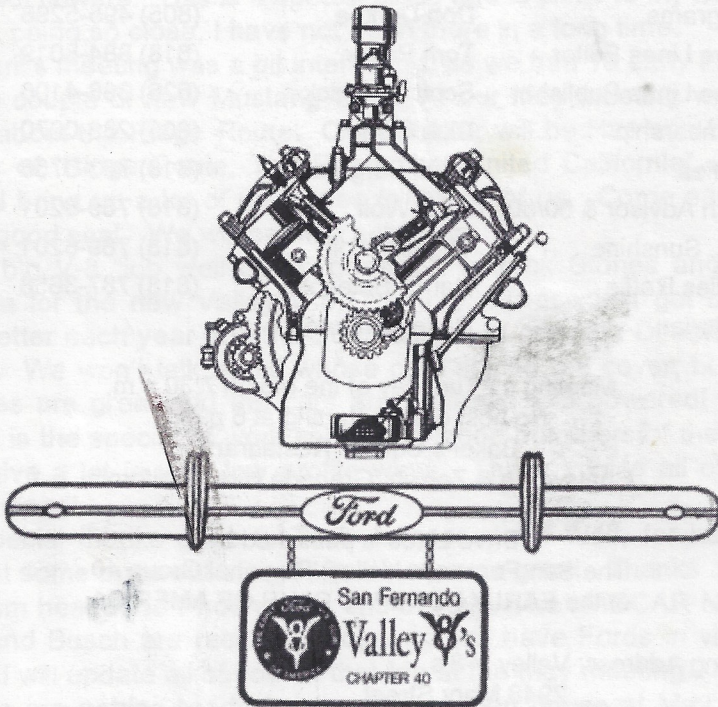




May 2005

"Our 35th Year"



Drive Lines

The Valley V'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

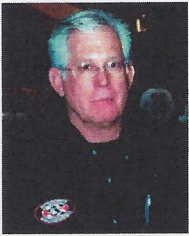
Drive Lines is published by:

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

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

President Ken's Message

— May 2005 —



Hello V-8ers!

Well, Spring has finally come! It's been great to get our tires back on the road. I've heard good reports about the Laughlin tour. The grapevine has it that Steve Boskovich came back with more than when he left. But then Sue came home with less...ha! All had good time. Thanks Steve!

Looking forward to the some more of the great tours to come! I think the more we can do as a club the stronger it becomes.

It's turning out that our wild flower tour is to be at Descanso Gardens. This should be a great time to visit and enjoy the beautiful flowers. This is a special place and is close to my house. With it being so close, I have not been there in a long time.

April's meeting was a bit interesting, as we had 15 early Fords, plus a couple of new Mustang GTs. At our May meeting we will learn about the Ridge Route! Our speaker will be Harrison Scott, author of "Ridge Route, The Road That United California". This should bring up a lot of memories for many of us. Come early to get a good seat. We will be on a schedule.

A big V-8 "job well done" goes out to Dick Stones and Joe DiFatta for the new Valley V-8 Directory. These just get better and better each year and the 2005 edition of our club Directory is super. We won't talk about whose cars are on the cover, but the pictures are great and the cars are Flathead V-8 powered! The layout is the special of work some very good members of the club who give a lot in very low profile ways. Thank you to all of you who helped!

Special thanks goes to Tech Advisor, John Wolf, for helping me get some bugs out of my '40. It now runs great. Thanks John!

I am headed to Phoenix the end of April. The NASCAR Nextel Cup and Busch are racing. I hope we will have Fords in victory lane! I will update all of you on that trip at the May meeting.

We are getting ready for you at our open house at May 7, at Speedway Engineering. We have everything but chairs. If you want to sit down to eat, please bring along folding chairs!

As I close this note I am thinking about our fellow V-8er, Barry Bernholtz, and wish him a speedy recovery.

Hope to see you all at the next meeting! Happy driving!

- Ken Sapper

May Meeting Announcement: Old Ridge Route

Our May meeting will be held a Baker's Square

Tuesday, May 3 at 7:30 p.m.

