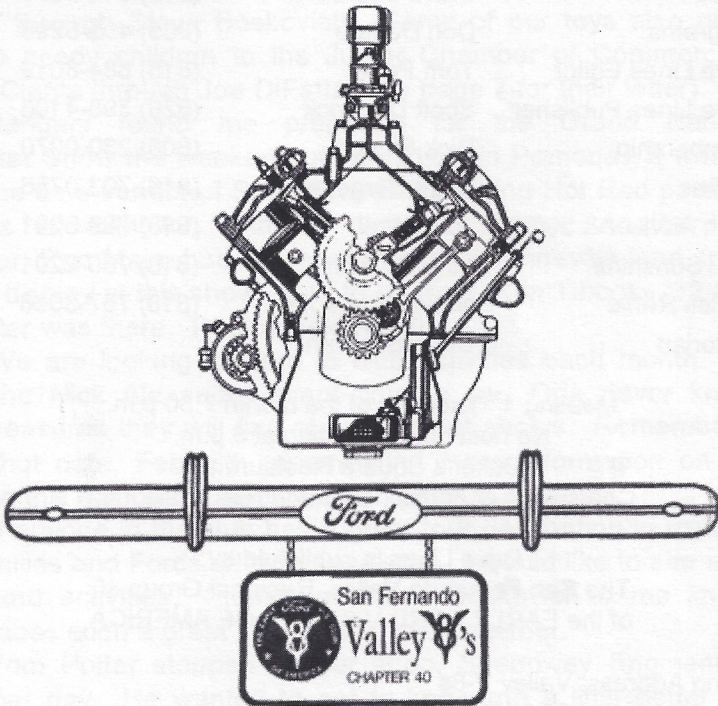




February 2005

"Our 35th Year"



Drive Lines

The Valley 's

2005 Officers

President	Ken Sapper	(818) 249-5686
Vice President	Dennis Keene	(323) 665-1363
Secretary	Rachael Doudrick	(626) 398-4106
Treasurer	Ingvar Carlson	(818) 943-2860
Tours	Steve Boskovich	(818) 341-6876
Programs	Don Durkee	(805) 495-5298
Drive Lines Editor	Tom Potter	(818) 884-8019
Drive Lines Publisher	Scott Doudrick	(626) 398-4106
Membership	Dick Stones	(805) 230-0070
Raffles	Dave Bergman	(818) 703-0756
Tech Advisor & 50/50	John Wolf	(818) 789-6201
Mrs. Sunshine	Virginia Wolf	(818) 789-6201
Ladies Raffle	Nancy Batesole	(818) 787-3658
Historian	Dave Sanborn	

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

No host dinner starting at 6 p.m.

Baker's Square Restaurant

Chatsworth & Zelzah, Granada Hills, California

Drive Lines is published by:

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

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The Valley V-8s are on the web at:

<http://clubs.hemmings.com/valleyv8s>

President Ken's Message

— February 2005 —

Greetings to all my fellow club members!

Thank you for welcoming me at the January meeting as your new President. What I like about our club is the strong core of family values, along with people willing to help out whenever it's needed. The Angel Flight program in January was very informative about the good work and help they provide for the needy. I'm glad that our club supports groups like this and it's my hope that we'll continue to do so. Our thanks go out to Tom and Wendi Potter and our speaker at the meeting, Jim Weaver, Executive Director of Angel Flight West. Let's not forget the Christmas toys we give each year to the Fishes of the West Valley, through Steve Boskovich. Some of our toys also go as gifts to needy children to the Junior Chamber of Commerce of Santa Clarita through Joe DiFatta (see page 7 for their letter).

