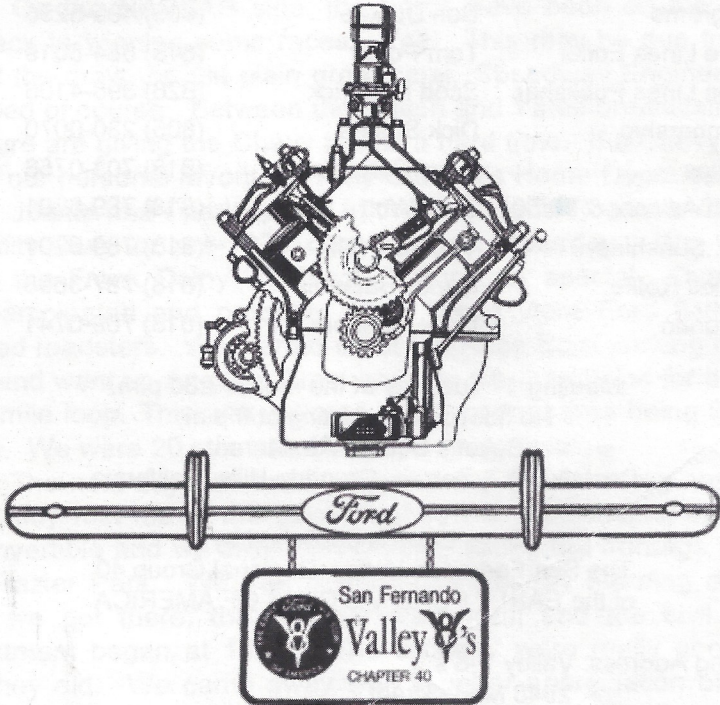




November 2005

"Our 35th Year"



Drive Lines

The Valley 's

2005 Officers

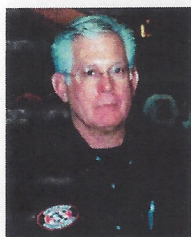
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Mrs. Sunshine	Virginia Wolf	(818) 789-6201
Ladies Raffle	Nancy Batesole	(818) 787-3658
Historian	Dave Sanborn	(818) 709-0741

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 — November 2005 —



Dear Friends,

October has been fun month. We had a terrific auction and I want to thank everybody for bringing auction items. Hats off to Joe DiFatta and Don Durkee for the magic that they created during the auction. Those two seem to feed off of each other! Those 2 hours went by very fast. With their help the club raised over \$1000! I think it was most outstanding!!! Thanks to Carol, Lynne, and Mary for helping to keep the bids straight and the money coming in! And, thanks to you as a club for your great purchasing power!

On the NASCAR side, the Fords have been on the pole and back to winning some races! Yea! This may be due to the luck of the draw, or just plain great cars! Speedway Engineering equipped of course. Between the Roush and Yates organizations, they sure are giving the Chevy teams a hard time. If a Chevy has to win, our personal favorite is Tony Stewart's Home Depot car.

Joanie and I participated in the Pasadena Roadster Club's Reliability Run for pre-1935 cars this last Saturday. We were driving the Frank Deiny '27 Track T Roadster special. Over 80 cars participated and probably 60 of those were Ford flathead powered roadsters. We started off at the Rose Bowl parking lot at 8 am, and went up Angeles Crest and into the mountains for about a 100-mile loop. This was a timed run... perfect time being 3 hrs 50 min. We were 20 min late, but had a great time!

The next day was the Ft. Tejon tour. Bill Samstag and his friend Judy met me at the Lake Hughes Rd. McDonalds, in their '53 convertible and we drove to Ft. Tejon taking the frontage road from Frazier Park. We had a wonderful Sunday morning drive. When we got there, the weather was great and the civil war reenactment began at 10:30. The soldiers' were really good at what they did. We came away with a better appreciation of our early soldiers. The weather then turned "iffy" by noontime, and we said our good byes and came on home.

I'll be out of town for the Nov. meeting so Dennis Keene, our able VP, is going to lead the meeting. I will be off to the SEMA show in Las Vegas. Please have a great month and stay safe!

-Kenny

Next Meeting Date

We will meet on **Tuesday, November 1** 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 cars. We had one of our best auctions at our last meeting. We had 20 early Fords at the August meeting. It was an impressive line up in the parking lot! Keep 'em coming! See you there!

