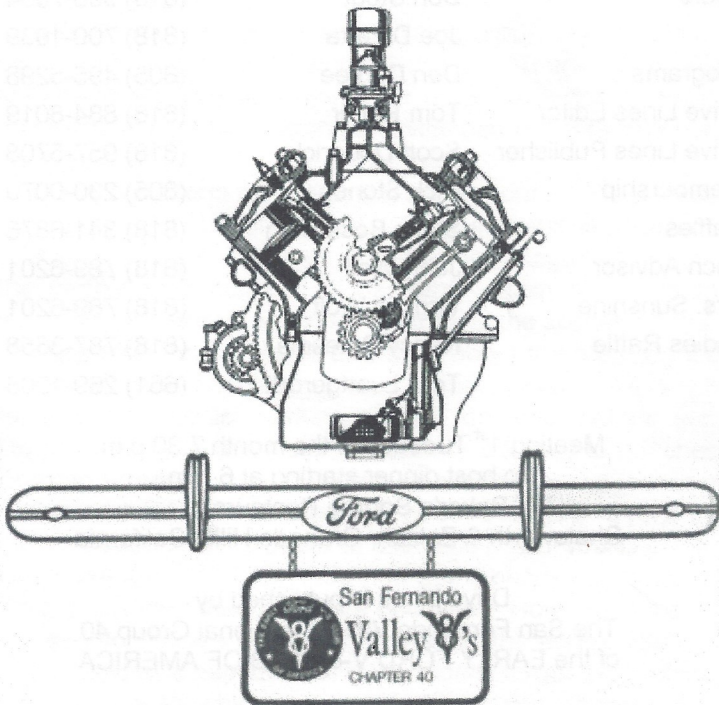




June 2004

"Our 34th Year"



Drive Lines

The Valley 's

2004 Officers

| | | |
|-----------------------|------------------|----------------|
| President | Wendi Potter | (818) 884-8019 |
| Vice President | Steve Batesole | (818) 787-3658 |
| Secretary | Rachael Doudrick | (818) 957-5708 |
| Treasurer | Ingvar Carlson | (818) 943-2860 |
| Tours | Don Stout | (818) 998-7054 |
| | Joe DiFatta | (818) 700-1939 |
| Programs | Don Durkee | (805) 495-5298 |
| Drive Lines Editor | Tom Potter | (818) 884-8019 |
| Drive Lines Publisher | Scott Doudrick | (818) 957-5708 |
| Membership | Dick Stones | (805) 230-0070 |
| Raffles | Steve Boskovich | (818) 341-6876 |
| Tech Advisor | John Wolf | (818) 789-6201 |
| Mrs. Sunshine | Virginia Wolf | (818) 789-6201 |
| Ladies Raffle | Nancy Batesole | (818) 787-3658 |
| | Terri Luetgerodt | (661) 269-1008 |

Meeting 1st Tuesday of the month 7:30 p.m.

No host dinner starting at 6 p.m.

Baker's Square Restaurant

Chatsworth & Zelzah, Granada Hills, California

Drive Lines is published by:

The San Fernando Valley, Regional Group 40
of the EARLY FORD V-8 CLUB OF AMERICA

Mailing Address: Valley V-8's

21545 Erwin Street #107

Woodland Hills, CA 91367

Wendi's Whimsical Notes

— June 2004 —

Carefully chosen words can motivate and charm. Poorly chosen words or words not spoken can injure and offend. Oh how true this is! I see it in my daily teaching and interactions with ten and eleven year olds. I can get these children to do nearly anything with the right approach, and just as easily, I can lose them in a split second. Words are powerful tools. They must be chosen carefully and purposefully.

"Two of my favorite words in the English language, and two of the simplest, are 'Thank You.'" This was a statement made by the Executive Director of Angel Flight West, Jim Weaver, who heads an organization of volunteer pilots dedicated to generously and compassionately donating their time and airplanes for "flights of hope" for those in need.

These two little magical words, "Thank You," say volumes. And it is with that sentiment in mind, I would like to say "Thank YOU" to all the Valley V-8 members who year after year generously donate their time and efforts to make our club a strong and vital part of nearly one hundred member's lives.

