down and holding the steering wheel. She reached down and released the emergency brake. Yep, you guessed it. She and the car started to roll down the slight downgrade. They slowly came to a stop in the middle of the intersection. Fortunately it was a rural area with little traffic.

After that we put a gate through the block wall fence and stored the car in the back yard. No more joy riding for that kid. Lloyd, over the next few months, found another head and rebuilt the engine. It turned out to be a pretty good running '38 Buick

One evening, Tom just showed up and left in his Buick. Personally, I was glad to see it go.

As it drove down our rural street, I thought back on our adventure and got scared a little bit again.

I think now, "Gosh", what we do and get away with when we are young; the things we do for the one we love. How did we ever make it long enough to become Great Grandparents?

Durkee's Car shows up in Another Mag!

This time, it's page 13, January 10th issue of The 1949-53 Ford Mercury Newsletter. There we find a 2"X4" photo of a certain Ford in all it's beauty over the caption, "Dearborn Walk Around Class Medallion Winner, 1950 Ford Crestliner owned by Don Durkee." This guy and his great cars are everywhere! Again, congratulations Don!

The publication is a 28 page newsletter that is well balanced with many historical items, many ads and some good tech talk, all of which focuses exclusively on Ford, Mercury and Lincoln cars and Ford trucks built for model years 1949-1953.

Actually, I believe only the flathead Lincoln V-8s are included, 1949 – 51. These cars as you may recall, use a slightly modified version of the Ford F7-F8 truck engine and the "baby" Lincolns used the Mercury body, a powerful combination which signaled the beginning of Lincoln's successful competition in the Mexican Road Races! Visit them at <http://clubs.hemmings.com/49-53Fordmercury>. Their club is divided into seven regions. Our regional editor (Western) is Steve Chapman at stevenlchapman@aol.com. TP

The January Tour.....

It Didn't' Quite Work Out as Planned

Sometimes the "best laid plans" just don't work. We do want to get to Mike Fennel' restoration shop, but we had some bad luck in the first try on Jan. 24. I called Mike to make sure that the plans we had made in December for the January tour were still on. Mike told me that, he was going to be at the Hot Rod and Custom Show at the Pomona Fairgrounds on that day. Also, his foreman, the other guy with the keys to the place was going to attend his son's graduation from the Marine Corps Academy on the 24th, so there was no one available for the tour. We would have to reschedule. He even called his old foreman, to see if he could come in, but, he too was tied up. He was sorry....

That didn't' make my day, but John Wolf came to the rescue! He said that we could come out to his shop at his daughter's place in Castaic and see some of his motorcycles, cars and tools. Yes! We had a destination, we could still go to the Saugus Café for lunch and get to the Nethercutt Museum in the afternoon.

The day started out cloudy as we left Woodley Park north bound on the I-5. Chuck Luettgerodt called to say that it was 42 degrees at this place in Acton, but it didn't seem that rain was coming soon. He would meet us at John's place in Castaic in the '46 Woody.

We got off at Hasley Canyon and wound our way over Hillcrest past new subdivisions and out to Sloan Canyon where the gravel road bumped along through beautiful horse properties. John's daughter Diane and her husband, live in a beautiful, rustic setting.

When we arrived, we noticed a sign stating that we were approaching "Grandpa's Shop". John's spotless metallic silver '40 pickup and his equally beautiful '40 Tudor sit in a tall building along with a couple of modern trucks. The building itself is impressive because there is a built-in 1000 lb. electric hoist that will pick up a load (read: flathead V-8 with tranny attached) anywhere on the floor and deliver it to anywhere else in the six bays. An air compressor, a lathe and countless other tools make this shop one to envy. Did we mention that there were over a dozen motorcycles of all sizes for the grand kids? After consuming all the coffee and donuts we could hold and listening to

the stories about the property, touring the shop and it's contents, we headed back down the I-5 to the Saugus Café for lunch. At this point, about 15 of us were driving seven classic V-8s and two modern cars. As usual, we got a good deal of attention parking on San Fernando Road in front of the historic Café. After lunch and more (lots more) talk, we split up to go our various ways.

