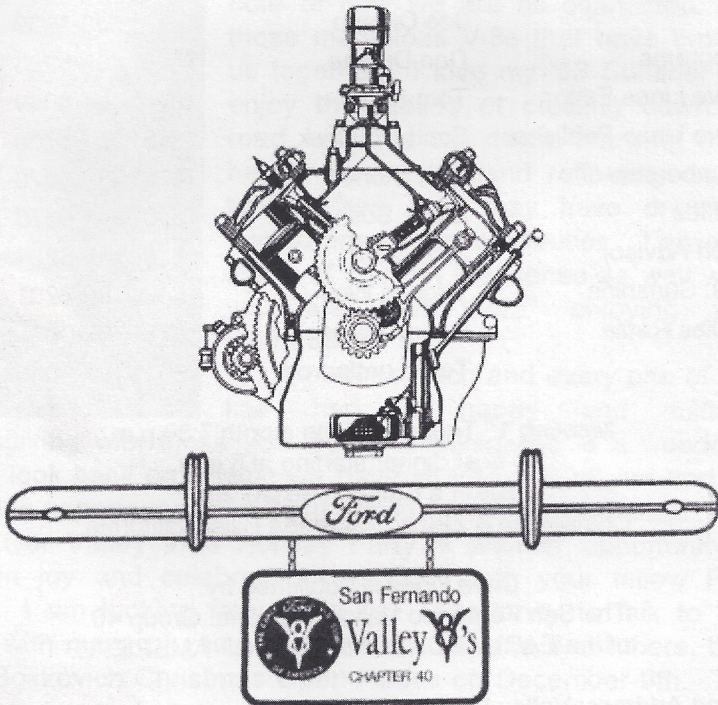




*December 2004*

"Our 34th Year"



Drive Lines

# The Valley 's

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Ladies Raffle	Nancy Batesole	(818) 787-3658
	Terri Luetzgerodt	(661) 269-1008

Meeting 1<sup>st</sup> 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:  
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Mailing Address: Valley V-8's  
21545 Erwin Street #107  
Woodland Hills, CA 91367

## Wendi's Whimsical Notes

— December 2004 —

Well, here we are in the final stages of 2004, and the end of my term as President of the Valley V8's. It has been a pleasure and an honor to contribute to the Club in this capacity. I feel I have had the opportunity to help build a strong, family oriented membership, recognizing young and less young alike. The friendships that Tom and I have been built over, not just this year, but in the five years since we have joined the Club, have been tremendously important and fulfilling to us. It's the people that make it all happen and make it all worthwhile.



Of course, let us not forget the core of how we are all connected. It's those marvelous V-8s that have brought us together. I love my '53 Sunliner and enjoy the feeling of cruising down the road, with the top down, knowing many heads are turning and reflecting on the times when they may have driven or owned one of these beauties. I am sure many of you get this sense as well while you are "out there" enjoying your Flathead.

I hope each and every one of you has had a happy and fulfilling Thanksgiving with those you love. Thanksgiving is a wonderful time to look back on all that we have shared with others and the rewarding experiences that have arisen from those contacts.

Our Valley V-8s Holiday Party is another opportunity to share in joy and celebration especially with your fellow Ford lovers. I am looking forward to the opportunity to talk to and mingle with many of you on December 5th, and if not there, then at the Boskovich Christmas Open House on December 9th. This club really knows how to celebrate!

In bringing my final Prez. Letter to a close, I can't help but reflect on this fabulous experience. Please read "The Believer" in this issue. I have decided this is an opportune time to share my story, as a "Believer" who believes in her husband and enjoys sharing in his passions.

*Best always,*

*Wendi*

## NEXT REGULAR MEETING

Tuesday, January 4, 2005

BAKER'S SQUARE, Chatsworth and Zelzah, Granada Hills.

Come, have a 6 pm dinner with V-8 Friends. Meeting starts at 7:30. Program to kick off our 35<sup>th</sup> New Year will feature the President of Angel Flight America, Jim Weaver, with his new video and fascinating talk on the history and mission of Angel Flight. You won't want to miss this one!

## CALENDAR

**SUNDAY, DECEMBER 5. Holiday Party.** Encino Glenn, 16821 Burbank Blvd., Encino. 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!)
- COSTUMES OPTIONAL.
- GREAT FOOD / DANCING UNTIL?
- HOLIDAY RAFFLES AND GIFTS
- WE WILL HAVE CARL'S CAR COUNT AND PARKING LOT ACTION (Weather permitting) Is this when the first 2005 Mustang GT in the club will show up? Check it out! Call Steve Batesole, (818) 787-3658 or Wendi Potter (818) 884-8019.

