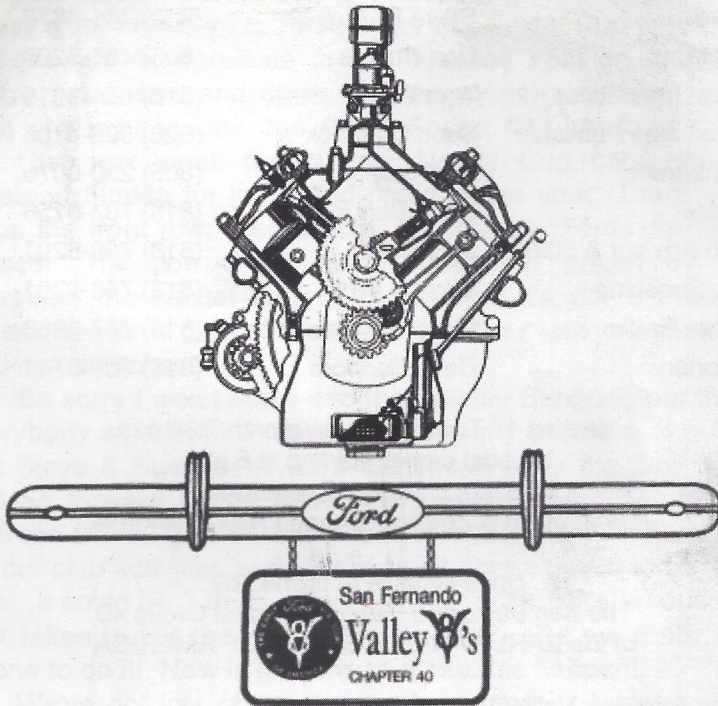




December 2005

"Our 35th Year"



Drive Lines

The Valley 's

2005 Officers

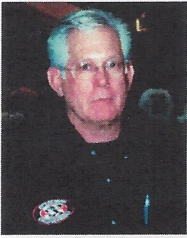
President	Ken Sapper	(818) 249-5686
Vice President	Dennis Keene	(323) 665-1363
Secretary	Rachael Doudrick	(626) 398-4106
Treasurer	Ingvar Carlson	(818) 943-2860
Tours	Steve Boskovich	(818) 341-6876
Programs	Don Durkee	(805) 495-5298
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Mrs. Sunshine	Virginia 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 —



Belated Thanksgiving Greetings!

By the time you read this Thanksgiving will have been over for a few days. It is my wish that all of us have been able to reflect on the many blessings that we can be thankful for (like our old Fords). Now, with the holidays upon us, I want to wish everybody a Joyful Hanukkah, a Peaceful Christmas and a Healthy New Year!

I have had a busy November as I was at the SEMA show in Las Vegas. There I saw Harry and Helen Baker. There might have been other V-8'ers there, it was such a huge show! On the business side, I traveled to Phoenix for the Nextel Cup races. The Fords seemed to dominate in the practice session, but when everything was said and done, the car my son works on was at the top of the heap...the Joe Gibbs FedEx #11 car took it's first pole! The next week the Nascar Nextel Cup cars raced at Homestead Florida for the grand finale of the year. There was a Ford on the front row, on the pole, and literally Fords dominated this race! The Joe Gibbs Home Depot car driven by Tony Stewart won the Nextel cup championship! It's not a Ford, but since our son is a part of the team and they use our parts, we shared in the success!

So sorry I won't make it to the Holiday Banquet, but thanks to everybody who helped make this fun party possible. I will see you at Steve & Sue Boskovich's Christmas party the next week. In looking forward to the New Year, we still need someone to publish the Drive Lines and someone to write and edit the articles about our club activities and meetings. It doesn't have to be 1 or 2 people...it could be 3 or 4. Rachael and Scott have an outline of what it takes to put the newsletter together. But we really need someone to do it! Now is the time to make this happen!

We've got lots of great tours beginning in January. Look forward to "rolling on" with each of you into the New Year of 2006

*Your Pres,
Kenny*

The Next Meeting is Not a Meeting

It's a Holiday Banquet!

Make sure you have sent your reservation to Dennis Keene at 3291 Larga Ave., Los Angeles 90039.

