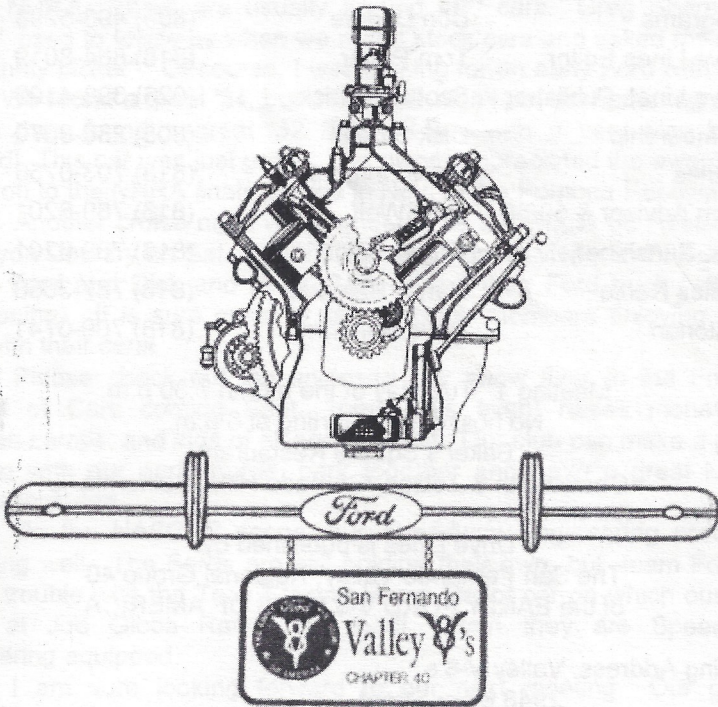




August 2005

"Our 35th Year"



Drive Lines

The Valley 's

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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

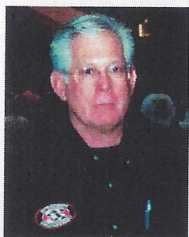
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Mailing Address: Valley V-8's
2948 Mary Street
La Crescenta, CA 91214

President Ken's Message

— August 2005 —



Hi Friends,

Our July meeting had a good number of early Fords, they were all looking sharp! Some of our members are traveling on vacations, we wish them safety. Joanie and I headed toward the mountains, and we landed up in Kennedy Meadows for a little camping...then on to Independence, turned west and traveled as high as we could in our Ford F250, to get out of the heat. The waterfalls up there were crisp and cool. I didn't stand a chance to catch any fish...too much water and not enough fishing skill.

At the beginning of July, Joanie and I went to the Twilight Cruise at the NHRA. There are usually around 400 cars. Greg Sharp, the curator, used to follow us when we raced stock cars and asked me to be a "celebrity picker". Of course, I was looking for an early Ford with a flat head. We found a great '34, but the owner didn't put his name tag on it. So we then found a great '32 Ford Hi-Boy with a very nice blown flathead! This car was just great. The owner appreciated the award and is now off to the NHRA finals parade in Nov. at the Pomona Raceway.

Another cruise night we attended was the Route 66 Restaurant in Canyon Country on Sat. the 9th. There we got to visit with Phil driving his '36 Ford and Dick and Rose Gott, driving their Ford truck (with air conditioning). It is sure great to see our club members enjoying each other with their cars!

Please check out the enclosed Car show flyer to the Foothill Festival of Cars coming Sept. 10th! This event raises money for Christian camps, and kids of all ages benefit. Our club can make a great showing with our early Fords, park together and have a great lunch, which is included.

On the NASCAR scene, our Speedway Engineering products are doing well. The Fords are still holding their own, but team Ford is having trouble with the Tony Stewart Home Depot car on which our son works at Joe Gibbs Racing. Not bad! Hey! they are Speedway Engineering equipped.

I am sure looking forward to our next meeting. Our guest presenter is Charlie Butler. I am sure looking forward to it!

Our thoughts and prayers go out to Art Bergman. He has been in and out of the "shop" for some repairs and we wish him a speedy recovery.

