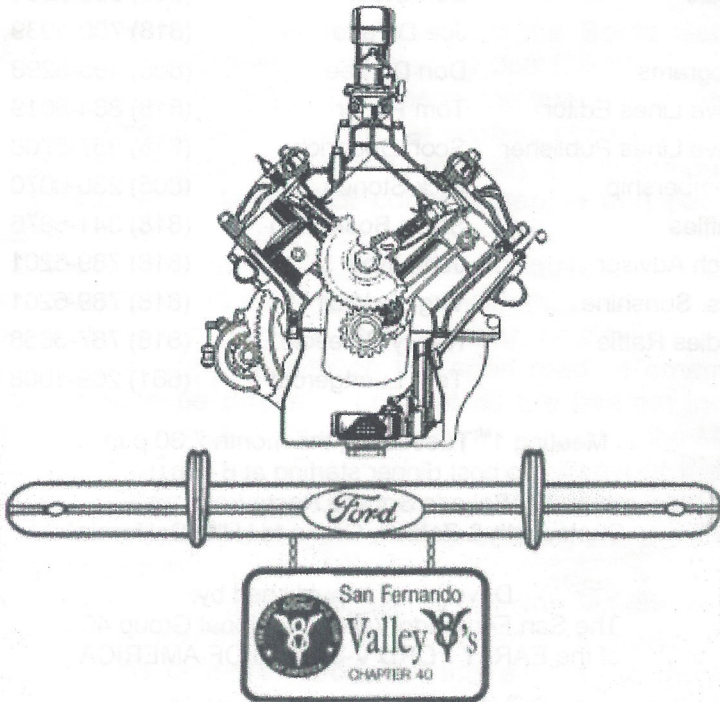




July 2004

"Our 34th Year"



Drive Lines

The Valley V's

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	Terri Luettgerodt	(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

— July 2004 —

Hi everyone. It seems to be a very busy period for the Valley V-8s. We started the Summer Season with a tour at the Petersen Museum, then a tour to Valencia to present an Early Ford parade at Capri Villa. Just two weeks later we had a fantastically popular drive to Santa Paula Airport to park our cars on the tarmac with over 60 people from the Ventura and the Valley Clubs in attendance. Less than a week later we were displaying and sharing our cars once again with seniors, this time at Sunrise Assisted Living. (See next month's issue for photos and the whole story.)

Soon we will be headed north, up the Santa Barbara Coast, to delightful Solvang, arranged by Joe DiFatta, our best ever tour director. Yes, this is the season, the summer season for touring! It seems we like to tour to car venues, places of interest in American and California history (especially if it encompasses the V8 years), and places that concern people and people's interests in our cars.

On a related subject, if your V8 isn't quite up to speed take some time and get it into touring condition. Everyone would love to see a work in progress, a nice driver, or a fully restored beauty not seen lately or ever on the open road. Remember these cars like to be driven! Look at all the interest in Doc Underwood's '32, for example. It is featured as Car of the Month in this issue of Drivelines. Every other person I saw at the last meeting was asking, "Whose '32 is that in the parking lot?" Did you notice the crowd at break time? You couldn't see the car for the people around it!

In relation to the people aspect of this club, we are missing some of you. A few members haven't been to a meeting in a couple of months or more. Consider this a personal invitation from me to come and rejoin us at Baker's Square. **You have been missed!** Many people come up in our conversations each month, "Have you see or talked to lately?" Come back and be with us as we share a common love, our Flathead V-8's. This Club is one fun place!

Best,

Wendi

NEXT MEETING ANNOUNCEMENT

The July 6 meeting will be held at BAKERS SQUARE.

This meeting will be held at our usual place and time. No matter what you might have heard or read, even from the Prez, the meeting location is NOT changed away from Bakers Square. So bring your Early Ford Flathead V-8 and be prepared to have fun. The weather is great these Summer evenings. It's a perfect time to drive that V-8 and meet your friends who will be waiting for you to catch up on the latest. Our meeting will start at 7:30 as usual with a no-host dinner starting at 6 pm at BAKER'S SQUARE. See you there!

CALENDAR

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

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Is Your Ford Club is Starting a Ford V-8 Library?

