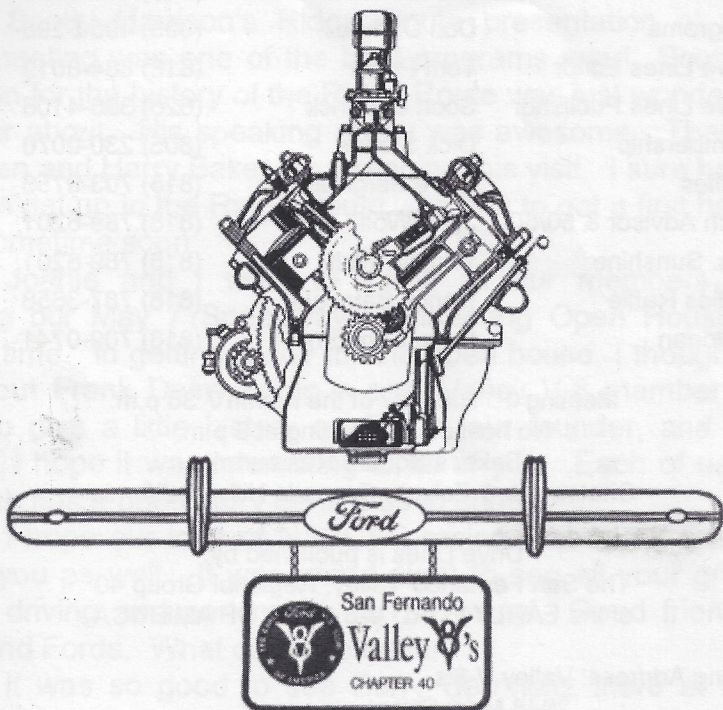




June 2005

"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
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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	(818) 709-0741

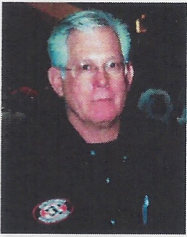
Meeting 1st Tuesday of the month 7:30 p.m.
No host dinner starting at 6 p.m.
Baker's Square Restaurant
Chatsworth & Zelzah, Granada Hills, California

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

— June 2005 —



Greetings to all you V-8ers –

In opening my June greeting, I've come to realize that the members of the Valley V-8 Ford club are very special people! Thanks for letting me be a part of Chapter 40.

At the last meeting, it was great seeing some past members along with a past president Chip Werstin with his wife Jenny. What a small world, I had just met him at a car show the previous weekend.

Scotty Harrison's Ridge Route presentation at our May meeting was one of the best programs ever! Scotty's passion for the history of the Ridge Route was just wonderful to hear about. His speaking ability was awesome. Thanks to Helen and Harry Baker for arranging this visit. I sure hope we can get up to the Ridge Route with him to get a first hand tour sometime soon.

Joanie and I want to thank all our members for making our May 7 Speedway Engineering Open House a grand time. In getting ready for the open house, I thought a lot about Frank Deiny being a past Valley V-8 member. I tried to give a little history on Frank, our founder, and his roots. I hope it was interesting to all of you. Each of us in the club has a good story behind us to share.

I hope our love of NASCAR racing rubbed off a little on to you as well. It was grand sight to see all your great Fords driving and parking in our driveway! Good friends, food and Fords. What could be better?

It was so good to see Barry Bernholtz there at the May meeting "on the mend". Hang in there, we are all supporting you.

We have a real "Hooky" day coming on June 8th. We'll hear more about that from Steve at the next meeting. Come early to the June 7th meeting for tire kicking, dinner and desert. Happy driving!

Kenny Sapper

Next Meeting, Baker's Square, June 7, 7:30 p.m.

Come join us at our regular San Fernando Valley V-8's meeting at 7:30 p.m. at Baker's Square on the corner of Chatsworth and Zelzah, June 7, 2005.

As usual, there will be a no-host dinner starting at 6:00 for all who wish to get together with V-8 friends. We have had a very exciting month and there is much to talk about.

The program for June 7 will be a presentation by Dave Sanborn on Vintage Travel Trailers. This is a subject of great interest to all of us, yet one about which many of us know very little. This will be exciting. Don't miss it!