January found me preparing for the Grand National Roadster Show the weekend of Jan 21-22 in Pomona. It was my first time as a vendor of Speedway Engineering Hot Rod parts, as well as an exhibitor, with my new '32 Hi-boy. Another club member, Ron Main, had his record-holding Bonneville land speed car on display at this show...way to go Ron! Ken Tibbot's '32 Ford Roadster was there. Photos next month

We are looking forward to club activities each month. We have the Nick Alexander event coming up. One never knows what treasures they will find at swap meet shows. Remember to keep that date, Feb. 5th, open. Find more information on this event in this edition of Drive Lines on page 5.

If anyone in the club has a great tour destination in mind for our families and Fords, please speak up! I would like to see more tours and activities. Please let Steve Boskovich or me know. Steve does such a great job putting it all together.

Tom Potter stopped by our shop, Speedway Engineering, the other day. He wanted to get to know me a little better and write an article for the Drivelines. It was good sharing with Tom about my love of cars and the industry that we are in. We talked about having a tour at the shop later this year...informal, so members can come in their Fords, have treats, etc. We will be working on that for sometime in May.

I look forward to seeing you all at the February 1st meeting!

-Ken

Next Meeting. Tuesday, February 1, 2005

The meeting is early this month. Don't forget it!

We will have our next big meeting, as usual, at Baker's Square, Zelzah and Chatsworth in Granada Hills at 7:30. Plan to arrive about 6 p.m. and enjoy a no-host dinner with V-8 friends. Don Durkee is putting on the program and it looks like a good one. He's going to do a routine on Burma Shave commercials. He's got the book and he will be telling about them like we found them beside the road on fence posts back in the flathead years. They told a story in "poetry" usually in four lines each on fence posts about 100' apart, always followed by a fifth sign that just said Burma-Shave. My family started traveling by car a lot as soon as gas rationing was lifted in 1945. My parents made me read them, so within a year or so, I had them memorized. You might say, I learned to read through the windshield of my dad's '37 Ford thanks to Burma-Shave. Bet a lot of you did too! Be there. Enjoy the memories.

Calendar

Saturday, February 5 Tour to Nick Alexander's Swap Meet and Car Show. See page 5 for details.

Tuesday, March 1 Regular club meeting. This is early in the month again. 7:30 p.m. with no host dinner starting a 6 p.m.

Saturday, March 5, Tour to the San Sylmar Auto Museum. Meet at 9:15 at the southeast corner of Rinaldi and Sepulveda pointing north on Sepulveda. This is the incredible collection of over 100 classic cars from all vintages including some of the finest available during the '20s, '30s and '40s. Even if you have been to San Sylmar many times, there is always more to see and enjoy. This tour honors the life and work of Mr. J.B. Nethercutt founder, and president of Merle Norman Cosmetics who passed away in December 2004. Info, call Steve Boskovich, (818) 341-6876

Tuesday, April 5, Regular club meeting, 7:30 p.m. No host dinner starts about 6 p.m.

Friday, April 8 – Sunday, April 10th. April Special Event. Bus trip to Laughlin, NV. Departs at 10 am. See the details on page 20. Info, call Steve Boskovich, (818) 341-6876

Sunday, April 17, Wildflower Tour of the Antelope Valley. Meet at Mc Donald's parking lot at Lake Hughes Rd. and the 5 Fwy at 9:30 a.m. Bring a picnic lunch and a camera. After the

rains of this winter, these flowers are predicted to be breath taking. Info, call Steve Boskovich, (818) 341-6876

May Tour. Date to Be Announced-. We will be touring to **Speedway Engineering** in Sylmar. Plan to meet at the southeast corner of Rinaldi and Sepulveda pointing north on Sepulveda. This is one of the best shops in the area manufacturing racing parts, especially quick-change rear ends. The shop is owned and operated by Prez Kenny Sapper and is a factory outlet for Ford Racing parts. This is a non-stocking facility, but Ken can get a lot of Ford stuff for you and will help with pricing, delivery etc. for club members. We will get a deluxe tour that will show us the real story behind some very important racing parts manufacturing. Incidentally, Kenny's cars will be on display including one of the best ever totally stock (as in Dearborn winner) Deluxe '40 Tudors. Watch also for a flathead powered "T" and a '32 Ford roadster with the hood closed (overhead something engine) which may be lurking around. Info, call Steve Boskovich, (818) 341-6876

