



October 2004

"Our 34th Year"



Drive Lines

The Valley 's

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| | | |
|-----------------------|-------------------|----------------|
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Meeting 1st Tuesday of the month 7:30 p.m.
No host dinner starting at 6 p.m.
Baker's Square Restaurant
Chatsworth & Zelzah, Granada Hills, California

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Wendi's Whimsical Notes

— November 2004 —

Fall is here. Until this year I had never totally experienced a fall in the sense of seeing the real "colors". Remember, I am a Southern California girl. Here we have summer and cooler. This October I took Tom to Wisconsin for his birthday and to continue the Potter genealogical research. I knew he'd go for this, but my ulterior motive was to see those rumored colors. I wondered if they would be as spectacular as I had heard?

Well folks, if you have never seen the real thing, you have missed the best! It is incredible! The richness and brilliance of the greens, yellows, oranges and reds is unbelievable. It is the contrast more than any one



color that seems to make it all so vivid. In the cold clear air, everything seems to come into focus more than usual. To add to all of this, there is a smell of wood smoke that speaks of the coming winter. It just doesn't get much better!

Oh yeah! We did find relatives, lots of them. Tom may have been an only child, but he is certainly not alone. His forbearers seemed to populate the north woods of Wisconsin all by themselves. Families were huge in the early days and his was no exception. We met five of the cousins and all were just a little nuts which helps explain some of Tom's peculiarities. It was an exciting time that was very fulfilling.

We don't have colors like Wisconsin does, which says our summer is winding down. It is pouring rain as I write this. We have a couple of events for which we are arranging good weather (we hope). One is the C&G Open House on Oct. 30th and the other is the Breakfast at the Beach on Nov 6. Plan to get that Ford all polished and ready! This will be fun touring. See the calendar for details or call Joe DiFatta.

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We are going to get it right this time. SORRY ABOUT LAST MONTH.

I AM LOOKING AT THE RIGHT YEAR THIS TIME!

NEXT MEETING: TUESDAY, NOVEMBER 2, 2004

The meeting is at Baker's Square, Zelzah and Chatsworth in Granada Hills. We had 21 Early Ford V-8s in the parking lot last month. It was a record. Two Cars of the Month! Maybe we can get even more this time! What a hoot! With this many cars in the parking lot, we own the whole place! There is no mistaking us. Even the casual observer notices these great cars.

This is V-8ing fun!

Dinner starts at 6:00, meeting at 7:30. Let's invite new members and old friends! **BE THERE! BRING THE FAMILY**

CALENDAR

- Oct 30, Saturday**, C and G Ford Open House and Car Parts Sale. Meet at Woodley Park at 7:30 am SHARP. Drive to Escondido arriving in time to put our cars on the street in the show area by about 9:00. Free lunch. Prize Drawings. It is best to order your parts ahead of time and pick them up at the counter to save shipping. This is fun. A great time to look at Flatheads we don't often see.
- Nov 2, Tuesday**. Regular Club Meeting. Baker's Square. 7:30. No host dinner at 6:00. Bring your Flathead. Let's have another great showing.
- Nov 7, Sunday** "Brunch at the Beach." Meet at Woodley Park at 9:30 am SHARP. Drive to the beach for a great time with our V-8 Friends. Then take a nap on the sand or go for a walk looking for those sea treasures that always get washed up. Bring towels, lotion, etc.
- Dec 5, Holiday Party** at 6 pm for the social hour at the Encino Glen Banquet Hall. **This is the highlight party of the year** and is held at the same location (Burbank near Balboa) where we had our great blow – out last year. Please sign up at the November Meeting. There will be a great DJ and plenty of 50s and 60s Dancing music. Costumes are optional. The food is great and the party atmosphere makes this event one to remember.
- Dec 9, Boskovich Christmas Party**, Come see 112 boxes of beautiful decorations on display.

BE THERE!

The Unusual October Meeting - OOOPS

First, my sincere apologies to all who actually believe what you read in Drive Lines. The October meeting was not on October 6, but as usual, on the first Tuesday of the month, which it turns out, was October 5. The meeting, which many seemed to come to anyway, was most unusual. Though the crowd was smaller than it often is, there were more of those beautiful Flathead V-8s than ever.