Some of us went to the Nethercutt Museum to view the extensive collection of high end cars from the 1900 – 1939 era. In the middle of all of this grandeur, is a great looking '36 Ford Roadster which is, I believe, a personal car owned over 50 years ago by Mr. Nethercutt himself.

Wendi and I stopped by Ken Sapper's "Speedway Engineering" just around the corner from the Nethercutt property. Ken has about 19 employees, many skilled machinists and welders working two shifts making rear axles and other suspension parts for many of the most famous racing teams in the world. "It's got to be machined right from the finest steel," says Ken. "Then, it has to hold up on the track under brutal conditions." He's been successful in this highly competitive market for many years and this includes racing his own car at some of the most famous venues in the country. Look for a more detailed article in a future issue of Drive Lines.

By the time we left Sylmar, the sun had come out and we found that the weather people had missed again! The "showers" had been only clouds which blew away leaving a warm afternoon and the promise of a great day tomorrow. Time to get that Cessna in the air! But that's another story.

We want to thank John Wolf, Ken Sapper and all those flexible club members who took the change in stride. We didn't talk to one upset person in this whole scramble. Thanks especially to John and Virginia for their quick response to our problem. Coffee and donuts yet! TP

March Birthdays



3 Steve Sadd	20 Lucy Coppa
12 A.J. Robicheau	21 Dennis Keene
12 Joe D'Virgilio	25 Kent Lowry
15 Bob Reed	25 Dick Stones
16 Don Underwood	26 Minnerva Colberg
17 Paula Ewing	28 Harry Baker
18 Ruth Mottern	30 Ruth Thompson
18 Ed Warnock	

Nick Alexander's Swap Meet, BBQ & Car Corral. Part I, Feb. Tours



Club member Dennis Keene sells some Ford parts at the Nick Alexander Swap meet.

of them gorgeous. I counted 155 and there were a LOT of parts for sale. Some were in good shape; some were not, which is the usual for such a function. Most of the parts seemed to have "possibilities" with enough TLC.



The Nick Alexander Tour is a highlight for V-8ers. Here are Scott (note the two watches) and Prez Wendi enjoying over 100 early Ford / Merc V-8s.

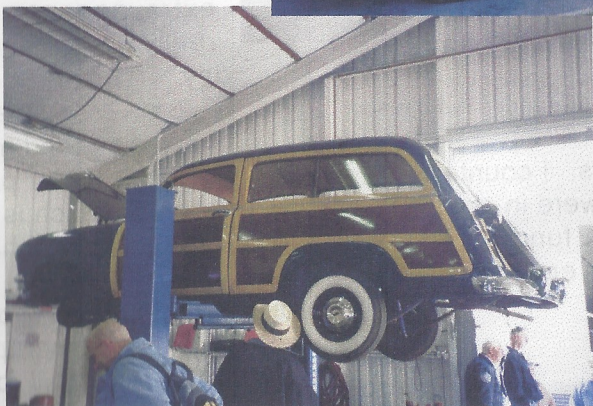
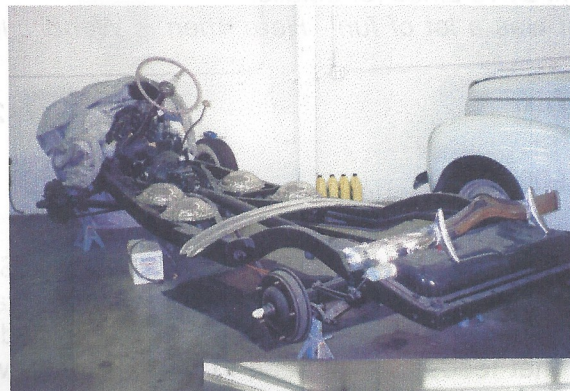
Oh, why "Part I Feb. Tours?" Because, though it won't make it into this issue of Drive Lines, we are touring to Mike Fennel's Restoration Shop on Feb. 21 and that will be Part II.