Calendar

June 8. This tour Promises to be a Unique Experience.

You MUST register with Steve Boskovich at 818-341-6879

- When? **Wednesday, June 8, 9 a.m. SHARP**
- Where? Meet at **Lake Hughes Road and I-5, McDonald's parking lot**
- What? Drive to Arvin. **Tour Grimmway Farms Carrot Packing Plant., Lunch at Woolgrowers Basque Restaurant** in Bakersfield
- More details on Page 10

June 11, 10-2. Sunrise Car show. 9012 Topanga Canyon Boulevard. Wendi Potter helps organize this one. **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. Call Wendi for details, 818-884-8019.



Dick Colarossi

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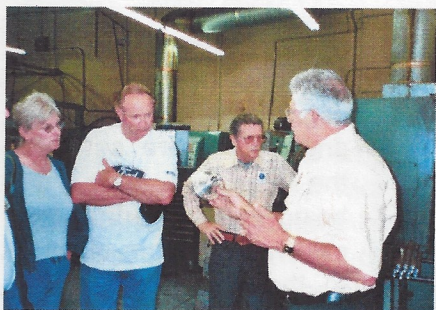
Speedway Engineering Tour A Glorious Saturday



The club met at Sepulveda and Rinaldi at about 9:30 on a beautiful Saturday morning. By 10:00 a.m. we were at Speedway Engineering, the shop where the fun began. We were now up to about 30 cars, modern and early Ford V-8s. All

together, about 60 of us were given tours of Speedway, lunch and a chance to visit the Nethercutt Museum. We heard how the history of the Speedway played out. We heard and saw exactly what a quick-change rear end is; it's history and its design and development. We saw axles, which were polished, of course, even though they would never see the light of day.

We saw ring and pinion gears, bearings, and spacers. We saw cut-aways of the real thing. That would be a quick change rear end with all the gears in place.



The guys got more than 90 minutes of Ken's undivided attention as he explained the most important machines in the shop with the products they produced, all on display next to them. Some machines were built in the early '50s and are still going strong. Some are the latest

computer-controlled Japanese lathes. We saw sway bars, mounting brackets, axles, gears and housings. We saw the rough castings as they came in, and the outgoing perfectly balanced and polished precision parts ready to prove their quality on the track.



One of the best features of this tour was that the gals were given their own special tour with Joanie Sapper, the lady who has worked at Speedway for a huge number of years and knows exactly what is going on. She is the office manager and executive secretary. Yes,

she is married to the President, which might give her just a little edge when it comes to explaining how things get done around the place. She's a great role model for the gals and all of us. Special thanks to Joanie for making the tech stuff digestible for the ladies!

It seems that in the racing business, quality is everything. The last thing anyone wants is a part failure in the middle of a race. Hence, axles are frequently replaced and Speedway is a regular supplier to many big names in racing. An example Ken gave us is that a set of tires costs \$1500, an axle costs \$300. Both wear out during a race. Between races, it takes a while to replace an axle "just to be sure" while the tires can and often are changed by a good pit crew in seconds during a race. Guess what? Axles get changed often, even after one or two days of racing. Seconds and dollars count big in this business. Tires sometimes run quite a few races and due to costs, get changed less often.



Then came the question of rear wheel alignment. Often, caster and Toe-in are set into the rear axle as it is being built-in so that the car wants to turn slightly to the left all the time. This can mean better cornering and a big advantage to the driver who spends a large part

of each race turning left. When all you are doing is left turns, why not give yourself a little help in making that turn a good one? Speedway can and does build it into the rear axle to your specs!

We learned that in 1964, Frank Deiny started Speedway Engineering. Then, In 1967 Ken started working part time at the plant on welding and rear axle assembly. In 1969, Ken was asked to work full time. You should have seen the place where we worked! If our customers had come to make a personal visit, it would have been a shock. It was an old junky building at the end of a dirt alley.