See you all at the next meeting...then we're off to Big Bear for the Fun Run!

Sincerely, your Prez,

Kenny

Next Meeting Tuesday, August 2nd

Our next meeting will be, as usual, at Baker's Square, Zelzah and Chatsworth, Granada Hills at 730 p.m. Please join us for a no-host dinner about 6 p.m. and enjoy an evening with V-8 friends. Don't forget to drive that beautiful Flathead V-8. That Early Ford of yours is a winner every time.

Calendar Items of Interest

September 20, 10:00-3:00. Foothill Festival of Cars. See insert for entry details, and page 11 for Flathead prize categories.

Save up for that big (and fun) Annual Auction. Kenny says that you need to be saving up those auction items for the October Meeting. We're developing a slightly different way of doing it this time and there will be more about that in the next DL. Start planning and saving the parts and items NOW that will help the club.

Annual Fall BBQ. Our Fall BBQ will be at Don Durkee's place in Thousand Oaks. The date will be announced at the next meeting. Stay tuned.



Dick Colarossi

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Car of the Month

Dennis Keene's '40 Deluxe Business Coupe



Back in 1989, Dennis was looking for a good Flathead coupe. He went down to Orange County with a friend to look at a car that had been advertised in the paper. He found that it had been under plastic for about 3 years. We

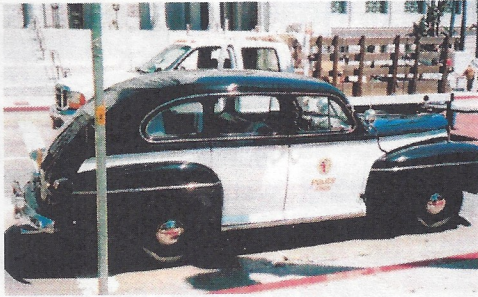
all know what plastic does; it keeps water that condenses from evaporating. That can mean some "interesting" problems.

When Dennis first drove the car, the brakes stopped the car well and wouldn't let go when he took his foot off. RUST! After a brake job, he kept noticing evidence of rust, but none of it was serious. Only one panel was in need of repair. You guessed it! Under the trunk lid behind the rear bumper was rusted through. Dennis and Jerry Case did the work.

Another strange thing! On hard left turns and quick stops the oil pressure drops to nothing and the rods started to rattle. The pressure came back up when you straightened out. What was this? Investigation revealed that a later model pump had been installed with a snout in such a position that it wouldn't pick up on a left turn or on hard braking. Seems that someone had cut the baffle that should have kept the oil near the pump. When the modern pump tried to pick up the oil from the middle of the pan, it couldn't find any on hard braking or left turns. Go figure! A standard pump fixed the problem.

Dennis bought a rebuilt 59 AB engine, changed the rear end from 3:78 to 3:54. He is running radial tires on 15 inch rims, a stock exhaust system and 12 volt electrical. The car is Cloud Mist Gray, which to my eye is green, but it is an original color and looks very original. The car is unusual in that it is a very early '40. The glass is dated September 1939.

See **Car of the Month**, page 10



Fame and Fortune in the Movies Part II

When we left you last time, my '46 had just been wet sanded. With no bright work and no rubber, it looked pretty bleak. When I got down to Picture Car Warehouse next, I saw a huge transformation!

The car had a black two-stage (color coat and clear coat) finish. Not original, but it sure shines. It was ready for the installation of the chrome, stainless, bumpers and rubber. During the next day or so, there were moments when things didn't seem to fit well, but Jerry Case and I kept at it. By and large it did work.

The car then received white contact vinyl on the sides below the belt line and an LAPD logo on the front doors that reflected the way police cruisers looked in 1947. This stuff looks and acts a little like contact shelf paper. My last and most recent view of the car was on the set in front of L.A. City Hall on Main and First Streets.

The film itself is a remake of "The Black Dahlia", a murder mystery based on the true story of the brutal slaying of a woman in L.A. in 1947. This version stars Josh Hartnet, the soap opera heartthrob, and Hillary Swank of "Million Dollar Baby" fame. It is due for release in late '05 or early '06.