If you haven't, or if you want any party info, call Dennis 323-665-1363.

This is the story, If you are reading this after Thanksgiving, and you have NOT sent in your reservation, call Dennis ASAP. Tell him that you want to come and were (ahem!) waiting to see if you were free that evening. You won't want to miss this big one. It will be even better than last year's bash, which, as you remember, was great! Dancing with DJ Kevin Campbell to big band music, a no host bar and all the decorations you can imagine. We have even heard that Al Mooney and his group will be singing.

WHERE? Encino Glen, 16821 Burbank Blvd. (east of Balboa)

**WHEN? Sunday, December 4th at 6 p.m. for the Social Hour
Dinner at 6:45.**

Be sure to bring an unwrapped toy for a child for distribution to less fortunate youngsters. Since the club subsidizes the cost, members pay \$27 per person, guests pay \$35 which is our cost.



Calendar

Holiday Banquet 6 p.m. Sunday, December 4. Encino Glen, 16821 Burbank Blvd., Encino. Info: Dennis Keene (323) 665-1363

Christmas Party 6:30, Tuesday, December 13, Steve and Sue Boskovich's 10745 Delco Ave, Chatsworth. Info: Steve Boskovich (818) 341-6876

Palm Springs Follies. Saturday and Sunday, Jan. 28 & 29, Please enter this date on your calendar. Details at the January meeting. Info: Gerry Blackwell, (661) 268-0040.

Nick Alexander's Swap Meet and Car Show Saturday, February 4. Please enter this date on your calendar. If you want to sell parts, plan to arrive at Nick Alexander's not later than 7 a.m. Others who want to buy and look may arrive as early as 8 a.m. Free lunch included. Details at the January meeting.

Calendar Continued

Ronald Regan Library and Air Force 1 Exhibit. Sunday, **February 26.** Meet at In and Out Burger, Porter Ranch Rd. and Rinaldi at 9 a.m. Leave at 9:15. Our reservations are for 10 a.m. to tour A-F 1. Lunch in cafeteria. Self guided tour of library after lunch. Info: Steve Boskovich, (818) 341-6876.

San Luis Obispo Tour. March tour Thursday and Friday March 30 and 31. Thursday, Farmer's Market in San Luis. Friday, Melodrama (The Musical Huck Finn) in Oceano. Please enter this info. on your calendar. Meet at Carrows on Victoria Avenue, Ventura. Details at the January meeting.

Laughlin Excursion Fri., Sat. & Sun, **April 21,22, &23.** Bus tour to Laughlin, two nights at the Colorado Belle, some meals and enroute entertainment. Price \$101 / person. Please enter this date on your calendar. Details at the January meeting. For info: Steve Boskovich, (818) 341-6876.



Dick Colarossi

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818 341-3121

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

Christmas Party!

For many years, the club has had an invitation to Steve and Sue Boskovich's home for a beautiful Christmas Party. This is always a beautiful evening. For 2005, Steve tells us that there will be 112 boxes of decorations (up from 104 last year) including every room in his home. That means the new one too! Just seeing the festive atmosphere is a joy, but there is a feast to make the hungriest of us totally satisfied.

WHERE? 10745 Delco Ave., Chatsworth

WHEN? Tuesday, December 13th at 6:30 p.m.

Plan to come, enjoy the home, the food and club friends. You will not be sorry. Please plan to bring a salad or dessert. Please contact Steve and Sue to coordinate what you bring. **Call (818) 341-6876.**

Car of the Month, Blacky's '40 WAG

Blacky saw this 1940 Ford Station Wagon Deluxe in about 1968. He knew that it was rare. There were only 8,730 built in 1940 and at \$947, it was by far the highest priced Ford built. Keep in mind that Ford sold 171,000 Tudor Deluxe sedans in the same year. The Deluxe Wagon was \$100 higher than the convertible coupe.




When first seen, it was running, but not well and belonged to an old man who had garaged it in Hollywood. He kept seeing this man and the car in the parking lot at the Hollywood Ranch Market. He started to talk to him about selling it. At first the answer was

"No!" But Blacky was persistent and the answer changed to "Yes" after a while. Maybe the price had something to do with it.