A no-host dinner will start at 6 p.m. as usual. Our program for May will be about the old Ridge Route. This is very interesting historical material and fascinating that we just might be able to drive our flatheads along some of the pieces of "highway", along the "Old Ridge Route." Come for dinner with friends. Stay for the interesting program.

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. Lunch will be served. Please bring folding chairs. Info: call Steve Boskovich, (818) 341-6876

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



Dick Colarossi

C Q AUTO PARTS INC.
We Specialize in Service

21116 Devonshire St Chatsworth, CA 91311	Telephone 818 341-3121
---	---

Happy Birthday to Club Members Born in May

1st Jim Albert

1st Ron Cowan

2nd Sheri Updike

10th Pat Kelley

11th Virginia Wolf

17th Sue Boskovich

19th Paul Kirk



21st Larry Keene

26th Craig LaPair

27th Helen Baker

28th Emily Rosso

30th Dudley Ochsner

31st Judy Schubb

May Meeting – The Road That United California

Author of *Ridge Route The Road That United California*, Harrison Irving Scott to speak at the May 3, 2005 meeting of the San Fernando Valley V8's

In the preface to his book, *Ridge Route The Road That United California*, author Harrison (Scotty) Scott, states, "It's strange how your direction in life changes when you least expect it." Scotty's changed dramatically, when in 1991, while traveling to visit his parents in Visalia, he took a detour and found a friend from his youth. That the friend was a long forgotten highway, makes his story even more strange.

You see, after spending 32 years with Pacific Bell and another 10 with the American Red Cross, Scotty was looking forward to retirement. But as he says, "Little did I realize how the old forgotten Ridge Route would replace the proverbial rocking chair we envision when we retire." Scotty goes on to say, "Here I am, not even a member of an historical society, and I've decided to save the old Ridge Route. I look back now and realize how naive I was."

Scotty spent the next six years doing the research required to qualify the Ridge Route for National Register status, and on September 25, 1997, his hard work was rewarded. In fact Scotty's research was so complete and detailed, that not only was the road given National Register status, but so was each historic site along the road, thus eliminating the need for additional submissions. Scotty's diligence and engineering background had paid off.

Scotty obviously still wasn't ready for that rocking chair, because in 2002, using the information from his many years of research, personal interviews, photos, and hundreds if not thousands of trips over the road, he published the book, *Ridge Route The Road That United California*.

Scotty says in his book, "It was never my intention to write regarding the Ridge Route. My objective from the beginning was to get the road on the National Register so it would be preserved and protected."

Scotty's grandson, Noah may well have provided the inspiration for his book. Four year old Noah's comment of, "Oh Wow!" when Scotty showed him a view from Reservoir Summit, pretty well sums up the feeling one has when traveling this wonderful old road.

MEETING continued on page 16

Please see page 14 for a biography of Scotty

Steve Boskovich's '51 Ford, A Bronze Beauty



Our May Car of the Month is in Steve's words, "The best body style of the Flathead years. I love the body style." Who can argue? Steve's car in Hawaiian Bronze Metallic, an original Ford color in '51, is one very sharp Flathead. As we all know, the "Shoe Box"

Fords, saved the company from bankruptcy in 1949 and by 1950 they got most of the bugs worked out of the first totally new Ford in almost two decades. In '51, they added some touches that took the smooth lines, the dramatically improved engine and the upgraded suspension / drive train / combination to its peak.



One of the best styling touches of this year is the unique-to-'51 dashboard. In all but the wagons (why?), you find a fresh approach to the instrument panel, which gives the car a modern look with recessed knobs and 45-degree style line across the middle of

the panel that, for its day, was almost breathtaking. The jury is still out of the replacement of the single spinner grille with the double spinner, but the chrome spear on the sides of the tail lights on the Customs is a definite plus.

Steve's ideal power train is a stock '53 Merc flathead V-8 (255 cu. in. / 125 hp) with an overdrive transmission. This was a very popular factory combination in '53 that to my way of thinking is the ultimate in the 21 year run of the flathead V-8 engine line. Steve just put the Merc engine in his '51 Ford. Why not?