Calendar

Saturday, Oct. 29. Cruise to **C & G Ford OPEN HOUSE AND LUNCH** in Escondido. Meet at Woodley Park, Woodley 1/4 mile south of Victory, at 7:30 a.m. Caravan to Escondido. Display cars, shop C & G. Lunch is free and served in the C & G parking lot. Tire kickin'. Get 10% off on all parts and save the shipping. For info: Tom Potter, 818-884-8019.

Sunday, December 4. Annual Valley V-8 Holiday Party. Starts at 6 p.m. at Encino Glen. See enclosed green sheet for details. For Info: Dennis Keene, 323-665-1363.

Thursday, December 13. Annual Boskovich Christmas Party at Steve and Sue's. Starts at 6:30 p.m. at 10745 Delco Ave, Chatsworth. For Info: Steve Boskovich 818-341-6876.

Sunday, December 18. Tour to Ronald Regan Presidential Library. For information, call Steve Boskovich 818-341-6876.



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

The Annual Valley V-8 Club BBQ AND Dirt Track Spectacular!



The what? You may be asking if the editor has spent too much time breathing Ford exhaust gas. OK, someone suggested that we have the annual BBQ at Don's house since it was such a

great venue last year for the same event. It seems that Don and Mary, being good sports, said, "OK!"

Now, we all know that Don is a creative sort. Remember last year? We had the down hill car races and enjoyed taking the toy cars home that we "raced" down the ramp set up on a table in Don's back yard. It was a blast and I wasn't even one of the finalists!

So, what was Don going to do this year? I can imagine that he got his neighbors together and explained that the track next to his house would be just about right for the young boys in the neighborhood to race cars with say, lawn mower engines in them.

By the end of September, the track next to Durkee's place in great shape, with just enough gooey mud to make it interesting. The kids went at it in two cars that went wild and the boys with them. Matt, age 7, the neighborhood speed champ came through first driving Old #6. It had to make at least one significant pit stop, but in the end, it was clearly the faster car. #3 tried but it had two boys aboard and they kept changing drivers. Gearing? Engine? Driver technique? We don't know but I can say from personal experience that anyone anywhere near the track got more that a little muddy, especially our hero, Don. As the photos suggest, It was a blast.

Oh, the BBQ? First class! We all showed up with hearty appetites and the food just wouldn't quit. The club bought the burgers, hot dogs and fixins and the members brought an unending supply of salads and desserts. It doesn't get much better than that.

BBQ Continued on Page 11

Car (Truck) of the Month, Don Durkee's '40 "Pick-em-up"

It all started about five years ago when Don bought a slightly wrecked '40 Ford pick-up in Malibu. After working on some other of his many projects for about four years, he decided to focus on this '40. Club members need to remember that our Iowa Farm Boy has a thing about red '40 pick-ups. OK, who doesn't? But this is the latest red '40 pick-up..

The damage came from being hit hard in the back. The truck was unharmed mechanically, but the pick-up box and the cab needed a lot of work. First the top of the cab was cut off just above the fire wall. Then the top and back of the cab were removed. The tail-gate and the front of the pick-up-box were also removed, as the hit in the back had not been friendly to these pieces.

The cab of another truck was cannibalized and the two cabs became one under Don's encouragement. The front of the box and the tail gate were "borrowed from a "parts car" as well and now things are taking shape. The body was coming out solid and everything started to fit together nicely.

The truck has a lot of original equipment. Though Don had to go through the tranny, the engine was good and the frame needed only some light duty persuasion. The four fenders are original and little had to be done with the seat and interior. Minor mechanical work had to be done to make this truck a smooth running, great lookin' worker for the whole family.

One thing that may be unusual is the differential. It has 3:25 / 1 gears so it turns the engine slower pace than most Flatheads. Where do you get the speedometer gears when you do this? The strange answer Don found out, was out of a Ford Model AA, the medium duty trucks that Ford produced from 1928 – 1931 and it fit perfectly!



Oh, one last thing! Put the Coca-Cola boards on the sides of the pick up.

There you have it, "Durkee Magic" at work and it's a total beauty. This truck is so beautiful in fact, that it just brought a Dearborn back from the Western meet last month! *Nice goin' Don! Congratulations! TP*

The October Meeting: It's Auction Time!



