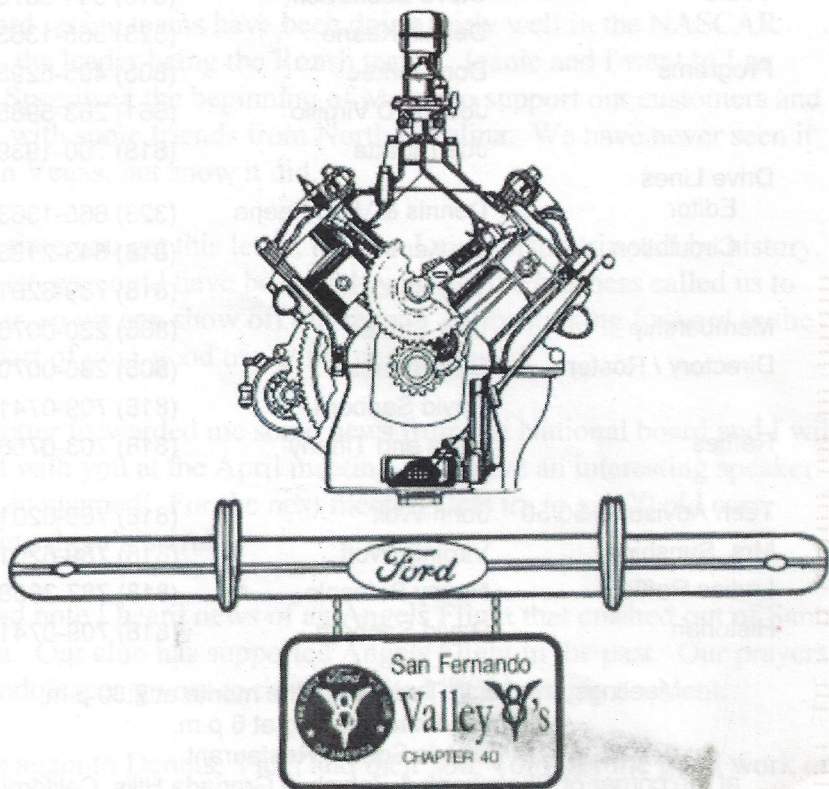




April 2006

"Our 36th Year"



Drive Lines

The Valley s

2006 Officers

President	Ken Sapper	(818) 249-5686
Vice President	Don Underwood	(818) 246-4560
Secretary	Karen Lehman	(818) 885-6938
Treasurer	Ingvar Carlson	(818) 943-2860
Tours	Steve Boskovich	(818) 341-6876
	Dennis Keene	(323) 665-1363
Programs	Don Durkee	(805) 495-5298
	Joseph D'Virgilio	(661) 263-5985
	Joe DiFatta	(818) 700-1939
Drive Lines		
Editor	Dennis & Vicki Keene	(323) 665-1363
Circulation	Lin Kemmerer	(818) 843-2138
	Virginia Wolf	(818) 789-6201
Membership	Dick Stones	(805) 230-0070
Directory / Roster	Dick Stones	(805) 230-0070
	David Sanborn	(818) 709-0741
Raffles	Dave and Tiffany 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	David Sanborn	(818) 709-0741

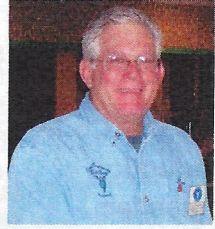
Meetings are the 1st Tuesday of the month at 7:30 p.m.
No host dinner starting at 6 p.m.
at Baker's Square Restaurant
at the corner of Chatsworth & Zelzah in Granada Hills, California.

The Drive Lines is published by:
The San Fernando Valley V8's, Regional Group # 40
of the EARLY FORD V-8 CLUB OF AMERICA.

Mailing Address: Valley V8's Drive Lines
3291 Larga Ave.
Los Angeles, CA 90039

e-mail to:
dmvkeene@pacbell.net

President Ken's Message



Greetings Fellow V-8ers!

Since spring is now here, I hope you're all getting the cobwebs out of your early Fords and starting to drive them. It's hard to believe April is here already.

The Ford racing teams have been doing fairly well in the NASCAR circuit, the leader being the Roush teams. Joanie and I went to Las Vegas Speedway the beginning of March to support our customers and visited with some friends from North Carolina. We have never seen it snow in Vegas, but snow it did.