The search for a Flathead Ford convertible started for Steve in 1995 and six months later he found a car in Hemmings that he liked. It was a "drivable" '51 Ford Custom convertible located in El Segundo with a very solid body, a straight frame and no of rust.

Ed note: That folks, is the way to start with less cost and a higher fun factor. If you have body / frame problems and lots of rust the first several years are very slow going.

Car of the Month continued on page 20

Dick Smith is in Great Spirits



Got a note from Blacky Blackwell. Seems that on his way to the Portland swap meet each year, he and Larry Caplan stop off in Redding to see long time San Fernando Valley V-8er Dick Smith. As many of you know,

Dick has been successfully battling cancer for many years. We're happy to report that he is doing well as is Patti. Dick even gets in a little racing when he gets the chance.

It looks from the photo, which Blacky sent along, that Larry, Dick and Blacky even got in a little time in the piney woods. Go Dick!



Antique Car Show At Sunrise Assisted Living

When? 10 am – 2 pm, Saturday, June 11, 2005

Where? 9012 Topanga Canyon Boulevard, West Hills, CA

This is Wendi's annual tour visiting seniors and bringing back fond memories of days gone by. Come join us to see over 30 antique vehicles at this delightful West Hills venue.

BBQ lunch around noon is free when showing your car between 10 a.m. and 2 p.m. Please arrive at the location on the east side of Topanga Canyon south of Nordhoff St. at 9:45 to park your car. You may want to bring a folding chair. You will have a chance to talk with some of the older residents and share car stories with them. Their memories are sometimes quite remarkable.

For information or if you didn't sign up at the meeting call (818) 884-8019. Thanks.

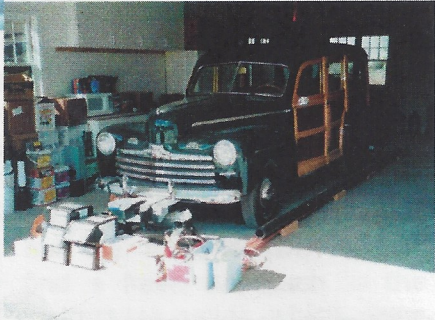
Wendi

Where are Chuck and Terri Luetzgerodt these days?



I am happy to report that I have visited a certain very special '46 Ford Woody that has accompanied us on numerous tours in the Los Angeles area. But I found it under a California Car Cover in Minden, Nevada!

It seems that Acton was getting a little too crowded for the Luetzgerodts a few years back. These are not people that sit around wondering what they should do with life. They go out and do it! Hence the following account of an "action plan."



In 2000, Chuck and Terri started seriously looking for land in Nevada. They choose Minden because of the fabulous views, small town atmosphere, and because "it wasn't California," as Chuck is fond of saying.

In July of 2002 they found their dream 3 1/4 acres north of town. "Turn east off 395 on Johnson Lane and go exactly 3.0 miles. It's on your right just past the water tank." They started building in December 2003. The present building was completed in October 2004. It includes a four-car garage, a large RV storage room (10' high and 35' long). The second floor is a 740 sq. ft. apartment in which they now live.

The big new house was started in February 2004. The walls were framed in March and the roof trusses were loaded while we were visiting on a cool, windy and absolutely clear day, March 25. The attached photos are real!

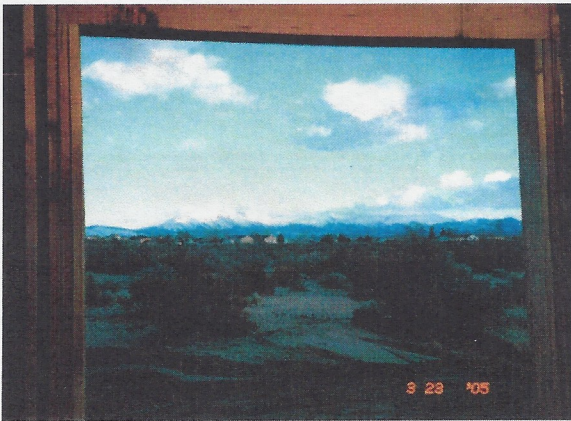
The views of the snow covered Sierras are spectacular. The lights of "Heavenly," one of the premier Lake Tahoe Resorts, are clearly visible on the top of the ridge above the town. Beyond the breathtaking scenery, the place is really quite civilized. All of the major chain stores are within a few miles. For a life style like