Then, just after the 1971 Sylmar quake, Frank was able to get the property on Bradley for a good price and the new home of Speedway was assured. By 1974, the building was up and running. Today, Speedway uses about half of the building and the other half is rented out. The structure was put in the center of the

Speedway Tour Continued on page 12



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Significant New Contributor to Drive Lines Production

M.V.P., which stands for Most Valuable Printing is headed up by Miguel Silva, a good neighbor of Pres. Kenny Sapper. Though his operation is right next door to Speedway Engineering, he is actually a good neighbor of the whole Valley V-8 Ford Club for a special reason: Miguel has agreed to help off-set one of our biggest monthly expenses, the cost of ink for printing Drive Lines! We want to send a huge V-8 THANK YOU to M.V.P. and Miguel. *This is a wholesale operation only, so Drive Lines understands that we as individuals can't buy from M.V.P. But, we all know that if we could, we would. What a HUGE help this is to our club! TP*

Car of the Month, Phil Delavan's '36 Ford Convertible Touring Sedan



Phil has owned this gorgeous car for about two years. During that time, he has converted it to hydraulic brakes. That included changing the front drums and the backing plates. The work, though

not inexpensive, was very well done by Dave Grant of Santa Clarita.

Before Phil owned the car, it belonged to Joe Longobardi of Temple City, CA, the 1936 Ford Advisor for the Early Ford V-8 Club of America. That is a huge recommendation for the car and it looks like it would have been Joe's pride and joy then, just like it now is for Phil.

I called Joe to get the information he had on the history of the car.

Joe purchased it from a Tarzana owner in 1980. The body was off the frame, but it had a complete Columbia and appeared to be "all there", albeit, in boxes and bags and just stacked on the floor. Joe started putting the car together. It got an engine and top notch drive train, new wiring and first class assembly job. The interior included a leather Le Baron-Bonnie kit with a first rate installation, and a new top. By the mid 80s, it was back on the road. It got a stock Ford '37 steering gear. Joe had to plate the V-8 emblem "about 25 times" to get it right. But now, it is totally "right", as are all the parts on this beautiful example of what a great flathead can be like.

It has been on numerous road trips around California and has no cooling problems. With the Columbia, as you can imagine, it cruises smoothly at 65 with no fuss at all.

What strikes one as soon as you see this dark blue beauty, is that it has an unusual trunk. Many '35 - '36 convertible sedans simply have a spare tire hanging at a nice angle on the rear of the car and there is no provision for a trunk.

Car of the Month Continued on page 11

History of the Ridge Route. A Video / Lecture by Harrison Scott.

It was as dramatic and romantic as it was dangerous and deadly. When opened in October 1915, it was truly a great accomplishment in highway building. According to the San Francisco Chronicle the Ridge Route was, "one of the most remarkable engineering feats accomplished by the State Highway Commission. It is Southern California's Magnus Opus in mountain highway construction."

For 18 years, if you wanted to drive over the Tehachapis, this was the shortest and most scenic way to do it. There were fancy hotels that catered to the needs of those driving Packards, Marmons, Pierce-Arrows and Lincolns and campgrounds and basic motor courts that met the needs of the Ford Model "T" crowd.

Our presenter was Harrison Scott, a man whose passion for over six years has been the preservation of the "Grapevine Route". His book, "Ridge Route, The Road That United California," is the definitive work on the subject. It is a road so etched in the history of the Tehachapis that to mention it to locals even today, is to elicit stories that almost always start with, "I remember the time when..."

In 1920, it took about 12 hours to drive from LA to Bakersfield through the 697 curves and the steep grades that kept drivers busy shifting and steering. The most challenging of all was braking. It seems that brakes, particularly those on early heavy trucks, caused the most spectacular death and destruction along the route. Some of the grades were in excess of 7 %. Given the low horsepower available to drivers in those days, power and braking were very real issues. Sometimes you ran out of lower gears before you made it up the grade. Backing down was not a good option. Model T's, which regularly drove the road, had 20 hp and could cruise the road at the speed limit of 15 mph (or even higher?).