**THURSDAY, DECEMBER 8. VALLEY V-8 Christmas Party at the Boskovich's.**

- 6 PM. At 10745 Delco Ave., Chatsworth.
- Bring a dessert or a salad.
- How many boxes of decorations will Steve and Sue have in their beautiful home this year?
- Will Blacky be enticed to play the piano?
- Will there be a "Find the toy Fords" game?

Call Steve and Sue for information (818) 341-6876



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# One of our Original Ford Guys Moves On

By Allan Franklin

One of the real "Old Timers" in the Early Ford V-8 Club of America, Donald Dupree died on October 30th, Don with his wife Beverly lived in Woodland Hills, California. He had been an early member of the Southern California V-8's and when the Valley V-8's was formed in 1971 he also joined that chapter as well. Don was also a charter member of the Model T Ford Club of America.

Don was a collector not only of V-8 Fords and Model T's but old radios, phonographs, 78 records and just about anything else that caught his fancy. His garage was packed full of what many would call junk, but it was a treasure house of parts and old test equipment. If you needed anything there, Don gave it to you. If you needed it fixed or tested, Don did it. He never took a cent. He was that sort of person.

I met Donald when I joined the MTFCA in 1968. I had just bought a 1923 Franklin and was having trouble understanding my Atwater Kent ignition. I didn't have to ask, Don said bring it on over and we'll fix it, and he did. Don was one of those people who would do anything for you and you did not have to ask.

In 1971 I went to a few So Cal V-8 meetings with him and caught the V-8 bug. When I bought my 1935 Ford, Don was there for me again, helping to get the car to run like it should.

Don loved music and was always playing some of his 78 records in his garage and he even brought his music to our club swapmeets and Car Shows. 25 years ago would go listen to Dixieland Jazz at Shakey's sometimes taking our kids along in the rumble seat of my '35 or Don's '34. Don encouraged and helped me as well as so many others to get and keep our old cars running.

Don leaves his wife Beverly, two daughters Melonie and Linda and her husband Kevin and a son Gregg, his wife Tracy and two grandkids, Dustin and Dillon. There are not too many Don Dupree's in this world and those of us who knew him were indeed most fortunate. A.F.

*Don was so special to so many of us that it seemed appropriate to include two articles on the life of this remarkable man. He embodies the qualities that we talk about in the club in a way that makes the two articles almost necessary. TP*

## DECEMBER, 2004, CAR OF THE MONTH, Blacky Blackwell's '40 Deluxe Coupe



The '40 Ford Deluxe coupe is arguably the most sought-after early Ford V-8 on the road. The lines are clean and balanced. It seems to have the best of the '30s styling theme from Edsel Ford / E.T. Gregorie inspired bodies started in 1936 with the Lincoln Zephyr and in a much reduced scale, moved in style to the 1937 Ford. Particularly in the beautifully styled coupes, these flowing, curved body concepts lasted in modified form through 1940 at Ford, 1939 & '40 at Mercury and 1948 at Lincoln.

The Ford was light yet powerful thanks to the flathead V-8. These were the last of the "running board" Fords and the first with an all steel top. In 1940, they featured the modern column shift; front vent windows and seal beam headlights. It was the second year for hydraulic brakes. The wipers are cowl mounted on all models. This is the



last of the firmly sprung "small Fords" implying maneuverability and speed, and have become a much sought after model among Ford restorers, hot rodders and racers.

Now we look at our November Car of the Month, Bruce

(Blacky) Blackwell's '40 DELUXE Coupe. This is a fairly rare model as only 27,000 were originally built. This compares to the 171,000 Deluxe Tudor sedans and 150,000 standard Tudor

sedans, which rolled off the lines in 1940. The car has no jump seats like the "opera coupe" with the same body, but rather a package shelf behind the front seat. It carries all the deluxe equipment including the beautiful grille, the deluxe dash with clock and the leather seats that could be ordered from the factory for extra cost.



History? Well, it's unusual. Blacky is the "fourth owner". Someone wanted to complete a body-off restoration, but only got as far as the disassembly. Then, the car was bought and sold as a disassembled collection of

parts three times and went from one garage to another as simply a "car in the making." In 1983, Blacky bought it and by 1984, he had assembled the parts with a few important changes!

It has a Jack Miles 59A engine with a Merc stroker crank and a 3 3/8 bore thus giving it 296 cu. in. It has an Iski Max 1 cam, 3 two barrel Stromberg 94 carbs, a 12-volt electrical system, Zephyr gears, a Columbia rear end, dual pipes and a leather interior by Jerry Jensen, which, of course, makes it the best. It



has black lacquer paint that glows 1950s "deep". The white walls are 600x16 front and 6.50 x16 rear. The affect is great, yet it looks stock to the causal observer.