By the time you get this letter, the San Luis Obispo trip will be history. Sure wish we could have been with you, but the business called us to Del Mar, so we can show off our rears!! I'll be looking forward to the fun report of your good trip at the next meeting!

Tom Potter forwarded me some news from the National board and I will share it with you at the April meeting. We have an interesting speaker and topic planned! For the next meeting, lets try to get 20 old cars, providing there's no rain.

On a sad note I heard news of an Angels Flight that crashed out of Santa Monica. Our club has supported Angels Flight in the past. Our prayers and condolences go out to those effected by this tragic accident.

Thanks again to Dennis, Vicki and their son, Tom, for the good work on "our" Drive Lines!

Will see you in April!

Your Prez,

Kenny



Secretary's Minutes

Date: March 7, 2006

Meeting Place: Baker's Square

Meeting Leader: Ken Sapper Start Time: 7:30 Adjournment Time: 9:10

Carl's Car Count: 9

Introduction of Guests: Don Durkee introduced his guest Gordy Chamberlain.

President's Notes: Ken Sapper

Ken said the Fords are doing very well at Nascar. John Wolf received a Life Time Achievement jacket from the Sidewinders.

Treasurer's Report: Ingvar Carlson was not at the meeting.

Tours: Steve Boskovich said we need four more couples to go to Laughlin, Nv. 4/21 - 4/23. Send in the form for the Big Bear car show A.S.A.P you can get a refund up to July 21. Dennis said 18 people are going to San Luis Obispo 3/30 - 3/31.

Announcements: Don Underwood secured the room for the Holiday party. Dave Bergman passed around an article about an oil field off the coast of Louisiana known as Eugene Island 330. It was supposed to run out of oil in the early 1990's and it did slow down but then started up again. Now production continues to grow each year and nobody knows where it is coming from.

Car of the Month: Jim Albert's coupe.

Drive Prize (for bringing your V8 to the meeting): Dick Stones

Program for the Evening: Scott Doudrick gave an illustrated talk about ordering parts on E-Bay. He also had hand outs of important points. You need to set up an account to buy on line. Don't give any more information than necessary. HTTPS is a secure site. Ask questions, get pictures. Seller pays E-Bay fees, buyer pays shipping. Rover is still going well.

Don Durkee told about trip with the grandkids in the '50 Crestliner and passed around a model of the car.

Raffle Winners:

Ladies: Judy Zabaglo and Wendy Potter

Name Badge: Alan Franklin

50/50 Drawing: Shirley Richards

Calendar of Events

March 30, 31, & April 1 (Thursday, Friday and Saturday)

Tour to San Luis Obispo. **New information for hotel**

reservations in S.L.O. : Call Choice Hotels (800) 424-6423 to get your reservations for Comfort Suites, Lamplighter in S.L.O. See other tour details in February '06 Drive Lines or call Dennis Keene (323) 665-1363.



April 4 (Tuesday) Valley V8 meeting

The next meeting will be on April 4, 2006 at Baker's Square at the corner of Zehzah and Chatsworth at 7:30 p.m. Don't forget there is the no host dinner that starts at 6:00 p.m. Come to have dinner with V-8 friends and stay for the meeting. Our speaker for April will be our very own Joe Di Virgilio. He'll talk about his over 30 years with the LAPD, part of which was serving as security/body guard for District Attorney Gil Garcetti. This should be a very interesting evening.

April 6 (Thursday) "Let's Play Hookey" Tour -

Since our official tour for April is a trip by bus, we need to exercise our cars, so "Let's Play Hookey"! If you're still employed you'll have to call in sick. We'll tour to King Bolts in La Verne, the Old Ford store in San Dimas and lunch in uptown Monrovia. Meet at Bob Hope Drive, (south of Riverside Drive just south of Johnny Carson Park) @ 9:00 a.m. on Thursday morning. For info call Dennis Keene (323) 665-1363.

April 9 (Sunday) 21st Annual "Fabulous Fords Forever" -

at Knott's Berry Farm, in Buena Park. Celebrating 85 years of the Lincoln. 7:00 a.m. gate closes 10:00 a.m. Info: (562) 862-9311

April 21, 22 & 23 (Friday, Saturday & Sunday) Laughlin Tour

Pre-registration is a must! At press time there was still room for a few more attendees. See page 4 of this issue &/or March Drive Lines for more details or call Steve Boskovich Day: (818) 341-2291 Eve: (818) 341-6876

May Tour to car museum in Oxnard - Details in May Drive Lines.