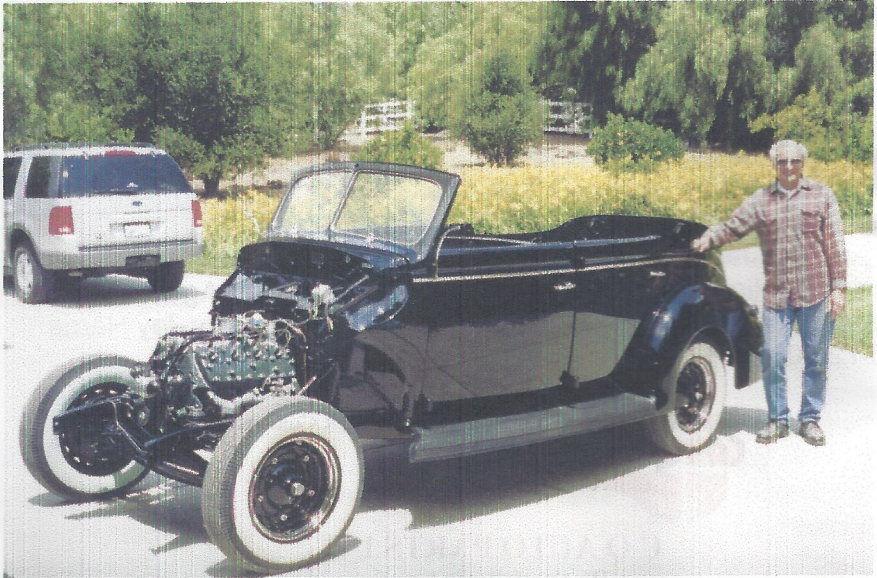
Yes! With generous contributions, we now have all issues of the V-8 TIMES published after 1973. We also have many issues published prior to '74. We even have a place to store them! So, please bring any issues, especially pre '74, and past issues of Drive Lines to the next meeting. At this time we are looking for items related to Flathead Fords please. We are not set up to handle Hemming's, Auto Restorer etc. Maybe that time may be coming. Right now, we don't have the room.

If you would like to see any of these magazines, please call (818) 709-0741 or email Ford35@dslextreme.com. They may be seen at 8925 White Oak Ave., Northridge, CA 91325.

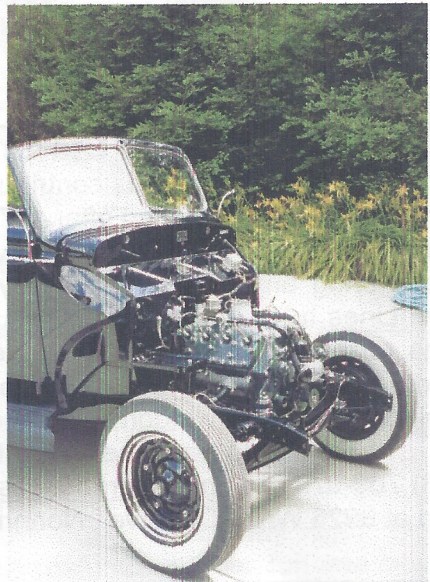
Continued on Page 11

Early Ford V-8 Restoration: Doin' It Right

Jerry Jensen has a beautiful like new 1939 Ford V-8 convertible sedan in his shop that is close to the final stages of restoration. In Jerry's words, "It is a matter of months, now, not years." What an incredible car this will be!

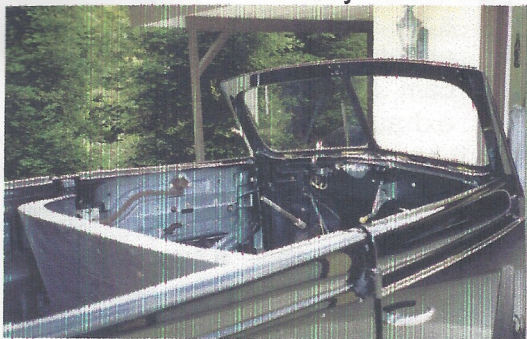


We looked closely at the details. One can find nothing that has been assembled carelessly. Some of us work on cars to get them right. I am happy when they work well. Jerry wants it right, and he wants it to work well. Then, he wants it just the way the factory



built it. "Correct" means totally correct, according to careful research, factory photos and proof that this is the way it was done by Henry and Co. in 1939.

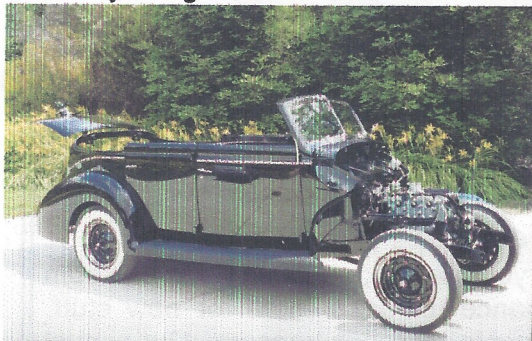
What has happened since we last saw Jerry's shop? A lot! On our last visit, the body was mounted on a "work stand frame." He was fitting the body panels while rebuilding them as needed, which means every piece had to have some corrective work. The whole rear end of the body "tilted" toward the left. Numerous body



panels were replaced to eliminate rust and poor repair work. That includes the trunk door and firewall among others.