The biggest clue that there is something going on is when it starts up. The first thought is, "not stock!" But also, and this is important, it sounds like a built flathead. "I don't hear a small block Chevy in there!" Smooth idle? Not really (it's the cam) and the sound is just the way you want it! Blacky's concept was to build and drive a car as if it had been done "right" by someone who wanted performance using the latest '50s technology.

He succeeded. Blacky rode in Terry Smith's '40 and he was hooked. Terry's car was his model and his dream. Thus he created a period hot rod with a stock body. What a car! Thanks for sharing Blacky. Keep up the great work! TP

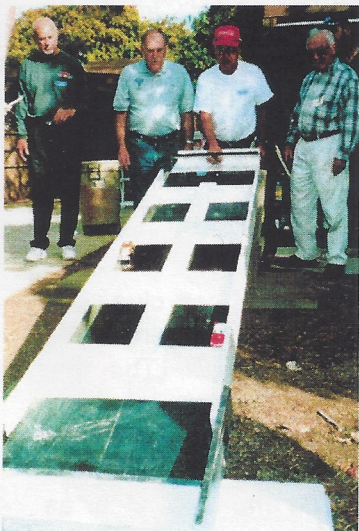
## Annual V-8 BBQ is a Huge Success

It was a perfect day! The weather couldn't have been better. The setting was ideal! Mary and Don Durkee created an

atmosphere of fun and relaxed pleasure. V8 friends were everywhere in Don's spacious backyard. The tables were nicely decorated with jack-o-lanterns atop white and orange table coverings. Drinks of all sorts were available and everyone brought



food, lots of food. Have you ever noticed; when there is a V-8 function, everyone pitches in? People were there early to set up. They stayed late and helped with the clean up.



Flatheads began arriving about 1 p.m. and the fun began. We started out talking with many whom we see only occasionally and others we see regularly at tours and meetings. After a short while 18 classic Fords could be seen in front of the Durkee's and bunches of people were out in the street looking at the cars, peering under hoods and admiring the handsome line up of Flatheads. Meanwhile, groups of four to eight gathered in the back yard talking and telling those always-truthful stories for which we are all famous. This just happened to be where the food and drink was, of course.

Don Durkee and Randy Watson were the master chefs of the day, and the hot dogs and hamburgers kept-a-comin'. Everyone served up their own salad (from which there were many to choose). Later there were desserts, lots of them! (Oh, those decadent desserts!) How could one say "No?"



We had a blast, but the best was yet to come, because Don had a surprise activity in store. After President Wendi welcomed everyone to our annual bash and thanked the Durkees, Don stood up and announced that we were going to have car races.



Car races? Yes, Don had gotten about 40 small die-cast Ford model cars, each with a wind-up "motor". If you raced your car, you got to keep it, win, loose or draw. He had set up a ramp so two cars at a time could race. This guy is creative! Don was the starter raising the paddle

for the start of the down hill 20' race for each pair of cars. Larry Caplan was the judge at the finish line. The first round was the elimination round, and the winners of the second round, received a brand new, crisp, right-off-the-press \$2 bill. Lady runners-up received a wooden ruler advertising, (what else?) the Ford Motor Company of Dearborn Michigan. They were told that these rulers were not being made any longer and would be valuable some day. There were several kids participating in the races. They got their \$2 prize money right away. Delayed gratification doesn't work well with these kids. Even us big kids have trouble waiting for our rewards.

Don announced that there was a young lady with us today, who would be a day older tomorrow. Huh? It turned out that it was Leslie Littner's birthday! Of course, there had to be a rendition of "Happy Birthday" sung by everyone. Our vocal renditions need a little help. Maybe we will take care of our musical shortcomings at the next meeting (That's a hint!).

When the last of us had eaten our fill (and then some), raced our last race and finished our last soda, we happily drove off toward home, sometime after 4 pm. Have you ever noticed what a great sound a bunch of Flathead Fords make when they start up about the same time on the same street? Those Smithys sound like nothing else! Thanks again Mary and Don! Thanks to all those who brought food and drink and all those who helped with set-up and clean up. This is what our club is all about!

## Brunch at the Beach



This was our annual (more or less) Beach Brunch trip, which Joe DiFatta had scheduled for Sunday, November 7 at 9:30. It is well known that Joe has a way with the weather. It's not always perfect.

There are challenges like the 2003 Solvang trip where it rained just as we pulled into our picnic location at Nojoqui Falls. But, like that trip, Joe always brings out the fair weather by the time the tour is fully under way. In 2003, we found a park on the other side of Solvang where it was clear and the fun began. Joe is so good that the same thing happened again in 2004!



