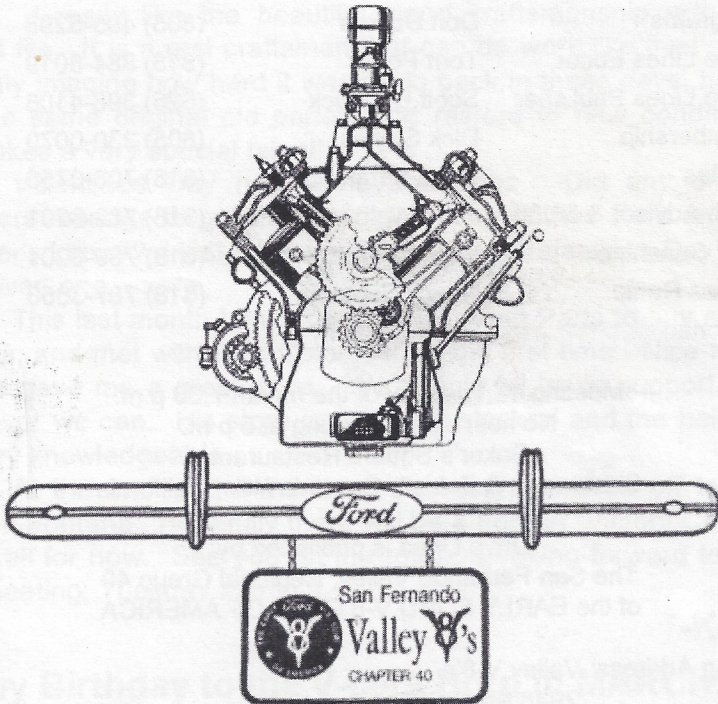




March 2005

"Our 35th Year"



Drive Lines

The Valley 's

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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

Mailing Address: Valley V-8's
2948 Mary Street
La Crescenta, CA 91214

President Ken's Message

— March 2005 —

Hello fellow V-8'ers

Wow!!! We started out February with a great meeting! As we said goodbye to the rain, we had the best turnout of the year, with 18 or so early Fords on the road to the meeting. Good job, everybody!

Speaking of on the road, how about the Nick Alexander tour and open house? Wasn't the hospitality there just the best it could be? The Alexander family really knows how to make us feel welcome. But the best part of all, every where I went,...there we were... The Valley V-8'ers were everywhere.

I have a new appreciation for the Woody part of the Ford family. I really like the beautiful wood craftsmanship with the perfect fits. It is a real craftsman that can do work like this! One can only imagine how hard it was to do back in those days, but to use the same original old panels and restore to new condition? That takes a very special talent!!

Valentines Day has come and gone. Did any of our members manage to get their sweethearts into their Ford and up to Lover's Lane?? I just hope you had a great Valentines Day with your loved one.

This last month I paid a visit to CQ Auto Parts to buy some gaskets, and met with Dick Colarossi for the first time. Nice Man! and he gave me a great price. We should all try to support him whenever we can. His store is very well stocked and the helpers are very knowledgeable.

At the end of the month of February, I will be off to the races in Fontana. Hopefully there will be a Ford in "Victory Circle." That's all for now. See you on the road... Looking forward to the next meeting, Tuesday March 1.

-Ken

Happy Birthday to the V-8ers Born in MARCH!

3 Steve Sadd
12 A.J. Robicheau
12 Joe D'Virgilio
13 Art Bergman
15 Bob Reed
16 Don Underwood
17 Paula Ewing
18 Ruth Mottern



18 Ed Warnock
20 Lucy Coppa
21 Dennis Keene
25 Dick Stones
25 Kent Lowry
26 Minnerva Colberg
28 Harry Baker
30 Ruth Thompson

Next Meeting. Tuesday, March 1, 2005

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

Baker's Square, Zelzah & Chatsworth, Granada Hills at 7:30 p.m. Plan to arrive about 6 p.m. and enjoy a no-host dinner with V-8 friends.

