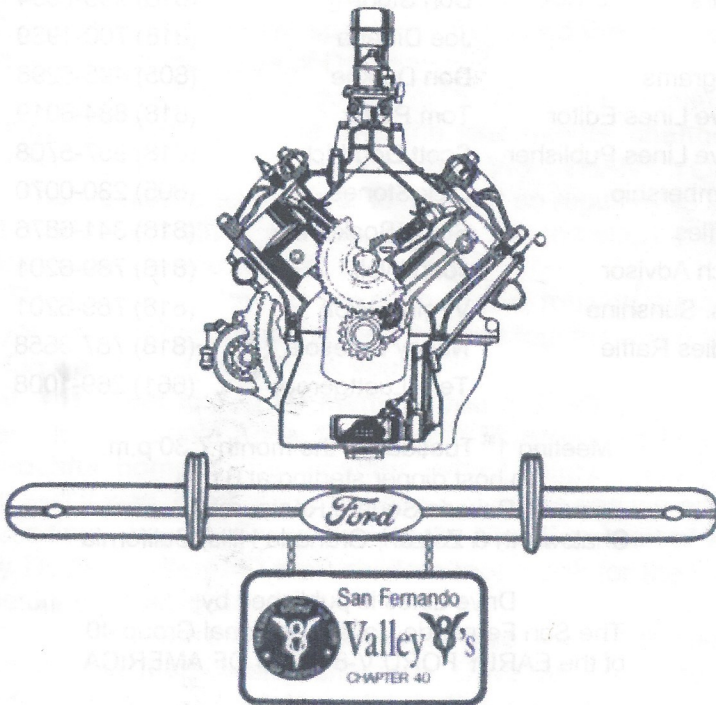




May 2004

"Our 34th Year"



Drive Lines

The Valley V's

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Vice President	Steve Batesole	(818) 787-3658
Secretary	Rachael Doudrick	(818) 957-5708
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Ladies Raffle	Nancy Batesole	(818) 787-3658
	Terri Luetzgerodt	(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
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Mailing Address: Valley V-8's

21545 Erwin Street #107

Woodland Hills, CA 91367

Wendi's Whimsical Notes

— May 2004 —

Hi everyone!

Hope you all had a good Easter or Passover, which ever you celebrate. The point here is that spring, in all its fresh beauty, is a great time to get out and drive those V-8s. We are enjoying it as you will see in this issue and hope you are too.

Tom and I had a great time in Virginia for our one week Spring Break. It turns out an amazing number of our founding fathers started writing their ideas in Virginia. We hadn't realized.

Tom and I also got a real dose of Southern Hospitality in Richmond VA, while visiting our fellow V-8ers in their homes. We want to especially thank Tom and Sally Anderson and Bob and Betty Salmons for the day we spent with them and their fine cars. See the write up in this issue of Drivelines.

I understand VP Steve does a great job running meetings. I heard the change of venue and the last minute change of program worked out well too. Here's a BIG V-8 THANK YOU to Steve. Thanks also to all of you who help out so regularly to keep the club vibrant and alive. It's your club and its the effort of each of us that makes us who we are.

The Boskovich tour to Laughlin was a rousing success. Steve, you do a marvelous job putting this one together each year! Lots of fun was had by all. Thank you!

It was great to see so many of you at Dudley and Julie Ochsner's tour to Santa Anita, the Arcadia Museum and lunch at their beautiful home. The weather, which might have been wet...ok well it was, but it didn't dampen our spirits and we all had a fantastic time. I especially appreciate the HUGE amount of work done by Dudley, Julie AND their children too! Look for the write-up in the June DriveLines

I want to take this opportunity to give special thanks to Dick Stones, our membership chairman, Dave Sanborn and Joe DiFatta for the excellent job they did on the new Club Directory. We now have 95 families and 139 Flathead V-8s in the club and growing. WOW! That is something we can all be proud of.

I am looking forward to our May meeting on the 4th and to seeing all of you back at Baker's Square. Hope we like the new remodel! Please let me know what you think of our meeting place.

See you soon,

Wendi

NEXT MEETING ANNOUNCEMENT

Our regular meeting will be held at Baker's Square at Chatsworth and Zelzah in Granada Hills at 7:30pm. Come to at 6:00 and have dinner with V-8 friends. The program will be a very interesting presentation by our very own Jerry Jensen on "LEATHER". We will be going from cowhide to finished seat as used in early Ford V-8s, including its installation and maintenance. Color and trim-fit for seats is an art of its own!

CALENDAR

Saturday, May 15, Petersen Museum Tour. This "DON'T MISS IT" 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.

Tuesday, June 1, Valley V-8s Monthly Meeting. Don't forget to circle this meeting day for the regular meeting. It is unusual when the first **Tuesday** of the month is also the first **day** of the month, but here it is!. June is a very busy month. Try to do as many of these great events listed below as you can. They are all fun and for good causes too!