When Jerry bought the car, it was basically a collection of disassembled parts with no fenders or engine. A number of those parts were junked immediately or during the rebuilding process.

The present car actually has parts from seven different cars. The firewall is from one car, the fenders from other cars. A number of large parts like the right rear fender, are actually half from one car and half from another, neither of which is the original car Jerry bought. The trunk door is from a closed sedan, which



had square upper corners. He had a lot of shaping to do to make it fit the rounded opening of the convertible sedan. It now fits perfectly. The hold-open rod for that door had to be shortened as the door on a

convertible sedan has to clear the higher profile top.

1939 was the only year in which a customer could order either a hot water or hot air heater. Your choice, \$18.50 extra! Almost no one restores the hot air heaters. But Jerry does! Note the photos of the many parts of the heater drying after they have been painted in Jerry's shop.

The frame has the completed suspension, brakes and wheels painted and assembled. The body and engine are now installed on the frame. What engine did Jerry use? Glad you asked.



The Ford block came from one car, the internal parts came from another and Jack Miles put it together as only Jack can do it. It is totally stock appearing. Internally? How about a Merc crank, a warm cam, and a 3 3/16" bore? The exhaust manifold is strictly

stock. Yes, one tail pipe! While it has been run on a test stand, Jerry wants to get all the accessories like the carburetor, generator, starter installed so that he can start up to check the drive train.



Is this a years-long process? Of course, but each step is worth it when you look at the finished product. Where do you find the finished product? In Jerry's other garage, there is a perfect 1939 convertible sedan, production number 022, the first car Jerry finished. The restoration was

completed in 1980. Jerry believes this is the earliest production '39 convertible sedan in existence. Talk about perfection! How can you improve on that? Jerry's competing with his own past performance and winning! He's an inspiration to us all. We'll be back soon! TP

Come One, Come All, The Valley V-8 Blowout Auction Sept 7th

Start now to clean out your garage, your shop and bedroom closet. This is your big chance to make room for new stuff. Remember one person's discard is another's treasure. Our annual Auction is the biggest \$ingle money-maker we have, helping to fund our holiday party. Here is the way it works: on the night of the auction, bring your car parts, home furnishings, anything of value to the meeting. You give them to the club as a tax deductible donation and the club sells them, putting the money into the club treasury. You help the club and we all have a lot of fun.

The Petersen Tour

By Debbie Bergman



May 15 marked the day of another great tour, this one to the Petersen Museum. 9:00 am saw us at the Lamplighter Restaurant on Van Nuys Blvd. for a hearty breakfast while introducing ourselves to new friends and familiarizing ourselves with other

members. After breakfast, we met in the parking lot to plan the best route to the museum.

27 classic cars were soon off to the Petersen. It was so neat to see the long caravan of Flatheads as they made their way into the Sepulveda Pass and up the steep grade. When we arrived at the Museum, it was a surprise to learn that parking was free to those driving a vintage car. What an incentive to keep driving those flatheads! You never know when you just might get free parking. Imagine that!



We met our docent, Dick Messer and The Excalibur Car Club that would join us on our tour. Once in the museum, we followed our docent into a freight elevator that took us down to the "vault" where Petersen has his private collection.

In a word this is impressive! Many of us had never seen so many beautiful cars under one roof. Some of the cars included a 1929 Dupont; a pair of 1929 Hudsons, a 1937 Cord that took first place at Pebble Beach two years ago, and a 1947 Mercury limousine formerly owned by Agnes Moorhead, of the television series, Bewitched.

There was a 1933 Lincoln and a Rolls Royce side-by-side which were owned by the President of the Bank of Italy. It later became the Bank of America. Petersen's collection also featured a 1939 Durham Packard Super 8 that appeared in a past Rose Parade and a 1952 Imperial which was President Eisenhower's parade car from 1952-1960. For the Ford Shelby enthusiast, there was a third prototype car that led to the final production of the

Carroll Shelby cars.

In the totally unique category was a 1981 gold-plated DeLorean that had never been run. In fact, plastic covers still remained on the seats dating from the factory when the car was



just off the line. Other, celebrity owned vehicles included a 1968 Excalibur owned by comedian Phyllis Diller styled by industrial designer Brooks Stevens, a 1927 Rolls Royce Phantom I Town Car by Hooper which was owned by Fred

Astaire, and a 1935 Deussenberg owned by Billy "Bo" Jangels. You might best remember him in the famous song "Bo Jangels" sung by Frank Sinatra. If that wasn't enough to get your attention, there was also a 1958 Ford T-Bird named the "Macabre Mobile " driven by Cassandra Petersen in Elvira Mistress of the Dark.

The oldest car on display was an 1886 Benz patent Motorenwagen replica, created by John Bentley. The Petersen also has an impressive collection of vintage Harley Davidson motorcycles and gas pumps.