The Program Presenter is our own, in-house, rocket scientist, Scott Doudrick, Phoenix System Engineer, Jet Propulsion Laboratory, Pasadena. He will give us an update on the latest in space. Since the scene out there is changing almost on a daily basis, courtesy of NASA, and all of it is exciting, why not come in and get the latest on Mars, Saturn, Titan and other points of interest in space? Since Scott is a fairly hi-tech guy (remember that over a year after landing, both Rovers, are still sending back data about the Martian landscape), you can be sure this will be a first class presentation, one that you won't want to miss!

Valley V-8's Club Calendar

Tuesday, March 1, Regular club meeting. This is as early as it can get in March. 7:30 p.m. 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 including some of the finest from the '20s, '30s and '40s. 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 15 in this issue of Drive Lines. Info: call Steve Boskovich, (818) 341-6876

Sunday, April 17, April Tour. Re-enactment of a Civil War Era Battle at Ft. Tejon. Wildflower Tour of the Antelope Valley. Meet at Mc Donald's at Lake Hughes Rd. and the 5 Fwy at 9:15 a.m. Tour up the I-5 to Ft. Tejon starting at 9:30 SHARP! Be sure that your V-8's radiator is extra full. Note to Steve Batesole: Put that water bag on your '36 pick-up. I might need it for my '46. Bring a picnic lunch and a camera. After lunch, we will drive to the Wildflower Preserve near Lancaster

to see the flowers. After the rains of this winter, the views are predicted to be breathtaking. Info: call Steve Boskovich, (818) 341-6876

Tuesday, May 3, Regular club meeting, 7:30 p.m. No host dinner starts about 6 p.m.

Saturday, May 7. May Tour. We will be touring to **Speedway Engineering** in Sylmar. Meet at 9:30 a.m. 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. We will get a deluxe tour that will show us the real story behind some critical racing parts manufacturing. There are even some rumors that lunch may be available. See the article in the April issue of Drive Lines. Info: call Steve Boskovich, (818) 341-6876

Other Calendar Events

Sun, Mar 6, Pomona Swap Meet and Car Show, 5 a.m. to 2 p.m.

Sun. April 17, Fabulous Fords Forever, Knott's Berry Farm, Buena Park 10-3. Call 562-862-9311 or visit:

<http://www.fordcarclubs.org>

Sun, April 21 – 23 The '49 – '53 Ford-Mercury Lincoln Association West Coast Convention at the Marriott Hotel in Rancho Cordova, (near Sacramento). Call (916) 635-3064. Ask for Steve.

Sun, April 24, Pomona Swap Meet and Car Show, 5 a.m. to 2 p.m.

Sun, June 5, Pomona Swap Meet and Car Show, 5 a.m. to 2 p.m.



Dick Colarossi

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Nick Alexander's Beyond Reality

Where else in the world can you find a COMPLETE Collection of the finest Ford woodys, one or more for each year from '32 on. I have only visited 25 countries and lived in three, but I honestly believe there is only one such collection anywhere on earth. It is here in LA and we visit it on the first Saturday in February of each year. What a day! If you consider yourself a flathead Ford person, you can't not go to this one! There were at least 18 of our cars driven to Nick's and I shook hands with over 30 of our members in attendance. This just gets better and better. Here's the story.



About four years ago, less than 100 people came to Nick Alexander's BMW dealership in Los Angeles, for the first Flathead Ford Swap Meet and Car Show. It was a success and Nick said he would do it again. He did, big time! In the ensuing years, it out-grew his dealership. His daughter runs the dealership now and he does Nick Alexander's Restorations in a new location about 2 blocks north of the BMW show-room. This guy knows how to live! For many of us, Nick's is a died-and-gone-to-heaven job. What a facility it is!

In two large shop buildings with six service bays each, he restores cars with the help of 20 highly skilled employees and numerous others. He has a huge "new" building in the same area.