It started out a little cloudy and cool as 10 Early Ford V-8s and 4 modern cars met at Woodley Park. It changed to mist and drizzle (mizzle) by the time we got to Las Virgenes Rd., so Wendi and I stopped to put the top up on her '53 Ford

Sunliner. By the time we got to The Sunset restaurant in Zuma Beach, it was dry and only partly cloudy. After breakfast, the top came down again and the drive along the Coast was spectacular. Just like Joe planned it. Right? Continued on page 20



## Early Ford V-8 Club of America 2005 Western National Meet

September 12 through 16, 2005

Pick up registration form at the January meeting

# **“The Believer” From the Cars to the Men We Love and their Passions.**

by Wendi Potter

I used to feel that cars as a centerpiece in my life were a relatively new thing. But, during the past six years I realized that my awareness and appreciation of cars has been present in my life as long as I can remember.

As a young child I always had a fondness for two cars my parents owned. The first car stands out in my mind. I loved my parents '57 Chevy Bel Air. It was a two-tone light green and white, with a green interior and fins in the back. There was something “really neat” about that car, but as a child I didn't really know what that was. I just liked it.

The second car I remember was my mother's Corvair. I thought that was the neatest thing with four wheels. They bought it new in '64 and by '74 I almost had them convinced to keep it just a couple more years so I could drive it when I turned sixteen. I was devastated when they sold it a few months later.

Ok, so these weren't Fords, but I unconsciously recognized a classic when I saw it, or I just naturally had good taste. I don't know which.

Let's fast forward to the spring of 1999. Tom and I had been developing our relationship for some time, but at this point he didn't talk much to me about his passions for cars and for airplanes. Oh, we went flying and we drove all over the place. Was he holding back? One day though, after he had seen an especially great Early Ford, he seemed to open up. Maybe he trusted me more with his inner life. I began to be the recipient of story after story. It didn't stop! As a matter of fact, it still hasn't! I heard tales of a '37 Ford coupe, a '46 Merc woody, his '48 Ford Sedan Coupe and a hot '41 Ford belonging to his college roommate. I heard about the days he was working for Harold N. Smith Union 76 Station in Santa Barbara, and the famed '50 Merc. Convertible he drove during the Santa Barbara days. It went on, and on. I was amazed and intrigued at this seemingly new insight into his interest in cars and flying. If this guy was for me, I had better come to terms with the competition, Fords and Cessnas.

I had learned some weeks earlier in a conversation with a kid in my class that her father was into “fixing old cars.” Since I had invited Tom to attend an Open House at the school where I

taught, I thought he would enjoy meeting this guy. I thought it would be "fun for him".

Oh boy! This opened the floodgate. The two of them talked long after everyone had left for the evening. This continued on the street corner, after I kicked them out of my classroom because the janitor was trying to lock up at 9:30 at night. Open House had ended at 8:30.

This was only the beginning, because soon thereafter he started the quest for a club to join. Well, what car and what club should it be? It would be a Ford for sure, but which one? Would it be Model A's? Would it be Model T's? Would it be Flathead V-8s? We went to club meetings of each, and "checked them out."

The Flathead V-8s grabbed Tom's interest. He had driven them the most and worked on them for years. I liked them because I thought they were faster yet safer to drive than the A's and T's. After all, the V8's were what he drove as a boy. At this point, I was personally "tolerating all this madness" being only mildly interested. But I could see his passion and wanted to support that. It was likely we were going to marry and it was obvious that cars and planes were going to be a part of my future life. They were here to stay.

We heard about the Valley V8's. One of the guys at the Model "A" club meeting we had attended gave us the Valley V-8s meeting address and meeting days. At the V-8 meeting, we found ourselves in the midst of a crowd of people with the same weird passion he had. All they talked about was cars, cars, and cars. What sold me though were the people we encountered, in spite of all the car talk.

I remember particularly that it was Dick Stones and John Farrar who reached out to us that first meeting. I don't remember now what we talked about. I am sure cars came into the equation, but I remember how friendly each of them was. To this day those conversations have been deeply meaningful to me. I not only appreciated the warm and accepting environment, I was grateful to Dick and John for talking to me, not just as someone with a guy who liked cars. They were talking to me and about other things, not just V8's of which I knew little at this point.

Tom and I returned the next month and signed up. We were warmly welcomed. This was October 1999. We were both enjoying the flatheads and especially the people who came with them. In the next few months, we met many in this friendly club.