Hats off to our docent, Dick Messer who left us with a wealth of information. Dick knew the history on every car that we passed.

Now on our own, we were free to explore. Mattel had a "Hot Wheels" exhibit dating back to the early days when models were carved out of wood at four times the scale of the finished toy. One wall was lined with every "Hot Wheels" created. There were also operational full size vehicles that were prototypes produced from the actual hot wheels toys.

Another awesome display was the Hollywood "Cars of the Stars" exhibit. There you would find many classic cars that were

either owned or driven by a celebrity in a movie or television series. Featured cars included the "Batmobile" (1966 and 1989 models), 1963 Volkswagen from the 1969 and 1997 movies about Herbie the Love Bug, the Mach 5 prototype used in 1967 Speed Racer series.

Other celebrity cars on display had been owned by the likes of Elvis Presley, Robert Stack and Jayne Mansfield. I was in awe of each display in this museum. Backdrops and props aided in creating a display that took one back in time, as if living in a particular era. Careful attention was paid to each detail, which created the feeling of the era.

All in all, it was a very eventful day. I'm sure that everyone who attended thoroughly enjoyed themselves.

A big thanks to Joe DiFatta for his efforts in arranging this extra special tour. Without his "creative arranging", our tour of the downstairs private collection would not have been possible. By the way, "Mum's the word." The vault part of the tour is hush-hush. Thanks again, Joe! DB

For Her Birthday in Palm Springs

Here are just a few photos from May 28 – 30. This is how Prez Wendi looks when she is having fun.

Others in Palm Springs drive 4-door sedans and SUVs. Our Prez, does it just a bit better. How about an orange, 2004, Mustang Convertible? It seemed fitting. Driving fast in the evening with the top down is great fun!



She got a Cessna ride home after a weekend in "paradise" and seemed pretty mellow during the hour it takes PSP to VNY. That folks, is a good sign.

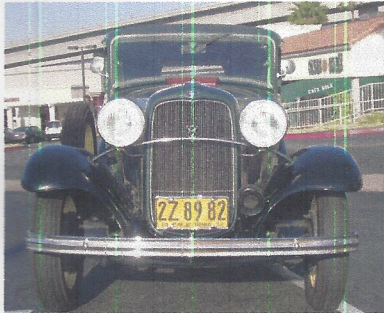
Of course! You are right! Wendi's birthday was last month, April, not May, but sometimes things run a little slow around here. TP.

July Car of the Month: Don Underwood's Standard '32 Tudor

Don Underwood's 1932 standard Tudor is one rare car these days. It is not chopped, channeled or hopped up. It is from the first year of the V-8 that is original, a car whose first owners passed it down from father to son for three generations and took good care of it along the way. Like most cars of its age, it sat a lot, but then it was found and restored, of course, loved.



There were originally over 57, 000 standard Tudors built and they cost \$450 each complete with the brand new for '32 V-8 engine. That engine was a break through of importance second



only to the model T itself. The new body was an improvement over the model A because it had flush fit doors and rear gas tank, but all that was just keeping up with the competition, a task old Henry didn't really care about. But, it is generally believed that Henry put his soul into the first low priced V-8 and a good deal of his personal fortune as well. I have heard that

before he was ready to mass produce this V-8, he had to spend \$300,000 which, in those days, was a fortune. Needless to say, it paid off handsomely. It was fast, smooth and sounded great. It had huge potential and the cost was modest. That, of course is why our club and the millions of Flathead V-8ers over three generations have been so passionate about this little powerhouse.

Don's car was purchased from a family in Maryland who passed it down from father to son for three generations. The grandson of the original owner sold it because he lost the use of the shed in which it was kept. Don's neighbor told him that the car was for sale. After some haggling, he had the car and about 1500 lbs of parts shipped out to California in mid 2003. Don found the

WERE YOU A FORD / MERCURY / LINCOLN FLATHEAD V-8 DRIVER?

In the May / June issue of The V-8 Times, Monroe Hovey of Horseheads, NY, presents an interesting idea. On P. 6 he writes, "I think it would be interesting to know how many of our members started out their V-8 lives as I did, by actually growing up with them and having them as their means of transportation." He goes on to say, "I admire the younger set that have done so much to make the Club the success it is. But I also guess there must be others, like me, whose love of the cars and the work of the Club is an extension of their early lives. I hope it will be possible to do a simple survey."

Hey, great idea! Here's our simple survey, the results of which will appear in an upcoming issue of Drive Lines and be forwarded to Jerry Windle, Editor of the V-8 Times. Perhaps the Valley V-8s will start something big!

Please fill out our survey below and bring it to our next (July) meeting.

Name _____ Date _____

Flathead V8s I actually owned and drove as "transportation," such as to school and/or work (NOT IF THEY WERE ONLY BUILT / DRIVEN AS A HOBBY).