The heavy trucks, however, were much slower with a speed limit of 12 mph and often caused long delays as they ground their way up the grades. The 4400 ft. crest of the route, Granite Gate, was dramatic. A nearby engineering feat, Culebra Cut was 110 ft. deep, the deepest along the 40-mile route. Many other cuts were necessary, the more famous being Swede's Cut, Castaic Cut and Big Cut.

The road was built in 1914 and opened in 1915 at a cost of \$450,000, a huge amount in those days. It was paved in 1919 and used heavily until 1933 when it was replaced by a "modern" three-lane road.

One issue was the signs that were needed to properly warn motorists of the dangers that lay around the corners. Since the State of California was in the road building business, not the sign business, the Auto Club of Southern California erected 150 metal road signs. Those 697 curves amounted to 97 complete circles between Castaic and Gorman. If you went to the bottom of the Ridge Route, there were 110 complete circles. If your stomach is a little unstable, don't try this in the back seat of a model "T".

You probably recall that there are no brakes on the front wheels of a Model "T". Though there are brake drums on the rear wheels, those are only the emergency brakes. The "service brakes" are on the driveline. Could that mean that on loose or slippery surfaces, the braking power is very limited, possibly only one rear wheel is actually stopping the car?

An additional note found on P. 84 of Harrison Scott's book states that during the paving of the road in 1919, a detour, part of which included a 20% grade, was necessary for over 1 mile between Lebec and Rose Station. To compound this problem, the surface was adobe, which meant that when wet; the road became extremely slippery and virtually impassable. Tow trucks were stationed at each end of this road to help motorists, but two serious accidents during the first week of operation made the safety issue prominent news in local papers.

We want to thank Mr. Scott for his interest and persistence in making the route not only famous, but one that we hope can be a venue for a tour in the not to distant future. TP

Happy Birthday to our Members Born in June !

2nd Harold Johansen

3rd Jerry Jensen

3rd Dick Colarossi

5th Ron Main

6th Don Stout

7th Larry Caplan

7th Karen Lowry



8th Rose Gott

9th John Kemmerer

14th Darryl Thomas

23rd Chuck Mair

23rd Al Rohrer

24th Barbara Sadd

28th Scott Doudrick

Articles of Interest

From the AUTO RESTORER, MAY 2005

1. There is a great write-up and a sort-of-drive test of a beautiful looking '50 Ford with a hot flathead V-8. The only problem I can see with the car is some less than ideal vertical chrome bars in the rear window a-la '49 Merc. They don't work so well on the Ford back window in my view.
2. Interesting short review of Joseph Cabadas' River Rouge – Ford's Industrial Colossus. I ordered my copy from Amazon.com for \$25, not the \$40 advertised in the original review. It arrived May 10! This coffee table, large format book has a huge number of black and white photos of all the action at the Rouge and is completely worth the investment. As usual, there are a few misprints about such items as the year of a pictured car's manufacture, but the story of this most unique factory is well told. The book is hard to put down.

From the OLD CARS WEEKLY, APRIL 28.

1. In the 2005 Club List we are there! See P. 34. We appear as the "Early Ford V-8 Club of America, San Fernando Valley" with Steve Boskovich's address and phone. GREAT! Now we will be even better known! There is only one other club listed for California EFV-8s. It is the Redwood Regional Group out of Santa Rosa. This is one of the clubs with which we trade publications each month. Their Redwood Review is one of the top pubs from around the country. Thanks Steve!
2. Not Exactly a Bargain Department: On P. 71 of the same issue, a photo appears of the Howard Hughes '53 Buick Roadmaster with the note, "A world record price of \$1,650,000 was paid for this '53 Buick Roadmaster at the Barret-Jackson Palm Beach Auction in Florida." The car, formerly owned by Howard Hughes, has a unique air filtration system capable of completely purifying the air inside the car and a 24 volt charging system to go with it. Do you suppose Howard Hughes ever owned a Ford? (Not likely)

Upcoming June 8th Tour Details

Call **Steve Boskovich to Sign-up.** (818) 341-6879. It's a must! A tour of Grimmway Farms in Arvin is planned for Wednesday, June 8. Grimmway Farms is the largest grower/packer/shipper of carrots in the world. Its facility in Arvin packs over 250 double semi-truckloads per day, five days a week! It is an amazing sight to see; millions of pounds of carrots being processed for eventual delivery into our homes. Under the roof of a seven-acre building, we will see each stage the carrots go through from beginning to end.