Monthly we attend meetings and go on "tours". We almost take what is being offered to us for granted. "Of course, this is what we do in the V-8 Club. We have meetings and do things together." But what about the people who make it all happen? From our tours to our Drivelines to the little extras, watch for the behind the scenes efforts.

Please stop for a moment and think about the planning it takes to arrange for 40 to 60 people to go to a venue. Does it cost anything? How many rooms, meals, parking places, docents, tickets etc. are needed to accommodate the group? Most venues need to be "checked-out" prior to an arranged visit. This too takes time for the leader of the tour. How about the directions and maps needed to get everyone there?

What about other aspects of the Club? Do you like the new Membership Directory? Do you know how many phone calls it took to be sure everyone got their dues in before deadline? How about the events taking place at someone's home? For instance, the annual BBQ, or the Holiday Party held at a banquet hall? We musn't forget the balancing of the Club check book for which many entries are made every month.

"Thank You" - two effortless words to say, but words that I say to each of you, the many to whom we all owe a great deal of THANKS for your tireless efforts in making our club the wonderful organization it is. "Thank You" to all of you who so generously dedicate your time to enhancing our V-8 experience.

Warmly,
Wendi

NEXT MEETING ANNOUNCEMENT

Our regular meeting will be at the newly redecorated Baker's Square Restaurant at Zelzah and Chatsworth in Granada Hills at 7:30 pm. You are invited to a no-host dinner at the restaurant starting at 6 pm. Bring that Flathead because the parking lot at break time is where the action is! Eat with V-8 friends and enjoy an evening talking about Early Fords (or anything else that crosses your mind).

CALENDAR

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, including video, 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 June meeting. Quiz after breakfast. Optional visits to the town of Santa Paula. **For Information**, contact Joe DiFatta at 818-700-1939

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**, contact Wendi Potter, (818) 884-8019.

July 10 - 11, Solvang Weekend Tour. Highlight of the summer touring season. Drive up the beautiful coast. Shopping in Solvang Saturday, 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. 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:** Steve Boskovich (818) 341-6876.

October 28 – 31 Blackwell's Fall Tour to Wonder Valley. Tour to the beautiful foothills of Sequoia National Park, get 9 meals, lodging, hayride, hospitality room, and cocktail hours for 4 days. Thursday tour: 1) Sun Maid Raisin Factory 2) Castle Air Museum 3) lunch at the Castle Café in Atwater. Friday, visit Forestiere Underground Gardens, box lunch at Woodward Park, Antiquing in Old Town Clovis, night hayride. Saturday, on your own. This could include: the town of Sanger, sailboat races, rope climbing, get massage, play cards, play tennis, fishing, visit to the Sierra Endangered Cat Haven, horseback riding. Saturday night: Big Halloween Party! Don't forget your costume. Prizes, fun and new Blackwell Games. \$150 per day per couple. **For info:** Gerry Blackwell 661-268-0040.

Other Calendar Items:

July 31 – Aug 8 Hot August Nights. In Reno NV. If you like your cars hot and the action hotter, this is worth the trip. **INFO:** Go on line to hotaugustnights.net.

August 15 Pebble Beach Concourse de Elegance For info: (831) 622-1700.

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

August 16 Jay Harris Tour: Depart for Hood River and the Western Nationals, leaving from the Hampton Inn in Agoura Hills. Lots of sightseeing is planned along the way. **For info:** Jay Harris 760-728-0311.



Dick Colarossi

C Q AUTO PARTS INC.
We Specialize in Service

21116 Devonshire St
Chatsworth, CA 91311

Telephone
818 341-3121

It is Not Too Early to Think About Becoming an Officer in 2005

Like any good organization, your V-8 Club needs the active support of it's members. That, my friends, means you! We are planning a board meeting in June and part of that meeting concerns the search for new officers for 2005. One of the biggest responsibilities of our board is to ensure the on-going leadership in the Club.

Some things are set and rightly so. The Vice-President, after planning the Holiday Party, becomes the President for the following year. Steve Batesole is well along on this path, but would like a few more volunteers for his Holiday Party planning committee. Steve will make a great President. Wendi has thoughtfully arranged to be out of town again for the August meeting (we're visiting sons Benny and Eric who are both living in Germany). This gives Steve another chance to run meetings and to further sharpen those skills he already has in spades. Yeah Steve!