Joe DiFatta and Don Durkee have gone beyond normal! We have known these two long enough to say that they don't understand "normal" anyway. But we would all agree that they ran one of the most successful V-8 club auctions in recent memory. The crowd, and there were a big bunch of us, were bidding up a lot of items

which included many brought in by Pres. Kenny Sapper on the back of a flat bed truck like a rear end and a front end. These and countless other items including a wide variety of non-automotive donations sold as the club made a goodly sum from the fun. Don and Joe play off of each other well and, of course, all of it is deadly serious (?). Remember the famous line, "The paint job on this alone is worth \$20." This remark we are hearing from one of the best paint and body men out there. Then there's the question put to the master auctioneer, "What size is it?" which is almost always answered by, "What size do you need?" You know the rest of the story. When Don is selling, everything somehow comes out exactly the size or model you need, or does it?

We had a great time. There was way too much laughter for such a serious group as ours, but somehow we had a darn good time anyway. Here's a big V-8 THANKS to Joe and Don for helping us do it again!



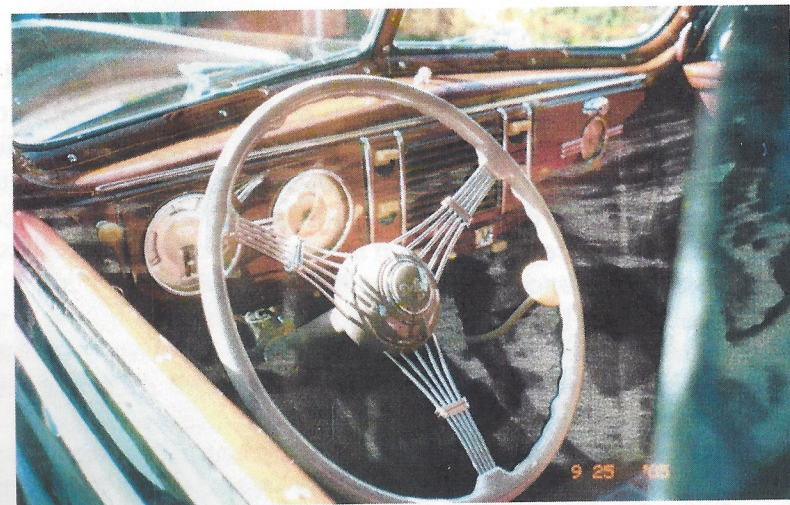
Miguel Silva

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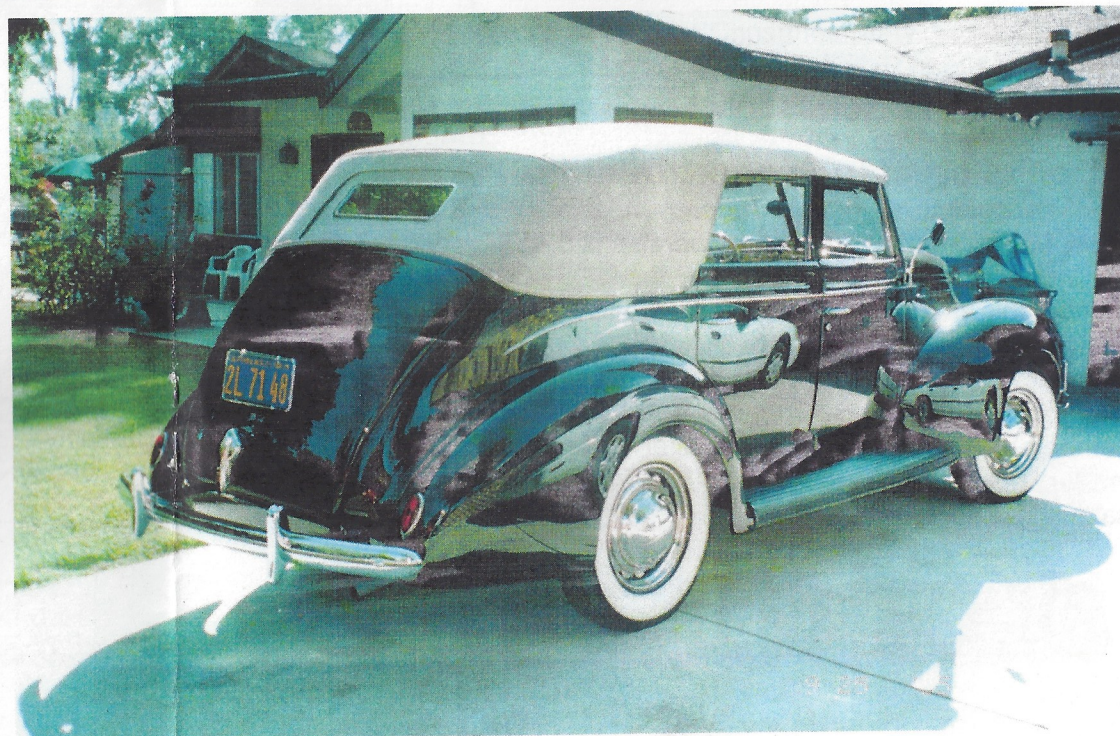
Phone 818-364-9980
Fax 818-364-9944

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



Congratulations on your
1000 point Dearborn.