SPECIAL ADVANCE NOTICE

September 12 – 16 Western National Meet in Colorado. Full registration info is available from Dick Adams, 1421 S. Salem Way, Aurora, CO, 80012. Registration fee \$80. SEND IN APPLICATION BY JULY 15. Late fee (after July 15) \$100. Hotels from \$119 /day + tax. We urge those attending to insure a better selection of rooms (and prices) by reserving early. This promises to be a good one!

	Dick Colarossi
C Q AUTO PARTS INC. We Specialize in Service	
21116 Devonshire St Chatsworth, CA 91311	Telephone 818 341-3121

Early Ford V-8 Club Publishes the '41-'48 Book

It's out! It's official and I have a copy! Wendi got me a Christmas present! "Thank you honey!" Now, I'm off to the reading room. Our new books live in the "reading room" for weeks, sometimes months and you all know where that is.

The 2004 Publication is written by coordinating author Ken Brown and is dedicated to Ken in memoriam, for his "Unselfish Dedication to the Early Ford V-8 Club of America."

If you love "fat fender Fords," and I for one do, it is a must. If you want to understand all the details, here they are. The spiral bound work is well organized, thoroughly illustrated, including many color plates of paint, interior fabrics and many shots of the interiors of the cars as well as countless mechanical details.

The black and white photos are, for the most part clear, and show detail like few I have seen. There are also many drawings, some from other publications, including Ford Factory drawings.

First String Co-Authors include names we have all heard and have dealt with. Lauren Matley, for example, refinished the steering wheel on my '53. He is an expert on interior colors and finish combinations and an excellent craftsman. His knowledge is essential to the restoration process for many of us.

First listed among the Special Team Technical Editors is our own Larry Caplan. Others on this important list include club member Nick Alexander and Ralph Hubbard a gentleman who should need no introduction. He has presented fascinating programs to our club, is an antique and classic car appraiser, and collector par excellence. Another technical consultant is one of the most prolific authors of books about Fords and Ford Motor Company history, Northern California's Loren Sorensen. Jerry Veley who has worked with Ford Woodies for many years in Oregon is also a technical contributor, and is well known by many in our club. Last but not least is V-8 Times editor, Jerry Windle. It's an impressive list of people and an equally impressive work. It's clearly the result of an enormous effort on the part of many in our organization, as are all books in this series,

Other books in the same series include the '32, the '35-'36, '38-'39, '40, '49-51 Ford Book and now, the biggest gap has been filled by the '41-'48 Ford Book. Buy it, you'll like it! Our education is on-going and if fat fenders are a part of your love affair, you may even want to read parts of this one by moonlight. The book can work magic on you. Try it. You might be surprised! TP

TOUR TO **NICK ALEXANDER'S SWAP MEET AND CAR SHOW**

DATE: **Saturday, FEBRUARY 5, 2005**

LOCATION: 6000 Little Alameda St. (Corner of Randolph St.)

THIS IS A NEW LOCATION AND A NEW PROCEDURE.

Nick recommends:

- **If you plan to sell either a car or parts, you will need a sales space. Plan to drive on your own arriving at Nick's by 7 a.m. so you can get a good spot to sell. It is not required, but Nick would appreciate a call ahead of time if you plan to sell.**

CLUB TOUR:

- ****If you plan to show your car,** meet the club for our tour at Woodley Park at 7:15 a.m. We will tour to the location arriving around 8 a.m. in time to get a good spot to show our cars. If the weather seems uncertain, be sure to call Tom Potter (818) 884-8019 to check on our tour. We will not take our Early Fords if it is raining.
- **The Swap Meet and Car Show officially starts at 9 a.m.**

For information call Nick Alexander's Restoration Shop at (323) 583-7793

Directions for driving on your own:

Take the 405 Fwy South to the 10 Fwy. East. Take the 10 Fwy. East to the 110 Fwy. South. Exit at Slauson Ave. Head East to Alameda St. Turn right (South) to 1st traffic light, Randolph St. Turn left. Then make an immediate left again onto Little Alameda. Drive north a short distance and follow the signs to 6000 S. Alameda, a large brick building on the right.