I can't think of a better way to describe the great time many of us had at Nick's than to include a copy of the letter Prez Wendi sent to Nick when we returned from his extravaganza. It really was a great day. The Flathead V-8s were everywhere and most

I did see a "Ford Woody" that looked like a pile of scrap in the back of a pickup. The only thing that was clearly recognizable was the cowl and windshield from what may have been a '33-34 Ford. After that, it could have been a collection of anything and probably was. There was no frame, no engine, no wheels and no drive train. Never mind rot or rust, it was not there at all! But, it was being marketed as a "car." Please! The words, "buyer beware" come to mind.

How do they restore a woody the professional way?

Find the answer in these photos taken in Nick Alexander's spotless shop February 7th. He does body-off work of the highest quality. His cars consistently win Dearborns at the National meets. Nick not only does his own cars but will work with you on yours too! (800) 800-NICK for details.



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Hope you have joined us at Woodley Park at 9:15 AM on that date. See the next Drive Lines for details.

Anyway, it was a lot of fun! Here, then is Wendi's letter.

TP

Nick Alexander BMW
6333 S. Alameda St.
Los Angeles, CA 90001

February 7, 2004

Dear Nick,

Well, you did it once again! You ordered a beautiful Spring day and a crowd that exceeded 500 Ford enthusiasts. We want to thank you for reaching out to the V-8 community and providing a rich environment that feeds the Flathead Ford Mania with which we are all infected.

Our club appeared including about twenty-five members to attend the Nick Alexander Fourth Annual Swap Meet / BBQ and Car Corral. Some of our group were selling at the swap meet and others just wandering around enjoying the ambiance and looking for parts to further complete or enhance their cars. It was a chance to visit and socialize with friends we only see at big events such as this. Of course, one highlight was the opportunity to tour your auto bays and feast our eyes on those magnificent woodies. It is the most unbelievable collection and such a pleasure to view and admire! You are doing more than restoring old cars. You seem to genuinely appreciate their beauty and the unique place they occupy in automotive history.

There is a sense of sharing in every aspect of this day. Of particular note are the tours you offered to your restoration shop. The line to take this short trip seemed endless and the interest great, as hundreds signed up for their turn to view the inner workings of what produces the most beautifully restored woodies in the world.

We can't end this letter without also mentioning the excellent BBQ lunch you provide for us. Coming to your dealership is a delightful experience and we really appreciate your generosity in offering your facility each year. We look forward to the fifth year and hopefully seeing you at another of our Valley V-8 meetings in the near future.

Sincerely,
Wendi Potter, President
San Fernando Valley V-8s

Al Roherer's '47 Coupe



It was late January. I wondered what had happened to that yellow '47 Al was rumored to have. Al said, "c'mon over, see how much we have done!" So I did.

The club coupe was up on four jack stands with the rear axle removed and the rear end disassembled

on the floor. The torque tube was on the floor, as was most of the rest of the drive train. Al explained that after he bought the car, in San Bernardino County, he had the AAA tow it to his home in Reseda. He had gotten it going and the engine sounded pretty good. He drove it around the Valley and over to Simi a few times. But something was making a racket in the drive train.

With the able assistance of Jerry Case, they dropped the rear axle and the first part of the problem showed up. The rear universal joint seemed to have very little metal left around the bearings and the whole thing seemed worn. They replaced the rear universal.

Then they went into the transmission. It seems the retainer for the last gear (second?) was simply missing. There was, in its place, a strange looking sealer-type ring that clearly didn't belong where it was. So....., they will rebuild the rear part of the transmission and reassemble it all to see what Al has... Hopefully, no noise will be coming from the drive train.

The body of the coupe looks very solid. Al says that the trunk floor needs replacing and he has heard that Dick Stones can help him with it. Al wants to keep it (Buick) yellow. He says it looks good, so why paint it? If the mechanical work underway will keep the car running quietly, then he will focus his energy on the interior and have a great driver.

Good luck Al. We will keep in touch and drop by when we can for another photo shoot. Take care of yourself and that neat little coupe! TP

The February Meeting

It was raining, so not many people will come out in bad weather to our meeting. Right? WRONG! President Wendi reported that there were 80 members in attendance and they were not disappointed. The evening was a success from start to finish. There was the long delayed power-point screening of the Holiday Party. We were not expecting Scott Doudrick to show up as he had to work. Maybe he just couldn't stay away from his V-8ers, but Rachael said there was an outside chance that he could go AWOL from NASA/JPL for an hour or so and sure enough, there he was comin' through the door! Of course there was applause from every corner as our resident rocket scientist came up to fill us in on the Mars Exploration Rover Program. Isn't it amazing that we have not one, but two vehicles rolling around on the surface of Mars taking photographs and making soil composition reports and relaying them back to earth with great clarity?