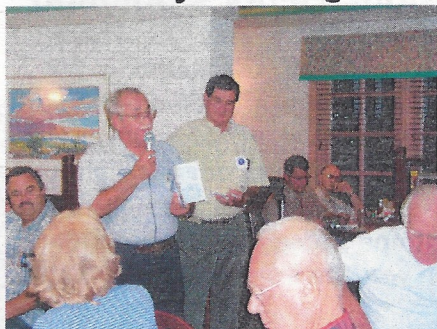
Now, can I get the car back from the studios without white doors and with the new rubber, new glass and that gorgeous paint job? More next month! *TP*



Happy Birthdays to these August V-8ers

- | | |
|----------------------------------|-----------------------------------|
| 3 rd Carole Jensen | 13 th Barry Bernholtz |
| 3 rd Lloyd Paschal | 14 th Chuck Luetgerodt |
| 4 th Christine Varney | 22 nd Karen Lehman |
| 5 th Steve Silverman | 23 rd Vicki Keene |
| 7 th Diane Stones | 25 th Corinne Nitz |
| 9 th Debbie Bergman | 27 th Randy Watson |
| 12 th Julia Ochsner | 29 th Georgia Munroe |
| 12 th Mike Ewing | 29 th Terry Colberg |
| 13 th Steve Batesole | |

The July Meeting – The Joe and Steve Show



Our main presentation for the July meeting was the Steve Boskovich and Joe DiFatta Show! They shared their trip to Athens, Georgia. It turns out that California is not the only place to find really great Early Ford V-8s. Read on!

Steve and Joe visited George Bugg and his amazing collection of cars. George started his collection 5 years ago (he is in his 70's) and he has collected about 1 car a month. He now has 60 cars! His Fords range from 1917 to 1950. Overall he has 30 Fords, 10 Chevys, 5 Hudsons, and some pick-ups including a 1936 that he purchased for \$45,000.00! *(Ed. note: This is amazing! I still can't believe how fast our cars are going up in value!)*

Steve said that George had a story about every car. They passed around great pictures. One car was used as a snowplow and only had 600 miles on it. After looking at the cars, they had a great lunch – choices included fried chicken and catfish. The chef was 6'6" tall and a "big man." There was a saying at the lunch place: "If you don't like the food talk with the chef." They liked the food!

Thanks to Paula Ewing for taking notes and reporting for DL. She's also a super photographer. See the Car of the Month on the cover of this issue. TP

'The Lineup' at the last meeting



Jerry Case's Sedan Delivery all dressed up for the Movies



How to See the Road at Night; Henry's Solution

Adapted from Don Cunningham's Tech Facts, July '05. Thank you! Published in the Big Valley Rumble, EFV-8 Region # 26

Lighting the road at night was always a challenge. Even Old Dobbin would simply stop pulling the wagon when it got too dark and he would wait until someone would get out and light the lamp. I learned recently, that headlight "doors", a strange name for the bezels around the head lamps came from the old days when you opened the "door", which was the front of the old lamps, to light the wick.

In Model "T" days, city and country driving was done at low speeds and one lamp setting was good enough. As speeds increased and particularly on darker country roads, we began to "out drive" our headlights and "high beams" were called for. A floor switch near the clutch pedal gave us the power to change from high to low beams. A little red light would glow from the speedometer if we were using "high". We could and often did "flash" other drivers if they forgot to "dim" the lights as they approached. "Flashing" truckers as you passed on a two-lane road was a common practice in the early days.

Then came six volt lighting and the headlamp switch. By 1928 Fords, for example, had "high and low beams" powered by reliable electricity. Since the days of the Model "A", Fords featured a "Twolite" headlamp. This means that a two filament bulb was used for "high or low beam" headlamps and, starting in 1935, a second bulb was found in the headlight housing for use as "parking lights." On Deluxe models up through 1934, these lights were mounted on the cowl in separate housings. For standard Ford drivers, good luck!