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. Tour the open hangars, talk to pilots and owners of historic planes. See the display of the history of the airport, with video and an excellent old radio display. If you sign up, you will receive a packet at the May meeting on the history of the airport and the St. Francis Dam disaster. Quiz after breakfast. Optional visits to the town of Santa Paula.

Saturday, June 12 Sunrise Assisted Living Tour. We will meet at the home itself at 9012 Topanga Cyn. Blvd., Chatsworth. This is located south of Nordhoff St. on the east side of Topanga Canyon Blvd. This tour consists of parking our cars in the circular drive in front of the facility from 10 am to 2 pm to share our cars with the residents. We are invited to have a free lunch at the home. Some other car clubs may be in attendance for this event.
For information call: Wendi Potter, (818) 884-8019.

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. Many remember when their lives included cars like ours. Watch these older people tell stories from their past. Exhibit the cars and have a free lunch at the home. I've heard the food is really good. **For information call:** Joe DiFatta (818) 700-1939 or Gerry Blackwell, (661) 268-0040.

July 10 – 11, Solvang Weekend Tour. This is one of our **highlights of the summer touring season.** We will drive up the beautiful coast through Santa Barbara with a lunch stop on the road. Then on to Solvang to check in at our hotel. 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 whenever. The next morning, we will have a light breakfast at the hotel and an informal meeting before heading back down the coast. An optional stop in Santa Barbara is always a delight to take in the incredible restaurants and sights of El Paseo, the Museum of Natural History or take a beach walk along Cabrillo Blvd. 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 with band, lake tour, pancake breakfast and awards ceremony for many classes of cars. Call Black Forrest Lodge for over-night reservations (800) 255-4378 NOW. \$85 / night. **For information call:** Steve Boskovich (818) 341-6876.

October 28 - 31. Wonder Valley. **For information call:** Gerry Blackwell 661-268-0040.

Other Calendar Items:

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

Eastern National will be at Fredrick, Maryland on June 16 – 19. Contact Sandi Zimmermann, 12887 Eagles View Rd. Phoenix, MD 21131. For info call (410) 560-0237.

Laughlin / Colorado Belle Tour

March 26 – 28, 2004



There was a festive gathering complete with breakfast at Joe DiFatta's house. The bus was boarded by about 10 am on Friday morning and the tour with more than 44 members and guests was on its way.

Wendi and I caught up with the group again after we landed our Cessna at Bullhead City, Arizona, just across the river from Laughlin. When we got to the Colorado Belle at 9 am, the crowd was gathered for the huge buffet breakfast. Everyone had enjoyed different shows and "entertainments" the night before.



Breakfast was a time when members reminisced about the night before and laid plans for a "free" day to loose or win as much

money as you felt you could. Boat rides, craft shops including artisans making jewelry and a shop that claimed to have over 20,000 watches and clocks for sale were among the diversions.



Of great interest was the beautiful auto museum on the third floor of the Riverside

Hotel. We were able to find about 20 flathead Fords many in excellent shape. Among the most beautiful were a card red '41 convertible. Nearby was a '39 Lincoln Zephyr. This dark blue streamliner was one of the rarely seen three window coupes that had not in any sense been modified. It is always a pleasure to find a rare car like this one that someone has had the good sense NOT TO CHOP, LOWER or otherwise mess up. There were also

Continued on page 20

The Believer

By Debbie Bergman

As is typical with many of us wives, the men have the passion and we support them because we love them. Ok, maybe we have a slight interest too. This car stuff is catching you know! WP

Dave has a '56 Ford truck. It's been in his family since the '60's, but come early in 2003 Dave started making noises about an interest in Flatheads. Our search started in April, '03. We looked on the Internet to learn all we could. Dave set his sights on the late '30's, early '40's V8s, mostly because his parents had a '39 Merc convertible. They had dated in this car, but sold it when Dave's older brother Larry was little. The car just wasn't right for a family. Now, the search was on. Dave was determined.

We started at the Pomona Swap Meet. Well, low and behold, there was a guy selling a 1940 Sedan and right next to it was a 1938 Humpback Tudor! Dave took a shine to the '40 right away, but Ashley, our 14 year old, and I closely inspected the '38. It was beautiful, in my opinion. The interior was immaculate. It had a stock interior and engine, and the paint was in good shape. We were told that it had been restored in the '80s

Dave talked extensively to the owner about the '40, without paying much attention to the '38. Then for some reason that I still don't understand, he just walked away. I stopped him and said, "Dave, look at the prices on both these cars." But he continued on his way, so we just followed.

He decided, after wandering the Swap Meet for much of the day, to go back and see if the '40 was still there. Much to his extreme disappointment, the car had been sold. I could see how devastated he was. I tried to console him and we headed home.

I encouraged him to call the owner, since he had the number. "That '38 was beautiful and the guy did take it home with him," I said. "Just check it out. You might be surprised. Ashley and I were looking at it. It was really nice."