News from Montana – Cal Beauregard.

Cal suggests that things in Montana are a little cold this time of year, but sends greetings and a few photos he wanted to share with the club. The cover photos show a current used car lot in downtown Bozeman. OK buddy, thanks for the latest! It is good to hear from you and we wish you and your family all the best in the New Year.

Spring thaw is only a few months away. Did you notice that all these cars have right hand drive? Does that '52 Ford have a V-8 in it? Looks pretty crowded in BoZeman! TP

Junior Memberships in the Early Ford V-8 Club

An article on Youth, Junior Memberships in the Early Ford V-8 Club appears in the November – December issue of the V-8 Times. This membership is open to students ages 12 to 23. This person would need to be sponsored by a club member and the club would absorb the cost of that member's Regional Group dues with all the privileges of membership. National would grant that student membership in the Early Ford V-8 Club of America for \$10, which would include all privileges of membership.

It seems to us that our regional Group does much to promote our club and interest in Ford V-8s among young people. The point of this article is to promote Junior Memberships as much as possible and we would like to suggest that members be on the lookout for students who would appreciate an opportunity to join at a great price. Please contact President Ken should you know of someone who is qualified and may be interested.



SWEDE'S DEALS

Our treasurer has found some interesting cars, which he would like to share with you. Rare and interesting:

1. '40 Mercury convertible sedan. "Good solid car w/ rebuilt flathead." \$37,500 (510) 232-0198.

For about the same kind of money, you can get

2. '40 Ford Deluxe Opera Coupe. "Restored, excellent condition", \$32,000 (209) 577-5103.

If I had to choose, I would take both of these. I assume that the Merc needs work. But, if everything were there and truly "real solid," I would offer about \$28,000 and go for it. The results could be breathtaking. Final sale price of the restored car could be well above \$40,000

The '40 coupe is high priced, almost \$4000 over the Feb. '05 Price Guide #1, but if well restored, this popular model, which for years has held first class status as the most desirable year of the pre-war (or post-war for that matter) Fords, it could be worth a \$28,000 offer. Are you likely to get these cars for these prices? Who knows? But it is worth making the offer IF THEY CHECK OUT. That, of course, is always the question! Buyers beware! Some people have a very inflated idea of their car's worth. All of this is a game, one that is fun to play and worth it, if you know what to look for.



Santa's Helpers 2004

December 27, 2004

Dear Valley V8's,

Thank you so much for your fantastic support of the 6th Annual "Santa's Helpers" program!!! The Santa Clarita Valley Jaycees (Jr. Chamber of Commerce) were given the task of making the holidays a little brighter for 191 children this year. This was our biggest program to date and you helped us make it a great one!

On December 18th families from the Santa Clarita Valley Boys & Girls Club and the Single Mothers Outreach converged on Santa Clarita Lanes for a night of bowling, pizza, necklace-making, and visits with Santa. Each child left the event with a bag of gifts specifically wrapped and tagged for them. It was an extraordinary evening.

Your efforts in donating toys to this program helped fill the holiday season with joy and playfulness at a time when these families are struggling to take care of basic needs like food and shelter. Thank you for your generosity and your desire to "make the season bright" for others.

Happy Holidays!
The SCV Jaycees

SCV Jaycees

Young people, age 21-40, developing leadership skills through service to their community

PO Box 221627 * Newhall CA 91322-1627
www.scvjaycees.com

Kenny Sapper, Our New Prez, Part I

A little history

We are all excited and a little curious about our new Prez, and he is excited about the Club. This is the first of several articles on Ken over the next few months. He is no stranger, having been in the club since 1990, but some of us want to get to know this shy guy with the quiet smile a little better.