Chuck and Terri's, the distance away from, not the closeness to, Home Depot, Wal-Mart, Costco and a large range of smaller chain stores is important. Seems that 8 miles is about right for the basic necessities as long as that distance has a minimum of traffic lights



(3 at last count) and plenty of cows, horses and just plain open range along the way.

Chuck tells us that "This is it. This is the final place, the one we will call home from now on." Of course, there is the usual attention to detail. These two build a house the way Chuck restores a Ford Woody. They do it right the first time! It's a joy to see this kind of life style.



They urge club members to call them (775) 267-1915 and to come by when in the area. Chuck and Terri are first class hosts.

The air is clear, especially at night when, it does seem to get a little cool and the stars are so close you can reach out and touch them. If this is your cup of tea, Wendi and I can't say enough about it. We know from personal experience!

THERE IS A '39 PICKUP IN THE WORKS WE HAVE NEW EVIDENCE.



We saw the photos, and seeing is believing! Scott Doudrick's '39 pickup now has four rolling wheels. They are the 16" variety as made by Ford, and there are tires mounted on these wheels. This is the first time since the teardown two years ago that the frame, and suspension has been

assembled. It's black and beautiful if, wishbones, solid axles and transverse springs are your idea of beauty.

Scott has been making great progress over the last several months. Things slowed while the Doudricks were moving and while action related to recent NASA/JPL projects pulled the builder's attention away from the Early Ford in his life. But, things are back to "normal." The rear hubs are in place and we have a true rolling chassis as Henry designed it. Congratulations Scott! Thanks for sharing the recent photos. You received an enthusiastic round of applause at the April meeting. Keep it up!

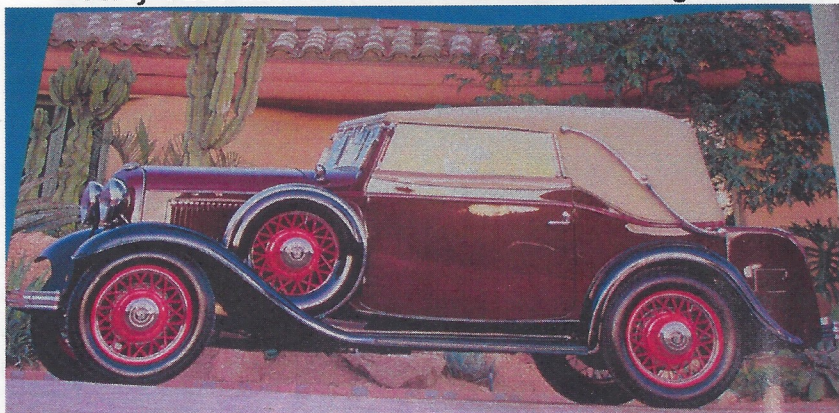


Everyone Wins on the Laughlin Trip

About 35 Valley V-8ers made it to Laughlin under the leadership of Steve Boskovich. The rumor that got back to Drive Lines is that all the guys won at the tables and slots and all the gals managed to loose about the same amount at the same activity. Perhaps that wasn't just the Blackwells, Boskovichs, Durkees, DiFattas, Lehmans, Littners, Kemmerers, Richards and Zabels, it just seemed that way. And wow, the big bingo (that means over \$50) was won by the newly rich John Kemmerer.

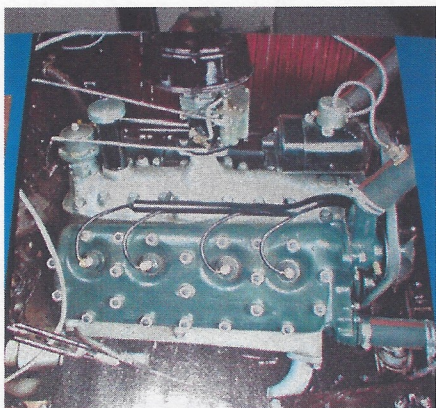
This tour is one of the best of the best. Lets keep it up. Thanks to Steve for organizing another year of this "great deal" trip. We have even heard that next spring will see a bus pulling out of the Valley full of V-8ers headed for Laughlin. Stay tuned!