Dave, still disappointed about the '40, followed my advice and called the guy. Before long we were receiving photos over the email showing the car from all angles. Dave perked up at this and started grilling Ashley and I about what we had seen. He wanted every detail we could possibly think of, and more.

I knew he was hooked, and I felt great about leading him to this car. Dave called the owner of the '38 again and told him he would get the money together. He wanted the car. In the mean

time the owner prepared the car to be shipped by enclosed truck. We got our new baby on June 7, 2003.

All the neighbors in our cul-de-sac watched as it was unloaded in our driveway. One kid said, "Wow! Cool car." The adults started to reminisce about times when their parents had "a car just like that." The neighborhood had come out, and we were the center of attention. I stood there in awe of this whole process. The reality of it all hadn't really sunk in, I guess.

As the weeks passed, I really got into this car. Any time we were at a car event of any sort (and we go to a lot of them), I would be looking for things that fit a '38 Mercury. I found an original owners manual. Then I found a "No Parking Except for DAVE" sign that now hangs in the garage over the car.

We go to "Bob's" every Friday evening and we take Dave's parents, who have now joined the Valley V8's with us. As I said, we frequent a lot of shows. We even met Jay Leno at the LA Roadster Show last year. Ashley wanted an autograph, but was too shy to ask for it herself, so Dave asked for an autograph for his daughter. He's a really neat guy.

The most challenging of the "supportive" things I have done on the car was helping Dave replace the rubber seals, which were leaking, around the rear windows. We had a few challenging battles, you might say, during this endeavor. Ok, it wasn't quite as bad as wall papering a room, but it came close.

The car still needs work. Our brakes are the last year of the old mechanicals and they need to be done before we can drive the car very far. After talking to a couple of guys in the club, we got tips on how to pull off the drums and get started. After some trial-and-error with getting the right seals that fit, we are nearly finished putting everything back together. We are enjoying it and the people and experiences that go along with restoring and driving a Flathead V-8.

Condolences to Sue and Steve Boskovich

Sue's mom, Elizabeth Paul, who had been making tremendous progress after a stroke on Easter Sunday, had a severe relapse and passed away on Sunday, April 25. She was in her mid-80s and lived alone for the past 10 years. She was a loving and devoted grandma and a wonderful Mom to Steve and Sue and to Sue's brother and sister in law. We all extend a big V-8 hug and deepest sympathy to Sue and all her family.

Free Lunch for those displaying a Classic Car!

Classic Cars & Classic Seniors



share a day at



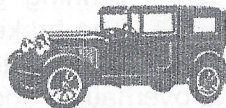
Share the Memories with Seniors who will appreciate it, and you.

SUNRISE
ASSISTED LIVING
OF WEST HILLS

Contact Wendi Potter to sign up. 818-889-8019

Spent a day reminiscing with us as we fill our parking lot with some very special antique cars!

Saturday, June 12



★ 10 am - 2 pm ★

**Sunrise Assisted Living of West Hills
9012 Topanga Canyon Blvd.
West Hills, CA 91304**

This event is open to the community.
Fun for the entire family!
For more information call
Gloria Darian at (818) 701-9550.

V-8 Birthdays for May



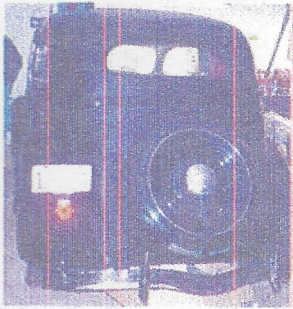
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|--------------------------------|---------------------------------|
| 1 st Jim Albert | 21 st Larry Keene |
| 1 st Ron Cowan | 26 th Craig LaPair |
| 2 nd Sheri Updike | 27 th Helen Baker |
| 10 th Pat Kelley | 28 th Emily Rosso |
| 11 th Virginia Wolf | 30 th Dudley Ochsner |
| 11 th Sue Boskovich | 31 st Judy Shubb |
| 19 th Paul Kirk | |

V-8s in Virginia

Yes, There are V-8s in Virginia! At least our visit to several members of the Richmond, VA group # 18 was a delight and a trip into the way the East Coast does V-8ing. Wendi and I called Richmond from our hotel in Williamsburg



and told our host that we were on time and on the way. Driving north on I-64, we arrived in Richmond, the old capital of the confederacy in about an hour. This city literally drips with history, we started our day at the home of Tom Anderson where we were invited to see a "few old Fords." Tom has a barn / shop behind his



house which houses a '35 Standard Flatback Tudor which is mostly original, (read gorgeous), a '41 pickup, a '40 sedan are parked inside. A Standard '39 coupe which has just had the body returned to it's frame was the center of my interest. As yet, it has little of the running gear beyond the suspension. The brake lines have just been replaced as have the master and wheel cylinders.