THE CARS

Carl's Car Count was 21! That's got to be some kind of record. Don and Mary Durkee brought HER '36 cabriolet. As you remember, '36s are Mary's favorites and soft-top cars from that year absolutely win over all comers. This car is more than most. It is very original. At 68 years old and very stock it looks its age, yet runs and drives well indeed. The paint is hardly bright and shiny. The front clip offers an assortment of colors. Yet, there is a charm and all-original flavor to the car that is hard to beat. All these cars just get better and better.



The total effect in the parking lot of all of these cars was magical. All evening long, total strangers just kept lookin' and lookin', commenting to each other and to us about what a beautiful display it was. Who could deny it? Note the photos above.

THE PROGRAM



This was vintage Durkee start to finish. Don and Mary, with support from Jerry Jensen, made it an evening to remember. We heard some new stories and some old ones based on the theme of "adventures on the road with a Flathead Ford". There were crash scenarios and near miss legends that just keep getting better over time. What went wrong with the (weather, water pump, map, lights, radiator etc)? Then add the inevitable, "Who survived this encounter and how?" There is always a lot of luck and a little common sense thrown in to make the moral clear. Never forget to take along the... (We suggest a longer tow chain!) Then, don't forget who was there as a witness so they can nod their head that, "yes, it really did happen that way."

Jerry Jensen brought books that helped us find paint colors and fabrics that we may want to match. We heard about

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CARS OF THE MONTH, Two '53 Convertibles

As you have read elsewhere, we had 21 cars at the meeting last month. Prez Wendi says that if we have more than 15 Flatheads at the meeting, we will have two cars of the month chosen from those in the parking lot at break time by our Car of the Month Committee.



The first car of the month for October was Al and Joyce Mooney's red '53 Mercury convertible. The history is interesting. It came from the factory with an automatic transmission, power steering, power windows, radio, heater, assorted extra lights and a power seat. This was pretty much the way '53 Merc convertibles came, "loaded," you might say. This car was, originally yellow with a black top, white walls and wheel covers. Al bought the car in Chicago in 1990. It was stock and in good condition. Al drove it to Los Angeles along Old Route 66 as much as possible. In St Louis, he hit the worst rainstorm in that region for over 20 years. He got flooded out in several places and when he got to Flagstaff, Arizona, the battery was dead. The generator didn't seem to have what it took to make all those "extras" work.

Today, the car is red, has a 12-volt electrical system and a stick shift transmission with a non-power seat. It has an 18" pusher fan and a five-row radiator courtesy of Rick at Andy's Radiator Shop, a good place to go, by the way.

The car has seen a lot of action in recent years. It has been in the Canoga Park Memorial Day Parade for five years in a row. One year, it carried the Reseda Gospelairees of which Al is a member. They traveled the parade route complete with their battery operated PA system singing as they went. They helped the audiences sing along with their songs. Fun for the whole family! The car looks good and drives well, so well, in fact, that it has

“starred” in a number of movies including Quantum Leap and The Jack Ruby Story. Nice going Al on Car Of The Month! We look forward to seeing the car often.

The Committee thought that since we needed two Cars of the Month this time, it would be of interest to have two convertibles from the last year that new Flathead V-8s were available in the United States. The other car turned out to be Prez Wendi’s!



As you may know by now, Wendi’s Seafoam Green Ford Sunliner has the classic ’52-4 lines with many of the Ford factory extras including Fordomatic, power assisted steering, radio and heater and the usual compliment of accessories such as back-up lights, white walls, full wheel

covers and of course radio and heater. These cars were not usually as well equipped as the Mercurys of the same year and didn’t have the 255 cu in. 125 HP engine either. But, they were still lookers and sold like hot cakes.

Wendi’s car had been in Santa Monica most of it’s life. The original owner sold it to Lee and Sharon Foster in 1997. Sharon, a member of the So. Cal. Early Ford V-8 Club and currently a member of the National Board, drove it for six years. She has since moved to Apple Valley and decided to sell it to Wendi in ’03.