It isn't new at all, but a beautifully restored industrial site, which was built in 1908 and is now, thanks to Nick, restored to its former condition as a turn of the century classic. The old switch panels are all in place and functional. The overhead hoist is in place. The windows are all crack-free and the building has a new paint job and roof that makes it the perfect place to display the collection of woodys. I can only imagine what almost a century of industrial grime must have looked like when he first walked into the place. There were pictures of the Iron Mountain, MI, assembly plant on the walls that were probably 6' by 10', the very plant from which all Ford woodys came. It was rumored that these came from the collection of famed Ford biographer, Loren Sorensen who was in attendance and offering his marvelous book for sale.



There are many smaller adjacent buildings that hold Nick's restored flathead inventory, woodys, convertibles and closed cars as well as those cars waiting to be restored. In one room, I found two

cars parked by themselves. Each worth over \$100,000. The first was a '46 Mercury Sportsman; in perfect condition of course, and next to it an equally beautiful '47 Ford Sportsman.

Now, you need to excuse a personal reminiscence. In one area, Nick has twelve beautiful Mercury convertibles for sale. I picked a yellow '50 that I wanted to drive home. Wendi's right of course, I have too many cars already. But it brought me back to the metallic blue '50 Merc I drove in college. I spent 20 minutes looking at that car, just getting back into the '50s again. Those were the days when, with the top down and my girlfriend at my side, I drove from Santa Barbara non-stop to Tuolumne Meadows in the High Sierras at night, the twin Smithys pounding out that beautiful rhythm. We drove north on old 99, up the grade to Mariposa, through Yosemite Valley and onto the Oak Flat Road where the mellow sound echoed off the Sequoias, as you would gear down for the corners. Then you would pick up a deer to the

side of the road in the headlights as you wound it up in high and drop into overdrive on the straightaways. That folks, is V-8ing at it's best! Ok, I'm all right now; I just had to share that one.

The woodys that are not completely restored are in excellent Rouge condition. There are some with original paint, some with original wood and all speak automotive history. The last real wood Ford put on the outside of a car was 1951, so nothing there is less than 53 years old.



In the shop, Nick had a set of doors and side panels from a '42 - 48 wagon and another from a '40. There were many frames, and engines in different stages of restoration and many helpful shop employees to talk to about their work. It seems

Nick takes care of his people and us too.

We had an incredible lunch of BBQ tri-tip, chicken, salad and chili. All of it was on Nick. In the street, the Huntington Park Police had four blocks cordoned off for those who wanted to sell

The \$100,000 each Woody

or swap parts and

cars. There were about eighty early Fords, Mercs and Lincolns, on display parked on the street for the day. Did anyone see the 1932 Lincoln Limo? It seemed to be 25 feet long and totally restored. How about the '51 pickup, the '54



Canadian (flathead Skyliner), and a very familiar '36 three window coupe? Then there was a '35 Roadster and a '34 Victoria. What fun. This is real tire kickin'!

Car of the Month Jerry Case's '48 Sedan Delivery



There are some pretty rare ones among the restored cars in the club, but few are as useful on a daily basis as Jerry's '48 Ford Sedan Delivery. If you are looking for pristine, don't bother. If you are looking for quiet and smooth riding,

it ain't here. If, on the other hand, you want a good lookin' piece of Ford history being used on a daily basis as Henry intended, you will be more than happy to look at Jerry's work truck.

As you know, Jerry Case has a business. It's what he calls his "Mobile Service." Jerry will receive your call almost any time on his cell phone. If you have a big problem with your Early Ford or you want help with a little one that has been fighting you every time you try to fix it, you can call Jerry and he will show up at the time and place you want. The best part of this is that you get a very experienced mechanic who specializes in Early Fords and he drives up in one too, our Car of the Month!

The history goes like this. Back in about 1980, Dick Scritchfield bought a rough 1948 Ford sedan delivery and restored it. Scritchfield owned and operated Scritch's Auto Restorations of Glendale. He wanted a service car that would be a rolling advertisement for his business. He had his logo painted on the side of the black sedan delivery and started using the car to haul his tools and even a compressor.