Of course, we can all remember "parking" for romantic purposes. My girl's favorite place was old Mulholland Dr. above Sepulveda Pass. When I was a little older, that nice wide back seat in my friends '41 Ford seemed to work out well at the beach in Santa Barbara. Usually, we didn't use the "parking lights," as this could keep the dash lights on. What we did in the front or back seat was better done only by moonlight.

On '35 and later Fords, a double filament, double contact 32 candlepower bulb was used with one filament for "high" and the other for "low". The upper filament provides the downward tilting beam for "low" and the lower filament for "high." This seemingly

See **Lights**, Continued on Page 11

4th Annual

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Restored Car Big in US – Russian Politics



JOY RIDE: Russian President Vladimir V. Putin, left, and President Bush (John McCain) wave from the driver's seat of a restored 1930s Ford. Bush, of course, is going for another lap. The driver's seat is empty.

It's not a Ford and it certainly isn't a V-8, but its roots lie with Ford. This model, at least, played a role recently in international politics. So we thought we would look into the car and its history.

President Bush recently has been having some trouble getting our message through to Russian President Vladimir

Putin, so he went to Moscow to have a little chat. Bush is good at this sort of thing and in the course of their talks, it turned out that they discovered a common interest in restored automobiles. Putin told Bush about his restored 1956 Volga and they went for a drive. Actually Bush got behind the wheel while Putin rode; pardon the expression, "shot gun." At this point, our President is quoted by the May 9, LA Times as saying, "I'm having so much fun, we're going for another lap." Apparently, this helped to ease international tensions and President Bush returned from Russia with a few more diplomatic notches in his belt. Who knows? Maybe the car gets some credit!

So, what is a Russian "Volga" and how does it play a role in East Block countries? The manufacturer, Gorky Automobile Plant (GAZ in Russian) was started in 1929 as a joint effort between Ford and the Government of the Soviet Union. The factory's first model was the Ford Model A, sold as a "GAZ" A, and later trucks, based on the Ford Model AA sold under the GAZ AA marquee. "A" and "AA" production commenced in 1932 and lasted until 1936, during which time over 100,000 were built. My suspicion is that model "A" tooling, which would have been obsolete in the US in 1932, was sold to Russia for the production of the GAZ "A". The "A" was succeeded by the more modern GAZ M1 (based largely on the '33-'34 Ford V8), produced from 1936-1942. Is there a pattern here? Then, the Russians, apparently feeling that they knew how to do it, developed their own car model independently of Ford. Called the GAZ M2, this more upscale model entered production in 1942 and remained in limited war-time production until 1950's.

The GAZ-21

The 1956 Volga GAZ-21 is our subject car for this article. The photo shows President Bush driving Putin around on Russian roads. The car was built to last in the harsh climate and rough roads of the Soviet Union, with high ground clearance, rugged suspension, a bulletproof engine, and rust proofing on a scale unheard of in the 1950's. The Volga GAZ-21 was the most luxurious car that any Soviet citizen was permitted to own (though only about 2% could afford to buy one. Remember, Socialism works well on paper, but in reality, it's a failure).

The car's size and construction made it popular in police work and the taxi trade, and even a few V8-engined versions were produced for the KGB. Today it is considered a motoring icon with fans all over the east block. There have even been a handful brought into US as a curiosity. Popular as it was, the M21 was quite outdated by the 1960's, leading GAZ to develop a boxier, more modern replacement.

The GAZ-24

The Volga 24 entered full-scale manufacturing in 1970 and continued in original form until 1992. This Volga enjoyed moderate success with over 600,000 made. Almost all GAZ passenger cars introduced since the 1970's are based on the venerable GAZ-24 platform. *(The above three paragraphs are heavily edited versions of "History of the Volga," Courtesy of Wikipedia).*

What was this wonder of socialist engineering? The four-speed (three synchro) shift was column mounted and drove through a typical hotchkiss open drive shaft to a solid rear axle. The four-cylinder overhead valve engine always seemed overworked. Passing slow trucks was always a problem resulting in what appeared to be a high proportion of serious accidents.