The '32 Ford Flathead at Pebble Beach Jerry Case and Dennis Keene Make The Big Time



We have been writing about Ken Tibbot's '32 Ford Drauz Coach-built Cabriolet since

April of 2003 when the preparations for the Pebble Beach Concourse de Elegance were under way. Now this car and it's proud owner have taken a huge step in getting the recognition it deserves across the country and probably around Europe as well.



The June 2005 issue of Hemmings Classic Car (not Hemmings Motor News) showcases Ken's fabulous car and it's restoration story (See P.22-29). With eight full color glossy pages Jim Donnelly of Hemmings tells the great history of the car and adds some interesting insights into Ford's heavy involvement in European Ford manufacturing. Have you ever heard of a

Turkish or Rumanian Ford? They are out there!

One of the best parts of this incredible car, is the story of how two Valley V-8ers, Jerry Case and Dennis Keene helped to make it all happen at Pebble Beach. Their story is told here.

Congratulations guys! Job well done and on time! Let's share the good news around the club. These guys are some of our best. It's safe to say, "We go all the way to the top." This is V-8ing at its best! TP

DO NOT CHANGE THE CLUB NAME!



We are still a club ONLY for flathead Ford, Merc and Lincoln V-8s and V-12s. However, we have been noticing an increase in the frequency of a certain model Ford V-8 in the Baker's Square parking lot on the first Tuesday of the month. It seems the new 300hp, 4.6 Liter three valve, overhead cam engine as installed in the '05 Mustang GT is attracting the interest of members. Several people have shown up at meetings with such a car and, we suspect, there will be more, perhaps, this year. At the April meeting, two Redfire Metallic coupes just happened to be parked side-by-side in front of Baker's Square. There is no truth to the rumor that the club name will be changed to the Early Ford V-8 and Mustang GT Club.



Well Wishes to Barry Bernholtz

Word has just reached Drive Lines that Barry had some bad luck and ended up in the hospital last month with a stroke. He spent several weeks at Northridge Hospital recovering according to Arlene and is now home and doing well. He will probably be back on his feet soon and we look forward to seeing him at our May 3 meeting. All the best Barry and you too Arlene.

Survey! Ford Enthusiasts Remember Their Cars!

You may recall that last month we published the summary of a survey completed by Mc Keel Hagerty of classic car insurance fame, whose company insures many of the cars in our club. He has claimed that a national survey completed by his firm suggests that 64% of us would re-acquire our first car, 67% remember the date we bought our first classic car and 73% remember the year, make and model of every car we have owned.

Here are the results of the survey we took at the last meeting. 25 of the 75 people at our last meet turned in the survey sheets. We got no responses from women and about half of those present were women or children, so we got 25 out of 37 possible male responses, a pretty good sampling.

1. It turns out that 100% of us would re-acquire our first car if we had the chance. It is interesting to note that 19 out of the 25 (66%) of these cars were Fords and over half (58%) were flathead Ford and Merc V-8s. There were two flathead 4s and two overhead (Cleveland) V-8s. There were also two Chevys, one Plymouth, an Olds and a Cad among the first "wish I had it again" cars.

2. When we consider the first three cars we owned that we would love to have back, the number of other-than Fords and Mercs includes many Chevrolets, a Chrysler, a Cord, Dodges, a Lincoln, an Olds, Plymouths and a VW.

3. 20 out of our 25 (80%) can remember the year and month we bought our first collectable car. Five do not.

4. So how many cars did you own? Four of us don't remember, 21 do!

The average number of collectable cars owned by members that they remember is 27. WOW!

5. 16 out of 25 (64%) of our members remember the year, make and model every car they have ever owned.