After some frustrating “clean up” work to get the car in shape to be a good driver, it has turned out to be a lot of fun. It is certainly an eye catcher as are all of our cars. The most persistent problem has been the power steering pump, which has been replaced more times than Wendi can recall. She thinks that we’ve got it right now, which is due to the work of Dick Colarossi at CQ Auto Parts in Chatsworth. This is the same Dick Colarossi who donates so many prizes to the club each month for our raffles, a helpful part of your club’s on-going programs and basic needs, Drive Lines included. (THANKS DICK!)

Fordomatic cars are not that bad on acceleration, but not as good as the stick shift + overdrive versions. The tranny’s are a two speed with torque converter setup, which was not uncommon in the early ’50s. It saps power most notably on long hills like the I-5

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“The Believer”

by Wendi Potter

“The Believer” is going to take on a new, added direction. We all have Moms, and they have had a profound effect on our lives. This column is about Mom as “The Believer” and how mothers have influenced our lives. As was done when we started this column, we take a look at the Ford family. Clara had a significant influence on Edsel’s life, from young child on into adulthood.

Read this article and let me know what you think. Does this concept enrich the nature of “The Believer”? I will be asking some of you ladies to allow me to interview you, or I invite you to write your own article on this topic. Of course, I would welcome your thoughts on the previous idea, “A V-8 story from the woman’s perspective.”

Thanks, WP

Clara Ford was a caring, nurturing mother. She loved her son deeply and it showed in many ways. Some of the earliest examples of this was that infamous Christmas eve when she was preparing a huge dinner for her family and the celebration that would be had the next day. As Henry attached his newly designed “gasoline engine” to her kitchen counter and fired it up, Clara’s first thoughts were of concern about her newborn sleeping in the next room.

As Edsel grew, he was included in most family events. Inclusion helps a child feel secure. It is possible one of the earliest feelings of security occurred when Henry, in the middle of the night, woke Clara to come see his completed Quadricycle. The family was going to go for a ride, right then and there. Henry loaded both Clara and Edsel on his contraption, and as Clara clutched Edsel tight in a protective fashion, they went cruising. Being held tight gives one a sense of security too!

She supported Edsel’s love of reading by keeping him in books throughout his growing up. This love of reading may have started with her creative way of teaching him and other children the alphabet. She would make soup with noodles made into alphabet letter. Edsel learned his “abc’s” in a fun and stimulating way. Could this method of creative learning have been the first seed planted in Edsel’s own creative, artistic personality, the very

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Moving A Ford Family



As you may have heard, the Doudricks, Scott and Rachael, moved into their first "owner occupied" home. After years of renting, they made the big move to their own place in Altadena. It's not new, but it has been perfectly maintained. It

is spick and span inside and out. It's in a great neighborhood only a few miles from JPL where Scott is an engineer with NASA. It's perfect.....

OK, now that's what a realtor would like you to believe . That's all there is to the story. "Happy couple move to their new home." How about the actual move? Remember the '39 Ford truck Scott has been rebuilding for how long now? In addition to all of their personal gear including Mollie, their energetic Springer Spaniel and over a dozen pet birds, cages etc., there was the problem of the shop and the car parts. There were, it turns out, "just a few" boxes to deal with and some of them were not light.

Scott is a compulsive organizer. He has zip lock bags in boxes organized with, you guessed it, a computerized numbering system so that each can be found, refurbished and used on the reassembly of the truck as the need comes up. It's a great system. It seemed that on moving day, most of one trip in the U-Haul van, a Ford F-550 diesel, was filled with "the shop". There were four guys helping Scott move and an equal number of gals helping Rachael set up the kitchen and the one bedroom.

It took all four of us to carefully carry the cab out of the old shop into the U-Haul and then from the U-Haul into the new shop. Same goes for the banjo housing for the rear end and all the parts boxes. The frame, which is finished and has its rebuilt front end installed, is living in the their front yard under one of Joe DiFatta's tarps as there still isn't room in the new garage for it. Scott's Ford Ranger Pick-up? It has never seen the inside of a garage anyway. No chance it ever will.

