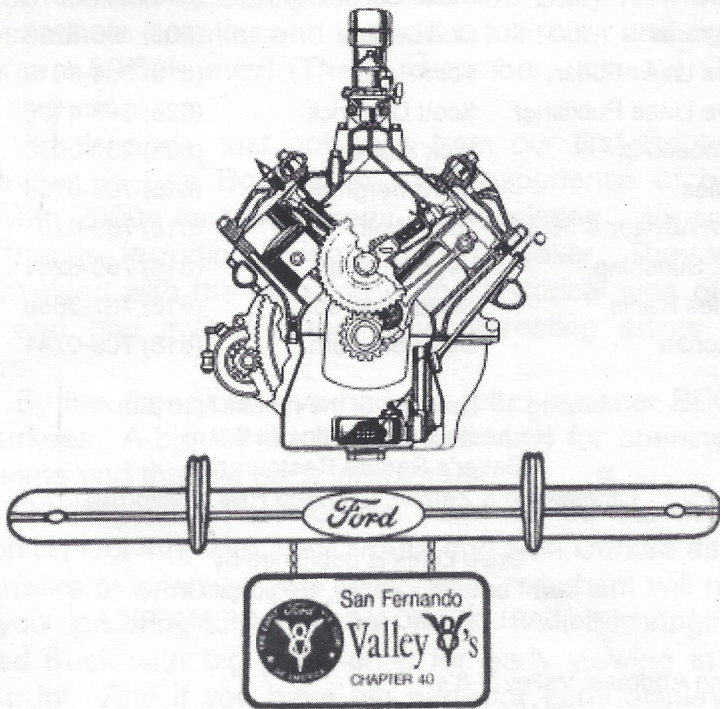




October 2005

"Our 35th Year"



Drive Lines

The Valley 's

2005 Officers

President	Ken Sapper	(818) 249-5686
Vice President	Dennis Keene	(323) 665-1363
Secretary	Rachael Doudrick	(626) 398-4106
Treasurer	Ingvar Carlson	(818) 943-2860
Tours	Steve Boskovich	(818) 341-6876
Programs	Don Durkee	(805) 495-5298
Drive Lines Editor	Tom Potter	(818) 884-8019
Drive Lines Publisher	Scott Doudrick	(626) 398-4106
Membership	Dick Stones	(805) 230-0070
Raffles	Dave Bergman	(818) 703-0756
Tech Advisor & 50/50	John Wolf	(818) 789-6201
Mrs. Sunshine	Virginia Wolf	(818) 789-6201
Ladies Raffle	Nancy Batesole	(818) 787-3658
Historian	Dave Sanborn	(818) 709-0741

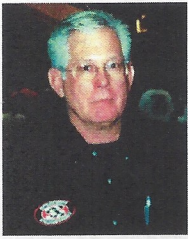
Meeting 1st Tuesday of the month 7:30 p.m.
No host dinner starting at 6 p.m.
Baker's Square Restaurant
Chatsworth & Zelzah, Granada Hills, California

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

Greetings from President Ken

— October 2005 —



To all my good V-8 Friends,

The first thing I'd like to say is THANKS for the great turnout of Valley V-8 Club members at the Foothill Festival of Cars!! The show was a huge success with the best turn out of cars we've ever had. We are already working on next year's show.

Last month I mentioned about the great turnouts at our meetings, and our Sept. meeting was a near record breaker. Dennis McCarthy, writer for the Daily News, was our last-minute speaker and we had a full room and one of the largest 50/50's ever! (That I remember, anyway) Great going everyone!

Joanie and I just got back from our first Route 66 Rendevous in San Bernardino. The experience of being there with 2000+ cars was pretty overwhelming. We saw a lot of friends, including Helen and Harry Baker. They were very involved with the planning of the historical side of the show and had invited some very interesting artists and authors.

By this time you have had the great summer BBQ at the Durkees. A big thanks to Don and Mary for opening up their home and that big back yard for us.