On some of these measures we are way stronger than Hagerty's sample. We would almost all re-acquire one of the first cars we owned, which is much higher than the national sample. We are higher in the percent of our members who remember the date that we bought our first collector car. We are, however, slightly lower than the national sample in remembering the year, make and model of every car we have owned. I suggest that, as car collectors on the west coast, we may have owned many more cars than those insured by Hagerty across the country.

The Harrah Collection, Don't Miss It!

It was a cold and windy day in mid-March as Wendi and I arrived at the National Automobile Museum, The Harrah Collection in downtown Reno. This was supposed to be a flying trip, but the freezing level was 5000' and the next storm was due any hour. Time to drive! The Lincoln headed north on US 395 through snow covered Walker Pass and down into the beautiful Carson Valley to visit friends.

Our docent led us through the modern building beginning with a well organized layout of a turn-of-the-century shop which had a strong aura of horse and blacksmith. Gallery "A" had over 50 of the earliest cars made, including the original 1907 Thomas Flyer. It was the first car to race around the world covering 13,341 land miles and about 9,000 sea miles in 170 days. It has not been restored!

Gallery B includes cars of the 20s and 30s including some of the finest original Duesenbergs, Lincolns and Cords in the world. Gallery C includes cars of the '40s and '50s and '60s. Gallery D has some of the finest race cars and motor cycles the world has ever seen.

Unlike other collections which have a "well restored sample" of a car of the era, Harrah's has the actual original car that was personally owned and driven by the rich and famous of their day. This included cars owned by John F. Kennedy as well as those of other political giants. They pay homage to Elvis Presley and his Cadillacs, while John Wayne's original Corvette is included. Here we find the last car that was owned and driven by Howard Hughes and many others of equal fame.

So, what does Harrah have in the line of Ford products? Some of the most interesting are James Dean's '49 Merc Coupe driven in the film, "Rebel Without a Cause" and one of JFK's Presidential Lincoln Continentals, among others.

One last note on a personal level, since I worked my way through college pumping gas and greasing cars at Harold N. Smith's Union 76 station on State St. in Santa Barbara, it was a real thrill to visit Harrah's complete 1954 Union Oil Lube room including all the blue and orange packaging on original products we used to sell and install under Harold's watchful eye. I don't quite know how they did it, but they managed to even get that same familiar smell into an indoor room in the middle of Reno. What a trip!

Where is the Battle Bourne RG and what is the Silver State V-8?

As you can tell by now, Wendi and I were looking at Early Ford V-8 life in northern Nevada.

We have reported on the generous number of Early Ford products on public display at the Harrah's Collection in Reno. We have told of the outstanding progress of Chuck and Terri Luettgerodt as they moved from Los Angeles County to Minden, NV, and the breathtaking Carson Valley.

But, what is located in this wild and wonderful area that is specific to our Club? The answer is the Battle Bourne Regional Group #12. It turns out that there are about 30 families that belong to this vigorous club, which often meets in Carson City, the capital of Nevada. Their name, Battle Bourne grows from the idea that Nevada became a state during the Civil War. Their newsletter, "The Silver State V-8" is so named as northern Nevada is where huge fortunes in silver were mined in the 19th century, specifically near Virginia City, an interesting old mining town, kept in a state of "arrested decay" for historical purposes.

We talked with the enthusiastic Mary Jane Harding of RG #12 who told us that they meet in Reno or Carson City on the last Tuesday of each month. Our members are cordially invited to attend their meetings by first calling Mary Jane at (775) 265-7074 for meeting location information.

We are now exchanging our Drive Lines with the "Silver State V-8" newsletter, which joins the other newsletters we receive each month from around the country. Between a stop at Chuck and Terri's, a couple of hours at Harrah's Collection and a call to Mary Jane, one has a lot to do in this exhilarating corner of Nevada.



Survey continued from page 11

In areas where climate plays a much larger role in how people can use their collector cars there may be more tendency to "stay indoors" in more ways than one. TP.