AS WAS ANNOUNCED: Out next (March) program will be presented by Scott Doudrick in person. He is in a perfect position to tell us about the progress of "Spirit" and "Opportunity". We're very proud of him, NASA and our country's pioneering work in space. America, without a doubt, is the world leader on this important frontier.



Club member Al Porter won big with \$80 in the February 50/50 drawing.

Someone said that it's not that expensive to explore Mars. These Rover vehicles themselves actually shouldn't cost any more than a luxury automobile if built in production quantities. And Detroit could probably do it. The sticking point is the \$410 million dollar delivery charge!

In other exciting news, Al Porter was very happy to win \$80 in the 50/50 drawing. He was grinning all the way to the bank.

The February Program: Are You a Sitting Duck for auto thieves?



Sgt. John Artes of the LAPD presented a fascinating program based on data from his Auto Theft Unit. Auto Theft is a thriving business in the San Fernando Valley. It turns out that the last year, for which data is available, 2002 auto theft was down to just under 12,000 units and has dropped about 3% since 2001.

At the February meeting Program presenter (L to R) Sgt. John Artes, LAPD, with Carl Batesole, President Wendi and Tour Director, Joe DiFatta.

Are you driving one of the "most likely cars to be stolen?" I

think there were about six people who raised their hands, "Yes" when asked. For their engines: the big "Winner" is the Honda Civic Si. It's the hot 260 hp 4-banger that draws them to the top of the list. As transportation cars, the most frequently stolen cars are '90 - '94 Honda Accords and Civics and '87- '91 Toyota Camrys. Also on this list are Acuras from the early '90. These cars are "easy to steal" and Sgt. Artes dropped some hints as to exactly why. No details are to be printed or discussed.

So, are Ford owners (like everyone in the club) free from worry about auto theft? Not really! It seems that coming up "FAST" on the list of frequently stolen vehicles are Ford F-150 pickups, which is the great truck many of us own. The good officer was puzzled by this as he explained that unlike the ten year old Hondas and Toyotas, the later model F-150s are not an easy truck to steal. I would guess that they are just so good, that it is worth the risk of getting caught.

How do thieves work? Usually, a vehicle is stolen "to order" by a "Street Runner" who gets one of the models desired and drives it to a "Chop Shop" located within 2-3 miles of the theft location. He is paid about \$200/ car for his work. The chop shop then cuts up and distributes the parts of the car quickly. Chop shops move often and may be located in a back yard. Even a

normally legitimate shop can become a temporary chop shop operated by an unscrupulous owner such as a famous suspect recently picked up in Northridge.

Many cars are also stolen just for transportation. They are driven from the theft location to another spot and abandoned, perhaps missing only an upscale sound system/CD player.

What are the undercover officers doing to stop this? They park old police cruisers ready for salvage or "retirement" in critical locations and move them around often to deter crime. They use a "cold car" parked near a shopping mall with the windows down and post officers around it ready to capture anyone caught trying to steal it. If the car is driven at all, it is considered auto theft. If someone forces entry, such as breaking a window, it is considered burglary.

We saw a video of a "bait car" in action. It has a delayed kill switch which allows the car to be driven a short distance before the engine dies and the doors lock and won't unlock, leaving the perpetrators trapped. The police can observe and photograph the entire episode from hiding and take their time while uniformed arresting officers take in the occupants of the car. "This," says Sgt. Artes, "is police work at it's most rewarding."

One of the last police traps Sgt. Artes described starts when a couple, who are in reality plain clothes police officers, have an "argument" in a desirable Honda "bait car". The windows are down and the radio is playing loudly to attract attention. The "girl friend" gets out of the car while yelling at her "boy friend" and runs away. He jumps out of the car leaving the keys behind, and starts to chase her. A "street runner," who thinks he has come upon a domestic argument, then steals the car. Of course, uniformed officers are waiting in nearby black and white patrol units to arrest the surprised thief.