Our big fundraiser for the year will be our Annual Auction on Oct 4th, with Joe DiFatta and Don Durkee as our auctioneers. Hopefully, your fellow club members will need what you can bring to the auction block. I will be bringing a flat bed truck with big parts on it for early viewing in the parking lot. And if you have big parts for early displaying, please put them on the truck also. I will even deliver these big parts (within reason, of course) the next day. We will have a little different set-up for the bidding to liven up the auctioning. See more on that in this issue of Drive Lines.

That's all for now, See you at the Auction!!

Kenny

NEXT MEETING

We will meet on **Tuesday, October 4 at Baker's Square** at Zelzah and Chatsworth Streets in Granada Hills. The meeting usually starts at **7:30 p.m.**

Come at 6 p.m. and have dinner with V-8 friends. Drive those beautiful V-8s to Bakers Square. We are breaking all kinds of car attendance records. **Bring parts for sale and your 'parts needed' list for the auction! It will be a load of fun!**

Calendar

October 16th, Ft. Tejon Civil War Reenactment. Meet at the McDonalds at the Lake Hughes off ramp from the 5 Freeway. We will leave at 9:00 a.m. SHARP to arrive by 10:00 for a 10:30 reenactment. Bring a picnic lunch. For info, call Kenny at 818-362-5865

December 4th, annual Valley V-8's holiday party. Starts at 6:00 at Encino Glen. See green tip-in for details and sign up. Or call Dennis Keene at 323-665-1363

December 13th, annual Boskovich holiday party. Starts at 6:30 at the Boskovich's, 10745 Delco Avenue in Chatsworth. Call Steve at 818-341-6876

The Diamond Jubilee **2007 Western National Meet**. The Palomar Mountain V-8s will host on **June 11 – 15, 2007 in Temecula**. If you wish to become involved in the planning, please contact Jay Harris at 4265 Via El Corado, Fallbrook CA, 92028.

"This Just In"

It has come to our attention that Art Bans won a 'Best of Ford' award recently, and Jerry Jensen has completed his '39 Convertible Sedan. It has already won a DEARBORN, 1000 points in fact. Congratulations to both and look for details and pictures in next month's issue.



Dick Colarossi

C Q AUTO PARTS INC.
We Specialize in Service

21116 Devonshire St
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818 341-3121

Thanks, Dick,
for all the
great raffle
prizes each
month

The Boskovich Holiday Gathering

Where? 10745 DELCO AVENUE, CHATSWORTH

When? TUESDAY, DECEMBER 13, 6:30 PM.

HOSTED BY? STEVE & SUE

EVERYONE WELCOME !!

MORE INFO TO FOLLOW



October is Auction Month

What is the biggest fundraising event of the year? Yes, the AUCTION! There are some new ideas in the auction this year.

Heavy parts such as rear axles, can be displayed on a flat bed truck which will be parked in the lot outside the restaurant. They will be auctioned off just after the break.

Some favorites from last year are returning as well. Hand made pillows with vintage Fords on them and hand made afghans will be up for sale. Be generous, the raw materials alone for these items cost almost \$20.

Our suggestion is that you bring items a little early so that our "professional" auctioneers can get things organized and put out on the display tables ahead of the actual bidding.

The board and others have leaked that there are some unusual additions to the fun this year and that your interest will definitely be focused on items of value.

We do need your donations, so come early and bring those old (and new) items to give to the club so we can auction them off and make the money we need to keep things going, including the Christmas Party.

THANKS!



M.V.P.
Most Valuable Printing

Miguel Silva

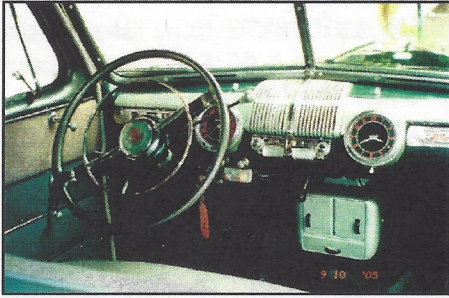
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Thanks to
MVP! They
donate all of
the ink for
Drive Lines.

