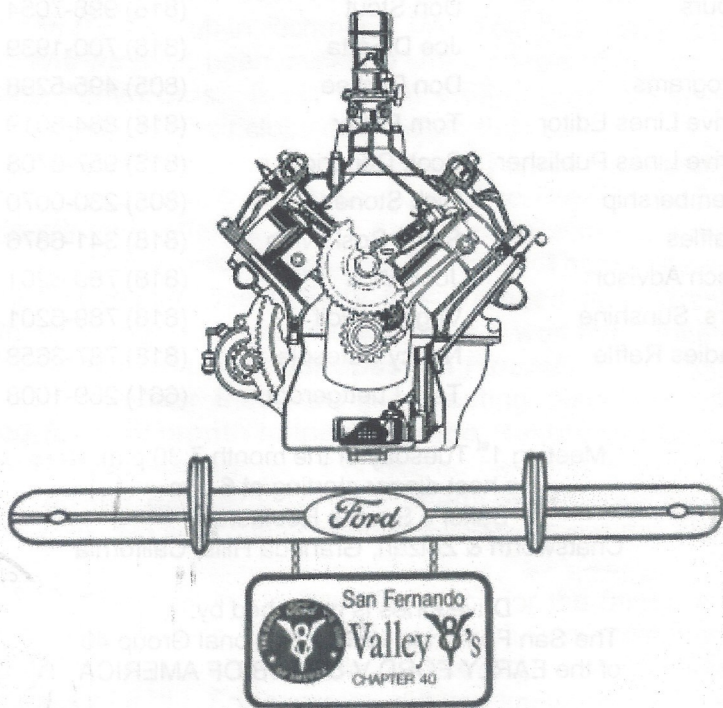




April 2004

"Our 34th Year"



Drive Lines

The Valley V's

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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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21545 Erwin Street #107

Woodland Hills, CA 91367

Wendi's Whimsical Notes

— April 2004 —

Happy Spring! As you read this President's letter, Tom and I will be in Virginia, delving into our American colonial past. U.S. History is the social studies component of the 5th grade curriculum I teach. Last year we enjoyed visiting Jamestown and historical Williamsburg. This year we will be revisiting these areas plus Yorktown, where the British surrendered to General George Washington thus ending the Revolutionary War. Then we visit Monticello, home of one of the great third president, Thomas Jefferson. We will also visit some of the well-preserved James River plantations, which date back to the 1700s.

Included in this east coast journey are visits to board members of the V8 club in Richmond, VA. Tom has made several contacts and we have been invited to see a couple of "shops" and many fine Early Fords. It will be fun visiting other V8'ers and seeing how they run their clubs and restore their cars.

So who will lead the April meeting? Please know that you will be in good hands because your Vice-President, Steve Batesole will be in charge. This is a good chance to get a sneak preview of your next year's President in action. Thanks Steve for covering this month. Joe DiFatta has arranged an interesting program for you and I know you will have a wonderful meeting. **Don't forget to sign up for our upcoming tours!**

Do remember that the April meeting place has been **changed for this month to the Acapulco Restaurant at 9400 Reseda Blvd. in Northridge.** It is located between Nordhoff and Plummer on the east side of the Reseda Blvd. The meeting begins at 7:30. No host dinner begins any time after 6:00. Park in rear.

A "Big V8 Thanks" to Scott Doudrick for the fantastic talk and slide show on Mars. The riveting 45 minute presentation on the "red planet" was a winner! We are learning so much it's hard to keep track of it all. For example, did you know that there was definitely water on Mars at one time? This discovery has many implications including the possibility of life once existing on this little planet so many millions of miles from earth. I'm sure there will be much excitement as we learn more.

See you soon,

Wendi

NEXT MEETING ANNOUNCEMENT

THE NEXT MEETING IS AT ACUPULCO RESTAURANT, 9400
RESEDA BL., NORTHRIDGE

(This is on the east side of Reseda Blvd, south of Plummer)
Baker's Square is remodeling starting as early as March 22. They don't know that they will be ready for us on April 6, so Prez Wendi decided to change our location for this meeting. Our time remains the same. They have a large room which will be ours exclusively in the back of their restaurant. Dinner, as usual, will be at 6 pm with our meeting starting at 7:30. The parking lot is behind the restaurant. They have assured us that they will block off a large number of spaces for our use. This will be a great meeting with an outstanding speaker, Linda Quinn who is the owner of Ultimate Auto Transport. She and her company will take your early Ford anywhere in the 48 states you want it to go and guarantee it's safe arrival. As you can imagine, she has a lot of stories to tell and is happy to tell them. Don't miss this meeting!