San Fernando Valley V8's
Holiday Party

Sunday, December 5, 2003

Encino Glen, 16821 Burbank Blvd., Encino

Ample parking available!

A Ford Country Christmas

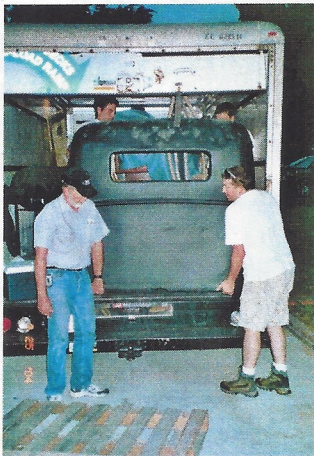
Social Hour: 6:00pm * Dinner 6:45pm
\$27.00 per person

Please bring a donation of an unwrapped toy
for a needy youngster. ('Tis the season of giving!)

*Awards * Raffle * Gifts

Questions? Call Steve Batesole at (818) 787-3658

The point of all of this is that if you're a Ford guy and you're also planning to move, think carefully, as Scott and Rachael did. How many people do you need just to get the shop contents from "A" to "B"? Now, Scott is well organized. I hate to think about what would happen if I decided to move my Ford stuff. Both of my flathead V-8s are in good running shape. But the spare parts and tools....? *My back hurts just thinking about it! TP*



How's Chuck Mair Doin'?

Chuck is resting comfortably in the hospital after having an I'm-down-and-can't-get-up experience last week. He was up at a nearby lake with Ingvar Carlson. When Ingvar went out on the lake for a while in the boat, Chuck said he would stay at camp and rest. When Ingvar came back, Chuck was down. Ingvar helped him up and Chuck said he was OK. Ingvar took him home and made sure he was comfortable. You would think was the end of the story.

But, being the kind of guy who cares a lot for others, Ingvar told Chuck the next day, "We are going to the doctor." Chuck wasn't excited about this, but Ingvar said, "We're going now."

At the doctor's they gave Chuck an inspection and said the body needs to go into the shop. At Valley Presbyterian Hospital they said they wanted to keep Chuck in for observation to do a number of tests, mainly to be sure that the meds were not causing more problems than they should. At this writing, Chuck is resting comfortably and the prognosis looks good. You may want to give Chuck a ring later. We wish him all the best.

The lesson learned here, is that it's important to take care of each other and that's exactly what Ingvar did. Sometimes, we need to look out for our friend's health, to "be there" for someone when we suspect something may not be quite right. Three cheers for Ingvar. He went the extra mile for Chuck and that's a wonderful thing. TP

What's Your Flathead Worth This Month?

Attention Dudley Ochsner and others who are '34 Ford lovers! Every few months one of these mind blowers comes along. I am doing what many of us "Old Cars Weekly" readers do every time one comes in the mail. We read it through expecting well-written articles of interest with a few good photos. Then BAM! Something jumps out, big time!

Take a look at P.14 of the October 14, 2004 issue. The Flathead Fords in the photos are beautiful, but then the captions are mind grabbers! It seems that a '34 Ford 40 Deluxe roadster sold at the Kruse John Woodhead Collection on September 18 in Minneapolis for \$200,000! I'm sure the car and the circumstances were a little unusual, but in my experience, that is some kind of a high water mark.

Only slightly less incredible is the next photo on the page. It's a '47 Ford Super Deluxe Sportsman. It sold at the same auction for \$175,000. Even for a Sportsman, which I think of as a \$100,000 car, that's a bundle.

We want to congratulate those involved, and also say, as we have before, those of us who have Flatheads have a great investment. Please be sure that your insurance is renewed at a value that reflects the true worth of your cars! Keep workin' on those cars, They are worth the time and parts \$\$\$. TP



Dick Colarossi

C Q AUTO PARTS INC.
We Specialize in Service

21116 Devonshire St
Chatsworth, CA 91311

Telephone
818 341-3121

Safety Glass, a History

Rumor has it that Henry Ford was driving a Model "T" one dark night on his way home when the car skidded off the road and into a ditch. Neither Ford nor the car were severely damaged, but the windshield did break and Henry received some cuts from the broken glass. Suddenly, safety glass, which Ford had long said was a waste of money, was available for the windshields of the Model "T".