"It was my first '40, says Blacky. "I drove it home to Reseda and it's been mine ever since. I drove it only occasionally because it just didn't run that well. It had a 59 AB engine. In 1973, Jack Miles rebuilt a '40 engine and we installed it. Now the car became a really nice driver."

Blacky did the wood in 1977 and painted it Mandarin Maroon lacquer. It turns out that, according to our main man, this is the color most wagons in 1940 were painted, unless you ordered another color from the factory. Jack's upholstery in Reseda did the interior in Naugahyde. A new top from ARKO upholstery was installed using "long grain Cobra", the correct material for this car.

In 2001, Alan Mest replaced the engine with a 59 AB with a Merc crank. Blacky has plans to install a Columbia. Some of the other extras include a radio and 6:50 x 16 wide whitewalls.



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

In 2004, the tailgate was rebuilt and re-varnished at Veeley's in Oregon. The car has a single taillight. Back in 1940, it seems that some states required two taillights and Ford would oblige. But California did not, so cars delivered here had but one, even the Deluxe models. (I'm learning stuff like this all the time! Thanks Blacky.)

I think the car looks incredible. As a '40 deluxe Wagon, this great car may be one of the most valuable Fords in the club.



Blacky says that it is lucky that you didn't see it in bright sunshine. You'd notice that the 1977 lacquer paint job needs help. I didn't notice and frankly, the closer you get to this outstanding example of a '40, the more you appreciate our enthusiasm for these cars.

Remember this was Blacky's first '40. Was it his last? Not quite! From the same year, he also has a pickup, a sedan delivery, a convertible (lic: 01A RAG) a coupe (01A DRAG) and our Car of the Month (01A WAG). As most of you know, "01A" is the Ford (and our club) designation for the 1940 model year. It was decided to make these license plates into showpieces, ones that only the "in-group" would understand. That would be us!

Congratulations on your Car of the Month, Blacky. It is a true beauty! TP



Happy Birthday to these December-born V-8ers!

3rd Joseph D'Virgilio

6th George Richards

8th Ron Batesole

9th Nancy Beauregard

11th Shel Harriman

11th Wendy DiVirgilio

13th Anton Krivanek



15th Ken Sapper

19th Shirley Richards

25th Paula Dunn

27th Donna Paschal

27th Nancy Batesole

29th Pamela Underwood

Scott & Rachael's Doudrick's '39 Pickup, The "Surprise" Truck



We have been hearing about Scott's '39 Ford pick up for a long time now, but we didn't expect it to show up as a finished truck at the November meeting! Well, actually THAT pickup didn't. The

one he has been building is still in his garage, basically a beautifully restored chassis with a newly rebuilt front end and a rear axle and driveline.

Surprise! On eBay Scott found a '39 pickup in Wenatchee, WA that really hit his hot button. It seems that Scott made the owner an offer, which was accepted dependent on Scott's inspection of the vehicle.



The same family had owed the truck since new. The grand uncle of the guy from whom Scott bought the truck was the first owner. It then moved through the family and into the hands of the last owner. There are stories of years in a barn and they make sense. Since the owner had

died tragically, the truck was kept as a memorial to him. A key fob that came with the truck says, "Waterville Ford, (a dealer near Wenatchee) with a '38 Ford emblem and the words "Phone 382". Scott believes this is an original and was kept with the truck on purpose.

So, how did Scott get the truck to Southern California? You might say, the long way. He drove 7 hours to Minden NV, then got into Chuck Luetzgerodt's pickup with a trailer hooked to the back. He and Chuck drove straight through and 17 hours later they arrived in Wenatchee! The next day they found that the so-called "frame on restoration" was in reality a cosmetic freshening and little else. It ran poorly as it had almost no power. The

transmission would hardly shift. What was supposed to be an "all original" truck turned out to be stock with many changed parts over the years. Scott wanted to forget the whole deal. Chuck seemed to think it could be made to run well, agreeing with the owner that timing was probably the culprit. After a long conversation, Scott decided that it really did have very good bones – he'd take a chance that it was just timing.