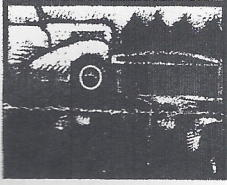
For next year, however, we are still looking for a few good people. Some of the positions that are open include Vice President and Drive Lines Co-Editor. There are numerous other spots open as well. If you have any interest in helping to run our vibrant and enthusiastic organization, please contact any board member and most especially, the Prez, Wendi.

Birthdays for June

2nd Harold Johansen
3rd Jerry Jensen
3rd Dick Colarossi
5th Ron Main
6th Don Stout
7th Larry Caplan
7th Al Spencer
7th Karen Lowry
8th Rose Gott



9th John Kemmerer
14th Darryl Thomas
16th Cliff Vess
23rd Al Rohrer
23rd Chuck Mair
24th Barbara Sadd
28th Scott Doudrick



The Association of California
Car Clubs urges your support

LEGISLATIVE ALERT Important Pro Hobby Legislation

SB 1784 IF PASSED WILL PUT A 'COLLECTOR VEHICLE DEFINITION' IN SECTION 259 OF THE VEHICLE CODE

It will read as follows:

"Collector motor vehicle" means a motor vehicle owned by a collector, As defined in subdivision (a) of Section 5051, and the motor vehicle is used primarily in shows, parades, charitable functions, and historical exhibitions for display, maintenance, and preservation, and is not used primarily for transportation.

If an owner chooses to use this definition for their vehicle for any reason, i.e. insurances purposes, they still have the right to drive it, just not as their primary source of transportation or daily driver.

As our collector vehicles get older, more valuable and used more exclusively for collector purposes, we must get separated from the "Older Car" image, which is subject to confiscation through abatement, scrapage programs, being identified as a gross polluter, and subject to the "All motor vehicles will...." laws.

At the time of this flyer, SB1784 has passed the Senate Trans Committee, and is headed for the full Senate to be voted on. Then it will go to the Assembly side for the same process.

PLEASE HELP BY CONTACTING YOUR SENATOR AND ASSEMBLYPERSON

To locate your representative:

Phone Book: *Look in the front under State Government*

Internet: *Go to www.leginfo.ca.gov*

HYBRID CARS ARE A 21ST CENTURY INVENTION. NOT!

As you all know by now, Ford is coming out with a Hybrid this fall, an Escape, their smallest SUV, which though "powered" by the 2.3 liter four banger, is supposed to have the performance of the V-6 and get good mileage. I suppose that will be in the 40+ MPG range. Toyota claims 60 in town for their lightweight Prius, but the Escape is a real SUV and built to "take it".

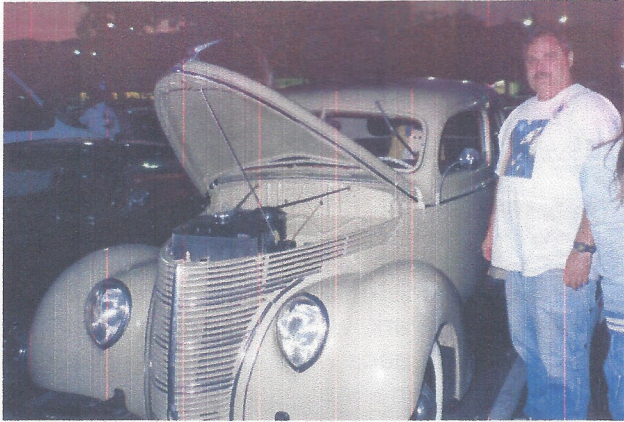
Old Cars Weekly (May 13 edition) says that hybrids are not even close to new. It seems, according to Jeff Domer of New Canton, Ohio, that the Woods Dual Power car (1917-1919) was about 75 years ahead of its time. This hybrid of my grandfather's era had a gasoline engine under the hood. Behind that was an electric motor / generator powered by storage batteries connected to a drive shaft which turned the rear wheels through a conventional drive train. A unique electro-magnetic clutch connected the gas engine to the electric motor. The car would drive off with electric power only. When up to speed, the driver would engage the clutch, which, of course, started the gas engine. This then gave the car substantially more power while reducing the drain on the battery when the accelerator was "on". When it was "off" the motor became a generator turned by the gas engine, which then charged the battery. The carburetor on the engine then controlled the speed of the car. When the accelerator was released, the car slowed, and as in a conventional drive train, the clutch had to be disengaged and the whole process started over. In a sense, the electric motor was both a transmission and a generator. The car could run for a limited time on either gas alone or electricity alone. Ideally, it was run on both most of the time.