Two specific recommendations were made to help us prevent theft. In addition to the usual lock-up and set the alarm precautions, which I'm sure all of us practice regularly, the use of "The Club" is recommended. For particularly valuable cars, the LoJack System has proven to be of great help to law enforcement officers in retrieving a stolen vehicle in very quick fashion, usually before the chop shop can do it's work.

Thanks to Sgt. John Artes for an outstanding presentation. Here's to Joe DiFatta for recruiting him as our February guest speaker. He was one of the best in recent memory!

The Effect of Rain

It was raining at our last meeting. This means, rightly, that not many of us brought our Flatheads over the wet roads to Baker's Square. While it didn't even slow down the crowd of enthusiastic V-8ers who showed up, we drove in from near and far in modern cars.

The parking lot just wasn't the same. The atmosphere in the meeting room was just as great as ever and even more enthusiastic when Scott Doudrick, showed up unexpectedly. It didn't hurt that we also had an outstanding speaker, Sgt. John Artes! More on those items elsewhere in this issue. But I digress....

Due to the rain, we did not have a Car of the Month and no Carl's Car Count. Our cover photo, then, is Scott Doudrick and Prez Wendi Potter with Scott's front page press coverage. THE CAR OF THE MONTH WILL RESUME NEXT MONTH, unless, of course, it rains again!

Scott Doudrick, Watch designer.

Scott is not only a scientist at NASA/JPL, he has designed a watch that tells Mars time. As you may know, the Martian day is 39 minutes longer than a day on earth. Therefore a different watch had to be developed to keep track of time on the red planet. Together with jeweler, Garo, of Executive Clock Gallery in Montrose, Scott developed a watch with new gears and a unique face, which is taken from pictures of the surface of Mars.

Of course, the same attractive watch can be purchased from Garo showing earth time but with the Martian landscape on the face. In small print on the face, the watch shows the names, Townsend, Garo, Doudrick. Townsend, like Scott, is a scientist at JPL and of course, Garo is the jeweler who is responsible for the

case and inner works. In earth form, the watch can be purchased for under \$90. In Mars form it runs a little more. These are truly unique gifts! For more information, contact Garo.

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The Iowa Farm Boy Says!

Don Durkee has opinions on a lot of things. They are scientific some of the time, but they are mostly based on experience, the kind that counts. Don is one of the best body men in the business. After many years running the Kemp Ford Body Shop, he has retired. Then, they call him back to straighten things out at the Ford Dealership when someone else tries to do what Don did for years and then leaves.

From time to time, which is mostly when Don thinks of it, our one and only Iowa Farm Boy sends in an idea that we thought you'd like to read about. Here's the piece for this month.

Do you like that burble from a Flathead exhaust that just can't be found from any other engine? Only the right mufflers make it happen and it didn't come on stock cars from the factory. That special sound and the mufflers that make it have been available after-market for these engines since the thirties.

Don says that there is NO SUBSTITUTE! Of course you all know what he's talking about by now. They are Smithy's (pronounced "Smitty's") mufflers. To hear Don tell it, "other brands can make your car sound like a truck. Many others just sound loud and that can get you down on a long trip."

"It has to be mellow and inside the car. It has to be quiet, not silent, but just a smooth rumble. That is what Smithy's can do for you. The 22 inch mufflers, which fit our cross member chassis, are \$59.95 a pair or \$31.95 each, according to the web site. There may be longer models available for the sedans and coupes (ladder frames) from '49 - '53. As far as Don knows, the best place to buy them is Hot Rod and Custom Supply at 1304 SE 10th St., Cape Coral, FL, 33990. (239) 574-7744. www.rodncustom.com

Thanks for this bit of technical information and advice. TP



Dick Colarossi

C Q AUTO PARTS INC.
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Chatsworth, CA 91311

Telephone
818 341-3121

From The Right Seat

Date: February 3, 2004 **Meeting Place:** Baker's Square

Meeting Leader: Wendi Potter, Prez

CARL'S Car Count: 3

Start Time: 7:40

Adjournment Time: 9:15

President's Notes: Wendi Potter

Almost 80 members attended this meeting, making a very full room! Congratulations to Scott Doudrick and the MER team on the Opportunity landing and fixing the problems with Spirit!