My own experience with the Volga 24 started in Berlin in 1972. If you hailed a taxi in East Berlin, in the so-called Russian Sector, it would most likely have been a Volga 24. To be fair, these were very high mileage cars and were generally in service 24 / 7. Perhaps they were initially sound, but by the time I actually rode in the front seat of one, it had been thrashed like a third world Chevy from the 1940s. The car rattled and shook at any provocation. The transmission usually howled and complained as soon as the chattery clutch was engaged. Though Germans are excellent drivers, even the best of them couldn't help but grind a gear or two in cars that were supposed to have synchronizers in

the top three. No one bothered with the clutch at a stoplight because as soon as you took your foot off the gas, it would pop out of gear anyway. When I visited Prague, Budapest and Warsaw, these ubiquitous cars were also doing duty as taxis with about the same kind of maintenance. Of course, polished black Volgas were everywhere and virtually all were government owned. You could tell by the license plates.

I was acquainted with a middle level manager who worked at the People's Optical Corporation (Karl Zeiss) in Jena, East Germany. He and I met through mutual friends. I figured out how to hide books under the dashboard of my BMW. so I would bring him publications from West Germany for his research. They were banned as being "Capitalist Propaganda" and he prized them greatly. Though my friend, Jorgen, didn't own a Volga, he was allowed to drive one owned by his company on some occasions. It was newer and vastly better than any I had experienced up to that point. During our brief ride over typical East German roads, which were high crowned with many uneven, poorly banked curves, I found it was softly sprung and in an east-block way, had some character. That means it was rugged, reliable and competent without being outstanding in any way. The words drab and dependable come to mind. The tires were notoriously poor on snow.

It was interesting being inside the Iron Curtain for a while, riding in their cars, busses and trains, or driving my own car on their poorly maintained roads. When I returned through "Check Point Charlie" it always felt good to be back in the West where I didn't need to be on guard and have an explanation that I thought would be acceptable to the police for everything I was doing. When I was driving in East Germany, I would think: "I'm a foreigner. Did I remember to register with the police each night and have a permit to prove it? Did I have an acceptable destination and approved people with whom I associated?" Check points were everywhere and moved often. In America, we may not appreciate our freedoms. We tend to take them for granted. Driving in a Volga in East Germany in this 1970s was a privilege and you had better know where you were going just in case you were asked. The consequences of a wrong answer could be very challenging.

Cooling Your Early Ford

Adapted from The Rumble Sheet, July 2005. Thank you!

Published by The Badger State V-8s, EFV-8 Region #35

More on Thermostats: While there is much to be said for and against them, the opposition to them seems to be heard mostly from those who drive pre-'38 (21 stud) flatheads. As we all know, the position of the water pumps was changed from the heads to the block on the 24 stud engines and that makes a big difference in the coolant flow.

Why thermostats anyway? It seems that oil needs to be about 220 degrees to vaporize the water that accumulates in the crankcase and "blow" it out the breather along with other fumes. Likewise, fuel needs to be hot to vaporize fully, mix with air thoroughly and burn completely. To achieve this, we need to keep internal engine temps up. That means in many cases, thermostats in the cooling system. Thermostats tend to slow the flow of coolant through the radiator, thus giving it time to lose more heat through transfer to the cooler air passing through the radiator. 160-degree thermostats are the norm and the minimum for our engines. Some suggest, rightly that 180-degree thermostats work well, even better in cool weather.

Of course, keep that radiator clean. Some even suggest Water Wetter or antifreeze. But there are many pros AND CONS to these. As I have mentioned before in this space, Fryer's water pumps, in my experience, are the best thing since sliced bread and are well worth investigating. Bearings, not bushings run longer and smoother and a better impeller help the coolant flow particularly in the back of the block where heat accumulates. Did you know that Flathead V-8s for Ford trucks have bearing type water pumps? Maybe Henry thought that they cost too much for car applications. See the excellent article in the May/ June V-8 Times. It's worth your time. TP



Car of the Month, Continued from Page 3

He has been on many trips up to the Sierra Gold Country. Its longest was a 1500 mile run to Steam Boat Springs, Colorado on a Jay Harris Tour. Sounds like a lot of fun!