The car itself is a Super Deluxe V-8 with a radio. Though the front clip is interchangeable with the closed cars of the same year, the factory body from the doors back is unique. The doors appear to be slightly modified versions of those on a short door coupe. The body flows beautifully from the cowl and finished in a style totally compatible with the rest of the Ford line for 1942-1948. Yet, it shares few parts with other '42-'48 closed cars. The gas tank filler is just to the rear of the driver's door and the tank is

under the floor behind the drivers seat. The rear fenders are interchangeable with a station wagon. The swing out rear door is unique as is all the rear sheet metal. The tail lights look like that came off a 1936 Ford. It has the up-scale '48 dash, even a clock and a radio. The hood has a Super Deluxe medallion front center in typical '48 fashion

Jerry Case, was an experienced mechanic before he moved to California, went to work for Scritch in 1986 and has been working on Early Fords ever since. At the time he first saw our feature car, he "fell in love with it." When Scritch retired in 1990, and moved to Hawaii, he took most of his old cars with him. Jerry made him an offer on the '48 and got the car! Jerry is going on 15 years as the owner and, yes, it is full of tools the kind you need to keep a flathead running! *Congratulations on your Car of the Month. Your work-truck is rare. Thanks for keeping it working. Those who want to reach Jerry can give him a ring on his cel phone: (818) 205-4451. TP*



Fabulous Fords Forever

April 17, 2003, 10 a.m. to 3 p.m.

Knott's Berry Farm, Buena Park. For info: (562) 862-9311

Again this year, one of the big all Ford meets will take place at Knott's Berry Farm. This is not particularly a Flathead event and the emphasis seems to be on the interests of a young crowd. I notice that Mustangs have fifteen classes, flathead Fords/ Merc have six. Wendi and I go and show our cars and relax. I saw many of the early production Fords at this meet and last year I met the owner and publisher of "Legendary Fords," Colin Date, at the event.

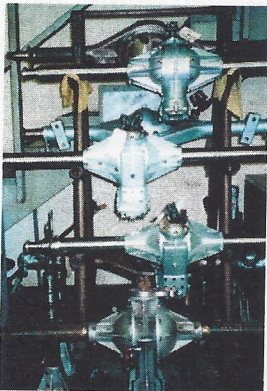
Look for Registration Forms at the next meeting. On the form, you will need to enter a "CLASS #". For flathead Fords, you would put Class #2 for '32- '48 and Class #3 for '49 - '53. Flathead Mercurys are Class #8, Lincolns are Class #12, Ford and Mercury Station Wagons are Class # 20. Pickups and commercial trucks for the flathead years are Class #23. Saleen anyone? Try Class # 54. Yes, this is a big show. Enjoy!

Ken Sapper, Our New Prez, Part II

Last month we wrote about some aspects of Ken's life. We also talked about the most important part of the rebuild of Frank Deiny's '40 Tudor and the central part that Frank Deiny and Jack Miles played in the development of the car into its Dearborn best.

I visited the '40 again the other day when I was visiting Ken to get the background for Part II. It's now sitting in the middle of the shop. Seems that the distributor and the carb. are going to need a little help as Ken was not completely satisfied with its performance on the trip to Nick Alexander's last week end. We'll keep you posted. By the way, he DRIVES this car!

So, who is this guy Ken and where did he come from? Here's the rest of the story: Ken was born and raised in Glendale. He attended school there and in Junior High, took a course in welding. He liked his teacher and the subject as well. He went on to High School, graduating in 1966 and took among other things, more welding classes. His only time away from Glendale was when his dad was transferred to Hawaii. He spent two years there and then returned home to finish his education. He has since moved all the way to La Crescent.



Quick change rear ends waiting for delivery

Back in the '60s he attended Glendale Community College and studied, you guessed it, welding. He tells me his teachers were ex-GIs who learned welding in the military and just brought their skills and enthusiasm home with them.