CALENDAR

Saturday, April 17. Santa Anita Race Track Tour. Docent guided tour of the race track including the horse barns, horse / jockey training areas and ready rooms inside the track buildings. This tour includes areas that were closed to the public until recently. Short drive to Arcadia Museum for docent lead tour of museum. Then tour on (ten minutes) to Julia and Dudley Oschner's home for lunch planned for about 11:30. Our reservations for the Race Track tour are 9 am. This is a **free** tour and includes lunch for all club members and their guests. Meet at 8 am sharp at Buena Vista and Riverside Dr. in Burbank.

Directions: From the 101 and 405 Freeways in Sherman Oaks:

1. Drive east on the 101 about 4 miles..
2. Stay left and follow the 134 Fwy. to the Buena Vista / Bob Hope off ramp.
3. Go down the ramp and turn right at the light on Buena Vista.
4. Cross Riverside Dr. and continue straight into the cul de sac where we will meet. We will cruise east on the 134 to the 210 and head south on Baldwin to the race track where we will gather to board the tram that starts our guided tour of the barns and training areas. Then we will walk for about 30

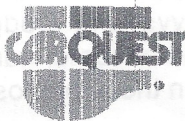
minutes through the "non-public" part of the facility to see where and how the jockeys prepare for the races. **For information call:** Tom Potter (818) 884-8019 or Dudley Oschner (626) 446-1206.

Saturday, May 15, Petersen Museum Tour. This "DON'T MISS TOUR" includes an upstairs tour and "by-arrangement-DiFatta-special" viewing of downstairs areas including Mr. Petersen's private collection. Meet at the Lamplighter Restaurant, 5043 Van Nuys Blvd at 9 am for breakfast. Then tour to the Petersen. **For information call:** Joe DiFatta, (818) 700-1939.

Sunday, June 23, Capri Retirement Villa, We meet at Rinaldi and San Fernando Rd. at **9:30 am** by the cemetery and tour to the retirement home at 24305 Lyons Ave., Newhall. This is the home where Gerry Blackwell's mother resides. It's rewarding to see the older people respond to our cars. Exhibit the cars and have a free lunch at the home. We've heard the food is really good. **For information call:** Joe DiFatta (818) 700-1939 or Gerry Blackwell, (661) 268-0040.

Sunday, June 6th, Santa Paula Airport Tour. Meet at Sepulveda and Rinaldi at 9:00 am. Tour to Santa Paula airport. Display our cars on the tarmac by the hangars 9:45. No host breakfast at Longsdon's Restaurant on the field. Individually tour the open hangars, talk to pilots and owners of historic planes. See the video of the history of the airport and take in an excellent old radio display. If you sign up, you receive a packet on the history of the airport and the St. Francis Dam disaster at the May meeting. Quiz after breakfast. Optional visits to the town of Santa Paula.

Continued on page 18.



Dick Colarossi

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Car of the Month, Don Dupree's '41 Mercury four door.



Note how the extended front clip tucks back behind the bumper giving the car a more streamlined look. An "Edsel touch".



Several of us have '41-'48 Fords. A few of us have '41-'48 Mercurys. Chuck Shubb's '46 Merc two door sedan and Mike and Paula Ewing's '46 Merc Sedan Coupe are a few good examples. Take a look at the photos of Don Dupree's four door, our March "Car of the Month."

The photo, which includes the Bird of Paradise flowers, clearly shows what the 4" of added wheel base and the longer hood and new front clip do to this beautiful car. Don says, it's a Ford with an "Edsel Touch." The thought is that Edsel, as President of Ford during these years, had more influence than anyone, except E.T. Gregorie, on the styling of Ford Products. The '39 - '40 Mercury had it's own in body if not frame and engine while the '41 - 48 was a stretch Ford. Never the less, this beautiful example shows what can be done to make the good Ford lines into a truly beautiful car. Some consider the '41 Merc front end a classic. The small Pontiacs, were stretch Chevys and Dodges were stretch Plymouths in 1941. Yet, in the mind of some, none did the "stretch" as gracefully as the Merc shown in these photos below.

National Directors Needed

Anyone who is interested in becoming a National Director for the following 3 terms in California/Southwest, please contact Wendi Potter (818)884-8019 for application information.

Terms to be filled:

2005-2007

2006-2008

2007-2009

This car came from Kansas where it belonged to Sharon Foster's uncle who was reluctant to sell it. It was in tough shape when Sharon and Lee finally got the car in the '90s and started the restoration. They were having trouble and they just couldn't get the car the way they wanted it and finally offered it for sale. It didn't sell at first, but after a while the price was adjusted to where Don thought it would be a possibility. Because it was still in fairly rough shape (paint, upholstery, engine etc) Don didn't think Beverly would go for it. So, he convinced his daughter that she needed the car. While it was at her place, the car was fully restored to its present great condition.