The Jensens enjoy their
“new” Ford, just off the lot!



Why Were the Door Locks Only on the Right?

From the September 8th issue of Old Cars Weekly....Letter to the Editor from Jim Schild, member of the St. Louis Ford Model A Club, *"The reason drivers and everyone else always got out of the passenger side of the car is that they had sense enough to see the safety concerns of exiting into traffic from the driver's side. If you look at American cars from that era, (Fords included) you will notice that the outside door locks are always on the right door with inside locks on the left doors. This was because everyone was supposed to exit and enter the car from the curb side. Upon exiting, the driver locked the door from the outside.*

One of the reasons that the column mounted gearshift was introduced in 1939 for the 1940 models was to make it easier [for the driver] to slide across the seat to the right side of the car when exiting." It makes sense to me! By the 1940s, the Super Deluxe Fords had outside locks on both sides of the car. Maybe people who drove the fancy Fords were also better at dodging traffic or they just got hurt more often!? TP



Don't Forget to Support "National," EFV8CA

According to figures recently released by RG #124 (St. Louis, MO) current EFV8CA membership is 9,458.

We can and have done better, SO: Renew your membership through: Cornerstone Registrations P.O. Box 1715 Maple Grove, MN 55311-1715 (1-866-427-7583) Or online: registration@cornerstonereg.com or: www.earlyfordv8.org. As you may know, we have selected Cornerstone, to handle membership records. It's much easier and more efficient to use a firm that specializes in such tasks and has the computer set up to make it all run smoothly.

Secretary's Minutes

Date: October 4, 2005

Meeting Place: Baker's Square

Meeting Leader: Ken Sapper

CARL'S Car Count: 12

Start Time: 7:30

Adjournment Time: 9:00

Introduction of Guests: Welcome!

Art Bergman is back! Helen and Bruce Hutchison would love to join!

President's Notes: Ken Sapper

Thanks for your support of the Foothill Festival of Cars. Thank you also for your response to the club survey. We've got a lot of new good ideas. Everybody had a great time at the Durkee's V-8 BBQ... Thank you, Don and Mary!

Treasurer's Report: Ingvar Carlson

We have paid up for our BBQ and need to pay our Christmas party! Everybody did their part at the auction to raise funds for a great party!

Tours: Steve Boskovich

Ronald Reagan Presidential museum 12/18 and 1/14, groups of 20 only. Contact Steve.

Announcements:

Boskovich's will have their annual Christmas party 12/13, all club members are welcome. Return your green RSVP to our Valley V-8s Holiday Party to Dennis Keene ASAP or by 11/23.

Car of the Month:

Congratulations to Don Durkee

Program for the Evening:

Club AUCTION!

Minutes submitted by Rachael Doudrick

**Don't forget to congratulate
Don and Jerry for their
recent Dearborn Awards**

Long Term Planning: The Next Grand National Meet

The next GRAND NATIONAL MEET will be held from July 13th to the 19th in 2008. There are many details to come. But for those of us who may be planning to get a car ready for this show, these dates suggest that we have about 2 1/2 years to prepare. That's just about right to work a #3 or #4 car for which you have many parts up to Dearborn quality without breaking the bank (hiring most of the work done by "experts") or dropping all the rest of life in order to live on and under a flathead Ford. It's fun if you don't have to rush through everything. Got a car around that's cryin' to be shown?



Birthdays for November

3rd David Gott
5th Virginia Keene
7th Marilyn Krivanek
9th Joan Sapper
9th Allan Franklin
12th Wendy D'Virgilio
12th Ann Miles



13th Sheila Gambino
19th Robert Zecher
21st Kathy Piscopo
24th Jerry Case
25th Ernie Baily
29th Joyce Mooney



BBQ Pickup! What year is it?