A beautiful looking overhauled engine is sitting on a stand waiting for installation. It looks like the Mist Gray (it's really green) coupe



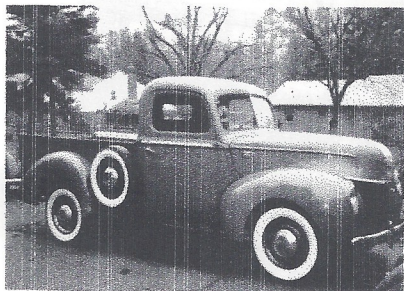
is ready for wiring and the rest of the glass at this point. Then the engine and tranny get installed and it's ready for the interior. The



process is about the same as it is in California, but the barn and house may well have been a barn from the 19th century. This is cool!

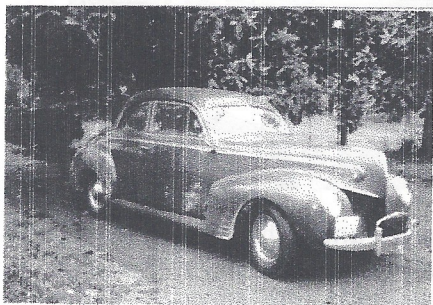
A friend of Tom's had heard that we might be there, so he showed up in the '40 Merc coupe he is restoring. It is not as far along a Tom's '39, but has the potential to be one of the beautiful and rare Mercs of its period. It is all "there", mostly original and in

good running condition. This is the model, as you may recall, that was only made in 1939 – 40 and must have been truly expensive to build. It is one of the first cars to have bright metal around the



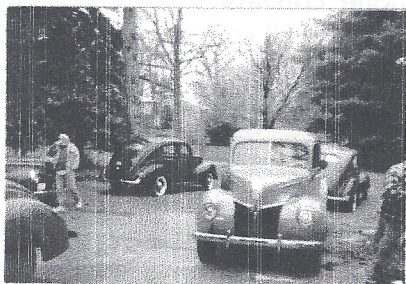
side windows which give it a "hardtop" look almost 20 years before hardtops were actually built. Think '49 Cadillac Coupe DeVille and Buick Riviera. The '39 – 40 Merc coupe is a convertible body and frame with a steel turret top welded to the body instead of the cloth

convertible top. While it does have "B" pillars, they are deemphasized while the chrome window frames stand out like those of a convertible.



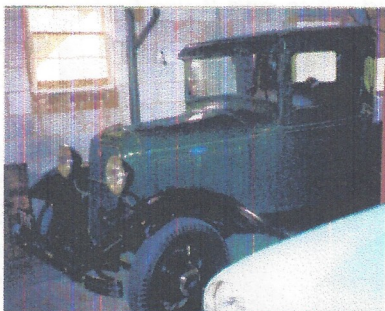
We then followed Tom in our rented '03 Ford Taurus, to Bob Salmon's home about 15 miles north of Richmond. Here we found an amazing collection of people and cars. Bob has one of the best '34 roadsters I have ever seen as well as a "working" '40 flatbed, and so many other flathead

Fords and Mercs I couldn't keep track of them. His wife, Betty, has a superb collection of Ford memorabilia, which she is now preparing for the Eastern Nationals to be held in Fredrick, MD in June.



These Virginians are into their Flathead Fords in a big way. It is great to be treated to southern hospitality while also meeting so many people who are totally into Fords. Someone's comments included: Have you ever heard of Don Durkee? Do you know a guy named Dan Krehbiel? We shared a few photos of our club and recent activities. It became clear that the person they had heard of most

was Nick Alexander. His woody restorations are famous across the country as is his collection of rare wagons.



I'm writing this over Nashville and while glad to be returning to California, it sure was fun to spend time in the east and learn a lot about how our hobby is thriving in another part of the country.

Its Easy Being a Guy

This item is found in the April issue of the Cascade Cable, Cascade Regional Group, Tacoma, WA.

"You can open all the jars. Phone conversations don't need to be more than 30 seconds. You can do all your Christmas shopping in 45 minutes on Dec. 24. The same hair style can last for years. You wake up ready to go. One wallet, and one pair of shoes works for all seasons. The occasional, well rendered belch, is practically expected. Your shorts cost \$8.95 for a three pack. All your clothes are available at Penny's, OSH or Wal-Mart. New shoes usually fit the first time. Wedding plans usually take care of themselves. Wedding dresses cost \$5000, tux rental costs \$100. You get extra credit, even for small acts of kindness. Your last name stays the same. You can do your nails with a pocket knife. Chocolate is just another snack. Car mechanics usually don't lie to you. The best part is that the garage is all yours."

April Valley V-8s Meeting



Our April meeting was at Acapulco because Bakers Square was under construction. For May we are back at our usual location, but all of us need to evaluate the remodel to see if it will still meet our needs. Just in case it doesn't, be sure to give Wendi ideas for new locations!

Unfortunately, our scheduled speaker called in sick at the last minute, so our Program Chair had to think fast. Don asked a few people to "talk about something interesting" for about 5 minutes. He convinced Joe DiFatta, Leon Kaplan, Dave Sanborn, John Kemmerer and Scott Doudrick to go along with the idea.