Make	Model	Year	Modified/ Stock?	Wish I still owned it?
------	-------	------	---------------------	---------------------------

1. _____

2. _____

3. _____

4. _____

5. _____

Flathead V8s I own or owned and drove as a hobby during the last five years.

1. _____

2. _____

3. _____

4. _____

5. _____

original owner's manual and the warrantee card in the glove box. WOW!

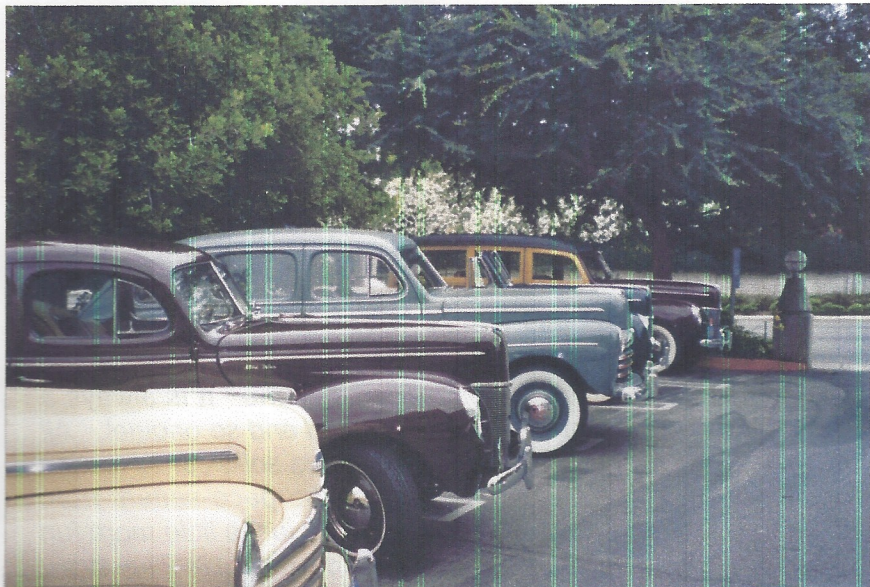
Don's work on it includes a new roof insert, and new fenders. Except for the fenders, which are black, the car was repainted only once and that was in the mid 1950s. All the numbers on the drive train match the serial number stamped on the front left frame rail. While the engine had been changed for a '37, the original steering and panel are still there and working. The original mechanical brakes (cables, not rods) work well and have asbestos linings. The interior is a LeBaron Bonney kit, which has been meticulously installed.

They don't come much better than this one. It is always a joy to see a 70-year-old car that looks so good and so original. All you need is to hear a good door slam from this solid car to realize that you are looking at one of the best of the pace-setters from 1932, the ones that made depression era living just a little more fun in an uncertain time. Did I mention the side mount? The straw colored wheels make the dark green car seem just perfect. Thanks, Don for sharing your pride and joy. TP

Library, Continued from Page 3

As you all know, the Roster of Members from The Early Ford V-8 Club has a listing of contents from back issues of the V-8 Times. So, which issues of The V-8 Times have articles on the restoration of what part of your car? Example: Consider my recent concern about our '46 Ford. We restored the radio and are going to reinstall it. Is the present location of the antenna on the right cowl, correct for the '46 Ford? To find the answer in the Roster, look on P. 47. It turns out the information is found in Vol. 29, No.2, 1967. If our dream comes true, we would like to be able to tell you if we have that volume either by phone or at the meeting and then arrange it so you could actually borrow the journal by the next meeting.

There are many details to work out. We will be discussing this at our board meetings and at the monthly meetings too. We are now looking for the magazines. We're off to a great start!



Capri Villa Retirement Hotel, May 23, Tour and Car Show

About a dozen Early Ford V-8s met at Sepulveda and Rinaldi on a beautiful Sunday morning for the tour to Valencia. We left on time under Joe DiFatta's direction and cruised out the 405 Fwy to the 5 Fwy and off at Lyons Ave. From there to the Capri was just a block or two.



The facility was clean, attractive and had a cheerful atmosphere. We lined up in the parking lot next door and drove our cars down Lyons and into the Capri and stopped in a U-shaped drive near the patio where about 30 residents were seated. Here, Joe gave a description over the PA system of each of our cars. This included owner's name, year, model, and price when new, how many of this model was built and anything unusual about this particular car. Then we continued around the drive and back into the parking lot from which we came.