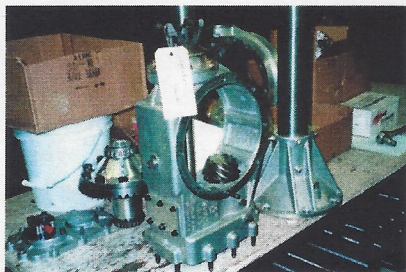
In the early '60s, he would go to Vertigo Days and hang out with car guys. In 1967 he bought a '56 Ford Fairland with a Y block 292 V-8. He gets Ford V-8 credit even if it's not a flathead. In 1968-69 he went to Saugus Speedway to work on Don Brusco's pit crew while at the same time he was making hubs and sway-bars for stock car racers. That's how he met Frank Deiny, which was the beginning of a great friendship. He started working for Frank part time in Dec. 1969. Full time work soon followed at the old shop in Atwater. Even though doing a little bit of everything, Ken learned a huge amount about welding and rear ends from Frank. The shop was doing high-end racing work including building quick-change rear ends. By the early 70s, Ken was working full time for

Frank: They were out-growing the small shop they were using and bought the land on which Speedway now stands in 1973 and completed the building in 1979.

Ken started driving stock cars in 1971 and was a serious contender winning regularly by 1975. This continued through 1978. Things were happening pretty fast in his life. He married Joan and Kenny Jr. was born in 1972, their daughter Laura came along in 1974.

In the mean time, Ken was building serious machinery including the car Richard Petty drove in the National Stock Car Championship, the equivalent of today's Nextel Cup.

A torn down quick change rear end



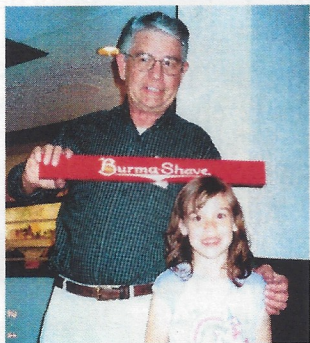
After one of his big wins, here's how the press described him. "52 year old Ken Sapper entered the 125-lap open comp main event at Orange Show Speedway on October 14. Against a field of 22 cars from El Cajon, Las Vegas and Irwindale, Ken won." The article goes on to say, "Ken is respected by just

about all of his competition because of his clean driving style, knowledge of race cars and his willingness to help just about any fellow racer." He knows virtually everyone he races on all the local tracks. Sapper has been racing steadily since 1971 and has worn out 15 or 20 cars turning 800,000 laps in the process. He has won every major large race in the southland, including the Fall Spectacular at Saugus, the big races at Cajon, Mesa, Vegas, Carson City, Stockton and Orange Show at least once. He won track championship at Saugus three years in a row from 1984 – 86 and at Orange Show in 1998.

We said last month, that all went well until Frank Deiny became seriously ill and died in 1986 at age 51 leaving a hole in Ken's life that may still not be filled. Ken drove serious races in his own car through 2004 when he retired from racing. The stress was getting to him and the business needed him.

Kenny Jr., age 28, works for Robert Yates Racing on Dale Jarrett's #88 Winston cup car. He's the rear-end specialist! Like father – like son. *If that's not a great compliment, what is? Is our Prez a "car guy?" He defines the term! Thanks for your time and leadership, Ken. The Valley V-8s are in for a great year! TP*

The Iowa Farm Boy and the February Meeting.



Durkee did it again! The February meeting was a winner. The history of the Burma-Shave Company and its famous signs is really a story about business success in the flathead years. They claimed that they didn't even feel the Depression! How can a business say that unless they have a very unusual gimmick? I guess Burma-Shave did! It was just shaving cream, but they had some unusual marketing ideas. How about handing out sample jars at ball games? Bad idea. The crowd throws them at the umpire when they don't like a call! Then there was the time in Oklahoma when three boxes full of Burma-Shave tubes broke open and then stuck together in a gooey mess. The salesman threw them in the river that evening. Another bad idea. In the dim light, someone thought he was throwing in a dead body and called the cops. He spent the weekend in jail and Durkee told all about it!