Kenny is truly a car guy, one who has been breathing exhaust gas and rubber smoke since he was little. He has been racing on the national scene for well over 20 years and gave it up just in time to accept the nomination for President of the Valley V-8s when it was offered to him last fall. Up to that point, he had no time for this leadership role as his racing schedule took up over 30 hours / week, mostly nights and weekends.

Beside his lovely wife Joanie and his family, Ken has a busy schedule even without daily racing on his mind. He is president of Speedway Engineering, a first class racing auto parts manufacturing company that just happens to also be a Ford Racing Distributor in Sylmar. Speedway makes many parts, but specializes in quick-change rear ends for racing cars. A tour of the plant reveals axles, bearings, housings, with ring and pinion gear sets everywhere. The shop has a clean, purposeful look to it. It is a place of business and the business is racing parts. We will be doing a full-on tour in a few months.

Ken has a track "T" powered by a full-race flathead. The story goes that his partner and close friend of many years, Frank Deiny came home from a swap meet with a "T" fiberglass body. Ken then designed and built a frame for the body. He bought an engine, a 3/8 x 3/8 flathead with a three carb Offy manifold, Evans heads, a Merc crank and a full race cam. Unfortunately, this "good" engine turned out to be troublesome. Though it had only been used for one season, that season was 1959! Enter Jack Miles! New rings and many other parts "adjustments" and it started running and sounding much better.

The suspension is interesting, including a transverse front spring with only one shackle. The rears are coil overs, as they wanted room to put in a rumble seat with a foot well right where a transverse spring would have gone. Creative! The lesson learned here is that if Ken doesn't find what he wants, he just builds it from scratch!

Back in 1983, Ken and Frank start going to Valley V-8 meetings occasionally. Frank got a 40 Ford, which is in "good shape". He wants to take a dent out of the gas tank and clean it out. The next thing Ken knew, the fenders were off and Frank was on his way to a complete body off restoration! Just as he got the car completely apart, Frank became seriously ill, so Jack Miles came to the rescue and worked on the car at Ken's shop every day for months. Ken came in to help when his business schedule would allow it. Frank got to see the car in almost finished condition before he passed away in 1986. Jack finished the car and took it to the Western Nationals at Lake Arrowhead where it won a Dearborn. Ken says that the car is still Frank's and treats it as such. We get attached to our flatheads this way, and that's what makes this hobby so great. The cars are part of the family for many of us.

With Frank's death, Ken and Joanie had to devote a lot of their time to keeping the business running. Frank's wife was able to help out for a few years. These were years when the Club saw little of Ken. There was no racing at all in 1989 and 1990, he was working hard to keep Speedway running!

In 1990, Joe DiFatta and Jack Miles invited Ken to breakfast at the Pepper Mill restaurant with a bunch of the Valley V-8 guys and, the rest, as Ken puts it, is history. Now he joined our club for sure and became truly active. He started racing again in 1991 and kept it up until January 2004.

There is more to tell you, but we'll save that one for another issue. I needed to get out of Ken's way. As this is being written, he is getting ready for the Roadster Show at the Pomona Fair grounds. His '32 roadster and a Speedway sales booth are his #1 concern at this point. See you there Ken!

The Prez says, "My ideas about the club include:

- Programs on such topics such as lubrication, brakes, tires and wiring would be great."
- Tours, "I believe that half the fun is driving our cars. I would like to see us doing trips to airports and other locations where we have the time to really see what is there, then do a short lunch with friends at a near by restaurant. That would be a great way to use our time."

"I love the club and hope it continues to grow and develop. I would like to see us get up to 100 members and stay about there. That would be big enough."

LA Auto Show

This year's show was great in spite of the rain. There were some incredible new cars, both production and near production models and some one-off concept cars designed to get public reaction.