We will meet at the McDonald's at Lake Hughes Road and I-5 in the morning and leave at 9:00 am SHARP. You MUST sign up with Steve Boskovich if you intend to join the tour. Following the tour, we will have lunch at the Woolgrowers Basque Restaurant in Bakersfield. If you've never experienced a Basque meal you are in for a treat and a feast.

If you plan to attend, please read and employ these rules for the tour:

1. No cameras are permitted in the facility.
2. Glass of any type is not permitted in the facility.
3. Hair must be fully contained under a company provided net.
4. No open-toed or open-heeled shoes, dresses, or shorts are permitted in the facility.
5. The wearing of jewelry, such as earrings, wristwatches, rings, pins, brooches, necklaces and bracelets is prohibited. Plain wedding bands are permitted.
6. No Ball caps, Cowboy hats, Sombreros, or Straw hats will be allowed in the processing areas.
7. No items shall be dangling from pant pockets or belts.
8. Eating food, drinking beverages, chewing gum or eating carrots is prohibited in the facility.
9. Personal belongings such as purses, newspapers, briefcases, etc. are to be left in vehicles during tours.
10. Shirts and blouses must have sleeves that cover the underarms and completely cover the midriff.

The facility is 34 degrees inside, so please dress accordingly.

Some Simple Tech Facts that Make Sense.

The idle speed of the Ford V-8 can be checked easily with no tools or expertise except the common sense precaution: **KEEP YOUR FINGERS AND HANDS AWAY FROM THE FAN WHEN THE ENGINE IS RUNNING.**

1. With the engine stopped, make a heavy chalk mark on the outside of the fan belt.
2. Start the engine and count the number of times the mark passes a certain point like the top of the fan pulley.
3. A correct idle speed is about 25 fan belt revolutions every ten seconds. (=500 engine rpm)
4. Obviously, a higher count means you should adjust the idle adjustment screw to slow the engine down (in for leaner, out for richer). etc. In our two barrel carburetors, each barrel should be adjusted the same.

The **spark plug gap** for Ford Flatheads is 25 thousandths.

1. Pull and clean the plugs. Note if there are any unusual deposits on one plug and which cylinder that plug came from. There may be a leaky head gasket, a crack, a valve or other problem in that cylinder.
2. Using a feeler gage, check and adjust the gap to .025 by tapping or prying the electrode **slightly** to adjust to the proper gap. Use care not to damage the porcelain insulator around the center electrode.

Normally, electrodes "burn off" about .001 for every 1000 miles of use?

This information is summarized from Don Cunningham's Tech Facts published in the Big Valley Rumble (Stockton, CA) May '05. Big V-8 Thanks, Don!



Car of the Month Continued from page 6

Of course, Ford sedans and coupes up through 1936 have had a Potter trunk available as a dealer option with a folding rack to support them, but this gives the car an awkward look. This car, by contrast, has a beautifully styled trunk built into the body. It is complete with dual tail lights mounted on the trunk lid. I am speculating that this is an Edsel Ford touch. My guess is that old Henry would have had little patience for such a thing. It adds greatly to the graceful lines of one of the most sought after Fords of the mid '30s.

Barrett-Jackson auction seems to set prices of our stock Ford Flathead V-8s “a little higher!”

This is more on the recent Barrett-Jackson where the big \$\$ seem to tell us about the collectable car market. This information is summarized from the 1949-53 Ford Mercury Newsletter dated March 31. I wonder why it arrived in the May 2 mail? These prices are not reflective of what all our flathead V-8s are worth, but at least a few of them seem to bring in some large dollars.