How did the company get its name? (Ingredients originally came from Burma) Why did three states have NO Burma Shave adds beside the highways? (They wanted to tax the signs) How long did they stay in business? (over 35 years).

After hearing the story, in Iowa Farm boy style, I want a set of these signs for my garage. Now, how do I get them? Probably, on my budget, the answer is to make them myself. By the way, did you know that Burma-Shave used scrap wood for the signs? Well then, where do I find a list of all the slogans we used to see beside the highway? The answer is, as Don pointed out, The Verse by the Side of the Road: The Story of Burma-Shave Signs and Jingles by Frank Rowsome Jr. It was republished in 1990 and is available. I just paid \$2.00 for my used copy on Amazon.com. I can't wait to get it!

Thanks Don. You do a great job with these! You're a hard act to follow! TP

The National Roadster Show



What is a roadster anyway? "Roadsters", in my view, were all '32-'34 Ford V-8s coupes or open cars with a flathead, a stock drive train and some interesting rear axle ratios. Add some Offy or Edelbrock heads, carbs and a fairly hot cam. You could drop the front axle and rework the front suspension if you had the skill and, of course, unbolt the fenders. Add a cool paint job and you were on the road.

That is the view of a poor kid from the '50s whose education about cars came from high school auto shop. The parts department was the local junkyard or your friend's left overs. We had some hot "A"s around, but not many and occasionally, a "T" but they were rare among us kids in the mid 50s.

Then I got interested in stock stuff and just didn't keep up. Fifty years later, on January 22, the National Roadster Show came to the Pomona Fairgrounds. At Ken Sapper's invitation, I walked into a wild world.

"What is going on?" I could still recognize a good '32 but just barely. They were plastic or metal, but in almost every case, the frame and the body were much newer than the 1930s. There was a degree of sophistication that just didn't compute with me. Some cars, were ugly and I asked why did they bother? Obviously I needed an education.



Oh, there were beautiful cars too. Lots of them, and some, like a certain green '33 roadster really worked it's magic on me, but it seemed to suggest a '33 Ford, not be one. It was a totally modern creation.

Kenny's highboy was a work of art and looked like the best of the best. What's important to me is that it gives off the sense that it hits the road and actually goes somewhere under it's own power and does it FAST! I actually know that it does! So did a number of others. The closer they got to the cars I could

understand, the better I liked them. Clearly, I had a lot of catching up to do.

I suspect that many of these cars were so clean and so detailed that it would be foolish to drive them anywhere, ever. I will learn and some patient person will teach me, but in the meantime, I'll just say that if it has grease on the pan and dirt on the tires, I'm a little more comfortable. Maybe a pair of Stromberg 97s sitting on an Offy manifold, sure. Finned Edelbrock heads, right on! But, I get lost when I look at an electronic, computer controlled what? mounted where? to make the car how? I'm just not there yet.



It's a beautiful show and some major dollars are behind many of these cars that make them into museum pieces that I can enjoy for what they are. As an art form it makes sense, but, drive or build these cars? Well....

One beautiful exception was a '32 Ford with a Druz custom body, the car we have discussed on these pages many times before, that belonging to Ken Tibbit of San Diego, that has been the subject of many hours of work by our own Jerry Case and others.

Racing is fun and I can enjoy Saugus or Irwindale. But even there, I'll yell for Ken and listen intently. He's been down a road I admire. "He's got what it takes!" It's a confidence and a depth of knowledge that is nothing short of awesome. I'm beginning to understand. I've got a good teacher.



SWEDE'S Advice: From Crusin' News

Effective January first, the IRS says that you will receive fair market value for a donated car ONLY if the charity makes "material improvements" in it or exhibits it. Ask before you donate! Antique, collector or classic cars donated to the Towe Museum in Sacramento, for example, are appraised for condition and exhibited. Others are repaired, and then sold at retail. All are allowed "full market value" under the rules. If a car is sold "as is" by a charity, your deduction may be significantly less than so called "market value".