June 11 (Sunday) Tour to Val's Antiques Car Collection and Museum.

Info: Dennis Keene (323) 665-1363.

June 25 (Sunday) 30th Annual Forty Ford Day.

La Palma Park, Anaheim. Pre-register by June 16, 2006.

Info: (714) 968-6440.

Laughlin Tour - April 21st - 23rd

No Foolin'! It's not too late to join in on the fun!



It's not by magic that this tour is so much fun. Steve and Sue Boskovich put a lot of work into making sure that the tour is fun.

This tour is by bus, so everyone gets to kick back and enjoy the scenery. Aboard the bus there's snacks and bingo and stories aplenty told by the company aboard.

The tour leaves on Friday morning, April 21st and returns home on Sunday, April 23rd.

You'll have a three day, two night stay, complimentary meal tickets and the bus fare -- you can have it all, for only \$101 per person.

Reservations are a must and even though space is limited there's still room for several more couples. Friends are welcome too, so sign up now by calling Steve Boskovich (Eve: 818-341-6876) or sign-up at the April meeting. Don't miss this fun filled weekend!

Birthdays

March 31st John Forneris (Sorry we missed you last month John.)

2nd Lois Bergman
7th Elaine Franklin
8th Bud Williams
11th Michael Monroe
18th Larry Weise
19th Doug Stoker
21st Barbara Zabel



22nd Malinda Muller
23rd Blacky Blackwell
24th Jerry Dunn
25th Wendi Potter
25th Bill Samstag
27th Gerry Blackwell

Thank you so much Miguel for the printer supplies.



Miguel Silva

INK JETS • LASER CARTRIDGES • IMAGING SUPPLIES

13030 Bradley Ave
Sylmar, California 91342

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

They're Still Out There

Christopher Columbus didn't create the "New World", it was there all along waiting to be discovered. And so it was that Bill McGrath, owner of the Early Ford Store in San Dimas, discovered this 1934 roadster, where it was covered up and hidden from view in a body shop for over 25 years. Although some well meaning person could spend thousands of dollars re-doing the top and upholstery, painting the car and rebuilding the engine or replacing it with a 1934 block, why bother? This jewel has a 1937 block with block-off plates and 1934 accessories, and could be driven for many years "as-is", just as it was when discovered. Please don't get a ticket speeding over to the Early Ford Store to buy this find, since Bill has already found a new owner, and any mark-up obtained will be used to enlarge Bill's inventory of reproduction parts.

D. K.



For anyone trying to restore a '34 wouldn't it be nice to find grilles in this condition?

Having been stored inside for 25 years there's a rag top that's not in rags.



A Pickup Fan From Early On

John Kemmerer, former Drive Lines Editor, thought that the V8er featured this month warranted an article way back in 1999. With 2006 having been declared the “Year of the Pickup” (Editor’s prerogative) who better to showcase again than Don Zabel, who has owned and still owns this Ford product so revered by V8ers.

Don’s V8 roots are deep, having modified his first car, a 1914 Model T, by installing a V8 before many of us had learned to drive. He re-upped after the war and was eventually discharged from the Army Air Corps in 1949.

A 1934 pickup he acquired had to do double duty, not only as the shop vehicle for the auto repair business he opened in Glendale with his partner Bruce Robinson, but also as the tow car for the CRA roadster and sprint car he owned and drove at tracks at Huntington Beach, Culver City, Gardena’s Carrol Speedway, Balboa Stadium in San Diego, Carpenteria, Oildale (north of Bakersfield), Oakland and Calestoga to name a few.

Don worked on customers cars all week during the day and then worked on his race cars at night. His cars included ones for lakes racing at Muroc and El Mirage, drag racing at Saugus and San Fernando, and roadster and sprint cars at the above mentioned tracks. The ’34 pickup eventually gave way in 1956 to a 1954 pickup that he has owned ever since.

Gene Wilson was discharged from the Navy, also in 1949. Gene opened a body shop in Los Angeles and subsequently moved it to Glendale and ultimately Montrose. He and Don became friends and the ’37 pickup that Don acquired from Gene’s estate is the same one he swapped out the original cable brakes for hydraulics for Gene around 1950.

John’s 1999 article noted that Don’s current project was a ’48 F1 Flatbed, which is the red one you often see in the parking lot at our meetings.