FORD PRODUCTION

Production models in the Ford line are from the top down:

- 1) Ford GT, a barely street-legal mid-engine coupe shown in red (Jay Leno bought production car #2). List price is \$146,000, usually sells for about \$100,000 over sticker.



- 2) The Mustang GT convertible (see Editor's Grille) sells for \$29,995 with the 300 hp 4.6 L.V-8.



- 3) Lincoln Zephyr, a front drive V-6 sedan, 210 hp, six speed automatic at about \$30,000. Luxury mid-sized.



- 4) Ford Fusion, also a front drive 4 or V-6 sedan with a five or six speed automatic. This neat little car shows "the new face of Ford sedans", a three bar grille with, of course, the big blue oval in the middle. It will fit into the Ford line-up above the current Focus SE and ZX5 but below the mid-sized "500" sedan with starting prices about \$18,000.



FORD CONCEPT

The Concept that takes everyone's breath away is the incredible Ford Shelby GR-1. Though the architecture is similar to the Ford GT in some ways, it is powered by a front engine, rear drive 610 HP V-10, that seems to be designed to take on the likes some Italian (Ferrari?) sport coupes. The buzz at the show is that this is "likely to go into production as an '07 model" which just happens to be when the current GT will fade out. It seems that due to new smog and safety requirements, the GT will no longer be street legal. Current model will be grandfathered in. The new GR-1 will probably be available in the fall of 2006. It is the one to watch. No Wendi, I will NOT be asking you if you think we should take you mother to the beach in this one. It is a dream only!



Corvette Z06



OTHER CONCEPTS AND PRODUCTION MODELS

The top production car at the show, in my opinion, is the new 'vette Z06. I know, GM builds it, but it's quite a car! The power (500 ponies) comes out of the small block V-8 (NOT the big block 427s of the past). The LS7 block, which has been bored to displace 427 cu. in., includes titanium con rods and a dry sump oiling system with an 8-quart reservoir. I suppose it is needed at high RPMs. The engine is still over square (4.13 x 4.00), but just barely. What is amazing is that the V-8 is still has a 16 valve push rod design. That's old technology pushed to its limits and according to those who know, it does the job. Carbon Fiber is now starting to replace the easily damaged plastic of past Corvette bodies and magnesium is replacing the aluminum of some suspension parts. This all seems to add up to 0-60 in less than 4.00 seconds. We haven't heard the price, but it is likely to be well north of \$65,000. It is clearly the fastest 'vette ever and in that price range it should be. Looks? YES!!

Two other concepts stood out at this year's show. The Chrysler "M" prototype is a mid-engine coupe that seems to forecast a new direction for a company that has been making some massive strides in the right direction (Think the new Dodge Magnum). The details are few and the production "guesses" are even fewer, but it sure got attention!



Then, there was a Toyota pickup concept, of all things. The FTX has a massive front clip, a-la the current Dodge Ram and a chopped cab with massive interior space. The seats sit up off the floor like the Honda Element. Maybe you can hose out the interior after the huge tires get you and your four buddies through the muck and mire. A little extreme, but there's something cool about it too.



Naturally, there were hundreds of cars and thousands of people, even on a Monday morning at the LA Auto Show. But, it is an exciting place to go for \$5.00. I wouldn't miss it for anything.
TP

January Meeting



It was a wet January, one of the rainiest on record. Some Ventura and LA County residents lost their homes; some were washed away in the floods. But the Valley V-8 members survived in good shape and made it to the meeting! Congratulations! Two of our stalwart members even drove their Flathead V-8s to the meeting! Yes, Carl's Car Count was a total of two! That's an all time low, but Carl decided to make them both "Honor Cars". Is that a new category? There were even reports that both Al Rohrer ('47 coupe) and Don Durkee ('53 convertible) got certificates for a pie from Baker's Square for their heroic efforts.