With his usual whacky humor, Don Durkee loosened up the crowd with a story about getting out of the shower and 'wiping it down.' He, of course, produced a squeegee and extolled the virtues of always wiping down the shower – "Never have to clean it!" says the Iowa Farm Boy.

Joe DiFatta gave a watch to Don with (Guess what?) "Iowa" on it. Joe talked about his old Plymouth and "Chevy" habit, but said he is a Ford guy all the way now. He has bought 17 cars sight unseen and has only been burnt twice. He is very happy with the e-bay purchase he just made. It is from Davenport, Iowa, close to the Durkee farm. He had it trailed by our erstwhile speaker for the evening, for \$?? (Price omitted so that Marsha will allow him to stick around...)

Joe says, "Get those cars out! Go on the tours and enjoy the trips – you're not going to live forever! On the J. Harris tour to British Columbia -3200 miles long- there was a breakdown every day. But for every breakdown, a part to fix the problem was found. Another member replaced Joe's oil pressure sender without even asking! Always keep your National roster in your car; other members are wonderful when on the road, whether or not you are in trouble.

Dixie Belle volunteered Leon Kaplan to talk. He was going to talk about cars, but we all know about cars, so talked about trips. "How many people have been through the Panama Canal?"

Leon just went down the coast, through the Canal to Costa Rica on a cruise that he has always wanted to take. The locks are spectacular – raising the ships to 87 feet above sea level. In the middle of the locks is Gatun Lake, the largest man made lake in the world. The gates are made light so that they move easily. By the way, stay away from the French side of St. Martin – Why? No one wears clothes! Did you know that New Orleans was founded about 80 miles inland, which helped the “local economy” a bit.

Dave Sanborn noted a lot of couples in our group, but also a lot of people on their own. Either way, Dave suggests surprise trips make life more fun. For example, Cambria was a recent destination which Dave “forgot” to tell Christine about until they were on the way. The bed and breakfast owners suggested a local park. There, they found sea lions, multiple herds of them, with newly calved babies! On the same trip, they saw Hearst Castle... Time was called, so he has said that he is happy to let anyone know other good surprise places to take their wives.

John Kemmerer told about another trip where a helping hand assisted in a water pump replacement. On the way home, they lost a belt pulley, which then took out the generator, radiator, etc. They were picked up by a guy in a Chevy pickup who towed them into Soledad... but that was not really his story... John likes all kinds of literature. The V8 Times was once his passion. He had everything but the first 3 years. He has decided lately to possibly sell them. He was contacted about maybe generating a collection for the club. He is willing to donate about 10 years worth of extras to get things started. He also has a lot of Drive Lines that he is willing to donate for the start of a collection. Please contact him if you have an interest or would like to help the club with this great project. Or if you wish, call the Prez!

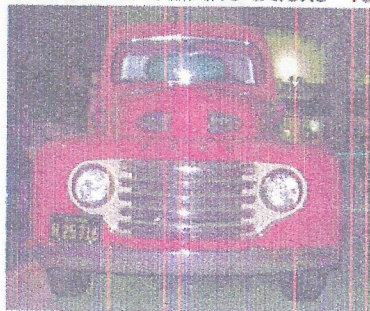
Scott Doudrick talked about, what else, but his '39 Pickup and the Mars Exploration Rover Project. He passed around pictures of his most recent work on the pickup, including before and after images of frame repairs and dozens of freshly primed parts hanging from the rafters in his garage. “Slowly but surely” seems to be what he says all the time... As far as MER goes, they are still motoring along. Spirit is about 25% of the way to the “East Hills” where they hope to find an ancient sea shore and Opportunity is about half way to Endurance Crater.

Don seemed to do it again, a great set of speakers and at the last minute too!

Car of the Month

The Car of the Month for April is a truck, a beautiful 1948 Ford F-1 stake bed. It's Fire Engine red, that official (?) Ford color we see around from time to time. It belongs to Don Zabel who tells me that the reason it is that color is that a friend of his gave him the paint. Hey! Why not? The color is great and yes, you definitely see it coming.

Did you know that the '48 trucks have the 8BA engine that the cars didn't get until '49? I suspect that since the '49s were introduced early, they started building the engines for both and decided to call the trucks '48s and the cars '49s for sales reasons.



Don's truck was a pile of parts when he started building it a couple of years ago. It has a stock three on the floor, stock suspension, original glass (but new rubber) and the original interior. The engine? Well, it's not exactly stock, but Don tells me, it is still a Flathead. That means it has a

Merc crank, a "warm" cam, aluminum manifold, headers, a Holly 4-barrel and a 12 volt generator and electrical system. It runs great and cruises well.

Congratulations Don. You have a great truck, one that is a famous "first" in the light truck line for Ford. These trucks (1948 – '52) are among the best of the Ford flatheads. Introduced in January 1948, these "Bonus Built" trucks, were the first of the newly styled F-series Fords, a designation that continues to this day. They were simple, rugged and fun to drive even though they ride a little on the rough and noisy side by modern standards. Your choice of trucks is the best and, since you asked, I'll tell you a personal story about "why".