Finally, they loaded the trailer and with the deal done they headed home. Upon arriving in Altadena, Scott had one hour before he had to leave for Tucson on a business trip. At that moment, it started to hail. He and Rachael quickly dragged the frame and cab of the "other" '39 pick-up out of the garage and stashed the "new truck" into its stall. He spent his trip wondering about his new "find."



With the help of John Wolf, Scott was able to take the "barely running" truck up to the next level. After checking out the ignition, which was at best weak, the main culprit was found to be a bad coil. Replacing the fouled plugs was the final charm.

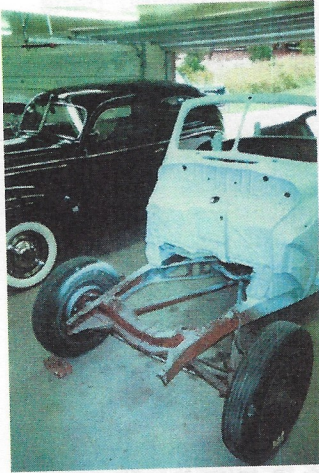
On November 1, 2005, the truck not only ran, Scott drove his new beauty to the meeting where it caused quite a stir. "Is that the one you have been working on for over three years?" No one except John Wolf knew for sure that such a truck was even waiting in the wings. "No, but it's the same year and model and it runs great!" It looks great too Scott. You can be proud of it!

Our rocket scientist plans to take the rebuilt front and rear end off the chassis he has at home and install them in the new truck. He will use it as his daily driver to JPL replacing the sad old Ranger that has been his "work truck" for the last two years while he got his dream, a '39 pick-up, and what a beauty it is!

Al Rohrer

Al Rohrer is still holding down the fort at Northridge Hospital. LuAnne reports that he is gaining strength after fighting it out with a persistent lung infection. He is eating again and his breathing is better. He is getting help building up his leg strength so that, after eight weeks in bed, he will be able to stand up again. The club sends he and LuAnne all the best and we wish him a speedy recovery.

More on The Jensen Dearborn



Can a '39 Ford Convertible Sedan really be that good? It is often said that when a car came off the assembly line back in the 1930's, it would probably have gotten about 995 points by today's standards. There would have possibly been a run or two in the paint. There may have been some miss-aligned stitching in the top fabric or a body panel that didn't fit right. Of course, the dealer repaired glaring errors, usually. So, how do you build a car that wins a 1000-point Dearborn?

The answer, In two words is: **VERY CAREFULLY!** This is, to say the least, time-consuming. There are no easily ordered NOS parts. Yes, some are out there and can be brought back to new condition. But the majority of the parts are found on well-worn cars. The rear fender on Jerry's '39 was "crafted" from two fenders. To make things a little more interesting, many body parts are unique to convertible sedans. One can imagine how hard they are to find.

I don't have the patience for this kind of work, so were I selecting a car with the idea of getting a 1000 point Dearborn, it would be a coupe or tudor that had been made by the tens of thousands. There were 3,561 convertible sedans built in 1939 making it one of the rarest Fords for the year. By contrast, there were over 268,000 Tudor sedans made in the same year. Clearly, Jerry's car is unique, one of very few left on the road today. The price the five-window coupe was \$599 while the convertible sedan deluxe sold for \$921, the highest priced Ford you could buy in '39.



Reggie Mayfield traded the car to Jerry for a Fordor and some cash in 1984. It was a complete basket case. Jerry stored it in his car trailer for almost 19 years. And then started on it in earnest. Some pictures I took in 2003 show the body mounted on a frame of sorts, so that the body could be rebuilt. The majority of the

work was done by early 2005 when the upholstery was started. Jerry explained that upholstery is one of the last things you want to do. Finally, the top went on in June, then some detail work was completed. By August, it was ready to roll. Jerry bought a new 22' Interstate that was 108" wide and of course, completely enclosed. Pulled by his F150 with a 5.4 Liter V-8, the 6,300 lbs rolled very well indeed.

The destination was Keystone, Colorado. Leaving early on Sunday morning, he and Carole made Beaver, UT that night, a distance of 550 mi. Monday, they rolled on over a 9000' pass to Keystone, a distance of over 500 miles. Tuesday was the day of the safety check and our fire captain only forgot one thing. After driving the "new" 1939 Ford another six miles, he returned to the safety check with the fire extinguisher he had forgotten.