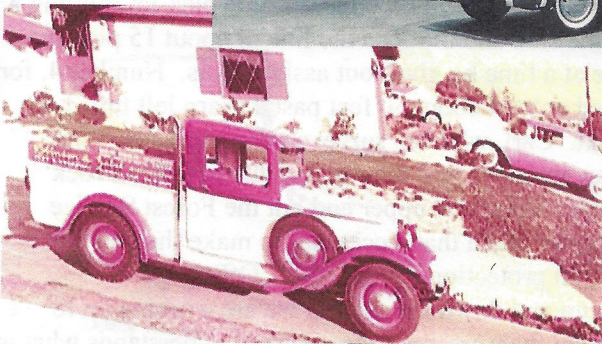
While Don didn’t fly for the Army Air Corp, he has acquired a private license, so when he’s not working on his pickups or the ’32 roadster he also acquired from Wilson’s estate, he flies a private plane whenever he gets the chance.

D.K.

'34 pickup with sprint car in tow at Don's shop when his partner was Bruce Robinson.

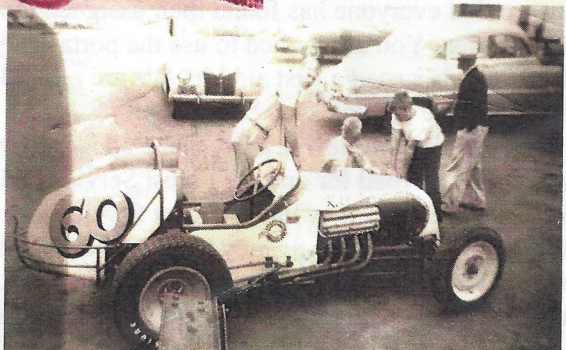


'54 pickup acquired in 1956 (still owned by Don) at shop after Don bought out his partner.



Two tone paint job popular on pickups of the era.

Don's sprint car that he drove at tracks all over California.



Photos from Don Zabel

What to do with a perfect Saturday? Help repair the Old Ridge Route Road, of course!

It is a warm, clear day as we head up the I-5 to Frazier Park. In the small building behind the Post Office is the 'Ridge Route Communities Historical Society and Museum' (RRCHSM). A little larger than a double garage, the clean white house and a collection of out-buildings contains much historical evidence that Frazier Park in general and the Old Ridge Route in particular are alive and well in the minds of many in the area.

We focus on a 17 mile portion of the Ridge Route used from 1915 -1933 starting from Templin Highway running up to Highway 138. This 'marvel of modern engineering' is on the Historic Register according to the literature. This in no way refers to 'Old 99', a much more modern four lane high-speed road that opened in 1933 to replace the Ridge Route.

The ten-year old RRCHSM is a vital and growing part of an area that will see huge growth and development in the near future. Today, about 25 of us meet to go out to the Old Ridge Route to clean out culverts and repair minor washouts. After a discussion of procedures and safety concerns, we each sign a sheet stating that we have been warned that we are going to be working in an area that has not been maintained for many years. We caravanned up to the northern terminus of the 17 mile stretch of the Old Ridge Route.

At this point, Carl Marsee, the president pulls his blue pick-up (pulling a porta-potty on a trailer) to the side and motions the line of about 15 pickups and SUVs to file past. One at a time he gives out assignments. Number 4, for example, might be a blocked culvert about 50 feet past a sharp left turn 1.4 miles from our starting point. Carl, who has surveyed the area says, "The lower end of #4 seems clear, we can't find the top end due to a small rock slide". The instructions were: "Clear the upper end but the Forest Service doesn't want us to cut any more brush than necessary to make the culvert work. We need all the erosion protection we can get!" Off we go.

Carl drives his pickup up and down the section we are working on to insure that everyone has found their assigned location and understands what is to be done. You are invited to use the porta-potty at any time it arrives. Everyone is issued a first aid kit. We are reminded "There is water and sun screen in the blue pick-up."