Of course, electric motors generate torque at much lower RPMs than gas engines thus eliminating the need for a transmission while making the start smoother and quieter. You can imagine, that the driver of the Woods Dual Power was fairly busy with a lot of switching and clutch work. Come to think of it, those of us who drive stick shift flathead V-8s are pretty busy too. On the other hand, the car probably scared far fewer horses than the Ford Model T of the same era.

What has Toyota done to improve on the Woods Dual Power? For starters, it has dramatically improved the battery and replaced the driver's constant switching and clutching with a computer that does all this work seamlessly and more efficiently.

Continued on page 13

Car of the Month Dave and Debbie Bergman's '38 Standard Touring Tudor



You have already read a lot about this great car in last month's Believer column by Debbie Bergman (See: Drive Lines, May 2004, P. 5). Debbie wrote up a great

description of how they got their car. What I can add is that when Dave, Debbie and the kids drove up to Baker's Square last meeting night (May 4), there was a crowd around the car, especially at break time, that just wouldn't go away. Prez Wendi had to work hard at getting everyone out of the parking lot and into the restaurant after the break.



What's unusual? We see very few '38's, especially one with the original mechanical brakes. Dave has put a lot into these brakes and they work well. After last week's run, the generator conked out but it is back to working now after Dick Colarossi did the

overhaul. It's a Standard Sedan and these are rare too. Many of the club members own Deluxe models. This car is quite original in many ways. Dave isn't ready to make this into a Dearborn car yet, but it sure is interesting to see a Standard in good shape looking like many actually did in the '30s. Finally, I think a part of the charm of this particular car is the color. We tend to go for black, red, blue, metallic paints and other modern looking colors. While all of these were available in the '30s, many cars were very subdued in keeping with the times and this car, in tan, is

Continued on Page 13

The Santa Anita Tour A Tale of Waterproof V-8ers



It was dry when I pulled the '46 out of the garage. By the time Wendi and I got the stuff loaded, it was pouring rain. We put the flathead back in the garage and got the Explorer. When we arrived at the meeting point near Griffith Park, we got no end of ribbing.

The drivers of 11 great looking flatheads were all bragging about how their Maguire's held up in the rain.



"Where's your flathead? Just suck on the wiper hose and they'll work."

"Your car needed a good wash job! Why isn't it here?"

"Does your head gasket leak water too?"

"It rains in Iowa all the time and these cars run just fine there!"

"You afraid of a little rain or are you saying you can't drive on wet streets?"



It went on and on. Actually, the drive over to Arcadia went well. In the Santa Anita parking lot, we did a little "Singin' in the Rain", complete with umbrella girls and V-8s in the background.

Dudley and the Prez explained that the tour will go on as planned and it did! The tram ride through the famous stable area left clear impressions of graceful race horses working with dedicated grooms and trainers focused on doing their best. Caretakers and their families live directly in the stable area close to these most valuable animals and the area is immaculate. They are responsible for the horses 24/7. Many famous horses, including Seabiscuit, whose statue is at the park, are remembered and discussed often by this close-knit community.

Did you know that Santa Anita was used as an internment camp for Japanese-Americans during WWII? The racetrack was shut down from 1942 to 1945 and used as a transfer station for thousands who were on their way to other locations more inland from the Pacific. A sad part of the history of a beautiful place.

We heard a presentation by the famous jockey Chris McCarron, who is now Vice-President and Manager of Santa Anita Park. Near the ready room he gave us a demonstration of how a jockey rides changing up to five pairs of goggles while riding at top





speed to insure good vision. He says that horse racing requires a close relationship between an equine athlete and a human athlete to produce a winner. We felt fortunate to have the chance to hear

from one of the best in the business first hand. Fascinating!

An incredible fountain graced the colorful gardens along with a statue of Seabiscuit. We were all invited to stay for the races that afternoon as a part of our admission to the park, a nice gesture on the part of the management.



We then drove to the Arcadia History Museum to see displays of the history of the area. Then we continued on to Dudley and Julie Oschner's beautiful home for a delicious lunch. All 25 of us found a comfortable place inside the house as the rain showed no sign of abating. Some of us ate a lot, some

of us ate more than a lot and all enjoyed the day.