Car of the Month



Our Car of the Month for September as selected by Jerry Jensen and his committee, is Wendi and my '46 Ford Super Deluxe Fordor. It has a factory radio and heater, back-up lamp, outside mirrors and 600 x16 wide white wall Firestones.

As you all know, it has seen movie work and came to the September meeting in it's new black paint job. Here's the history:

It received a careful body-off restoration in California, perhaps the Santa Barbara area, in about 1988. At the time, it was painted dark blue enamel. The man who did the restoration had passed away and after changing hands a few times, Joe DiFatta bought the car. As always, Joe "DiFattaized" it. That means dual pipes with Smithys, an engine change and some accessory repairs.

It had been sitting for some time and was in need of mechanical work. The engine is a 59 AB rebuilt by Alan Mest in the late '90s. The engine that was in the car from the '80s has been installed in Jerry Case's '47 sedan delivery. Confusing huh?

Wendi and I bought the car from Joe in 1999 just as we joined the club. Over the last six years, we have installed Fryer water pumps and Andy's Radiator in Northridge rodDED the radiator and flushed the block. It has a 4 lb. radiator cap and new 160 degree thermostats. We installed an electronic ignition, rebuilt the starter, replaced the fuel pump and had Ficken Wiper Motors do their magic on the old vacuum system. Much of the mechanical work was done with the help of the masterful Jerry Case and many parts have come to us through the capable hands of Dick Colarossi at CQ Auto Parts on Devonshire. The front end, including new king pins, bushings and tie-rod ends was rebuilt by Bill Chisholm at Vanowen Brake and Wheel.

The car is a movie star courtesy of Chuck Shubb. It starred in "The Man Who Wasn't There" with Billy Bob Thornton in 2002. It was a detective's car in the 1947 murder mystery with about 5 minutes of actual screen time. It has just finished shooting "The Black Daliah Murder" with Josh Hartnet and Hillary Swank in which it plays a 1947 police cruiser. The studios painted the car

Please see **Car of the Month**, Continued on Page 11

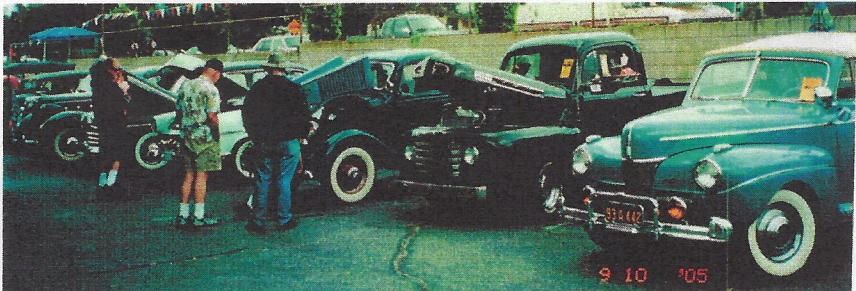
FOOTHILL FESTIVAL OF CARS, 2005

On Saturday, September 10, Valley V-8 Club members headed for La Crescenta to the biggest yet Festival. We understand that there were over 125 entries of all makes and models. The hot rods were roaring, the stockers looked great in their factory like appearance and everyone was having a great time.

The star of the show in our opinion was Ron Batesole's 1914 Model "T" It shown like new and attracted a huge amount of attention from both Model "T" fanatics and the general public. Close behind, in our view, are incredible cars such as Don Underwood's '32 V-8 Standard Tudor and Dudley Oschner's '34 Cabriolet. We musn't leave out the Frank Deiny '40 Deluxe Tudor entered by Prez Kenny Sapper who was also the Chairman of the very successful event, now in it's fourth year.