I found it interesting that I didn't consider my Ford V-8s "collectable" until the 1990s. I owned and drove lots of them as did my Dad, but they were just cars to drive, to fix up, make noise with and race around in an informal sense, but "collect a flathead Ford?" Not really! That was just for guys with Pacards, Duesenbergs or Cords. TP

Biography: Harrison Irving Scott

Author of Ridge Route The Road That United California

Submitted by Helen Baker

Harrison Irving Scott is a native of Southern California residing in Torrance with his wife Marie. They have three children, John, James and Kathleen and three grandchildren, Noah, Hannah and Sophia. Harrison spent 32 years with Pacific Bell, holding various job titles from "Technical Instructor," to "Switching Engineer." He also spent 10 years with the Los Angeles Chapter of the American Red Cross. He is a member of the Conference of California Historical Societies, the National Association of Railroad Passengers, The Train Riders Association of California, Rail Pac and the Pacific Railroad Society.

After retiring in 1987, he became interested in the old Ridge Route with an objective to get it placed onto the national register. Scott worked six years with Angeles National Forest Archaeologists to gain historic recognition for the road that was considered an engineering marvel in 1915 when it opened. Their efforts were rewarded on September 25, 1997, when 17.6 miles of the original highway were placed onto the National Register in Washington D. C. Prompted by Lois McDonald, former editor of the California Historian to document his research in book form, Scott spent two additional years researching the road prior to publishing his book in 2001. Scott's efforts have been recognized in "Preservation magazine," the magazine of the national trust for historic preservation; in "Westways;" in the "California Historian," a publication of the Conference of California Historical Societies, and various newspapers including the Los Angeles Times.

Scott formed the "Ridge Route Preservation Organization," (RRPO) a non-profit corporation dedicated to preserving the old highway and educating the public about California's first mountain highway. Working with Assemblyman Runner, the California legislature successfully passed a resolution which allows the RRPO to place a historic monument honoring the old road along the current I-5 Ridge Route at Castaic Junction. Huell Howser also taped a one hour program with Mr. Scott featuring the 1915 Ridge Route on "California Gold," for KCET in Los Angeles. Scott received the California State Assembly Certificate of Recognition presented by Assemblyman George Nakano in honor of his outstanding dedication and artistic contributions in literature to the community of Torrance. Visit www.RidgeRoute.com for more.

Secretary's Minutes

Date: April 5, 2005 **Meeting Place:** Baker's Square

Meeting Leader: Ken Sapper

CARL'S Car Count: 15 + TWO '05 Mustangs...RRRRRRRed!

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

Introduction of Guests: Welcome!

Phil Delavan, '36 Fordor convertible, Todd Varble, '37 3-window coupe, Mike Boskovich, grandson of Steve Boskovich, Bob and Maryellen Zarnosky, '47 Woody station wagon.

President's Notes: Ken Sapper

Our March tour to the Nethercutt Collection was great! Thanks to Tom Potter for his great work on Drive Lines. Thank you to Dick Stones for his hard work on our new club roster.

Treasurer's Report: Ingvar Carlson

We had a good month. The Laughlin tour is bought and paid for! Thanks, Steve Boskovich!

Membership: Dick Stones

Our new roster is published! Thanks to Joe DiFatta and others for their help.

Tours: Steve Boskovich

Please see Tours, page 2. Wendi told us about the Car Show at Sunrise Assisted Living, Saturday, June 11, 10-2. See page 5.

Announcements:

We are planning a tour to El Mirage to see what Ron Main is up to, as soon as the dry lake bed is dry, again! Tom Potter shared anecdotes from the Potters' trip to Nevada and a visit with the Leuttgerodts. They brought back great pictures!

Car of the Month:

Congratulations to Steve Boskovich and his 1951 Convertible.

This month's Drive Prize goes to Mike Ewing.

Program for the Evening:

Blacky Blackwell told us about the Portland Swap Meet

Raffle Winners:

Ladies: Ashley Bergman and Karen Lehman

Name Badge: Shirley Richards

50/50 Drawing: Rachael Doudrick

Minutes submitted by Rachael Doudrick



New Shoes!!!