Back in the '50s when I was 18 and worked for a Union 76 station, my boss had an F-1 pickup in Union Oil Blue with big orange "76"s screwed to the doors. It had a wrecker mounted on the pickup bed. I loved it when an Auto Club call would come in and old Harold would yell, "Potter!" and throw me the keys to the F-1. I would be off on a service call. I got the dead battery and flat tire calls. He took the bad wrecks himself. Darn! But I was still one happy kid! As we often say, "I don't know what happened to that F-1 wrecker, but I sure wish I had it today!" TP

From The Right Seat

Date: April 5, 2004

Meeting Place: Acapulco

Meeting Leader: Steve Batesole, Vice President

CARL'S Car Count: 14

46 members were present.

Start Time: 7:30

Adjournment Time: 9:30

Introduction of Guests:

No guests this evening.

President's Notes:

Thanks to our VP for running tonight's meeting. Great job. Steve!

Treasurer's Report: Ingvar Carlson

Our balance continues positive, we are looking good.

Membership: Dick Stones

Membership rosters were passed out at this meeting. Please correct your roster for Leon Kaplan's correct telephone number, (818) 990-3805. Also, please correct Blacky and Gerry Blackwell's zip code to 91390.

Tours:

Lots! See Page 2 for details.

Announcements:

We have some great club apparel for sale! See Page 16.

Car of the Month:

Congratulations to Don Zabel and his '48 F-1 Pickup.

Drive Prize to James Kelley for driving 40 miles to this meeting.

Program for the Evening:

Our scheduled presenter was unable to attend this meeting so these club members stepped up to the mic: Don Durkee, Joe DiFatta, Leon "Motorman" Kaplan, Dave Sanborn, John Kemmerer, Scott Doudrick

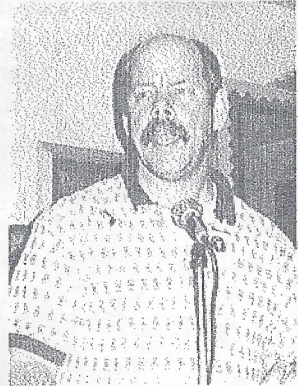
Raffle Winners:

Ladies: Mary Jane Watson, Helen Baker

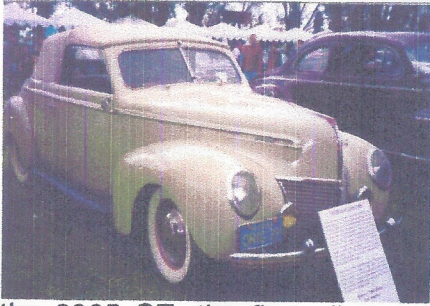
Name Badge: Christine Varney

50/50 Drawing: Carole Jensen

Minutes submitted by Rachael Doudrick



Fabulous Fords Forever



This annual meet of over 3000 Fords of all kinds is held annually at Knott's Berry Farm. Wendi and I go each year to get the bigger perspective on the Ford, Lincoln and Mercury world. The show includes Mustangs of all years featuring, this year,

the 2005 GT, the first all-new Pony Car in over 20 years. Of course, there are row after row of beautifully restored Mustangs as well and countless Fords from Model Ts to As and Flatheads of all years. More modern cars present included the Lincoln LS and of course the new F150, the jewel of the pickup world.



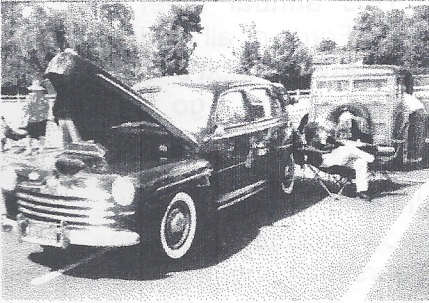
We met Colin Date, the publisher of a brand new magazine, LEGENDARY FORD, a very sophisticated glossy, which is "For serious Ford and Mercury enthusiasts!" I am reading the second issue, which focuses on Fords in the 1950s - 1980s. Fascinating! Did you know that the "Windsor" V-8 which powers most Mustangs and many small block Fords from 1964 on, was in production for 28 years? That is even longer than our Flatheads, which were built for 22 years. We don't talk about it much, but when people want



to keep their car "all Ford" and want a more modern engine, this is the engine that goes in where the flathead came out. OK, there is a serious clearance problem, but there are ways around it. Anyway, that's not for us to discuss. These are the ubiquitous 260-289-302 V-8s, which topped out with the "Boss 302" at 290hp.

For me, this magazine seems to be reflective of Ford as it is, warts and all. It is freely admitted that the "Y" block is too big and heavy for many applications. Mr. Date doesn't seem to pull

his punches. When he sees a weakness, he and his writers tell it like it is. I like that and will be watching with interest TP



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Publisher
949-293-8849
cdote@LegendaryFordMagazine.com

For serious Ford and Mercury enthusiasts!