It's a beautiful, straight car with no problems. NO, THE CAR IS NOT FOR SALE! *Congratulations Dennis on receiving Car of the Month. It is well deserved!* TP

3rd Annual Foothill Festival of Cars

Where ? Saturday, 4441 La Crescenta Ave, La Crescenta, 1st
Baptist Church

When? 10 a.m. – 3 p.m., September 20, 2005

The co-chairman of this event is our own Kenny Sapper.
Is it well run? You BET!

There are 21 classes of prizes. Our club would be interested in some of these:

1900 – 1939 Stock, Closed Modified, Open Modified;

1940 – 1949 Stock, Modified;

1950- 1959 Stock; Modified;

Trucks Stock;

Trucks Modified

Custom

This is a great show that a number of us have attended since it began four years ago. I remember about three years ago, I left home without my registration packet. When I got to the show, they said, "No problem. They'll have your name at the registration table." They did and I was invited to park in a certain place where cars of my year and class were being shown. It was definitely "Tire-kickin' fun."

See ya there! TP



Lights, Continued from Page 6

reversed position is due to the design of the headlamp lens and the placement of the reflector. In 1940, Ford went to sealed beam headlamps, as did the industry as a whole, but the same principles applied. After 1940, there were no reflectors to clean and no chance of dust and dirt accumulating inside the lens, thus giving the average motorist a consistently brighter light. Just standing on a street corner at night in the 40s, one could readily identify which oncoming cars had well maintained headlights or sealed beams as opposed to lights that just "worked", rather than giving off the bright white light they were designed to throw.

We've come a long way from the days when Dobbin and others of his breed powered our vehicles, but in some ways, the improvements are small steps in a long line that make our fast and powerful Flathead V-8s and their stock headlamps, just another notch in the process we call progress.

Secretary's Minutes

Date: July 5, 2005

Meeting Place: Baker's Square

Start Time: 7:30

Adjournment Time: 9:20

Meeting Leader: Kenny Carl's (Dad's) **Car Count:** 14 cars!

Introduction of Guests: Welcome!

Mel Wilson who is restoring a 1 ½ ton stake bed, Pat Pounds and Bob Atwood (a friend of Harold Johansen) working on a '36 3-window

President's Notes: Ken Sapper

Fords are cleaning up at NASCAR so far this year – and all with Speedway rear ends!

Thanks for all the carrots... ☺

If you are in Sacramento, be sure to stop by Vintage Ford.

2006 officer volunteers – please step forward, our club needs you!

Treasurer's Report: Ingvar Carlson

Swede was out but, relayed that the treasury is looking good.

Announcements:

October meeting will be the annual auction.

Durkees will be hosting the annual BBQ at the end of September.

Scott Doudrick's pickup has brakes!

Tours: Steve Boskovich

No August tour due to the hot weather this time of the year.

Foothill Festival of Cars – see insert for details.

Car of the Month:

Congratulations to Dennis Keene!

This month's Drive Prize goes to Steve Boskovich

Program for the Evening:

Pictures and details of George Bugg's car collection.

Raffle Winners:

Ladies: Liz Schofield & Mary Jane Watson

Name Badge: Jerry Jensen

50/50 Drawing: Chuck Mair

Minutes submitted by Scott Doudrick



Scott Doudrick (above) shows images of JPL spacecraft Deep Impact's encounter with Comet Temple 1. An impact image is shown below



The Valley's

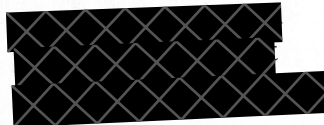
PAST PRESIDENTS

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

T



2948 Mary Street, La Crescenta, CA 91214



Car of the Month
Dennis Keene's '40 Deluxe Coupe