Actually, it wasn't until 1928 and the introduction of the Model "A" that safety glass became standard and that was a first in the industry. Of course, the story is much more than just these "Ford Facts".

The British made safety glass a requirement in 1937. This was because it was easy for large blades, of non-safety glass to literally cut off an arm or worse in an accident. Safety glass, on the other hand is relatively harmless in most collisions.

Safety glass is laminated with a layer of a plastic substance between two plates, which makes the glass breakage on impact far less dangerous for drivers and passengers. The glass shatters into rounded pieces due to the nature of the lamination. The concept was first introduced in France about 1908 when a piece of celluloid was placed between the layers of glass. While many different laminates were tried, by 1936 a plastic called polyvinyl butyrate (PVB) became the standard and soon thereafter all safety glass was made with this material.

In our Flathead V-8s, our main safety feature is a good driver, one who knows what his car can and can't do. No, it doesn't stop like a modern car, and our tires just don't grip well. The brakes fade on long hills and most of our cars with stock suspension, corner like a Leaning Tower of Pisa. Having said all of this, they have steel bodies and, for their day, held up well. They were made to "take it". We put lap belts in them and keep the whole car in top shape. What else? Oh yes! They all have safety glass in the windows. That one helps a lot!

Update on Al Rohrer

As of our publishing date, we just found out that Al will be in the hospital over the weekend. We all wish you a speedy recovery!

Fords, A Look Ahead

It is not going to be a habit of mine to keep sending you material on new Fords. I know, we are a FLATHEAD FORD V-8 CLUB and our 221-239 side valve engines are hardly the power plant found in modern Fords. But, there are some very exciting cars coming from Ford that I just have to share with you again.

One of my sources for this write up is the November '04 Motor Trend. The lead car in their article, '05 Hot Drives is the new Ford Mustang GT. As long ago as last January at the LA Auto Show, this totally redesigned coupe got my attention. The car, on first inspection, shows me much that the old so-called "Fox" Mustang, born in the '80s, just didn't have. The new car is retro in its styling hints, but very 21st century in engineering sophistication. Mustangs are hot and look like it. They are "fast with class", my phrase without anyone's permission. The 2005 model is built for a certain price. The beauty of the American system, more than any in the world, is that we have a huge market and can build a car just for that market delivering value to the max. Mustang does it this year like none other. What sorts of suspension changes make the Mustang do its thing well? What is it about the fit and finish that makes these cars stand out? What did Ford do to make the body rigid beyond rigid and why does that matter anyway? You might want to take a look at the latest M.T. I own no stock in Motor Trend or its parent company, PRIMEDIA. But I need to say that this mag, perhaps more than most, does a good job of explaining what is going on with the new Pony Car. I have peered under the hood and crawled under it. I have sat in it and slammed the doors. I will drive it probably before you read this. They are due at dealers by the end of the month. All of it is impressive.

The reality? It is clear, for the dollars spent, that the new Mustang is the **best value in its class**. The V-6 sells for \$19,410, while the GT V-8, with 300 hp starts at about \$25,000. When all is said and done, you just can't beat the amount of car you get for the price. Isn't that what Ford has been good at for a very long time? Our Flatheads were exactly that over 50 years ago. From my perspective, it would be hard to beat the 2005 'Stang even at \$5,000 over its price. *I'm sold. Now I have to convince Wendi that a new dark red GT is the car we should be seen in. Actually, I don't care whose looking I just want to be driving it, regularly. TP*

Happy Birthdays in November

1st

Jerry Trapp

13th

Sheila Gambino

3rd David Gott

19th Bob Zecher

4th Ruth Spencer

21st Kathy Piscpo

5th Virginia Keene

24th Jerry Case

7th Marilyn Krivanek

25th Joyce Mooney

9th Joan Sapper

25th Ernie Baily

9th Allan Franklin

29th Joyce Mooney

12th

Wendy D'Virgilio

30th

Zip Updike

12th

Ann Miles



From The Right Seat

Date: October 5, 2004

Meeting Place: Baker's Square

Meeting Leader: Wendi Potter

CARL'S Car Count: 21!