Wednesday, was the concourse day, it started out clear and quite cold. Durkee had borrowed a jacket. Nick Alexander sat in one of his Woodys with the engine running and the heater on. By noon, it was clouding up and soon started to rain. Jerry planned ahead and had cut out a plastic sheet to put over the top. Once a convertible top gets wet, it just doesn't look new again. He held the plastic on with duct tape and the day of many challenges was complete with no further mishaps.

The next day was a tour to Leadville. Loveland pass, which almost reaches 12,000', was used to get there, but this trip was in his F-150. Jerry notes that one of the outstanding features of Leadville, is that huge areas of mine tailings are now being converted back to their natural state, a meadow. A most interesting project.



Congratulation, Jerry, on your best-of-the-best cars, a 1000 point Dearborn. This car that you built carefully over a three-year period stands testament to your determination. Your craftsmanship is second to none, and

now you have the recognition that you deserve, one that all early Ford enthusiasts covet.

October Tour, Down the Coast to C&G for Parts and More.



It was a great day for a tour and we took full advantage of it. Let's just say that times like these are "Moments to Remember." OK, I'm a sucker for 1950's pop songs.

We toured down the coast on the 405 - 5 route to Oceanside and turned inland on the new 173 to Escondido. 125 miles in all and all two hours of it was Flathead driving at it's best. By the time we got there, we found about 100 + Ford enthusiasts doing what we do best, tire kicking and telling stories. There were many cars from the San Diego area and some from much farther away.



We were able to get 10% off on parts from C&G, no shipping and of course, a free lunch. Why else would we drive so far? Wendi and I counted 16 Club members from the Valley V-8s and I'm sure more snuck in under our radar. It was a great trip for all on the way back too. This time, the top was down on the '53 Sunliner and Wendi had the pleasure of Dick Stones and me in the front! We were about as happy and relaxed as Flathead drivers get. I still hear the Smithys low rumble! Two

more hours of joy and we got home - "no problems."

Membership Dues are DUE!

Dick Stones wants everyone to remember to send him a check for \$28 made out to the Valley V-8 Club for your 2006 club dues. If there are changes in either the cars you own, your mailing address, phone or email address, please send Dick a note. If everything is the same as last year, just send a check to:

Dick Stones 1405 Valley High Ave.
Thousand Oaks, CA 91362

Secretary's Minutes

Date: November 1, 2005 **Meeting Place:** Baker's Square
Meeting Leader: Dennis Keene, 'Veep' **CARL'S Car Count:** 14
Start Time: 7:30 **Adjournment Time:** 9:00

Introduction of Guests: Welcome!

Tom Marvel, friend of John Sassaman

Vice President's Notes: Dennis Keene

Our regular meeting will not take place next month. Our annual Holiday Party will be on December 4. Boskovich party date was wrong in DL, it is TUESDAY, Dec 13!

Treasurer's Report: Ingvar Carlson

Getting ready to pay for the Holiday party. Our auction was a big success and we are in great shape!

Membership: Dick Stones

Al Rohrer is in the Northridge Hospital, Rm. 3424. Your visits and good wishes are very appreciated!

It is time to renew your membership for '06. Get a head start on it. There is a new address for the National Membership. Make sure to use the newest renewal form.

Announcements:

We are desperately in need of Drive Lines editor and a publisher (two positions) for 2006. PLEASE consider filling these important functions for our club! The current publisher, Scott, will TRAIN you! Please call him : 626 398-4106.

Car of the Month:

Congratulations to Blacky Blackwell and his '40 Woody. This month's Drive Prize also goes to Blacky Blackwell!

Program for the Evening:

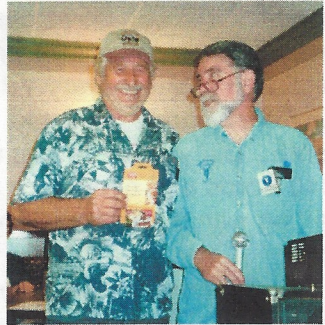
Members shared stories about the Hershey swap meet, V8 activities and their cars.