The residents seemed most appreciative of the cars and the drivers. We heard such comments as, "I remember that one,"

"I owned one of those,"

"My first date was in a green one like that," and

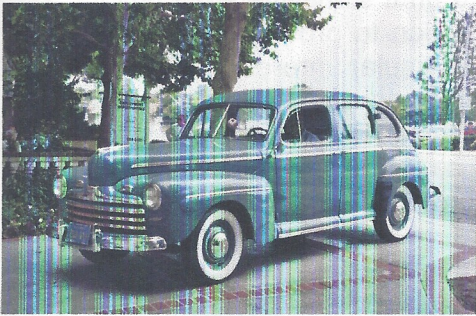
"I went on my honeymoon in a convertible like that one."

It is important to remember that, for these folks, though



yesterday might be a blur in their minds, their memory of what happened sixty-five years ago is clear as a bell. As Wendi is fond of saying, "The brain cells were young then and they remembered it all well." It's true!

We all had a chance to meet a fine woman, Gerry Blackwell's mother who is a resident at the hotel. She and her friends and other guests seemed genuinely thrilled that we took the time to come out to their residence and spend some time sharing our cars.



We went into the dining room, had lunch and talked with V-8 friends and some of the residents. Someone even got Blacky Blackwell to play the piano which he does like he was in the firehouse. Do you suppose he's actually done that? Naw..... No chance!

It is nice to reflect on the age of these people and realize that we may be there someday. We might just plan on more such activities in the future. We are, after all, partly a service club too.



Thank you Joe and Gerry, for giving us the opportunity to put some joy in the lives of others while having fun ourselves. TP.

June Meeting Program by Steve Boskovich

Steve Boskovich not only has a huge interest in Ford products, as demonstrated by his many modern and early Ford V-8s, but also by his considerable collection of Ford memorabilia. This collection was the focus of his presentation to the Club at the June meeting.

There is a Ford feeler gage, a Ford cafeteria plate, a Ford oil can and a Rouge Plant post card from 1927. Then there is a set of Ford pliers, a 9-N tractor wrench, a Ford yardstick and then, one of the most magical items I have ever seen, a Ford ladies compact. This is a beautiful small gem that would be a compliment to any woman in the 1940s, or today, and one that still holds the attention of many. It is in perfect condition including the original face powder! Then he has a seemingly endless collection of books on his favorite subject.... Yep - Fords. We were the happy viewers of all of his collection and much more than we have the space to tell about here.

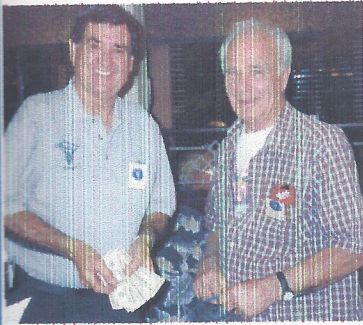
Steve says, "If it says Ford on it somewhere, I'll buy it." I believe that, and he has the collection to prove it. Some of his collection of literature was of particular interest to me. For example, he showed us a copy of Popular Mechanics from August 1948 with an article about "The Car of the Year, the New 1949 Ford." It was everyone's favorite as the sales figures prove. For the first time, Ford walked away from GM and Chrysler's low priced offerings. The styling was first rate. It was the only low priced car to offer both a V-8 engine and overdrive. The engine was a vastly improved version of the then 17 year old 100 HP Flathead V-8. When you added the electric overdrive, the first among the low price three, you had the fastest combination in the field. We must note that Studebaker Champion had electric overdrive too, but sales were slow and its small six just didn't have the power that was needed to do the job.

Then there was the stunning looking new station wagon, which departed from the boxy looking wagons of the competition. This 1949 Ford alone pulled the corporation out of the red that it had been drowning in for years. Car of the Year? You bet! Today, we love the "shoebox" Fords and with good reason. Steve himself is the proud owner of a '51 Convertible in this body style that will knock your sox off.

Lorin Sorensen is the author of many of the Steve's Ford books, as well as writers like Cahill and the famous Russ Banham.

Another of my favorites is a cute little publication called FUN ABOUT FORD. These are jokes often told in the teens and twenties about ubiquitous Model T. Steve's histories and catalogs are too numerous to mention, but the effect of the whole collection is to take you back to an age when America was obsessed with it's open spaces and the freedom to travel where ever and whenever you wanted to. The car was the answer to that obsession and Fords, at least for all of us, were THE CAR in which we answered the call of the open road. *Thank you Steve for sharing your collection for the club to enjoy. TP*

The May Meeting Returns to Baker's Square. The Remodel is Pretty Good!



Most members expressed satisfaction with our return to the Baker's Square location and though we were still getting used to the new layout, it seems to work OK. There were some empty tables in the room and everyone could hear, which is very important. It's colorful and the carpets and interior are nice, but the table layout and the low walls seem to be in the way a little. Your board still hasn't settled on this place as our best option, but we'll hang in there for a while. The second choice, according to Prez Wendi, is Lulu's on Roscoe near Balboa. They have a room about the same size as Baker's Square, but it is laid out better for our

meetings. The parking is satisfactory and the food is good. The catch is that they want a guarantee of \$500 minimum for each meeting. We normally do that, but, if we had a low attendance due to rain, some evening, the club would have to come up with the difference and that, says the Prez, is not acceptable. Keep your eyes open. Maybe the ideal place is out there.