BBQ Continued from page 3

Some of the best action was out in front of Don's place where we saw a whole line-up of early Fords as well as a beautiful Lincoln V-12, a '41 if I'm not mistaken. There were no less than four pre-war Ford pick-ups.

Now, how many of you know all the appearance differences between the '35 and '36 pick up? I learned a lot that afternoon. And I thought I was already pretty good at that stuff. Sure, I know all about the split windshields ('37 up) and the flat windshields '36 and earlier). We all know that the '37 to '39s have an oval grille while the '36 and earlier have the vertical bars. But where exactly, does the V-8 go on the grille of the '35 pickup? Several more flathead V-8 Ford trucks were a source of great interest to all on the street in front of Don's place.

The star of the show, though, was Jerry Jensen's '39 Ford Convertible Sedan. It sat in the driveway just glowing fresh out of a 2 1/2 year restoration and it looks the part. This one is a 1000-point Dearborn winner at the Western Nationals this past summer. That's as good as it gets. See the photos in this article.

Jerry says that one of the biggest challenges came along when he tried to rebuild the trunk floor. He had a reproduction tool storage compartment it was so badly made that it wouldn't even fit into the trunk. He gave up on it and welded two old ones together to make one that would fit and look good.

Another of the most challenging projects in the restoration was rebuilding the doors, particularly the window frames and regulators. These are rare in that the stainless clad window frames are unique to this model and very hard to come by. In Jerry's words, they seem to have been pitted and gouged to the point where you have to weld in new pieces to make them look good. Then, of course, comes endless amounts of smoothing and making the plating looking good. Jerry gives Dick Stones a lot of the credit for "saving him" in this particular task.

Drive Lines will be running a series on this car in the next few issues. Congratulations Jerry! Your work has paid off and the car shows it. Stay tuned for details.

Swede's Deals

This month, our treasurer, Swede Carlson, has been out on the farm. Swede says, "I been tinkin', vee neet a stronger tractor. Maybe, vee shut buy dis vun. Wat you tink Ole?"

Fordson N, English built with possibly the only 85 hp 21 stud flathead V-8 conversion anywhere. This conversion was prior to 1944. The engine is a 1937 or '38 with water pumps in the block. Tractor was professionally restored in 2000. Looks and runs very good. \$24,500. Les Berry 909-709-7008 (Yucaipa CA).



Wanted and 4-Sale

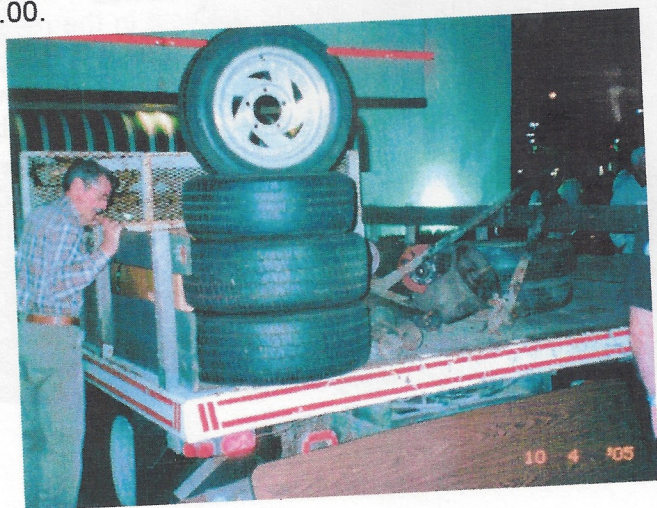
Wanted: '36 dash, Rear fenders, grill top and bottom, '32 2-speed rear end. Al Porter 818-367-2890

Wanted: Tank sending unit for '41 pick up. Mike Schofield 818-3342-8881

For sale: 1947 Ford 2 dr. Sedan All original, \$12,500, obo. Ingvar "Swede" Carlson, 818-943-2860

For sale: 1914 Ford Model T Touring Car. Buxtell Rocky Mountain Brakes, Runs Good, See pictures in October Drive Lines (center fold) Ron Batelsole 17 K obo 818-489-7730.

For sale: '39 banjo steering wheel, brand new \$150.00. Jim Kelley, 310-823-6020, Also, '40 original steering wheel, used, \$50.00.



Bob Zecher inspects his options at the auction

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 V

[Redacted address line]

2005



1952 Nash Healey USA 37

2948 Mary Street, La Crescenta, CA 91214



**Car of the Month, a Dearborn!
Don Durkee's '40 Pickup**