MEETING Continued from page 3

As Scotty says, at the end of the book's preface, "This book is dedicated to my grandchildren. Through the eyes of a child: Oh Wow!"

Having driven the Ridge Route following along with Scotty's book, all we can say is, Oh Wow!

Please join us as we step back in time and tour California's Ridge Route with author Harrison Scott, and we can guarantee that by the end of the evening, you too will say, "Oh Wow!"

Scotty will sign copies of his book at the meeting.

For additional information contact: Helen Baker 818-705-3930 bakerhab@aol.com



Car of the Month Continued from page 4

It turns out that Steve is the fourth owner of the car. He has installed a rebuilt engine, a new top with new hydraulics, new leather interior. Many parts under the hood have been chromed and, of course, the new paint and refurbished chrome and stainless on the body makes the car look totally sharp.

Steve reports that it drives like new. He has taken it to Placerville and San Louis Obispo on tour. In 2003, it won "Best of Show, Convertible" at the Big Bear Fun Run.

The photos in this article include Steve and his 13-year-old grandson, Michael Boskovich who attends 8th grade at Castaic Middle School. *Note to Michael: If you're lucky and you get good grades, in about three years, Grandpa may let you drive this car. Look out! The girls will definitely be watching you!*



Wanted, For Sale or Trade

For Sale 1940 Ford Tudor. Exceptional, Original. Asking \$28,000. Leon Kaplan, (323)937-1885 or on line, LEONKAP1@AOL.com.

For Sale: 1935 - 36 Ford parts. You name it: I may have it. Dave Sanborn, (818) 709-0741.

Wanted: U bolts and brackets for 14 leaf rear springs, part numbers 58-5705-A and B-5710-C. Scott Doudrick, (626) 398-4106

Wanted: '32 Ford front and rear original bumpers. Don Underwood. (818) 246-4560.

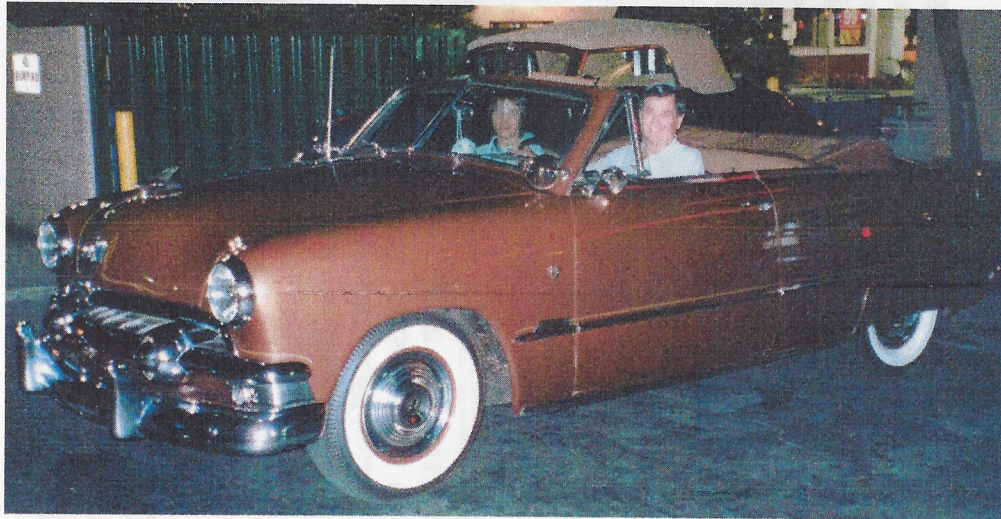
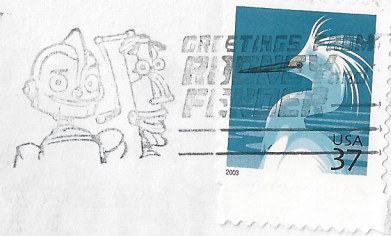
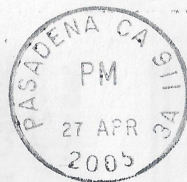
The Valley 's

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



Car of the Month
Steve Boskovich's '51 Ford

91326+3049