Tom had made it known he was looking for a '40 something Ford or Merc. He and Dick flew out to El Monte airport to look at a '39 Fordor. Tom and I flew down to Long Beach to look at a '46 Merc 2 door. Tom also drove a '40 and another '39. Then, along came Joe DiFatta with one of his "DiFatta-ized" beauties. I thought it looked like a gangster car. I liked it. So did Tom. We bought the '46 Super Deluxe Fordor and the rest, as they say, "is history", or was it?

We invited the club to our wedding in June of 2000. A part of our ceremony was driving around Orcutt Ranch in the early Fords. In short we were just having a great time. Then, "it" started. At Steve and Sue's Christmas Party in 2000, Joe was friendlier than usual and seemed intent on giving me coffee spiked with Amaretto. Actually I liked it and this funny guy who tried to be so sneaky. A little while later Joe and Steve approached me, asking if I would be Secretary for the Club in 2001. I said I would think about it. Tom and I talked it over. He loved the idea, saying that it would be fun to have me involved with the club. So in support of him I accepted the position. Sucker, big-time!

Did it stop there? Noooooo! It was two years as Secretary, one year as Vice President, which meant doing this really scary Christmas Party (more Amaretto and sweet talking from you know who, and a weak moment on my part), and now President.

The car fetish has grown. The one '46 wasn't enough. Now the passion had expanded for both the new innovations and for the classics. We have a 2002 Explorer with the "new" rear suspension. We have a Lincoln LS, which is my daily driver. Tom developed a passion for that car after we saw it at the LA Auto Show. Then we both drove one at the Motor Trend Challenge at the Santa Clara County Fairgrounds near San Jose. Now, we have another Early Ford V-8. It is "my car" the '53 Sunliner, which I actually get to drive with some regularity.

I love him and want to support him, but are there limits? He is now excited about the new '05 Mustang GT! My basic question is, "Does this ever really stop? ..... WP

## **Board Meeting**

Wednesday, October 20, 2004      Location: Home of John Wolf  
16 members were present

- 1. Board meeting called to order by President Wendi Potter at 7:30 PM**
- 2. The President announced the topic of the meeting: Directors and Officers Insurance.**

Wendi presented a background on the issue

Guest Speaker, Kirk Brewer, past President of the Southern Calif. Regional Group #11, Early Ford V-8 Club of America (National). Kirk Spoke on the nature of D&O insurance, the difference between it and Liability insurance, and why, in his view, D&O is important to the officers of clubs such as ours. Lively discussion followed. Contributors to the discussion included members Dave Sanborn, Leslie Littner, John Wolf, Joe DiFatta, Tom Potter, Steve Boskovich, Ken Sapper, Scott Doudrick, Virginia Wolf, Steve Batesole, Dennis Keene, Dick Stones and others. There was further input to the discussion from guest, Kirk Brewer. President Wendi Potter called for a short break to help members discuss the issue. After the break, Wendi called for an expression, by raise of hands, if the board felt we should proceed to investigate the purchase of D&O insurance. The majority voted "yes" by a raise of hands. President Wendi asked if a member was interested in pursuing the matter by contacting Sharon Forster at National and a possible insurer such as J.C.Taylor the carrier of D&O coverage for the National Board of Directors. Dennis Keene volunteered and said he would report back to the board when he had pertinent information to share.

### **3. Other business**

Steve Batesole reported that plans for the Annual Holiday Party, scheduled for December 5 were going well, that he had been in contact with the management of Encino Glenn, and that a menu and decorations had been discussed. Steve Boskovich announced that a Christmas Party for the Club would be held as usual at his home, that there would be 112 boxes of decorations this year, an increase of 7 from last year.

- 4. Meeting adjourned, 9:50 pm.**

## Editor's Grille



As you know, this is the space where I get to write what I want to. This month, it's about the '05 Mustang GT. This car has got me. I have driven it twice, Wendi has driven it once and we are both "interested". I don't really know what it means, but Wendi remarks, "You are acting suspicious, like there might be a purchase in the works." I am casual, too casual in my response. One big item is that a friend of ours just offered us another garage at a very reasonable price. That was one of the stumbling blocks to another car and now, problem solved!



The Mustang has just the right amount of retro. It's got lots of '66 - '69 fastback cues, yet is thoroughly 21<sup>st</sup> Century. The slope of the windshield and the way the front fenders fit the wheels is just right. So is the slope of the rear deck. The driver

sits low, but not too low. You do not look at the world through slits like some of the 2005 cars. Best of all, it looks just like what it is, a Mustang thoroughbred.