Who won the big dollar 50/50? You guessed it! The winner was none other than our great new president, Ken Sapper and his beautiful wife, Joan. Now, that's going some and I swear that Joe DiFatta had nothing to do with

it either! Our new raffle master, Dave Bergman and his daughter, Ashley, ably handled the raffle prizes.



Our speaker for the evening was the Executive Director of Angel Flight West, Jim Weaver. Jim gave the club an informative overview of what Angel Flight does and how it operates. Jim explained that the organization consists of over a thousand volunteer pilots who fly single engine Cessnas (like me) up to those who fly sophisticated prop jets that carry up to a dozen passengers on "missions of mercy."

Specifically, we fly medically stable patients to and from their home airports to treatment centers in the eleven western states and Hawaii. We also partner with Alaska Airlines to carry patients from Alaska to, as they say, "The lower 48." Of particular interest is the transportation needed to get kids to burn camps and other special needs camps. Children in this program have suffered severe burns or have disabilities of some sort, which makes their participation in "normal" summer camps difficult or impossible. Angel Flight flies these children to the Sierras to a location where they can be bussed to a camp, which is set up to meet their physical needs. For a week or two, these youngsters enjoy life out-of-doors, group life in a tent and campfires, as much as their disability will allow.



The pilots involved volunteer their planes, their time and the fuel needed to meet the requirements of the mission, long or short. The funds raised for Angel Flight are used to pay for the coordination staff needed to arrange to transport patients from their location to an airport and back or to a treatment center. This often involves multiple phone calls to doctors, nurses, social workers and pilots located throughout the 13 western states served. Thousands of missions are flown each year, a big undertaking!

Jim pointed out that Angel Flight was "born" in the early 1980s as an all-volunteer organization that flew 15 missions its first year. One might say that the organization has grown! Angel Flight America, of which Angel Flight West is a part, now covers the entire United States. Angel Flight West flew 30,000 missions last year.

The Valley V-8s' President Ken Sapper presented Jim with a check from the club for Angel Flight for \$200 from money raised last year by the club. Thank you Jim Weaver. The program was of great interest to the members.

We encourage the new board to continue our charitable giving to Angel Flight and other organizations. See the letter in this issue on our other charitable contributions. Your club is truly a part of the community and proud of it! TP

Editor's Grille: Attention Rag-top Lovers

The best value, most performance-oriented convertible is almost here! It first showed up for your editor at the LA Auto Show in January 9th, 2005. You have guessed it by now. It's the new Mustang GT convertible. There are some cheaper ragtops and there are certainly bigger and much more expensive ones, but there are few, if any, that combine the looks, performance and lasting value of this new car.

Shown in red, it is the ultimate in an affordable performance convertible. With the looks of the new Mustang, the performance of the 300 hp OHC V-8, the tight suspension, the up-graded sport bucket seats and big wheels, all of which only come with the GT, you have one incredible car. The best news of all is that the MSRP on this beauty is \$29,995. Tell me that's not the best deal out there in a convertible!



The Mustang seems to be made to be a ragtop. The lines are smooth with just enough retro to give the deck and the front just the right amount of 1960s feel without seeming out-dated. The 17" wheels look great in these big wheel wells. The car at the show had the red interior package, which to my taste is too much. I like the Medium Parchment or Dark Charcoal leather better. These are no-cost options. Criticisms? Maybe only one. The outside mirrors probably need to be body color and blended to the door to fit the flow of the front fender crown. Painting the body mirrors would not be hard to do.

Other convertibles? The Mini is a cult car, without the performance or the room of the GT at about the same price. There are Mopars and Toyotas with a drop top that cost more and don't have Mustang performance. Chrysler Sebring and Toyota

Solara convertibles have great looks and for Solara, great build quality. Neither of these "good" cars has the performance of the Mustang GT and they sell for thousands more.

Speaking of more money, if you double the price of a Mustang and then some, you can get a faster car in a two seater (Corvette). With 400 hp, and performance that won't quit, it is an American icon. For the price of three of these you can even get a Mercedes SLK that "is to die for." But that's for people with a car budget that looks like my real estate account.