Thank you to John and Virginia Wolf for saving the day on our last tour date, when plans fell through. Thank you to Don Dupree for the microphone stand. One man's trash is the Valley V-8s treasure. We continue to send our best wishes to Diane Stones as she is on the road to recovery.

Announcements:

Tom Potter invites members to place a business card sized ad in the Drive Lines for \$24 or a double sized ad for \$36 for the entire year. Starting next month, drive your Flathead to the meeting and be entered in a drawing for a free pie. Winners will be announced by Carl Batesole, our car count guy!

Introduction of Guests: Welcome!

Welcome to our newest members, Dave and Debbie Bergman!

Membership: Dick Stones

Please send your DUES by the 2nd of March. We only have about half of our dues paid! \$28.00. It's important to get your dues paid so that your name goes into the Directory.

Tours: Joe DiFatta

Please see page 2

Car of the Month:

Rainy Day Courage Awards were presented to Jim Kelly, Durkees and Duprees for driving their V-8s to this meeting. Each received a Baker's Square gift certificate.

Program for the Evening:

Sgt. John Artes, from the CECATS... Community Effort to Combat Auto Theft.

Raffle Winners:

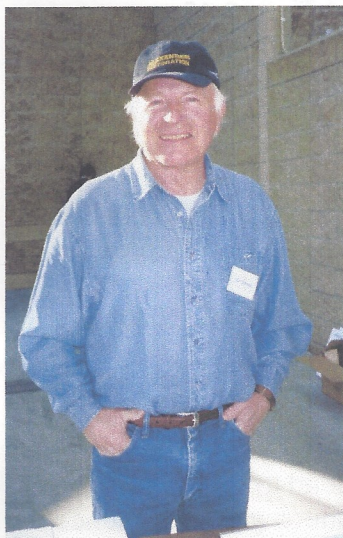
Ladies: Rose Gott and Paula Dunn

Name Badge: Judy Shubb

50/50 Drawing: AJ Porter

Minutes submitted by Rachael Doudrick

Lorin Sorensen at Nick's



Famous Ford historian, Lorin Sorensen shown here wearing an "Alexander Restorations" hat.

Ford Historian, Lorin Sorensen has written at least twelve books on various aspects of Ford automobiles and their history. We met him autographing his books at Nick Alexander's. His latest (2003) book, **Famous Ford Woodies** is a part of a beautiful three book series, which was available at Nick's for \$120 for the set. Seems appropriate that he should be found at Nick's!

Beyond books, he has authored historic Ford Calendars and produced vintage film documentaries on the company's cars. He is the long time owner of a 1940 Ford Deluxe Station Wagon which he drives around Sonoma County, California, his home.

4 Sale or Trade

For Sale: 1958 Corvette. Jerry Dunn (661)296-2555

For Sale: 1940 Ford Coupe, right door. John Wolf (818) 789-6201

For Sale: 1940 Ford Trunk Lid. 1936 Ford pair of rear fenders. Condition: "cherry." Al Porter (818) 367-2890

For Sale: 1952-54 Ford Floor mats. Rubber front and rear. Black. Fit Sunliner & Victoria (Tudor?) with jute pad NOS \$45. Allan Franklin (818) 842-2230

For Sale: 1952-54 Ford Floor Mats. Carpet, front and rear. Black. Fit Sunliner and Victoria (Tudor?). New \$70. Allan Franklin, (818) 842-2230

The Valley 's

PAST PRESIDENTS

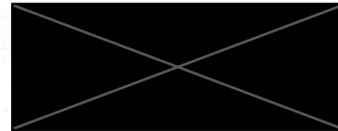
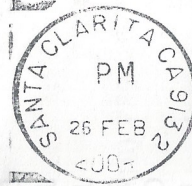
Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973 - 1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen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

21545 Erwin Street #107, Woodland Hills, CA 91367



Scott Doudrick, Mars Exploration Rover Engineer and club member with V-8 President Wendi Potter showing Scott's front page photos in two newspapers celebrating the Rover's successful first and second landings on Mars.



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