A special V-8 THANK YOU goes to Julie and Dudley Oschner for arranging this tour and especially for providing us all a delicious meal under less than ideal circumstances. Their grown kids and spouses even pitched in and made the whole day a celebration of "fun style" V-8ing as we explored another part of our varied and vital community. TP



The Believer

"Henry's Girls" by Carole Jensen

Long ago and far away,
I met a man called Jer.
He was blond and cute and drove a
Ford.
I didn't have a care.

We fell in love and took our vows,
And began to build our nest.
We worked and played and had two
girls;
They really were the best.

All the while Jer worked and played.
He yearned to build a Ford.
A '39 would be divine,
He would have to start from scratch.

Hemmings soon became his guide
For parts it was a hub
It would be good to join a group;
He found the Valley club.

Events soon followed, and I joined right
in.

It was fun to tag along.
I began to see there was much more to
this
Than just an old car song.

The ladies there were fun and nice
And we planned our tours and "meets".
From coast to coast I met these girls;
My life was more complete.

Valued friendships began to form
And I could really see
In this exclusive club
How special these gals could be.

I called them "Henry's Girls."
They're caring and fun and patient
and kind;
Great qualities to me.
We laugh and joke
About our men,
So focused on their cars.

It's not a Ford - It can't be right.
It's Henry all the way-
If other makes are even spoken,
They seem to wince and bray.

A ride in the country one Sunday
morn,
Would probably go this way:

"Oh, look! Isn't that a pretty car?
I love that style and color!"

Silence! No response, no reply-
It seems LEXUS just doesn't spell
FORD
No matter how I try.

2005 might be the year
A bright new car I see.
Hope Henry makes a good one,
A special one for me.

"There's a Ford in your Future."
Says the ad
I bet I can count on that !!!

Happy Fording Everyone.

With Love,
One of "Henry's Girls"
Carole

When that moment of inspiration hits, it's a must, even in the middle of the night. You've got to write it down. Carole did. She is so "right on." Enjoy! WP

The Year Is 1904

Contributed by Rachael Doudrick

Very Interesting. Maybe this will boggle your mind, I know it did mine! The year is 1904 ...one hundred years ago. What a difference a century makes! Here are some of the U.S. statistics for 1904:

- The Ford Motor Company was an infant; less than a year old
- The average life expectancy in the U.S. was 47 years.
- Only 14 percent of the homes in the U.S. had a bathtub.
- Only 8 percent of the homes had a telephone.
- A three-minute Denver to New York call cost eleven dollars.
- There were only 8,000 cars in the U.S., and only 144 miles of paved roads.
- The maximum speed limit in most cities was 10 mph.
- Alabama, Mississippi, Iowa, and Tennessee were each more heavily populated than California. With a mere 1.4 million residents, California was only the 21st most populous state in the Union.
- The tallest structure in the world was the Eiffel Tower.
- The average wage in the U.S. was 22 cents an hour.
- The average worker made between \$200 and \$400 per year.
- More than 95 percent of all births took place at home.
- Sugar was 4 cents a pound; Eggs, 14 cents per dozen; Coffee, 15 cents per pound.
- Most women only washed their hair once a month, and used borax and egg yolks for shampoo.
- Canada passed a law prohibiting poor people from entering the country for any reason.
- The American flag had 45 stars. Arizona, Oklahoma, New Mexico, Hawaii, and Alaska hadn't been admitted to the Union yet.
- The population of Las Vegas, Nevada, was 30.
- Two of 10 U.S. adults couldn't read or write. Only 6 percent of all Americans had graduated high school.
- Eighteen percent of households in the U.S. had at least one full-time servant or domestic.
- There were only about 230 reported murders in the entire U.S.

...And I copied this from e-mail in seconds without typing it myself. Try to imagine what it may be like in another 100 years ... it staggers the mind!

Swede's Deals

Last month, Ingvar "Swede" Carlson, our trusted treasurer, brought our attention to two flathead Fords which sold for way north of \$100,000 each. This month, he is fishing through a different hole in the ice.