Steve Boskovich came away with \$75 on the 50/50 drawing, which made both he and the club very happy! On another happy note, Prez Wendi and Nancy Batesole congratulate Joan Sapper on winning the Ladies Raffle

Jerry Jensen and Leather: Its History as used in Ford Automobiles



Our program for the evening was a well-researched talk from Jerry Jensen on LEATHER. It seems that, leather rots unless treated. Apparently, someone, perhaps high on a Swiss Alp, about 5000 BC, discovered by accident when a piece

of leather fell into some water that also had tree bark floating in it, it lasted longer, a lot longer than other leather. Hence, the beginning of "tanning" to make leather last. Of course, we know today that the tannin in the bark preserves the leather. Jerry explains this best when he shows us a cowhide, a WHOLE cowhide and thus, the story that follows.

Mr. Jensen tells us that the Assyrians, Greeks and Egyptians used mineral salts, and alum in water to improve on the bark-alone approach to tanning. It was now possible to store leather and ship it long distances without damage IF properly tanned. By the early 19th century, tanned cowhides were split, that is cut like a hamburger bun so the lower, thinner half could be used for suede while the upper half was more robust and could be used for shoe leather, harnesses etc. By the later part of the century (1884), chrome tanning was developed to further improve the flexibility and durability. It could also be dyed for use in a variety of applications, which required certain colors for fashion and design purposes. Thus buggy interiors were usually made from black, red or brown leather to the owner's taste and because leather was relatively resistant to weather it became the covering of choice. After all, this is the use to which the original owner, a cow or horse for example, put the material.

This leads us to the advent of the automobile and specifically the use of leather in auto interiors and tops. Since cars were just motorized buggies in the first place, why not continue the practice of leathers as durable weather resistant surface covers?

Practices, which were developed before 1900, now became even more sophisticated. Car interiors started to spend a

lot more time protected from the elements as garages became popular and closed cars were more the norm.

Huge rollers were used to give leather different textures and grains, Jerry tells us that some leathers were sprayed, while others were soaked in dye. Antiquing or glazing processes were used to make new leather look older. Leather was often stamped to give a more uniform appearance.

By the time our Flathead V-8s were being assembled in 1933 Ford had the leather issue down to a production-efficient process. Like everything else Ford, there were standard practices and alternatives. Like everything else Ford, there were ways around the standards. The Deluxe open cars usually had leather as the standard or could be ordered at relatively low cost. However, the practice was not always encouraged.

My guess is that while leather interiors looked good on the dealer's showroom floor and thus attracted more potential buyers, most depression era shoppers just didn't want to spend the extra money and Ford was more than happy to oblige. Our budget-conscious Ford V-8 family in 1937 probably would not have traded the heater and outside mirrors on their new touring Tudor for a leather that Ford might have been willing to put in. (See DL M '04). Jerry tells us that some people find leather too hot in the summer and too cold in the winter compared to cloth seats, which would influence buyers, particularly in more extreme climates.

Of course, those upscale buyers who wanted a phaeton or a deluxe cabriolet might think otherwise. They had color choices and often did order leather. Station wagons, though not originally equipped with leather, often were so ordered and by the late '30s this option became a factory standard in Deluxe Ford wagons where "imitation leather" was used in the standard wagons.

According to our "leather man" the colors Ford chose were less than attractive for some years. The Copper Drab, found on 1932 - 34 Fords, would be such an example. In other years, 1935 for example, mahogany red or russet brown could be ordered to dress up a convertible with very tasteful results. Jerry's '37 convertibles are both gorgeous!

My parent's dark red '46 Merc Station Wagon had a beautiful gray leather interior, which held up without a problem for ten years through punishment by us kids, a troop of Boy Scouts and two very energetic dogs. The leather outlasted two engines, two exhaust systems and one fender (my fault) and was in good

shape when my dad finally sold the car. One seam in the drivers seat cushion had separated and that was only the failure of the thread, not the leather. It was re-sewn and looked as good as new into the mid '50s. Jerry tells me that the thread was just cotton and tended to weaken with age.

How do you best care for leather auto interiors? Jerry says that one should use mild soap and water on the leather. NEVER use petroleum based cleaners like "409" or any abrasive cleaners. The best products include Lexol or Connaly "Leather Food" among others.