In addition to the many fine club cars worthy of mention there were some outstanding examples including a low priced General Motors car from 1957 that was truly iridescent. It would shine different colors as you walked around it. There were countless numbers of hot rods, many appearing Ford like, some even with vintage Flathead engines featuring an endless variety of manifolds, carbs, cams and ignition systems. Then we get to '40s Packards with overhead valve V-8s and blown small block Chevys in everything with wheels. You are in a different world that's both fun and crazy.

Among the theme cars that attract a lot of interest is our own Joe DiFatta's '50 Plymouth Suburban complete with picnic basket and open tail gate, bringing us memories of those long-ago Sunday outings when everything seemed to run at a slower pace. Shows like this are some of the best times the club has and we wish that they continue for many more years to come. TP

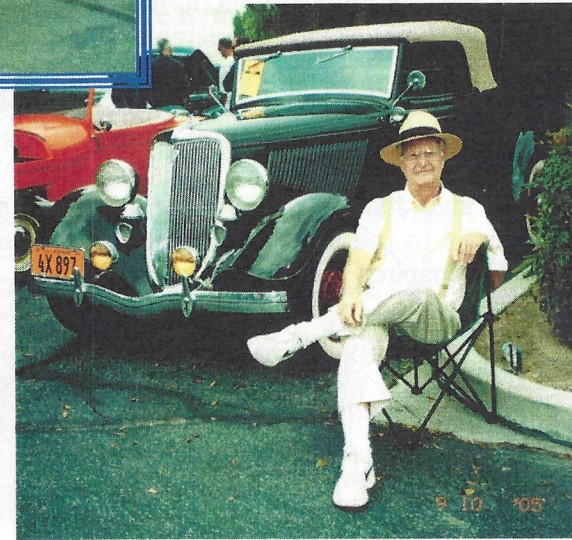




Foothill Festival



Of cars

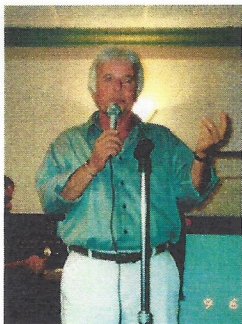


The September Meeting

And, what a meeting is was! There were 18 Flatheads in the parking lot according to Carl's Car Count. That is not a record, but it's pretty darn good and as usual, draws the attention of a lot of people walking by from Baker's Square, Kinko's or just out for a beautiful evening stroll. We notice kids of all ages ogling our cars.

George Richards walked away from the 50/50 with \$100. We believe he made a pretty good profit on his \$5 investment. Then there was Dennis Keene who won a \$10 gift card for Baker's Square just for driving his Flathead to the meeting. That paid for his dinner. There are just winners everywhere!

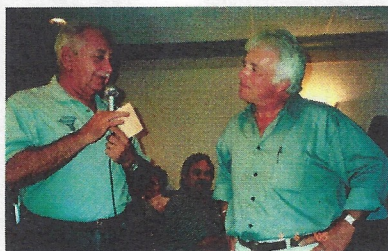
The main part of the program was a presentation by the well-known Daily News columnist, Dennis McCarthy. Joe DiFatta discovered this outstanding speaker and introduced him to the club. Dennis presented 30 minutes of keen insight into the material and philosophy on which his columns are based that gave us all a view life we seldom see up close and personal.



During his presentation, Dennis told us that he focuses on compelling human interest stories based on one of three themes: 1. seniors, 2. veterans and 3. handicapped people he has encountered over the years.

He referred to a preacher who was still spending time in the pulpit at 106. He shared a story titled "A Second Handshake" by Will Fowler, a touching account of a veteran. Then he shared the story of a physically handicapped custodian at a courthouse who was fired. You may recall the interesting tale of Tommy Noonan, a handicapped employee at the Mission Hills Hospital. Finally there was the account of a mentally retarded greeter at K-mart. McCarthy has a way of finding these stories and writing them in a style that helps us to relate to the characters and their contributions to the lives of others. He is a truly compassionate writer who inspires us all to see the stories around us more clearly and realize how many beautiful things happen to ordinary people.