Finally, the big day came. Don with his daughter and son-in-law, took Beverly to visit Bothwell's Ranch in Tarzana, where they were going to just "look around." They threw open the doors to one of the buildings and there it was! Don said, Beverly was a great sport about the whole thing. She acted enthusiastic and to this day, the car is named "Stealth" in honor of the way in which the car was brought into the family.

Shortly after the restoration, Don, who is past president of the Southern California Group, RG #11, took the car to a meet specifically to let Lee Foster see it in finished form. Don is happy that Lee was at last able to see the car that he had owned in great shape. Congratulations on "CAR OF THE MONTH" !

It is sometimes helpful to think of ourselves in relation to these Early Fords and Mercs as care-takers, those who restore a car not only for ourselves, but for those owners who will follow us and take good care of the cars we have known and driven over the years. It's an ongoing enterprise! TP

APRIL BIRTHDAYS

7 Elaine Franklin
8 Bud Williams
11 Michael Monroe
21 Barbara Zabel



23 Blackie Blackwell
24 Jerry Dunn
25 Wendi Potter
27 Gerry Blackwell

“What’s Your Flathead Worth This Month?”

You would expect to see some high prices coming out of the recently completed Barrett-Jackson Auction, but this one set me back just a bit. It seems that the average selling price for a restored #1 1951 Merc convertible is around \$40,000. That’s high, but manageable. Then along comes the latest (April, 2004) Hemmings. Are you ready for this? This is not an asking price, but a **selling price!** **Would you believe \$98,280?** I didn’t believe it either, but check out P.56. This car has the original 225 flathead V-8, Mercomatic and power steering. Maybe it’s the cream paint job? Ladies and gentlemen, we are in the right hobby!

A little less dramatic, but still, very encouraging: P.55 of the same Hemmings has a **SOLD** price on a **restored #1 Deluxe ’40 coupe**, (average selling price, \$22,000) **at \$47,300**. I can think of a half dozen closed ’40s in our club right now that could qualify for that price, maybe more. The incredible open cars of the same year will bring in tens of thousands beyond that to their owners. And I thought we did this because we just loved to get greasy!

Asking prices are high, but still interesting (see the Aprile Hemmings, P. 410-415: ’33 Roadster, \$49,000; ’34 Cabriolet, \$43,000; ’36 Woody, \$89,900; ’36 Five window coupe, \$32,500; ’37 Phaeton, \$34,250; ’39 Deluxe Bus. Coupe, \$28,500; ’41 Business coupe, \$28,800; ’46 Convertible \$32,000. Of course woodies go for close to \$50,000 and the Sportsman goes for close to \$100,000. These have always been the leaders in the “fat-fendered era”. The best of the shoebox Fords (’49 – ’51) are now in the \$30,000 range with wagons way above that. While the convertibles are out of sight, the ’49 – ’51 closed Mercs are legendary especially the few un-chopped coupes that remain in stock condition. Fords from ’52 – ’53 are still a relative bargain, but I suspect that their time is coming too. So along with all the fun, the value of our cars is rising. Nice spot to be in!

It is also worth noting that good, solid, closed cars are available in the low teens for almost all of the Flathead years. ’32 to ’53 coupes and Tudors look great and can be made into excellent dependable drivers. For those of us with a modest budget, a lot of fun can be had and we can tour without worry of trouble for thousands of miles in these smooth running V-8s. Remember, these cars did it that way for most of their lives. Unlike earlier Fords, the Flatheads have what it takes to handle modern traffic and freeway speeds with comfort and safety.

Editors Grille: Good Shops in the LA Area

I needed some help and looked in Hemmings, of course. While there are plenty of places around the country that claim they will repair or replace something on our Flatheads, I was looking for parts and repair places I could visit to see the people I paying. I found them!

The radios in both the '46 and the '53 needed help. They worked, but they were weak and static would drown out the music on all but the strongest stations. I wasn't crazy about shipping these old and somewhat fragile radios, vacuum tubes and all, half way across the country.

In Hemmings, I found an ad for Glenn Malme in Downey. He said he would, "go through both radios and replace all the dried out condensers and resistors and replace the tubes that were weak and check the speakers. \$85 per radio plus parts. I asked what an average radio that worked, but not well, might cost? He said that there were no guarantees and he would call when he had an estimate, but he needed to see the units first.

In the same Hemmings, I found a clock repair guy in Whittier. I called Dave Lindquist and heard that he charged \$68 plus parts to repair old clocks. I said I would bring it in for an estimate.