Anyway, the Shoebox people ('49 – 53 Ford / Merc) share their take on the recent auctions in Phoenix and Palm Beach:

1. Collector cars of the Auburn, Cadillac, Lincoln “K-” variety from the 30s seem to get less attention these days. A lot of interest is coming up in the 1950s – 60s muscle cars, both stock and loaded up with engines, described as 350/400 (350cid/400 hp) and 454/425 etc. They are still Fords, just a “little hotter” than the factory built them.
2. In the 239/100 (stock) category were two cars of particular interest. One was a stock '52 F-1 pick-up with a 239/110 engine, a truck four speed stick on the floor, red with black fenders. Sold at \$43,200.
3. Then there was my favorite, a 1953 stock Crestline Victoria, a 100 point, multiple show winner which sold for \$23,760.



Descanso Gardens Tour



It was a clear Saturday morning when we met at the corner of Rinaldi and Sepulveda. About twelve cars including six early Ford V-8s ended up at the Descanso Gardens Parking.

The flathead V-8s of special note included the Prez in his Ford flathead V-8 powered racer, Steve Boskovich in his '51 Ford Convertible (last month's Car of the Month), Don Underwood's spectacular '32 Tudor V-8 (pictured) and Charlie Butler's '51 Merc coupe among others. Gorgeous cars all!

Speedway Tour Continued from Page 5

lot to provide access and parking all around it. We even got our club cars into the parking lot with room to spare.

In 1979, the shop began building cars as well as parts for them and many of those "shop cars" did very well on tracks all over Southern California. Though the shop products have changed over the years, the bread and butter of the business has always been their now famous "quick change" read ends. Entire race cars are no longer built at the shop, but the smell of racing is everywhere and Ken's cars certainly reflect it.

When it was time for a break, a great lunch of lasagna and salad with yummy desserts and sodas was served (and devoured) by the hungry crowd.



By 12:30, it was time to go across the street to walk through the famous Hudson steam locomotive that the Nethercutt Museum has on display. Complete with its tender the Canadian Pacific steamer is "pulling" a luxurious private car of the sort

used by wealthy travelers in the early part of the 20th Century. This 4-6-4 steam powerhouse seems to be beautifully restored as is the dining / sleeping car attached. Such cars were often added to a train covering a desired route at the request of the rich and powerful owner. Why rent someone else's hotel rooms when you can bring your own? What a way to travel in the 1920's - 40's!



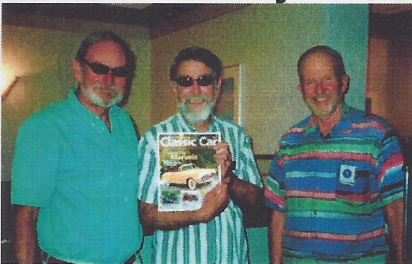
The Valley V-8 Club, friends and guests had a great tour at Speedway Engineering. The tour was very informative and the club was most enthusiastic. Special thanks go to Joanie and Ken Sapper for organizing this great day for us all. TP

It was a glorious day. The Gardens were in great shape. The flowers were everywhere. Many from our group took the one hour tram ride around the gardens, others wanted to walk the park to see the exotic roses, azaleas, gardenias, hibiscus and many tropicals to numerous to mention. Los Peliguinos, an outstanding band including guitars and drums from Argentina, played and sang for a crowd of over 100 in the amphitheater near the Japanese Tea Garden. There was even a (very) narrow gage railroad for the little kids.

Many of us had a picnic on the spacious tables provided. This was a fun day. Yes, we will get back to Ft. Tejon, but it may be quite a while before the State gets the flood damage repaired. They do have quite a few bridges and roads still out or down to one lane to repair. Thanks for your flexibility. Remember to call the information number listed in the Drive Lines if there is any question about a tour or special event location or direction.



May Meeting Highlights



It was decided to give Jerry Case and Dennis Keene a little help in avoiding the glare of the lights and press attention they are bound to receive after their work on Ken Tibbot's '32 Ford was written up in the June 2005 Issue of Hemmings

Classic Car. The club has given each of them dark glasses so they can make an easier escape from autograph seekers and photographers who often make the lives of famous people difficult.

Your editor also decided that each should receive a copy of the glossy full color magazine in which the eight-page article highlighting their work appeared.