Valley V-8 Personalized Shirts are Here!

Wouldn't it be great if on a tour in the near future, a lot of us could show up in club shirts of some kind? Thanks to Steve Boskovich, we can now order them! No, they are not cheap, but they are of good quality and we can get them with our name and club logo as described below. Sizes from S to XXXXL are available.

Now on sale for your shopping convenience are two styles of personalized Valley V8 attire. You can buy a long sleeve denim shirt with a large logo on back telling the world who we are, Valley V-8s! These are button-up medium weight shirts for men or women. A small club logo is positioned on the front along with your name. Logos are in darker blue, the shirt in denim blue. Now only \$35. Steve may have samples at our next meeting.

Or you may decide to purchase a short sleeve medium grey polo shirt. The Valley V-8 logo is on the front right side, and your name over the pocket on the left. This too is in blue. Now only \$25. Again, a sample may be available at the meeting.

Let's see if we can get half of the members to buy one of these great shirts and wear it at an up-coming event or to our meetings. It's the spirit that counts!

Orders can be placed at the monthly meetings or over the phone. Just see or call Steve Boskovich at (818) 341-6876.

"Swede Says!"

Ingvar Carlson, our Trusted Treasurer, has some good ideas that we are trying to spread around the Ford community. Let us know what you think about our new column.

SWEDE'S RADIO STATIONS TO FOR YOUR WEEKEND

A number of car oriented radio stations are both entertaining and informative. In the Los Angeles Area, Swede advises tuning in to the following programs:

KPCC 89.3 FM Sat .and Sun. 10-11 am. Click and Clack the Tappet Brothers

KPFK 90.7 FM. Sat 11am-1 pm. The Car Show with John and Art

KRLA 790 AM Sun 8 - 10 am Leon Kaplan, The Motor Man

We are still looking for the local station that carries Bob Long's Auto World. Does anyone get this program? Understand it's one of the best. We've looked at

www.autoworldradio.com and can't seem to find it.

SWEDE'S DATES TO REMEMBER FROM OTHER CLUBS

May 16 The Baldy View Early Ford V-8 Club Annual Swap Meet Years 1900 - 1972. Cable Airport in Upland. 1749 W. 13th Street, Enter off of Benson. **Info Call:** (909) 599-1292.

May 16 So Cal NSRA Appreciation Day. 9 am - 2 pm. Calif. Car Covers, 9525 De Soto, Chatsworth. For info: (805) 522-4449.

June 6, Pomona Swap Meet and Car Show 5 am - 2 pm, Los Angeles County Fairgrounds, Fairplex Dr., Pomona, **Info Call:** (714) 538-7091.

July 31 - Aug 8, Reno, NV, Hot August Nights. It's HOT during the day, but even HOTTER at night while these cars, many of them flathead Fords, take to the streets of Reno in one of the longest auto parades around. If you like to have fun Nevada Style, this is your event. For info, go on line at: www.hotaugustnights.net.

Aug. 15, Pebble Beach 54th Pebble Beach Concourse d'Elegance. **For Info:** (831) 622-1700.

SWEDE'S DEALS OF THE MONTH

1937 Ford Woody. Sold for \$183,600 at the Barrett-Jackson Auction last month.

The Trusted Treasurer says, "It must be in pretty good shape."

1948 Ford Woody Sold for \$129,600. at the same Barrett-Jackson Auction.

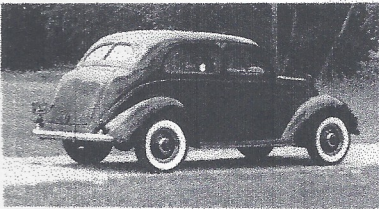
EDITOR'S GRILLE: What's new, 1937??

Your Prez and your Editor spent Valentine's weekend in Palm Springs, a delightful venue for a quick getaway. It's 50 minutes from the San Fernando Valley by Cessna through Banning Pass and a \$10 taxi ride from the airport to the center of town. The Palm Mountain Resort is \$79 / night. The highlight of our little break was a visit to the Palm Springs Follies, which has been running, in annually revised form, for thirteen years at the Plaza Theatre. We will get into that incredible show later.

Since we are interested in newsletters in any form, we picked up a copy of "The Follies Footlighter," published by Riff Markowitz and Mary Jardin, the co-founders of the Follies. In a section called, "News of Palm Springs," we found a collection of articles from the '30s and '40s. Out pops this jewel:

Latest Price Index Released, July 22, 1937.

"The Federal government has released the latest national average figures on costs of living. They are: bread 9¢ / loaf; milk 13¢ / quart; eggs 56¢ / dozen; **car \$675; gasoline 20¢ / gallon;** house \$6622. The average income was \$1789 / yr."



A Tudor "Trunkback" touring sedans come in Standard or Deluxe trim with a 136- or 221-cid V-8 engine. Slantback models also had a trunklid.