I took the radios and one clock out of my Flatheads and left the house about 11:30 on a Wednesday morning. It took about an hour to get to Downey. Glen looked over the radios and he would need about two weeks. They would run about \$225 apiece then went down the road about 10 minutes to Whittier and left my '53 clock.

Both radios are back now and working fine. Even when these cars were new, I do not remember them playing better. They get 10 - 12 stations well and a bunch of others come in depending on my location. Naturally, the sound quality is not up to our stereo systems of today, but it is surprising what these 6 x 8 speakers can put out. I like the oldies stations, such as 1260, the best. The cost? \$370 for both radios plus the "fun" of pulling them out and putting them back. There are no dollars in that one, but don't you love to stand on your head under the dash for an hour? Then, I got a whole bag full of worn out radio parts too!

About the clock? I just picked it up. How about \$42 complete! Joe DiFatta paid under \$50 for his '46 clock. Wow! Great deal! More on that one in the next issue. TP

Joe did it with a '47

Our very own Joe DiFatta is now a two Flathead guy. We kid him a lot about his Chevy and his Plymouth, but he has just proven for once and for all, that underneath it, he is a Ford guy. This time there is a story (isn't there always?) that has a little suspense. Joe was lookin' around when he saw an interesting car on eBay (which can be addicting!). The car was a black Super Deluxe '47 Fordor from Iowa, "20 years in restoration" and, best of all, it comes from a town near where Durkee grew up. Now there's a recommendation! It has gone 800 miles since it was restored. The owner sounded pretty honest on the phone. What would you do? Fly back to Iowa? Buy only local cars? Forget it? I guess the price was right. This is the suspense part.

Well, **sight unseen**, Joe bought it! We got a close look at it in the Krispy Kreme parking lot and it stands up well to inspection. It's all stock, looks great and needed only two things which are now on it: chrome exhaust tips and '47 CA plates. Joe says his black '46 Tudor needed company. Good goin' Joe! TP



What does it look like when you go into a '47 rear end?

- A. The parts look like this.
- B. The car looks like this...
- C. The guy cleans up and looks like this (for the camera)..



Thanks for sharing, Al Rohrer! Hope that project comes out the way you want it to!

The Believer: "Cars are just a guy thing, right?"

By Sue Boskovich

I knew Steve had always liked cars as far back as his high school days. His dad and brother had been into them too. As a matter of fact, when we met, he was driving a dark blue '48 Ford. In the early '90's he had started talking about getting an old car and restoring it. I thought it would be a good idea, for it would give him something to do since his retirement.

I began having visions of freedom as Steve started reading Hemmings in search of the perfect restorable car. I wanted my time, the time I would have to do all the things on my "list". It was good that he would now have something he could work on. We both would have what we wanted.

Steve finally found what he was looking for. In May of 1992 he found a 1948 Coupe. It was in Oklahoma. He made arrangements with the seller to meet in Arizona. The car wasn't exactly in top shape but it was a good beginning. After purchasing it, Steve began working on it, replacing piece after piece. I think he replaced practically the whole car by the time he was done, but he was happy and busy through the whole process, and that was what mattered.

He was proud of the car, long before it was finished. A high school friend of ours, Ken, had seen it and mentioned to Steve he knew a guy who didn't live too far away, somebody who had old Fords too. This is how we met Joe DiFatta for the first time.

Joe got Steve involved in the Valley V8s, sort of. Steve joined and went to a meeting and enjoyed it, but he wasn't going to go any more until he had an early Ford to drive. We all tried to convince him to just go and get involved, may be even find some guys to help him with the project. But it would be two years before the car was ready and he would go back.

Finally his car was ready and so was he. He went back to the Club. For a long time Steve attended club functions all on his own. I had no intention of participating. I was very happy. This was going to be his hobby, his thing, and I had time to myself, finally. After all, cars are just a guy thing, right?

Well I had an inkling after my first outing, that this was not just a guys club after all. It was at a Holiday Party at the Odyssey where I started meeting people and making some new friends. Though it was two years before I would return, it was a real

surprise. A whole new social world was about to unfold, a great new and bigger world.

After that first outing together, "his" thing became a "our" thing. The more we began to socialize, the more this world unfolded under our feet. Even our kids commented that we were never home. We now have created a whole new group of friends and our social life is quite full between our regular friends and the V8 Club friends.

I still don't get involved in the car aspect of the Club, but this group is so much more than a "car club". Any tour or program that looks interesting (that means not describing the "nuts and bolts" of a carburetor), I attend. We have had more fun over the years as the group has grown and evolved.

Today there are many new people joining. I don't know everyone any more, but I hope to meet the new members and maybe develop even more good friendships.

A Big Month for Tours!