Secretary's Minutes

Date: February 1, 2005 **Meeting Place:** Baker's Square

Meeting Leader: Ken Sapper **CARL'S Car Count:** 18!

Start Time: 7:30

Adjournment Time: 9:00

Introduction of Guests: Welcome!

Al and Marilyn Beasley, friends of Sappers

John Sasseman, friend of Jerry Case

Jim Latty, a new member

Cliff Nordstrom and Bruce McCauley "Mr. Model T" friends from the Model T Club

President's Notes: Ken Sapper

We are hoping to hear your car stories and news at our meetings. Be ready to share. Jack Miles sends his greetings from North Carolina

Treasurer's Report: Ingvar Carlson

We donated some of our money to Angel Flight and funded our Ladies Raffle, and we are still in the black! We are lookin' good!

Membership: Dick Stones

Dues are due! Please send in your check for \$28.00 to Dick Stones as soon as possible!

Tours: Steve Boskovich

Please see page 2

Announcements:

Car shows coming up: Spring Fun Car Show, Guide Dogs of America at the Gene Autry museum on April 24.

Car of the Month:

Congratulations to Jerry Case and his Sedan Delivery!

This month's Drive Prize goes to John Wolf and his '40.

Program for the Evening:

Don Durkee entertained us with Burma Shave slogans and history of the company and their roadside verse. He showed us how he made reproduction signs for friends all over the country.

Raffle Winners:

Ladies: Joan Sapper and Tiffany Bergman

Name Badge: no winner this month

50/50 Drawing: Steve Boskovich

Minutes submitted by Rachael Doudrick



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

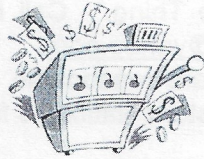
DAY 1 - FRIDAY, APRIL 8, 2005

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.



\$ 96.00 per person
\$37.50 single add-on

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ON BOARD, 2 NIGHTS LODGING, 1
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Special Advance Notice

Sept 12 – 16 Western National Meet in Keystone, 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 + tx. We urge those attending to insure a better selection of rooms (and prices) by reserving early. This promises to be a good one!

On Saturday, Sept. 10, Ron Thorne's 140 cars will be on display and there will be a free lunch at his home in South Jordan, UT, a suburb of Salt Lake City, Ron suggests this is a nice stopover on your way to Keystone, CO. He calls it "The Fling Before the Thing." Call Ron at (801) 254-0683 or email him at slothorne@yahoo.com. He can recommend some hotels in the area that are reasonable and user friendly for those on their way to the Western Nationals from the West Coast. Flyers available.

For Sale and Wanted

For Sale: '68 Mustang California Special (GT/CS). Refurbished interior, brakes, paint, etc. Gulfstream aqua w/black interior. 289/ auto, original engine (matching numbers). \$18,000 obo. Brad Batesole, (818) 606-4113. cell.

Wanted: Good set of '38 license plates (CA). Dave Bergman (818) 703-0756.

Wanted: For many years now, I have been the lucky owner of a 1947 Ford Woody. The car, however, has not been so fortunate, since I am not the mechanic. As a matter of fact, it has not run for a number of years.

I am searching for someone who can bring this lovely car back to fine running condition – someone with the skills and knowledge, as well as the workspace to bring it back to the condition in which it should operate.

Mechanical work, parts and other costs would be paid directly from and by my company using my resale number, so the overwhelming amount of other costs would be labor. I had thought to pay weekly, if that's convenient. I pay cash.

If the forgoing is of any interest to you or anyone you know, please have them contact me at the number below. If you wish to discuss a similar project in which you are involved, I would appreciate a call. A nice lunch is not out of the question either. Dick Hart (626) 796-7591

The Valley 's

PAST PRESIDENTS

Jim Rowe	1971
Doug Peterson	1972
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Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
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John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	1989 - 1990
Joe DiFatta	1991
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George Richards	1994
Jerry Littner	1995
Dick Smith	1996
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Dennis Keene	1998
Rose Gott	1999
Don Stout	2000
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Wendi Potter	2004

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