Now, let's bring in the typical Ford family in 1937. According to The Ford Chronicle, a new 1937 Ford 85 HP Standard Touring (trunk back) Tudor Sedan, cost \$638. Let's add a heater, white wall tires, chrome trim rings, a right side tail light (our Standard Tudor came with only a left tail

light) and outside mirrors. This would be a well-equipped car by 1937 standards and cost about the average for 1937, \$675. The average wage earner in that year would need to invest about 4 months salary in his car.

Today, if you bought a 2004 Taurus SE (Ken Grody Ford has a well equipped new one in the LA Times for \$17,990 + tax), you would need about \$60,000 / year income to meet the 1937 ratio. That is within reach of most young families today.

That three-bedroom home, at \$6,622 in 1937 would cost you 3.7 times your annual income. In 2004, at a \$60,000 / year income level, you would be able to buy a home worth \$222,000. This would be possible in Peoria or Pocatello, but tough in LA

unless you are willing to get a "fixer" and do a lot of work yourself. Times may not be so easy!

One final thought: If you were able to bring home \$149 / month in 1937, life was pretty good, and yes, you could realistically plan to save up for that new Ford V-8 Tudor. I'd choose Washington Blue! TP

Gasoline Rationing Begins, July 20, 1942

It was announced in Washington today that gasoline for use in cars at home would be rationed starting immediately. Three types of gasoline rationing windshield stickers will be issued. "A" is for non-essential driving, 3 gallons / week. "B" indicates someone who needs to use the car regularly while on the job. "C" means the car is essential for work in the public interest such as that of a doctor who makes regular house calls.

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION
GASOLINE RATION CARD
No. **2958622** -A

THE ACCEPTANCE AND USE OF THIS CARD CONSTITUTE AN AGREEMENT THAT THE OWNER WILL OBSERVE THE LAWS AND REGULATIONS CONCERNING GASOLINE RATIONING AS ISSUED BY THE OFFICE OF PRICE ADMINISTRATION.

OWNER'S NAME _____
ADDRESS _____
CITY OR POST OFFICE _____ STATE _____
MAIL _____ COUNTY _____
VEHICLE REGISTRATION NO. _____ STATE OF REGISTRATION _____

READ INSTRUCTIONS ON REVERSE SIDE OF THIS CARD

The "Follies Footlighter" shows a copy of a Gasoline Ration Card application, which, like all war time forms, included strictly enforced regulations.

My dad, who was a salesman before he went into the Army in 1943, he had an "A" and a "B" sticker on his '37 Ford business coupe. But my mom, who was a teacher, only got an "A" sticker and had to car-pool to work or take the bus most of the time. We kids, naturally, had to walk to school and that wore out shoes, which were also rationed. But, that is another story for another time. TP

Residents Putting On New 3¢ Stamps, March 31, 1944

Villagers, with remarkably few exceptions, are putting 3-cent stamps on their first class mail in accordance with the change in postal rates effective last Sunday. Postmaster R.M. Gorham said that very few letters addressed locally, were mailed with only 2-cent stamps on them.

In addition to reminding Villagers (Palms Springs' residents) again of the change in the postal rates, Postmaster Gorham urged Villagers to give their correspondents their correct address.

"Many letters are coming in with inadequate addresses. This can mean a delay in getting your mail," he said.

My grandmother saved all the post cards my mother had sent to her. When she died, my Aunt sent us a huge stack of post cards with one-cent stamps on them. They all had the same address: Mrs. Rosa M. Taylor, Waynesboro, Georgia. No street address, no postal zone (before zip codes). Of course, my Grandmother had both, but my Mom never used them and the Post Office never seemed to care. The most recent one I have with a 1¢ stamp was dated, 1944! TP

Laughlin Tour Continued from page 4

several '35s in great shape as well as some shoe box Fords. A nice little gift shop completed this part of the tour.

We heard that the bus ride back to LA included several good movies and a lot more of the fun that our club is famous for.



We want to send a special "V-8 Thanks" to Steve Boskovich for organizing this GREAT tour. And thanks also, to all who put on the great breakfast even before the bus was boarded!

For Sale, Wanted or Trade

FOR SALE 2 '49 Ford F-5 Engine and Trans, Rear End, 1 Running, 1 Not Running. Ken Sapper (818) 362-5865

FOR SALE 1940 Ford frame. Modified into a body work stand. \$75. Jerry. (805) 491-3355.

FOR SALE '68 Mustang Coupe. 302, auto trans, PS, Runs. Needs restoring. \$1500. Dennis (323) 665-1363.

WANTED Ford Pick up outside door handles 2, Fits Years 38 - 47 Blackie Blackwell (661)268-0040

WANTED Window Regulator, right side, for '34 Cabriolet. Dudley Ochsner (626) 446-1206.

WANTED 5 ea. 1946-48 16" wheels, beauty ring, hub caps and maybe tires too. Ingvar, "Swede" Carlson. (818) 943-2860.

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 Zabel's '48 F-1 stake bed,
our Car of the Month**