One of the best '46 woodies out there with it proud owner Chuck Luetterodt at our February Tour to John Wolf's ranch. Our tour took us through ranches and horse property into the hills behind Castaic where the woody fit in perfectly. The dog adds to the scene making the flathead V-8 shine in its intended setting.

That same tour ended at the Nethercutt Auto Museum in Sylmar. The beautiful facility is home for high end cars of mostly of the 1920's and 1930's but in the midst of it all is one of the prizes we V-8ers admire most, the fully restored '36 Ford Roadster in it's prime! Does it get any better?



Don Durkee's '50 Coupe part III

You may remember that the now famous '50 coupe had just run for 800 mi. without any problems and Don was very proud of her. He showed the car at Arrowhead in August and received a 2nd place in the concourse. The following year, he restored the undercarriage and repainted the '50 in correct maroon.

In 1980, Don tells us, he drove the car to the Central Meet and received a first place trophy at the Lake of the Ozarks. He goes on, "I then drove the car to Charlotte, North Carolina, where I was awarded the Long Distance award and won my first Dearborn from Benny Boodle."

"We left Charlotte on a Sunday morning, stayed eight hours in Texas to visit my brother and headed for California. Mary went to work on Wednesday morning in Oxnard, CA. 3000 miles in three days in a flathead powered Ford! Not too bad in a stock automobile!"

"In 1992, we drove the maroon coupe to northern Wisconsin for the Iola Swap Meet.. I drove to the eastern edge of Wisconsin and put the '50 coupe on a ferry across Lake Michigan headed to the town of Holland. Our wives drove a modern car through Wisconsin, Iowa, Illinois, Indiana and Michigan to meet us at the custom car show in Holland, Michigan. When we finally found them, they were "antiquing". We left Michigan and drove to Wooster, Ohio where the '50 received a Dearborn Medallion. From Ohio we drove up to Green Bay where the new owner took possession of the '50 coupe. That is one car I should have kept. But too much money took over my better judgment.

We then got into a '51 Mercury coupe, that Bob Kennedy purchased in Wisconsin. He was afraid to drive it to California. The Mercury had been sitting in a museum for 12 years. He agreed to come and get us with a truck and trailer if we had trouble. I called Bob three days later. "Where are you he said?"

"We are in Thousand Oaks! Don't you have any faith in these old flatheads? You can drive them anywhere! After all they did in 1951!"

THE END

Thanks Don for this story. It is too bad we don't do as much long distance "endurance" driving as we used to. Think of all the country you see and the people you meet at the rest stops! Thanks for sharing the story about you, your family and the cars. You are right. You shouldn't have sold the Ford. I would love to have any one of the Flatheads today, that I used to own. TP

Mike Fennel's Restoration Shop, Feb Tour II



Steve Boskovich, Joe DiFatta, Wendi Potter, Don Zabel, John Wolf and Mike Fennel pose with an ORIGINAL '50 Mercury Coupe

It was cloudy and the ground was wet, so we didn't drive our early Fords. However, Chuck Shubb showed up in a great looking '47 Packard Clipper. We headed north on the 405 and picked up Joe and Steve (driving Steve's new Ford pickup) along the way. A number of other members from the northern part of our area joined us at our destination.

When we arrived at Mike Fennel's restoration shop at 10 AM, it got interesting very quickly. "We", in this case were 19 V-8ers looking over some of the best cars built from the 1920s to 1950s. Mike and his crew of seven have some amazing skills. Note the photos and stare at some rare pieces of automotive history.

When walking into the shop, which is a huge building that used to belong to Thatcher Glass Manufacturing in Valencia, one is overwhelmed by the number of cars and trucks in all stages of restoration. My guess is that Mike has at least fifty vehicles that are in-process.

The first car that jumps out at those of us who are Ford Flathead types, is a '50 Merc coupe that shows 81,000 miles on the odometer. "That's pretty accurate," says Mike. He knows the history of many of his cars and tells us that this one was driven for less than ten years and then stored under a tarp in the back of a big building in Los Angeles for over forty years. The owner would not sell it no matter what! His death is the only reason that Mike owns this solid original car. The factory paint and interior are in good shape. Mike's removed the hood while working on the engine. "You have to use a fuel can with fresh gas in it until you clean the tank and lines. Who knows how old that gas in the tank is? It may be varnish by now and that will really mess up a good engine." he said. Good advice!



Tom Potter, Joe DiFatta, Blackie Blackwell, Bob Zecher and John Wolf get a closer look at the Dusenberg "J"



Big Green Engine? Dusenberg 1929 "J" DOHC 8. Get ready to restore!