Raffle Winners:

Ladies: Karen Lehman and Joan Sapper

Name Badge: Darryl Thomas

50/50 Drawing: Joan Sapper



Minutes submitted by Rachael Doudrick

November Meeting

It was one of those meeting that just grew on it's own. First we all want to give V-P Dennis Keene a big V-8 "thank you!" for stepping in when President Kenny Sapper was out of town. As you may have guessed, it was a car race! It's OK Kenny, as long as the Fords with Speedway rear-ends keep winning!

We reviewed the calendar, particularly the Holiday Banquet and the Christmas Party. When it was program time, Don Durkee, in a style that is his alone, got us all going with "Each table has to come up with a V-8 story." We know a lot of these stories by now, but there were some new ones and the ones we already know, seem to have grown and changed since we last heard them. This leads to fun and un-ending laughter. Blacky Blackwell shows up in our photo doing his part to get us going. Though Kenny was not present, his one and only, Joanie was there and walked away with the big \$\$ from the 50/50. Blacky's '40 Ford Woody took the much-deserved award for Car of the Month. Did you know that this laid back guy has no less than five 1940 Fords and every one of them is a beauty with a license plate starting with "O1A", the Ford and the club designation for the 1940 Ford.

Remember, no meeting next month but please remember to come to BOTH parties. You will not be disappointed!



For Sale

1947 Ford 2 door sedan. All steel. Ingvar "Swede Carlson. (818) 943-2860.

'40 rear End. 3.25 gear rebuilt with 17 tooth speedometer \$1200 Don Durkee, (805) 495-5298.

V-8 Engine. Almost new water pumps and heads. John, (818) 883-6415.

Water Pump New, right side 8 BA "49-53, 5/8 " pulley. **Pair of Heads,** good, milled a little for 8 BA. **Transmission Case** for '40 - 48 "as new". No internals, no lid. **6 volt generator "2"** Mike Monroe, (818) 789-7225.

'35-'36 Ford Parts Al Porter, (818) 367-2890.

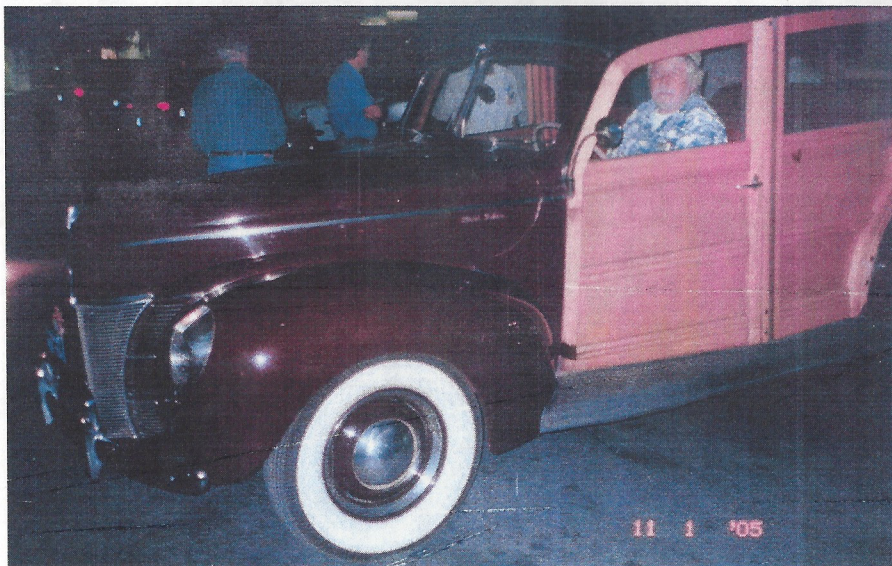
The Valley 's

PAST PRESIDENTS

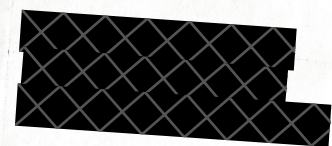
Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973 - 1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	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
Blacky's '40 Woody**



91326+3049-41 C013

91326+3049-41 C013

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