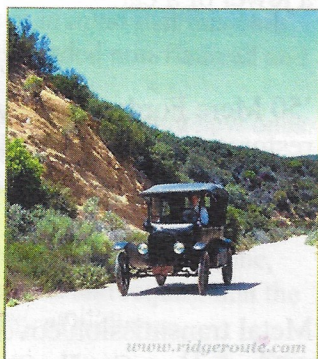
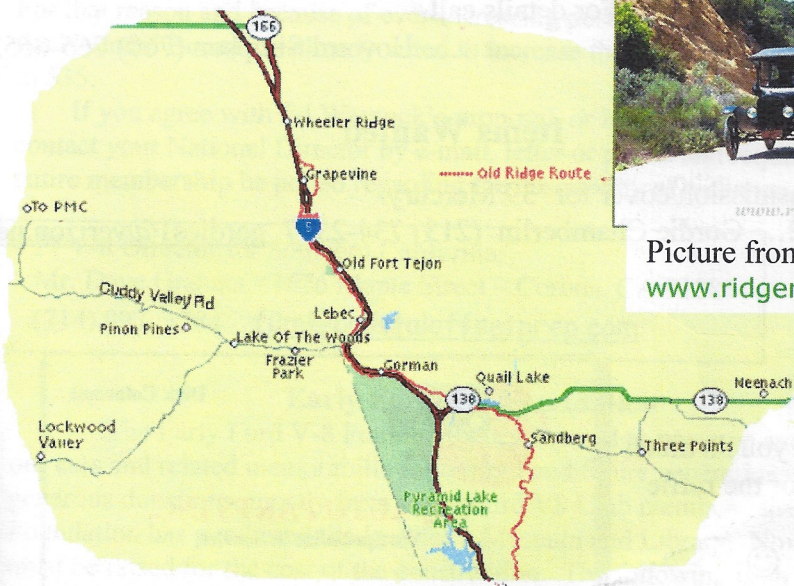
How did this new activity come about? Carl explains "The County swapped this road for one the Forest Service had north of Monrovia. The whole 17 miles is now under Forest Service jurisdiction. That means we need to work with only one agency to coordinate what we do. He explains that we will have a work party again in April and every two months for a long time to come."

(continued next page)

The general plan is to use 2006 to get the utilities relocated and do some of the drainage work such as today's project. During 2007, the basic roadwork will be done to insure that the 17 miles is passable over it's entire length. By 2008, if all goes well, the road should be open to tours and other special uses. Generally, the Forest Service has a very cooperative attitude toward our interests. They work with us to insure that there is a plan that preserves the historic nature of the road and makes it available to organizations and individuals.

Sounds good to me! The RRCHSM now is aware of the Valley V-8s and that we are interested in touring the road. We will be informed of up-coming work parties and other events. One note that many of us would find of interest is that there are plans to build a mock-up of an early service station on the Museum property in Frazier Park. A Mobile gas pump (glass top hand pump) dating from the 1920's has been secured and they are looking for other donations to help create a realistic looking service station of the sort that existed along the Old Ridge Route so that there will be a place where we can photograph our cars in a period setting. We'll keep you posted!

Tom Potter



Picture from
www.ridgeroute.com

Map from the RRCHSM webpage
www.frazmtn.com/%7Errchs/mainie.html

Items For Sale

'34 Ford V8 Factory Tow Truck. These were made by Ford from 1930-1934. Rolling cab and chassis with engine, transmission and rear end. Needs everything, but it's a good rust-free local truck.

..... Gordie Chamberlin (213) 734-2347 gordies1@verizon.net

Four 15" beauty rims \$10 each. 1940 steering wheel \$40

..... Jim Kelly (310) 823-6020

1939 Fordor convertible. Final year of this rare body. Only 3,500 built. Runs cool with Remond distrib. and thermostat fan. Has "Vintage" brand A/C specially made for flat heads. 12 volt alternator and fuel pump. Hydraulic brakes. Floor shift. Leatherette upholstery. New paint. Bone color. Good tires. Five after-market V8 hub caps, plus three originals. Rust under doors and tool tray. Some excellent restoration work already done by Jerry Case. Finish restoring and have a jewel of a car.

..... Art Charlap-Hyman (818) 342-1170

'50 Merc Fordor, with visor, Tutone brown. Low miles since restoration. \$18,000. For details call.

..... Howard Simpson (760) 765-0653

Items Wanted

Metal transmission cover for '39 Mercury.

..... Gordie Chamberlin (213) 734-2347 gordies1@verizon.net

Thank you so much
Dick for the raffle
prizes.





Dick Colarossi

C Q AUTO PARTS INC.
We Specialize in Service

21116 Devonshire St
Chatsworth, CA 91311

Telephone
818 341-3121

Editor's & Publisher's Corner

How can we increase our National Clubs membership so that the cost of publishing our award winning V8 Times can be kept affordable and the legacy we have preserved can be carried into the future? It was with this question in mind that the youth movement was proposed several years ago, and while the quality of the youth thus enrolled in our club has been outstanding, the quantity of youths who have come forward has left a lot to be desired.