Mike explains the history of a huge green engine from a 1929 Dusenberg "J" that was ready for teardown. This DOHC inline 8 was one of the best in it's day. Like all good shops, there are a lot of parts organized on shelves near the cars from which they came. Many will be cleaned, rebuilt, and returned to like-new condition before installation.

In this photo, John & Virginia Wolf with Jack Germann look



John and Virginia Wolf and Jack German inspect an Alfa

over a 1936 Alfa coupe that is well along in the restoration process. Its blown DOHC inline 8 powering a customized frame under a Viotta body will be one for the major shows when Mike has finished the restoration. Of course, Fennel has a complete paint shop and he does a lot of the spraying himself. The finish on this car glows in all it's red-bronze beauty.

Pictured at the end of this article, the 1957 custom Dual Ghia convertible is mounted on a Chrysler chassis and features a Dodge Heim power train. This car has quite a history, which Mike doesn't want to talk about too much since the original owner, who was one of the "Rat Pack girl friends," is still the owner! Your imagination can deal with the story from there. The car, which is up on jack stands in the background is a beautiful 1936 Mercedes 320 convertible, a gorgeous car in anyone's stable.



Mike Fennel explains the 1936
Rolls Royce Phantom III
Freestone & Webb "Copper Kettle"



Mike Fennel discusses the Copper
Kettle with Dave Bergman, Bob
Zecher and Joe DiFatta

Then, there is the "Copper Kettle." Probably the most interesting car in Mike's shop these days is the 1936 Rolls-Royce Phantom III which has a Freestone and Webb copper plated body, which will actually be unpainted and polished when finished. Mike tells us that this car was built primarily for show and is now being rebuilt as (you guessed it!) a Pebble Beach show car. One gets the sense that money is no object. The big question is, can Mike and his crew get it ready for the August, 2004 event? "It will be tight," he says, "but we'll give it a try!"

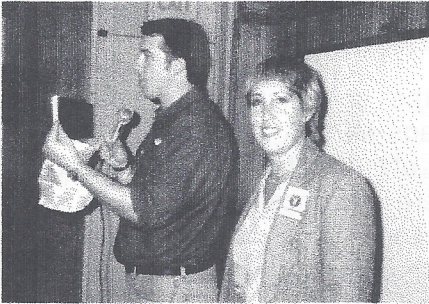
There are many of us who restore / repair automobiles who enjoy the hobby one car at a time. Then there are those who are the real pros. One of the best is

Mike Fennel. The results of his work are totally first class and the community of car collectors respects that more than we can describe. Thanks, Mike, for an outstanding tour. TP



A Ford woody, a 1957 Dual Ghia
and a 1936 Mercedes 320 at
Mike Fennel's

Scott's March Meeting Presentation



Scott shows a piece of space insulation at the presentation as Prez Wendi "sees the camera"

There on the screen were the pictures showing our Mars Exploration Rovers (MER "A" and MER "B"), doing their work. High and low gain antennas, several cameras and incredible views of the surface of Mars were all part of the program at the March meeting presented by NASA/JPL engineer, Scott Doudrick.

Of course, we are reading daily about the most successful unmanned space program the world has ever seen. But, last Tuesday, we heard from an "insider," one who is not only as bright as they come, but is able to share and teach us a lot about the actual progress of the American space effort. Here are some examples.

It turns out that upon approaching a planet with an atmosphere, the Explorer doesn't just come straight down, but is tilted and blown sideways by the wind in such a way that firing retro-rockets to slow its decent, can dramatically increase its lateral speed. This could increase the risk of a possible crash into rocks on the ground with very damaging, even fatal results. Perhaps, this was the fate of the European "Beagle"? In other words, beware the Martian winds!

Because we had a lot of data from an overhead orbiter, we knew the winds at the landing site in time to adjust the direction the retro rockets would fire to counteract that wind. Remember, just getting data from the distance of Mars to earth and sending back "steering" commands, takes a "round trip" time of almost 30 minutes. Even though radio commands travel close to the speed of light, it still takes so long to get here and get back, that we have trouble making timely corrections. OK, imagine you're driving your Early Ford V-8. You want to correct for a strong cross-wind (which is a constant problem in my '46). From the time the crosswind affects your car until you "know" that there is a crosswind and correct for it, 30 minutes has passed. Tough driving conditions! That's what it is like landing on Mars.

Another one that I found fascinating is the different interests among those on the MER project at JPL and across America. Their different agendas have a lot of influence on way the project is handled.

On one hand, there are the scientists who want to investigate everything along the roads MER "A" and MER "B" are traveling. What is everything made of? What is the evidence of the past presence of water? Is there evidence of life now or at some time in the past on Mars? These are all good questions and worthy of time. Resultant action: Drive slowly and stop to investigate often.