I got a call from our accountant as he was patrolling that center of suspected Flathead activity, the Van Nuys Airport. He sent this report to headquarters: "Sighted parked near the north end of Runway 16 Right: A 1951 Ford Custom Fordor. Has all the chrome. It has a cream body, with a maroon top (that well known Ford combination?). It has current California license tags on '51 plates. Seems to run, but needs some work. \$9500. The For Sale sign in the window says call (818) 705-5543. We're cleared for take-off..."

Happy landings Ingvar. Tell the flight attendant to pour one more for me too. TP

Car of the Month CONTINUED From Page 4



an example. It fits its time frame well and creates interest among many club members for its modesty. Shades of gray, pastel greens and blues also fit the period. Here's another thought: A single tail pipe on a V-8! As a matter of fact, the muffler is stock too. Well, that's one idea among many.

Thanks Dave, your Car of the Month is a beauty and worthy of the title. TP

Hybrids CONTINUED From Page 7

The Toyota gas engine shuts down all together when not needed, so the car must have a sophisticated means of keeping the engine warm to avoid multiple cold starts on the same trip. Gas mileage? I would doubt that the Woods ever came close to 60 MPG, or maybe it did!

From The Right Seat

Date: May 4, 2004 **Meeting Place:** Baker's Square

Meeting Leader: Wendi Potter, Prez

CARL'S Car Count: 11

Start Time: 7:30

Adjournment Time: 9:30

Introduction of Guests: Welcome!

Al Moony, who owns a '53 red Mercury convertible

President's Notes: Wendi Potter

Due to the renovation at Baker's Square, we may be looking for a new meeting location. Please contact Wendi with ideas.. There are openings on the national board, see Wendi to apply. There will be a Valley V-8s board meeting on June 7.

Treasurer's Report: Ingvar Carlson

We have made the deposit for our Holiday party and paid for our new rosters. We are in the black and doing well.

Membership: Dick Stones

If you did not yet get your new membership directory, please contact Dick at 805-230-0070

Tours: Joe DiFatta

June 6: Santa Paula Airport, July 10-11: Solvang, August: Big Bear Thank you to Dudley and Julia Oschner for a wonderful tour to Santa Anita!

Announcements:

Our V-8 shirts have arrived! Please contact Steve Boskovich to order.

Car of the Month:

Congratulations to Dave Bergman and his '38 Standard!

Drive prize: Don Durkee, who doesn't know his license plate number!

Program for the Evening:

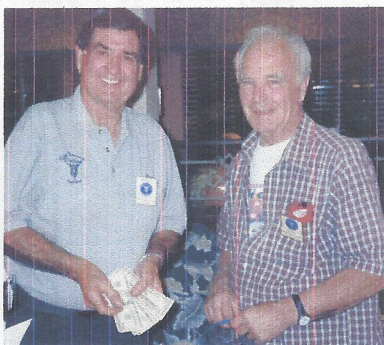
Let Don Durkee know if you have any good ideas for programs. Jerry Jensen gave us a talk about leather from prehistoric times to present, and it's use for seating upholstery in Ford v-8s. Who knew how much hide could come from just one cow?

Raffle Winners:

Ladies: Joan Sapper, Arlene Bernholtz

Name Badge: Bob Zecher

50/50 Drawing: Steve Boskovich



“Pssst. Hey bud! Want to buy a new Lincoln Zephyr?”

These will not be the words of some shady looking character who you wouldn't trust with a wooden nickel. Your friendly local Lincoln / Mercury dealer will have new Lincoln Zephyrs right on the showroom floor. This brand new Ford product will be marketed as a 2006 model, which will feature only half the number of cylinders of the V-12 original from 1936. The engine / drive train will have distinctly Asian character (derived from the Mazda 6) as will the floor pan.

This looker will be neither the first front-drive Lincoln, (as were Continentals up to 2002) nor the first with an overhead cam V-6, (available on the current LS). It will be the fanciest of a new mid-sized line of Fords, Mercurys and Lincolns, which will include the “500” among others with a sweeping new body. The leather lined beauty is considered an entry level lux-class car which, in some ways, competes with the X-Type Jaguar yet comes in at a much more competitive price. The Lincoln line is expanding. Motor Trend (Car of the Year) and I thought the 2000 LS V-8 set the bar pretty high. Keep watching, maybe it will move up again. Road tests will be out in less than a year and my guess is that, if marketed right, it will be a winner for Ford. Stay tuned for details.