My initial solution to this problem would be to enlarge the years of cars eligible for inclusion in our club, perhaps by adding the years from 1954 to 1959, encompassing all the years of the Fabulous Fifties. The precedent for enlarging the years included is well established, since the original club only included the years 1932 to 1940. Two increases were proposed and agreed upon, first extending to 1948, and ultimately to the present 1953.

Longtime member Ed Warnock has suggested an even better solution. Without wavering one iota from the stated purpose of the "preservation and restoration of Ford manufactured vehicles" why not make eligible for inclusion any Ford product that is 50 or more years old? If this were to become part of the club's by-laws today the first newly eligible vehicles for inclusion would be the 1954 and 1955 years. Before you object, keep in mind that this club never was the Ford Flathead Club, and has always included non-flathead and non-V8 engines.

We are currently losing members faster than we are recruiting new ones. For that reason and because of ever-increasing postage rates and printing costs, the National Board has already voted to increase the National Dues from \$30 to \$35.

If you agree with Ed Warnock's proposal, or if you have a better one, contact your National Director by e-mail, letter or phone and request that the entire membership be polled regarding the desirability of a change.

D. K., Editor

EFV-8 Director for Southern California:
Mr. Dave Graham - 1576 Maple Street - Corona, CA 92880
(714) 997- 1284 film@coastaloffsetprep.com

Early Ford V-8 Foundation

The Early Ford V-8 Foundation was formed to preserve and showcase our cars and related memorabilia for current and future generations. With generous donations, mostly from Early Ford V8 Club members, the Foundation has purchased the land for a Museum and Library. Now, money must be raised for the cost of the construction. The following is an excerpt from the Indiana Regional Group #56 'Hoosier Views' Jan-Feb '06 newsletter.

(continued on next page)

“Frank Scheidt, of RG #3 and Editor of *Foundation News*, aptly describes the importance of enlarging the membership base of the Foundation in a recent edition. Frank is quick to note that even with great contributions and future pledges by the individual members and many EFV-8 Club Regional Groups, the Foundation’s Museum & Library will never become a reality with just those highly appreciated contributions alone. One of the things that can hasten the construction of the building and can shorten the waiting period, is the number of Large Donations/Grants coming from within Corporate America. In order to connect with, and relate to, and influence corporate sponsorship, the Foundation’s Board of Trustees must be able to show potential corporate supporters that our quest has support “in numbers”. “Numbers” equates to a potential corporate donor-investor that our goals are shared with “MANY OTHERS”, which gives them some idea of HOW MANY people that THEY can reach with THEIR OWN agenda, product or philosophy THROUGH their association with, and financial support of, the EFV-8 Foundation and its museum facility in Auburn, In.

This Foundation is unlike many other worthy charities, in that once you join, you won’t be “hounded” throughout the year, receive multiple mailings requesting for more \$\$ or any intrusion into your private life. However, you WILL receive a high quality, informative, bi-monthly newsletter to keep you abreast of all the exciting, late-breaking news related to the Foundation and the Museum’s Building Fund. You are urged to join now (only \$15) and “get on the bandwagon” at this exciting time as “Ford V-8 History” is being written.”

For the Fun of It Corner: Caution – Pun Ahead

A jumper cable walks into a bar.
The bartender says, “I’ll serve you, but don’t start anything!”

Technology for Country Folk



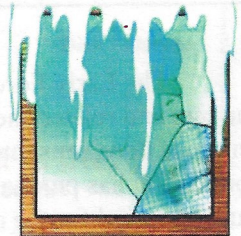
RAM

That thar thang what splits farwood



Hard Drive

Gitten home in the winter time



Windows

What ta shut when its cold outside

The Valley

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
Ken Sapper	2005

The Valley 's

E-mail to: dmvkeene@pacbell.net
3291 Larga Ave. Los Angeles, CA 90039

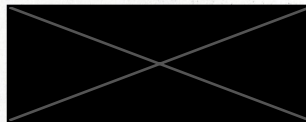


Dick Stones 1940 Standard Coupe

Drive Prize Winner

Dick's '40 looks great wherever it's parked, but Dick doesn't leave it parked. Here it is outside the motel in Palm Springs as he drove the '40 on the January Tour and of course he drove it to the last meeting and his license number was selected by Carl for the Drive Prize.

SANTA CLARITA
CA 913 5 T
28 MAR 2006 PM



91328+3049