Start Time: 7:30

Adjournment Time: 9:15

Introduction of Guests: Welcome!

President's Notes: Wendi Potter

Treasurer's Report: Ingvar Carlson

Looking good

Tours: Steve Boskovich

Please see page 2

Announcements:

Cars of the Month:

Al Mooney's '53 Merc

Convertible and Tom & Wendi

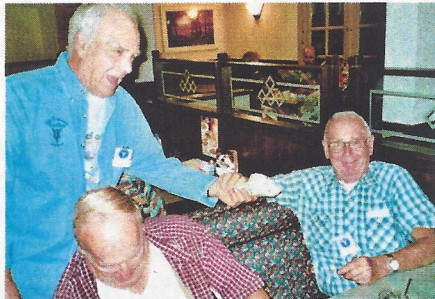
Potter's '53 Sunliner

Program for the Evening:

Don Durkee, with help from

Jerry Jensen, talked about the recent Western National meet.

50/50 Drawing: Don Zabel Minutes submitted by Scott Doudrick



President's Message Continued from page 1

Our final event of the year is also our biggest. Steve Batesole's Holiday Party is one big blow out and it promises not to disappoint. His theme is "A Country Christmas" and it will be one of our best. We will have swing and ballroom dancing and great food. All of our V-8 friends will be there and that will make for one fine evening. Don't forget to sign up at our November meeting. The cost is \$27 per person. Please plan to bring a check or cash to the meeting, Nov. 2. THANK YOU!

Wendi

September Meeting Continued from page 4

what books are available from The Early Ford V-8 Club that will help us with our restoration projects. We also heard about books that are still being written. Then there were some unusual parts anomalies such as how many different voltage regulators can be found on the same year Ford (and Lincoln!). As usual, Jerry is "The Source" on which parts are absolutely correct from the judges point of view. This guy, in his soft-spoken way, can tell you how to find out about a '39 like no other. He doesn't need to wear it; the expertise is just there for the asking.

There is often a delightful twist to Don's stories that rings true with most of us who have kids or remember our own childhood with joy. It is this: If you want a truly memorable trip or you just plain forget something, take your family along to spice things up in spite of a bad memory or bad luck. Kids play a big role in both the problems and the solutions. God love 'em. Wives play an even bigger role. Our tough and hardy women survive accidents, clean up the blood and the grease and help with the all night drives to "get there by Wednesday." Our strong gals help the memories live forever, *which is half the fun.*

Thank you Don, Mary and Jerry. I suggest that these memories / stories / legends and resources enrich us all because we share it. Isn't that the bottom line? TP

Cars of the Month Continued From Page 6



over the grapevine. Once you loose your RPMs behind a slow truck, you need a level space to get your speed back. There is no downshift under 35 mph and when you get one, it's useless. The interior

looks great, the ride is soft, but it soaks up bumps well. It does lean a lot on the curves and the old bias-ply tires love to squeal even on moderate curves.

The best part, of course, is cruisin' with the top down and your baby beside you. We did that on the Solvang run this year. Going up the coast to Santa Barbara and then over San Marcos Pass was just pure joy 1950's style. I lived in Santa Barbara in 1955- 65. I drove this route in my 1950 Mercury convertible at that time, with the top down, many times. That was over 40 years ago. The feelin' was the same and I love it. The sound of the flathead V-8 through the dual Smithys, the wind in your hair(?) and those '50s songs on the radio. WOW! *Thanks for giving Car Of The Month to Wendi's '53! TP*

Believer Continued from Page 7

creativity that led him to be a skilled designer of some of the Ford's most beautiful cars? What influences of a mother stick with a child and affect that child in later years?

Clara was known to have "a special touch of kindness and patience". This type of disposition serves a child well as they experiment with life and learn as they go. Creativity abounds when a parent can give a child space to explore the world around them. This may have also influenced the fact that Edsel was "a well mannered child with a gentle disposition."