Special thanks to Joe for finding us a "gem" and to Dennis for giving us an evening we won't soon forget. TP



What's Not Covered in Driver's Education

Borrowed from the Battleborn V-8 Newsletter, August, 2005

Written by Pete Harding, "Thank you!"

Edited by Tom Potter

Most of us took Driver's Education and got a lot of good information from it for safer driving. A lot of us are great drivers and have a safety record to show for it, not having had a significant accident in hundreds of thousands of miles.

Yet, it is a good idea to read, from time to time about someone else's suggestions on the subject of safety. When I read the Battleborn (EFV8 Club, RG # 12, Reno, Nevada) Newsletter for August, Pete Harding's article, had some good ideas, which I summarized below. Enjoy!

A good driver is so smooth that nobody can see how it's done. That means steering and braking happen without any jerking and head snapping. Clutching and shifting, especially, are done without fanfare and unless someone is watching, they hardly know it's going on. For example, you steer into a corner or make a lane change by anticipating the move so that you take up the play in the worm and sector and the tie rods etc. before you make the move. Ease off on the brake before the car comes to a stop to avoid rebound. On our pre'49 Flatheads, feather the clutch so that you minimize the shudder that comes with transverse springs, torque tubes and wishbones. Our '32 - '48 drives are rugged, but hardly smooth or lightweight.

Look as far ahead as possible to anticipate conditions. Drive 100 feet in front of your car and farther as your speed increases so you're ready for other driver's moves whether signaled or not. Close behind a big rig is the worst possible place to be. Be ready for the unexpected. It doesn't happen often, but it will sooner or later. Even if you have the legal right away, it may be better to not insist on it.

THINK! DO NOT LET EMOTION CONTROL YOUR DRIVING. Do not push for the limit. Use that extra margin to save your butt. While it is not a good idea to drive faster than the posted limit, if traffic moves somewhat faster, and it usually does, it may be safest to travel at a similar speed. Despite this, you are still responsible for obeying the posted limit and could be cited. Speed enforcement varies and it might seem unfair if one driver out of many gets cited, but it does happen. It is NOT a good idea to be the fastest driver on the road. It's not a rule, but it is probably

Please See **Drivers Ed**, Continued on Page 12

Secretary's Minutes

Date: September 6, 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!

Bobby Walden, who came to the meeting because someone left a card on his windshield!

Larry Weise with a '36 Coupe, Mike and Kay O'Connor from New Mexico, Ira Friedman from New York, Toby and Pat Alvestad, '41 pickup, Harvey Stone, Bob and Mary Brazil

New members, John Sassom, back after illness, and Bruce and Helen Hutchison, '47 Lincoln Continental,

President's Notes: Ken Sapper

A great month for Ford to win some races! Steve Boskovich made it home from Big Bear alive, after losing a wheel from his truck. Luckily, no one was hurt.

Treasurer's Report: Ingvar Carlson

No Report this month.

Membership: Dick Stones

Dick Stones has hurt his back. Keep him in your thoughts. (Late note: he's back up and around!)

Tours: Steve Boskovich

Fort Tejon on October 18

Announcements:

Board meeting on September 20 7 pm at Speedway Engineering. Bring items for the Auction, our October 4th meeting.

Car of the Month:

Congratulations to Tom Potter and his '46 Fordor.

This month's Drive Prize goes to Dennis Keene.

Program for the Evening:

Dennis McCarthy, human interest columnist from the Daily News, who chose to write stories about the "winners instead of the losers" in the Valley.