Attention Leslie and Jerry Littner! Your car is almost available for order. Get the interior upgrade, the premium leather and the side air bags. They are worth the wait. According to the Ford people at the Auto Show, you will be able to order the Mustang convertible "shortly". If you want my opinion, the sooner you order the better. Wendi and I will be waiting another two to three months for our GT coupe. It seems the nation has responded to Ford with so many Mustang GT orders that the factory just can't begin to keep up. Having said that, I am sure that for 5 big ones over MSRP, one of the new GTs can be made available. See Galpin or Ken Grody Ford for details. Since it usually takes me a couple of months to "find" the extra \$\$, I think I'll wait 90 days and "earn" that extra dough. In the long run, it's the car, not the waiting that counts. Those mortgage payments do keep coming in!



From The Right Seat

Date: January 4, 2005 **Meeting Place:** Baker's Square

Meeting Leader: Ken Sapper! **CARL'S Car Count:** 2

Start Time: 7:30 **Adjournment Time:** 9:00

Introduction of Guests: Welcome!

Wendi Potter's mom Barbara Gladstone and Marybeth of Angel Flight

Miles Schofield has joined as a new member.

President's Notes: Ken Sapper

Looking forward to the year ahead

Treasurer's Report: Ingvar Carlson

We are looking good.

Tours: Joe DiFatta for Steve Boskovich

The year is filling up nicely! See page 2 for details

Announcements:

Dick Stones requests that members send in their dues.

Car of the Month:

Rain kept most of the cars away, so one was not selected. Al Rohrer and Don Durkee were the only brave souls.

Program for the Evening: Angel Flight by director Jim Weaver

Raffle Winners:

Ladies: Marybeth of Angel Flight and Mary Durkee

50/50 Drawing: Joan & Ken Sapper

Name Badge: Ashley Bergman

-Minutes submitted by Scott Doudrick for Rachael Doudrick



February Valley V-8 Birthdays

4th Marsha DiFatta

5th Al Porter

5th Jim Kelley

11th Don Durkee

14th Susan Trapp



17th Dianne Baily

19th Leland Wright

21st Jim Rowe

25th Joe DiFatta

27th Lin Kemmerer

VALLEY V-8's
COLORADO BELLE HOTEL & CASINO
APRIL 8-10, 2005

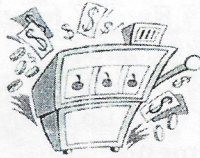
DAY 1 - FRIDAY, APRIL 8, 2005

10:00 a.m. Depart home.

12:30 p.m. Arrive in Barstow for a rest stop.

1:00 p.m. Depart Barstow.

4:00 p.m. Arrive in Laughlin at the COLORADO BELLE HOTEL & CASINO



DAY 2 - SATURDAY, APRIL 9, 2005

Enjoy a full day of Laughlin fun on your own.

DAY 3 - SUNDAY, APRIL 10, 2005

12:00 p.m. Depart Laughlin

3:00 p.m. Arrive in Barstow for a rest stop.

3:30 p.m. Depart Barstow.

6:00 p.m. Arrive home.



\$ 90.00 per person
\$37 50 single add-on

INCLUDES: TRANSPORTATION WITH
MORNING DOUGHNUTS AND JUICE
ON BOARD, 2 NIGHTS LODGING, 1
CHOICE BUFFET, 1 BREAKFAST
BUFFET AND BAGGAGE HANDLING

MC125027

TCF639A

The Valley 's

PAST PRESIDENTS

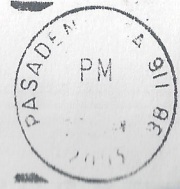
Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973 - 1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	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
Wendi Potter	2004

The Valley 's

2948 Mary Street, La Crescenta, CA 91214



***Future Cars of the Month?
We'll check back in 20 years to see if there
are any silk purses out there...***



**Please Remember
2005 Dues are Due!**