Then there are the engineers who want to find out what the Rover can do. Can it climb Martian rocks well? Does it dig into the planet's soil effectively? Does it respond well to the huge difference in day and night temperatures on Mars? What challenges the ability of the Rover to continue to operate over long periods of time? At a cost of over \$400,000,000 for delivering the Rovers, we want to make them hold up as long as possible on distant planets. These are all good questions and worthy of investigation. Resultant action: Drive as far and as often as you can.

Scott, like most of us is more engineer than scientist. We think in a hands-on, practical sense. That's probably why we are V-8ers who spend little time in lab coats looking at the world through microscopes. There is a place for all of us, of course. But Scott's presentation helped us see the differences in approach that comes to the discussion table at JPL.

We saw up close, the view from the Rovers and the view of the Rovers as we saw their tracks in the Martian soil and as we looked up close at Martian rocks like the "Blueberries". We saw the horizon from the "hole in one" crater MER "B" landed in. We saw the plains around the landing site of MER "A" that seemed to stretch off into the distance like the prairies of our own mid-west, minus the waving grass, of course.

What an incredible program!. Thank you Scott, for your time and especially for bringing an insider's point of view to us, one with that makes these exciting developments come alive for us all. We live in a great age in a great country among very talented people. The March meeting brought all of this home to each of us in a way we won't soon forget. TP

From The Right Seat

Date: March 2, 2004 **Meeting Place:** Baker's Square

Meeting Leader: Wendi Potter, President

CARL'S Car Count: 10

Start Time: 7:40

Adjournment Time: 9:30

President's Notes: Wendi Potter

APRIL MEETING AT ACAPULCO – see page 2 for details

Announcements:

Please pay your dues! Send your \$28 check to Dick Stones.

Steve Batesole says we are set for Dec 5 at Encino Glen

Introduction of Guests: Welcome!

Gordy Chamberlain, Valley V8s charter member!

Dale Burns, '34 not yet running

Dave Bergman introduced Art and Lois and daughter Ashley

Don Underwood, '50 Pickup

Tours: Joe DiFatta

Please see page 2

Treasury: Swede Carlson

Looking great!

Car Prizes:

Car of the Month, Don Dupree's 1941

Mercury

Driving Prize, Steve Batesole

Program for the Evening:

Mars Exploration Rover (see page 16)

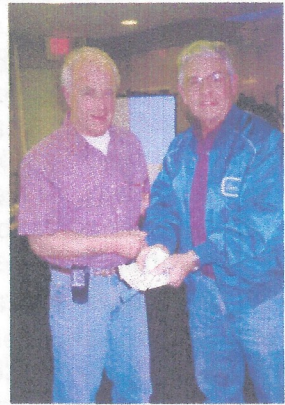
Raffle Winners:

Ladies: Carole Jensen and Ashley Bergman

Name Badge: Dave Sanborn

50/50 Drawing: Don Durkee

Minutes submitted by Rachael Doudrick



Don Durkee (AGAIN!?!)
wins the big 50/50 - \$90.
Is this rigged?

Calendar - Continued from page 3

July 10 – 11, Solvang Weekend Tour. This is one of our highlights of the summer touring season. We will drive up the beautiful Santa Barbara coast through Gaviota pass to our picnic site. You get a free BBQ prepared by some of the best chefs in the club. Shopping in Solvang Saturday afternoon and dinner on your own. In the evening, we meet at the theatre to see a great production of "Fiddler on the Roof". Then it's back to the hotel for an evening of games and nonsense until... The next morning, we will have a light breakfast at the hotel and head back down the coast. An optional stop in Santa Barbara is always a delight to take in the incredible restaurants, Queen of the Southern Missions and sights of El Paseo or other unique places. **For Information 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 pancake breakfast awards ceremony Call Black Forrest Lodge for over-night reservations (800) 255-4378 NOW. \$85 / night. **For information: Steve Boskovich (818) 341-6876.**

Other Calendar Items:

Western Nationals held this year at **Hood River Oregon.** August 23 – 27. Contact Joel and Pam Anderson, 17560 NW Baker Creek Rd., McMinnville, OR, 97128, (503) 473-0803.

Fabulous Fords Forever, Sunday, April 18, 2004, 10 am to 3 p.m. at **Knott's Berry Farm** Mention that you have a "Class 3 ('32 – '48) or class 4 ('49 – '59) Ford. Send registration to Fabulous Fords, PO Box 2086 , Downey CA 90242. \$25/car. All people included. www.fordcarclubs.org.

C & G Open House. October 30, 9am to 3pm. 1941 Commercial St, Escondido. For info, call 760-740-2400. Should this be a club tour?