Thanks Jerry for a most informative presentation. We always can count on you to do a superb job and the May meeting was no exception. We especially enjoyed the whole hide and the details you explain which make the subject seem more realistic.
TP

July Birthdays

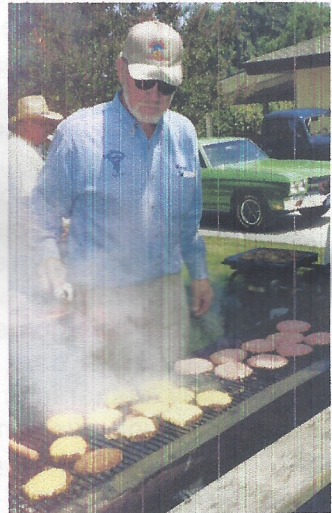
- 2nd Art Bans
- 2nd Sheri Updike
- 3rd Mary Durkee
- 3rd Tom Welch
- 9th Chuck Shubb
- 10th Lory Coulombe
- 14th Pete Dresser



- 19th Beverly Dupree
- 21st Patricia Gise
- 22nd Leon Kaplan
- 22nd Ed Hardin
- 23rd Steve Boskovich
- 29th Harriett Rose



'48 Ford Super Deluxe Business Coupe



Harry Baker mans the grill at a recent V-8s BBQ

From The Right Seat

Date: June 1, 2004

Meeting Place: Baker's Square

Meeting Leader: Wendi Potter, Prez **CARL'S Car Count:** 15

Start Time: 7:30

Adjournment Time: 9:00

Introduction of Guests: Welcome!

Welcome to Ryan Schwarz, our newest Ford convert, grandson of Tom Potter!

President's Notes: Wendi Potter

Helen Baker donated a baker's dozen hand-crocheted lap robes for seniors at Capri Villa and Sunrise Assisted Living. Thank you Jerry Jensen's '39 convertible was featured in the Old Cars Week 2004 calendar for June.

Treasurer's Report: Ingvar Carlson

Our income on the shirts outstripped our expenses. Thank you Steve Boskovich for all your hard work to organize the sale. Our accounts are in the black.

Membership: Dick Stones

New members, we have business cards for you to take and pass out to folks with cool cars. You can get a short stack at our meeting.

Tours:

See page 2

Announcements:

Club shirts are still for sale. We have already seen several members sporting their customized Valley V-8 wear at car show and the meeting. Please contact Steve Boskovich if you are interested in purchasing a shirt.

Car of the Month:

Congratulations to Don Underwood and his '32 Fordor Sedan! This month's Drive Prize goes to 2Z8982, also Don Underwood. Learn your license plate numbers!

Program for the Evening:

Steve Boskovich gave a talk on Ford "stuff." He brought his memorabilia to show! Larry Kaplan told us about the WORST trip to Indianapolis, Ever!

Raffle Winners:

Ladies: Sue Boskovich and Pat Gise

Name Badge: Al Roher

50/50 Drawing: Ryan Schwarz

Minutes submitted by Rachael Doudrick

Last Tour: Gene Wilson

We are sorry to write that long time club member, Gene Wilson passed away a few weeks ago. Gene was a true Ford man of the old school who knew his way around Model Ts (he owned 3), Model As and numerous Flatheads, one of the best of which was a '36 roadster.

Gene was born in Los Angeles and grew up here. He was first and foremost a body and paint man who operated his own shop until the mid '80s. After that he went into construction and built both an apartment complex and a house in which he lived for many years. When we say "built," that means he cut the lumber, drove the nails and hung the dry wall himself. He may have even had an argument or two with the City Building Inspectors, but that just goes with the territory.



He gave some of the concrete and plumbing to some of his many friends but that was about it.

One such friend is our own Don Zabel. Don had a shop next door to Gene's Paint and Body Shop. Because Don came out of the Air Corps at the same time Gene got out of the Navy, after WWII, they became fast friends. When Gene got sick a few years back, Don was there to help. It was Don who saw Gene last on May 1, 2004, the day he passed away at the age of 82.

Confirmed bachelorhood was his way. It is rumored that there were women trying to convince him to think about a different life style over the years, but none seemed to succeed in snaring Gene at the right moment.

There was a grave-side service at Forrest Lawn, Hollywood Hills on Saturday, May 8 attended by a few close friends. Gene Wilson will be missed by the club and his many friends in it.

Wanted & For Sale

WANTED: 1946 Ford Clock. Need not be working. Ernie Kay. (818) 889-5111

WANTED: 8BA Block. NO CRACKS! Vic Cohen. (818) 763-2680.

FOR SALE: 1926 Ford Taxi. Chuck Shubb. (818) 882-2927.

The Valley's

PAST PRESIDENTS

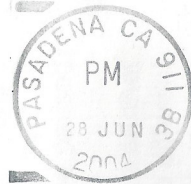
Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973 - 1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	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 Underwood's '32 Standard Tudor Sedan,
Our Car of the Month**



FROM
Far Far Away



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