I love the sound of the 4.6-liter, 300 hp, 3 valve V-8. I totally feel in control of the car on curving roads and hills. Whether it's Topanga Canyon or an on-ramp to the 101 Freeway, touch the gas and you are where you want to be, NOW! The car feels like a part of you. The steering is very precise. The Tremac 5-speed, short throw stick shift is superb. The ratios seem just right and it whines slightly – nice touch. The ride is firm, but never too hostile, handling construction patches and iron planks covering ominous 6' holes in the street with stability and predictable feedback to the wheel and the seats.

The pipes make just the right amount of rumble, big, but not too big. The interior is well finished. The front seats are roomy and firm and the leather is not cheap feeling. The back



seat is OK for Wendi, but I'm cramped. It is for those 5'9' and under. The interior upgrade dash is a winner. There is a lot of brushed stainless, but it's never gaudy like a Cadillac from

the '40s. The front seat is perfect for me. Wendi says she feels right at home behind the wheel too. The Redfire Metallic clearcoat is beautiful, but the Mineral Grey Metallic is our first choice.

The new GT is in great demand. The challenge is, getting one for MSRP. But maybe that too is possible! My guess is that someone in the club (not me) is going to be first through the door with this car by the Holiday party. Maybe a red one!? By the way, don't miss that party! Whoever the lucky guy that shows up with one of these winners, he is in just the right kind of driver's seat as Ford does it again with the 2005 Mustang GT. Who else is in love? TP



## From The Right Seat

**Date:** November 2, 2004

**Meeting Place:** Baker's Square

**Meeting Leader:** Wendi Potter

**CARL'S Car Count:** 14

**Start Time:** 7:30

**Adjournment Time:** 9:00

### Introduction of Guests: Welcome!

We welcome Joe's godson Steve Silverman who is becoming a member tonight. Also, greetings to The Gospelairs: Mario, Kevin and Thurston (along with member Al Mooney).

### President's Notes: Wendi Potter

Sadly, we lost a Ford family member. Don Dupree passed away this week. Our condolences to his family and friends.

### Treasurer's Report: Ingvar Carlson

We are OK!

### Tours: Joe DiFatta and Steve Boskovich

We are looking forward to next year's tours, including another trip to Solvang and another Breakfast on the Beach. Laughlin will be the last weekend in March.

### Announcements:

Our club Holiday party takes the place of our December meeting. There is also a Christmas Party at Boskovich's on Thursday, December 9<sup>th</sup>. Hope to see you there!

### Car of the Month:

Congratulations to Blacky Blackwell on his '40 Coupe. The Drive Prize goes to Dick Geis.

### Program for the Evening:

The Reseda Gospelaires, Al Mooney's fantastic group, gave us a great program of song!

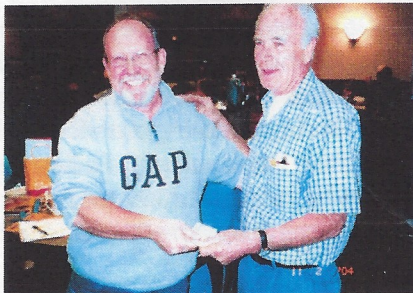
### Raffle Winners:

**Ladies:** Virginia Wolf, Judy Schubb

**Name Badge:** no winner, next month is double

**50/50 Drawing:** Jerry Littner

Minutes submitted by Rachael Doudrick



## Al Mooney and the *Reseda Gospelaires*



Al Mooney and his wife Joyce joined the Valley V8's last year. Art and Lois Bergman introduced them to the club. Al and Joyce started collecting cars about the time they were married in 1956. Two of the eight early cars they now own are Flatheads, a red

1953 Mercury convertible and a green 1953 Mercury Sedan.

Al and the *Gospelaires* were happy to accept when Program Chairman Don Durkee invited them to perform a mini-concert at our November meeting. Of course, we who attended the November meeting were the real winners! Al and *The Reseda Gospelaires* sang for us with over thirty minutes of exceptional music from the Flathead years. A few of the lively and well-harmonized songs included "Little Deuce Coupe" and "409" and "Swing Low Sweet Chariot." The whole club enthusiastically received their music. Each number was followed by an immediate burst of spontaneous applause.

The group has been together since 1974, and though a couple of the members have changed over the years, they pride themselves on their sound and ability to bring joy to others with their talent. The four original members were together for twenty eight years.

*The Reseda Gospelaires* got their beginning at the First Baptist Church of Reseda and have sung all over California and in Arizona as well. The group has presented a program for twenty years at Juvenile Hall Sunday morning services. They have sung in parades with a portable PA system, sometimes from Al's '53 Merc convertible, as well as at retirement homes across the Valley. They have performed for the Wheels of Faith, the Los

Angeles Police Department Christmas Party, the Cancer Walk-a-thon, and for two years at the Los Angeles Marathon.