Clara's motherly support stayed with Edsel into his adult years. It was her support, along with good common sense, that held off severe labor union issues with the Ford Company.

Henry and Edsel were opposed to each other on the issue of unionization. Edsel wanted to negotiate with the Unions. Henry wanted to fight them. Henry even went so far as to threaten to close his plants. Clara sided with Edsel, because she felt Edsel's opinions were being dismissed without consideration by Henry, besides Clara was quite upset about the whole situation. She feared riots and bloodshed as the union issues heated up. Some accounts say Clara even threatened to divorce Henry if he didn't negotiate with the Union, and work with his son, the President of Ford Motor Company.

Ladies, if you will, please recall some of the more significant times in your lives when Mom influenced you. Please share with us these magical moments.

Wanted, For Sale or Trade

For Sale: 1946 Mercury coupe sedan. All original and freshly rebuilt to show room condition. Maroon with light brown interior rebuilt engine, tranny, and brakes. Everything done! Rebuilt or new about 4000 miles ago. Only flaw: needs new driver door window. Has skirts and Merc spot lamps which are rare items. Extra parts. Very clean. Needs almost nothing! Ready to enjoy. Some misc. spare parts included. Pics available via email asking \$15,000 obo. Car is located in Vancouver, BC. Contact Bob jalopyt@yahoo.com

NOTE: Mercury was bought nearly 15 years ago and hasn't been driven in 9 years since it was used in the made-for-TV Movie, "A Dream is A Wish Your Heart Makes: The Annette Funicello Story" (1995) with Frankie Avalon, where Annette actually played herself. This Merc was supposedly the Funicello's car that towed the small house trailer from Brooklyn to Anaheim where she was to meet Walt Disney.

Also: '24 model "T" touring made into pickup. 2 spd rear end great driver has model "A" wheels. Fun car asking \$6750 obo.

For Sale: '65 Ranchero - 302 AOD, Granada disc brakes, lowered, '68 GT wheels, new custom paint and interior + more. Tony Krivanek, (310) 420-1293

For Sale: '49 Merc Rebuilt Flathead \$2500, '49 Merc OD Trans, \$500, 8BA Standard Block \$800. Don Durkee, (805) 495-5298.

For Sale: '76 Ford Torino Grand Broughm, 400 cu. in. \$2500. Harry Baker. (818) 705-3930

For Sale: '82 Ford F250 Super Cab Long Bed. No Motor, 4 Speed. Sell as is for parts. \$400. Harry Baker (818) 705-3930.

Wanted: Restoring a '50 Ford Woody. Need body parts such as kick panels, and floor. Considering replacing frame parts. Starting with a complete but rusted car. Want to locate a parts car or parts. Mark Christensen (323) 947-9059.

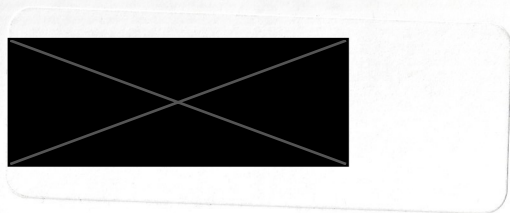
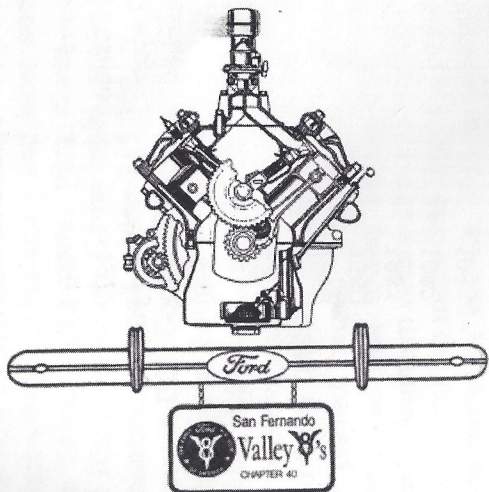
The Valley 's

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



***On the Front Cover: Wendi Potter and Al Mooney's '53 Convertibles,
Our Cars of the Month***

91326+3049