SIGN UP FOR THOSE TOURS!

We have some awesome tours coming up between now and August. They include places where you want to go and with friends you know and enjoy. Be sure you get your name down on the lists. It doesn't cost a penny to sign up and we will have a better idea of how many to plan for as we make arrangements to visit some of our exciting destinations.

The Editor Notes – Editor's Grille Continued from page 7

1. In Old Cars Weekly, Did you notice that the 10th Annual Palm Springs Car Classic will be held on April 2-4 this year? The Spa Resort Casino in PS will hold a Classic Car Auction on all three days, the 10th Annual Cruise-in on April 3 and a Concours d'Elegance on the final day, Sunday, April 4. They expect to auction off a '39 Ford Deluxe coupe. No reserve. I wonder what that one will go for? For info, Call: Stanley Zahn (818) 999-0832.
2. Several items of interest in the April, Motor Trend: The 40th Anniversary Mustang spread is a good read. "Four Decades of Ponycars" includes a lot of action photos and some great descriptions. I remember the day it hit my local Ford dealer in the Summer, 1964. Some said it was the "Pure Element Automobile." Your editor still feels it still is.
3. On P. 75 of the same issue of MT, there is another Lincoln pickup. Like we weren't embarrassed enough by the Blackwood! This one starts life as an F-150 Super Crew, gets the usual trim changes and comes out a Lincoln (\$\$). Who would spend the big bucks?
4. Of some interest: The small retro SUV concept Ford Bronco. It has a twin turbo diesel four, a six speed paddle-shift tranny and intelligent 4WD. If the price is right, it just might make it and be a lot of fun off road too. See P. 73.
5. P. 70 of MT for April, shows us the first photos of the Lincoln Aviator Concept for 2007. Based on a Mazda 6, the crossover is said to have a new version of the 3.5 liter Duratec V-6 (variable valve timing?), a six speed automatic and all wheel drive. It looks jazzy in the photo. MT's comment, "A more viable and seriously handsome SUV for Lincoln that will compete directly with the Lexus RX 330." That would be worth a serious look.

From Other Newsletters

As you may know, we exchange newsletter with about 12 Early Ford V-8 Clubs around the country. Some of the items from these sources seem to be worth sharing. TP

From the Redwood Review, March '04 (Sonoma County, RG #27). When turning 50 I took a lot of ribbing from my family and friends. So as my wife's 50th birthday approached, I sat her down, looked deep into her eyes, then said, "I have never made love to anyone who was over 50 years old." "Oh well, I have," she deadpanned sweetly, "It's not that great."

From The Fordist, March '04 (Southern Los Angeles and Orange County, RG #11). Early Ford V-8 Tools...

Oxyacetylene Torch: Used almost entirely for lighting various flammable objects in the work area on fire. Also handy for igniting the grease inside a brake drum while removing a bearing race.

Drill press: A tall upright machine useful for snatching flat metal bar stock from the operator's hands so that it smacks the operator in the chest, flinging partially consumed beer across the room splattering it against freshly painted parts which were drying.

Two-ton hydraulic engine hoist: A handy tool for testing the tensile strength of grounding straps and fuel lines which may not have been disconnected.

Pry bar: A tool used to crumple the metal surrounding a small clip or bracket which must be removed in order to replace a 50¢ part.

WANTED AND FOR SALE

FOR SALE: '54 FORD Customline Tudor – White / blue interior. Needs some work. Sal Piscopo (626) 286-3898.

FOR SALE: '40 Ford Fan \$40.00. Jerry Littner (818) 597-9016.

FOR SALE: '40 Coupe right front door. John Wold (818) 789-6201.

FOR SALE: '37 Ford Touring. New Top. Restored in 1982, Right-hand Drive. \$30,000. Al Porter (818) 307-2880.

PARTS FOR SALE:

New Water pump, Rt. side, for 8 BA, Wide pulley \$79.95

Good '40-'48 Trans Case. No lid, or gears. \$179.95

A pair of milled heads 8 BA \$169.95

Two 6 volt generators 8 BA \$9.95 each

Mike Munroe, (818) 789-7225

WANTED: '48-'49-'50 Ford F-1. Steve Boskovich (818) 341-6876.

The Valley's

PAST PRESIDENTS

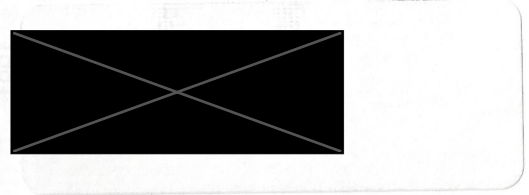
Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973 - 1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen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



**Don Dupree's '41 Mercury,
our Car of the Month**



91328+3049 13