Al was one of the four original members. Ernie Jackson, 1st tenor, retired from the group at the age of 80 and Jody Barry became the new 1st tenor as well as the keyboardist. After Harold Arp, who had been a soloist for Horace Heidt, passed away a couple of years ago, Al moved to base from lead and Al's son, Kevin, took the lead. Along with Thurston James they cover all quartet parts with a marvelous sound.

If you are interested in hearing Al Mooney and the *Reseda Gospelaires* play again, they will be performing live at the Porter Valley Country Club on December 6th, and at the Madrid Theatre in Canoga Park on December 21st. They hope they will soon be able to produce their first CD. I know I will be one of the first in line to buy a copy!

*Thank you Al! Please pass our thanks along to your colleagues in the Gospelaires. Thanks also to Debbie Bergman for gathering the notes on this piece. We hope to hear from Debbie again soon. WP*



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## Is a Ridge Route Tour in Our Future?

You have all had a chance by now to read the beautiful lay out that is found on Pp.48 – 52 of the Sept. / Oct. issue of the V-8 Times, "The Ridge Route". It is well done with color photos and first class paper. Yet, much of the material is familiar to Drive Lines readers. You all read the fine articles by Debbie Bergman in the August and September Issues of Drive Lines.

Since this unusual road lies right at our back door, it seems to me, that this trip into yester-year is a natural. I would guess that a V-8 or two has driven up this road from time to time sharing the natural beauty that this area has to offer for a Spring Tour. I'm putting this in now so that maybe those working on tours for the coming year would want to look at it seriously. I, for one, am willing to sign up right now.

Maybe we can avoid hot weather by scheduling early. Does anyone recall a Santa Paula to Ft. Tejon tour of about four years ago? Seems that by the time we got our '46 to Castaic Junction we were boiling and decided to head home. It wasn't over 100 degrees, but cooler would be better for the mountain climb.



## LAST TOUR - DON DUPREE

I would like to quote the words of Kent Lowry, a long time member of the club, and close friend of Don's who expresses the thoughts that many of us have in these beautiful words:

"I remember Don as a person who never complained or talked badly of others. No matter how badly he felt, he always said, "I'm getting along!" He was always ready to help those who were mechanically or electrically challenged, and he would never take a dime for his help. He repaired at least three radios for me. He replaced a window motor in my '55 T-Bird. He put on numerous Tech Talks for the car club. He maintained Lindley Bothwell's fleet of cars for years and helped drive them in several movie shoots. He was responsible for having Lindley allow our club to visit his ranch and see his car collection and the private railroad around the ranch."

These and other countless words help us to grasp the beautiful person that was Don Dupree. We mourn his passing and celebrated his life on November 13 at a beautiful ceremony at the West Hills Community Church and a memorial gathering at Orcutt Ranch.

The V-8s were there in force, to help celebrate a life well lived, a fitting memorial to the kind and capable man who was Don Dupree. God bless. TP



## December Birthdays

Congratulations from the Valley V-8s to;

3<sup>rd</sup> Joseph D'Virgilio

6<sup>th</sup> George Richards

8<sup>th</sup> Ron Batesole

9<sup>th</sup> Nancy Beauregard

11<sup>th</sup> Shel Harriman

11<sup>th</sup> Wendy DiVirgilio

13<sup>th</sup> Anton Krivanek

15<sup>th</sup> Ken Sapper

19<sup>th</sup> Shirley Richards

21<sup>st</sup> Jamie Kenehan

25<sup>th</sup> Paula Dunn

27<sup>th</sup> Donna Paschal

27<sup>th</sup> Nancy Batesole

29<sup>th</sup> Pamela Underwood

30<sup>th</sup> Jim Dawson

30<sup>th</sup> Garry Glass



## Where Have They All Gone?

Contact Information for New or Relocated Members

Joe & Marsha DiFatta

9751 Farralone Avenue

Chatsworth, CA 91311

818-700-1939

Scott & Rachael Doudrick

280 Marathon Road

Altadena, CA 91001

626-398-4106

Anton & Marlyn Krivanek

3269 South Barrington Ave.

Los Angeles, CA 90066

310-420-1293

e-mail:

[antonvrs@dslextreme.com](mailto:antonvrs@dslextreme.com)

Chuck & Terri Luetzgerodt

PO Box 1232

Minden, NV 89423

775-267-1915

Jack & Ann Miles

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Pendleton, SC 29670

864-646-3340

Al Mooney

8744 Remmet Avenue

Canoga Park, CA 91304

Day: 818-998-0199

Evening: 818-998-1410

Cliff Muller

4100 Rhodes Avenue

Studio City, CA 91604

Day: 818-523-3711

Evening: 818-508-5893

e-mail:

[cmscorp@earthlink.net](mailto:cmscorp@earthlink.net)

Bill Samstag

21931 Londelius Street

West Hills, CA 91304

818-887-9118

Steve Silverman

22215 Mayall Street

Chatsworth, CA 91311

Day: 818-915-2714

Evening: 818-886-7838

e-mail:

[ssilverman96@aol.com](mailto:ssilverman96@aol.com)

## Brunch Continued from page 8

Someone suggested that we try a new restaurant. Our leader agreed and by all accounts from the 24 club members and guests in attendance, it was a complete success. The Sunset Restaurant offered delicious food in an informal atmosphere. The facility



seemed suitable for groups of almost any size. The best part was that the location was right on the beach. A good time was had by all and we hope that this tour becomes one of the regulars on our calendar. Thanks Joe, you did it again!



## FOR SALE / WANTED

**For Sale** 8BA engine set up for '48-'50 pickup or a '32 - '48 pick-up or passenger. Never run \$1500. Dennis (323) 665-1363

**For Sale** '40 - '48 Trans case. No lid. No gears. As new. 1949 Rt. Water pump new, wide belt pulley, 8 BA type. A pair of 8 BA heads slightly milled. 2 six-volt generators w/ brackets. Mike Munroe. (818) 789-7225.

**For Sale** MID TO LATE 50'S SMALL BLOCK CHEVY V8 ENGINE \$50. FORD GRANADA FRONT BRAKE ROTORS W/ CALIPERS AND SPINDELS 11" \$125. FORD GRANADA POWER STEERING RAM \$50. '47 FORD REBUILT STEERING BOX W/ MAST JACKET AND SHIFTER \$125. '67 MUSTANG V8 AUTOMATIC REAR END 8" W/ SPRINGS \$100. '42-48 PAIR OF REAR AXLES W/ CARRIER AND 3:78 RING GEAR \$60. '42-48 FORD FRONT AXLE W/ WISHBONES AND TIE ROD AND DRAG LINK \$25. '35-40 PAIR OF REAR AXLES W/ CARRIER AND 4:11 RING GEAR \$60. '42-48 REAR DRUMS .60 OVER \$40 BOTH. KAREN LEHMAN 818-885-6938

**Wanted** '39 steering box. George Richards (818) 992-4537

**Wanted** '32 windshield. Al Porter (818) 367-2890

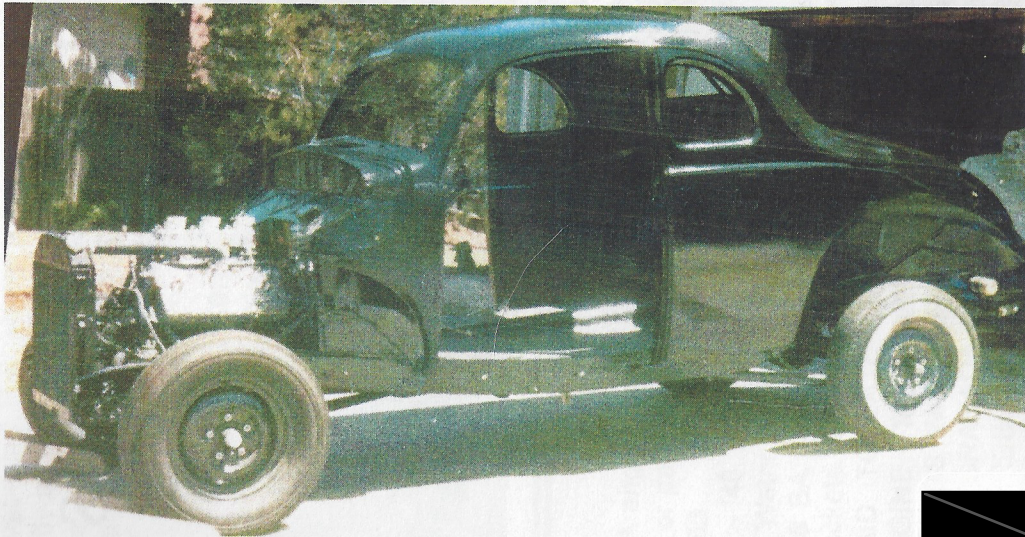
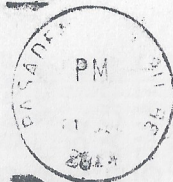
# The Valley 's

## 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



**Blacky's '40 Deluxe Coupe, circa 1984**  
**Our Car of the Month**