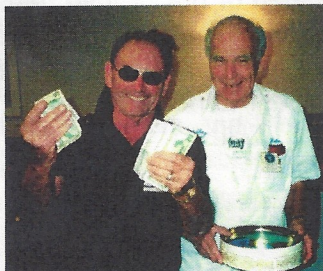
Raffle Winners:

Ladies: Mary Jane Watson, Helen Harris

Name Badge: no winner, next month \$40

50/50 Drawing: George Richards

Minutes submitted by Rachael Doudrick



Car of the Month, Continued from Page 4

black and put white vinyl on the doors, complete with LAPD logos. After the shoot, we replaced the windshield, the front and back window rubber and repainted the car with a black base coat / clear coat.

In this process, Jerry Case and I removed and replaced all the chrome and stainless which, it turns out, is a bit of a job on many post WWII cars like the '46 Ford. They seem to have a large number of small pieces of bright work stuck on with rusty clips and nuts just to frustrate people like me.

The car has been a lot of fun for Wendi and me. We have been on many long tours over the years including two runs to the gold country (Sonora in '02 and Placerville in '03) and any number of more local runs such as three trips to Solvang and several to Escondido.



It has a 3:78 rear end, which means it can cruise at 65 well enough. We do own a set of 15" wheels with radial tires for the road. It makes a huge difference on long

trips because the modern tires don't want to follow the longitudinal cuts in the pavement. The car has never liked hot weather. However, the installation of the Fryer pumps with their ball bearings and much improved impellers seems to help. Well, it's a Ford isn't it? TP



October Birthdays

1st Arlene Bernholtz

3rd Tom Potter

3rd Dave Sanborn

9th John Farrar

11th Dave Bergman

12th Cheryle Stout

14th Terri Luetzgerodt



15th Richard Mottern

23rd Bob Rose

23rd Frank Coppa

24th Leslie Littner

25th Al Mooney

29th Tony Gambino

29th Cal Beauregard

Get Those Ballots In!

Balloting for national directors: The ballots were included in the V-8 Times. **Do not forget to vote!** There are some important issues in our National Club this year and there are different points of view among the members running for office.



Drivers Ed, Continued From Page 9

a good idea to stay with the pack. Speeding citations can cause increases in insurance cost.

Driving is the ONLY important thing, not conversation or changing the radio station. When you talk to people, you are expected to look them in the eyes. But it doesn't work when driving. Watch the road, not your passengers. Safety, not their feelings, is what counts. Get there without problems.

Adjust to the car. Good drivers learn how each car handles. Early Fords have drum brakes and usually narrow bias ply tires that don't stop like a modern car. Anti-lock disc brakes and radial tires make a difference in stopping distance. Add it up. We need more distance to get stopped. Plan on it. Legally, the driver who hits the car in front of him is at fault even if the officer does not place the blame. Insurance companies always do assign fault that way. The more you are at fault, the more your cost of insurance may increase.

Use the headlights. Do not expect horns to do you much good. Learn from experience, your own and other people's. In other words, it's not smart to ignore suggestions like these.

Happy, safe V-8ing from Drive Lines!



Wanted and For Sale

For Sale: 59 AB heads (fit '42 - '48 Fords) cougar Hub Caps
John (818) 883-6415.

For Sale: '48 and earlier 3 carb manifold \$300 OBO Sam Aguilar
in Norwalk (562) 864-7820.

For Sale: '35 - '36 Truck V-8 hood emblems \$30 / pr. Daryl
Thomas (818) 363-6914.

For Sale: '35 - '36 Hood, RR Fender / Grille / Wheels. Al Porter
(818) 367-2890

Wanted: '38 - '41 Cab body: Lower rear curve above torque
tube. Scott (818) 687-9836

The Valley 's

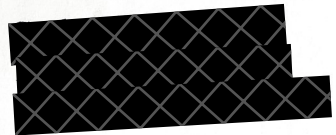
PAST PRESIDENTS

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

PASADENA, CA 91101
The Valley
C 91101 A 37



2948 Mary Street, La-Crescenta, CA 91214



Car of the Month
Tom Potter's '46 Super Deluxe Fordor