Condolences to Dick and Diane Stones

The club sends loving thoughts to Dick and Diane Stones on the passing of Dianne's mother, Evelyn Blakey. She was a resident of Tarzana for many years and recently had moved to Thousand Oaks to be near Diane and Dick. Mother and daughter were very close and she and Diane talked daily. Evelyn was very literate and in addition to her family, reading was her passion. Though she and her husband retired to San Clemente, he didn't leave the world of music after his life as a pianist with many famous big bands. He continued to play piano at church services in this area even driving up from the South Coast to do so. At 91 years of age, Evelyn was mentally sharp and always appreciated a good discussion especially related to what she was reading. She will be sorely missed.

Smart and Smarter

It is reassuring to note that stupidity in product package warnings is not limited to America. We are responsible for some whoppers, but so, it turns out, is the rest of the world. Neither is fear of lawyers limited to the USA. Here are some actual fear-driven label instructions on consumer goods that may reflect the consumer's less than intelligent approach to modern life. The resulting frivolous lawsuits abound from lack of common sense in the use of household items. Thanks goes to Christine Varney! TP.

On a Sears hairdryer -- Do not use while sleeping (Damn, and that's the only time I have to work on my hair).

On Marks & Spencer Bread Pudding (British) -- Product will be hot after heating (...and you thought????...).

On a bar of Dial soap -- Directions: Use like regular soap. (and that would be how???...).

On Tesco's Tiramisu dessert -- Do not turn upside down (printed on bottom. Well...duh, a bit late, huh).

On packaging for a Rowenta iron -- Do not iron clothes on body (but wouldn't this save me more time?).

On Boot's Children Cough Medicine -- Do not drive car or operate machinery after taking this medication." (Just a thought here: Could we do a lot to reduce the rate of construction accidents if we could just get those 5-year-olds with head colds off the forklifts?).

On Nytol Sleep Aid -- Warning: May cause drowsiness (and...I'm taking this because???...).

On a Japanese food processor -- Not to be used for the other use (Now, somebody out there, help me on this. I'm a bit curious).

On Sainsbury's peanuts -- Warning: contains nuts (talk about a news flash!).

On an American Airlines packet of nuts -- Instructions: Open packet, eat nuts (Step 3: maybe, uh...fly Delta?).

On a child's Superman costume -- Wearing of this garment does not enable you to fly (Not the company's fault. I blame the parents for this one).

On a Swedish chainsaw -- Do not attempt to stop chain with your hands or genitals (Oh my God...was there a lot of this happening somewhere?).

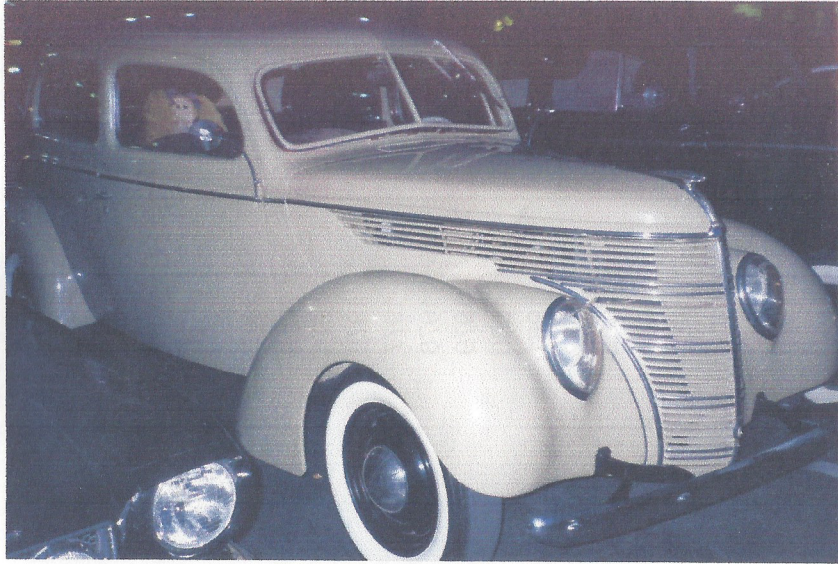
The Valley's

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



***Dave and Debbie Bergman's '38 Standard
Touring Tudor, our Car of the Month***



GREETINGS
FROM
Far Far Away