Congratulations to both of these V-8ers. As we know, the car ran beautifully for the Pebble Beach Concourse in 2003 and later won first place at the Palos Verdes Concourse de Elegance. Ken Tibbot has won the recognition that his car deserves for the huge amount of time effort that went into bringing this most unusual car back from a state of virtual ruin to a true show classic. This little '32 Ford flathead V-8 can stand tall next to the huge Packards and Dusenbergs of its day.

Secretary's Minutes

Date: May 3, 2005

Meeting Place: Baker's Square

Start Time: 7:30

Adjournment Time: 9:00

Meeting Leader: Ken Sapper

CARL'S Car Count: 18 cars!

Introduction of Guests: Welcome!

Former Valley V-8s President, Chip Werstin with his wife Jenny Harry and Helen Baker's friend Harrison "Scotty" Scott

President's Notes: Ken Sapper

Barry Bernholtz was able to make it tonight and was sure glad to be here.

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 page 2.

Let Ken know if you are going to Big Bear this year. He will get our cars all parked together.

Announcements:

Tom Potter 'honored' Denis Keene and Jerry Case for their work on the '32 featured in Hemmings Classic Cars.

Car of the Month:

Congratulations to Phil Delevan '36 Fordor Sedan Convertible.

This month's Drive Prize goes to Tom Potter.

Program for the Evening:

The History of the Ridge Route by Harrison Scott

Raffle Winners:

Ladies: Sue Boskovich and Carole Jensen

Name Badge: Georgia Munroe

50/50 Drawing: Dave Sanborn

Minutes submitted by Scott Doudrick



Advance Sales Brochure for Ford's 2006 Fusion

I liked the looks of the new model, placed between the Focus and the Taurus, when I saw it at the LA Auto Show last January. It still looks good! Seems to have an attractive selection of options including: Ford's 210 hp V-6 with variable cam timing, a 6-speed automatic, traction assist, two row side-curtain air bags, side-impact air bags (hidden in the front seat backs), tire pressure monitor system, traction assist, and 17" performance tires. Ford is guessing that a fully equipped sedan will carry an MSRP of around \$25,000. Seems like a lot of bang for the buck. We'll keep you posted.

Wanted, For Sale or Trade

For Sale: 1941 Ford Super Deluxe Sedan Coupe. older restoration western car, good condition, a good driver, 8BA motor Columbia rear end, dark blue, radio, heater, turn signals, spotlight and bumper guards, \$15,000.00. Contact Gary Hoffman at 775-883-0286. He is helping sell the car for a friend...

For Sale: 1947 Ford Super Deluxe Coupe. \$16,000 OBO. Al Rohrer (818) 345-3721

For Sale: Floor Mats '52-'54 Ford. Allan Franklin (818) 842-2230

Wanted: Iron cylinder head for '36. P/N 40-6049-B w/ Ford Script on it. Must have "wide" spark plug openings. Randy Watson (805) 492-6202

Wanted: Original '32 bumpers. Don Underwood (818) 246-4560

New Member Information for your Roster

We have a new member, who also has won Car of the Month for June. He's an amazing collector who recently sold a great '36 Ford coupe then bought our blue beauty that became June Car of the Month. See Phil's incredible '36 convertible touring sedan in our Car of the Month article and, of course, on the front cover! Then add Phil's information to your Club Directory:

Phil Delavan
26301 Marsala Dr.
Santa Clarita, CA 91355
Home: (661) 222-9106
Cell: (661) 312-3105
delavanpc@concast.net

'36 Conv. Touring Sedan

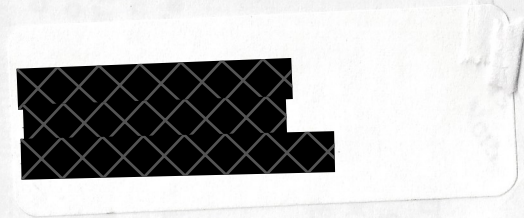
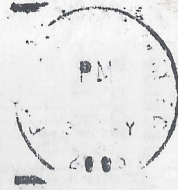
The Valley 's

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
Phil Delavan's '36 Convertible Touring Sedan

Advance Sales Brochure for Ford's Advance

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