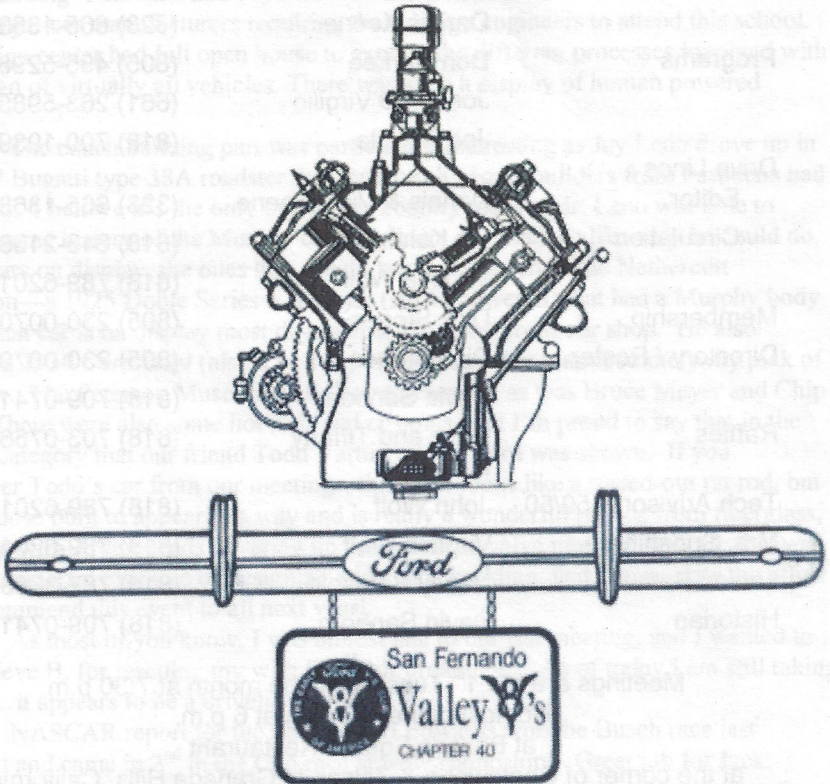




August 2006

"Our 36th Year"



Drive Lines

The Valley s

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President	Ken Sapper	(818) 249-5686
Vice President	Don Underwood	(818) 246-4560
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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.

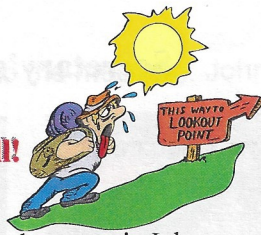
The Drive Lines is published by:
The San Fernando Valley V8's, Regional Group # 40
of the EARLY FORD V-8 CLUB OF AMERICA.

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President Ken's Message

Hot summertime greetings to all!



July is roaring by! We had a good turn out in July on a great summer night last week! Summer meetings and cruise nights are the best!!

Our guest speaker from July sure did a great job telling us about their Indianapolis 500 experiences. What a great time that must have been. Thanks again!

I passed on the Glendale cruise night and opted out for a cool pool with friends. Sunday morning came however, and I was invited to the Art Center College of Design in Pasadena for their annual fund raising event. This year's theme was coach building- Pasadena and beyond. The design center is world renowned with most of the major car manufacturers requiring their design engineers to attend this school. The design center had full open house to explain the different processes involved with the design of virtually all vehicles. There was even a display of human powered vehicles.

The coach building part was particularly interesting as Jay Leno drove up in his 1927 Bugatti type 38A roadster that the Murphy coachbuilders from Pasadena had produced. I believe it's the only one in this country today. Mr. Leno was able to explain some history of the Murphy coachbuilders of Pasadena like only he could do. Of the cars on display, the ones that caught my eye were from the Nethercutt collection—a 1925 Doble Series E roadster (steam powered) that had a Murphy body on it. That car is on display most days across the street from our shop. He also brought a 1930 Cord L-29 (also a Murphy'd body car) that was absolutely my pick of the show. The Peterson Museum was also represented, as was Bruce Meyer and Chip Foose. There were also some hot rods and customs, and I'm proud to say that in the hot rod category that our friend Todd Varble's 1937 Ford was shown. If you remember Todd's car from our meetings, this Ford looks like a rusted-out rat rod, but it is purpose built to appear this way and is really a wonderful replica from fiberglass, complete with Arden heads covering up the overhead valve motor! Overall, this was a very wonderful example of designing and coach building, and I appreciate the effort and recommend this event to all next year!

As most of you know, I was almost late to our last meeting, and I wanted to thank Steve B. for rescuing my wife from our broken '40. As of today I am still taking it apart...it appears to be a driveline problem.

NASCAR report for the month, Carl Edwards won the Busch race last weekend and came in 2nd in the Cup race at New Hampshire. Great job for Jack Roush's Fords! There was a huge shake up on top 10-point standings...more on that at our August meeting.

Looking forward to seeing everyone at Bob's this next Thursday the 20th. I'll take the '27. Until then, keep cool...



Your Prez,
Kenny

Secretary's Minutes

Date: July 11, 2006

Meeting Place: Baker's Square

Start Time: 7:35

Meeting Leader: Ken Sapper

Adjournment Time: 9:20

Carl's Car Count: 12

Introduction of Guests: Joe DiFatta introduced his guest Steve Webster, from Party Time Rentals. Steve Boskovich introduced Jeffrey Olshane and Marilyn who were members 12 years ago and rejoined tonight. Jeffrey is president of the Valley Traffic Advisory Council. He owns a '32 Ford pick-up, '40 Ford coupe, '32 Ford 3 window, '56 Ford F-100 truck and a '65 Mustang. Welcome back.

President's Notes: Ken is looking for members interested in being on the board next year. On 6/25 at the Pasadena Elks Club car show, Ken received a trophy for second place in the all '30 to '39 car class.

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

Tours: Steve Boskovich told us the date was changed to Thursday, 7/20 for the tour to Bob's Big Boy in Toluca Lake. The meeting place was also changed to Sepulveda and Rinaldi on the west side of the street. Even though no one mentioned the tour to Val's on 6/11, I thought it was a huge success. My son Steve and I had a great time. Thank you Dennis.

Announcements: Don Durkee told a car story about a guy from Taos, N.M. who he helped to sell his 23 old cars. Durkee said he bought most of them himself and a very special '39 Ford plus lots of parts. The BAR-B-Q will be at the Durkee's house 10/10. Dennis told us about the estate sale of Terry Smith on Aug. 5, starting at 8 A.M. .The address is 6919 Rubio Ave. Van Nuys, 91406. There is a '40 Ford Deluxe Coupe and tons of '40 Ford parts and more.

Car of the Month: Bill Samstag's '53 Ford convertible.



Drive Prize (for bringing your V8 to the meeting): John Sassaman



Program for the Evening: Joe DiFatta introduced his friend Pete Satuloff and his wife Mari. Pete is the president of the Mid Valley Police Council. It has long been Pete's dream to attend the Indy 500. In May Pete and Mari realized that dream. They went with four friends and had preferred parking and pit passes. On carburetor day, last day to test cars, they were in the pits watching the crew fuel the car and change 4 tires in 7 seconds. They also had garage passes where they watched them take engines out and in again in 20 minutes. The mini race is 100 miles. Pete was at the finish line watching the cars come down at about 230 mph. The track is very narrow and the race is so loud that even with ear plugs he was deaf for 2 days. There are 33 pits all along the stretch between the 4th and 1st turn. This is Indy's 90th year. For Pete and Mari it was a once in a lifetime experience.

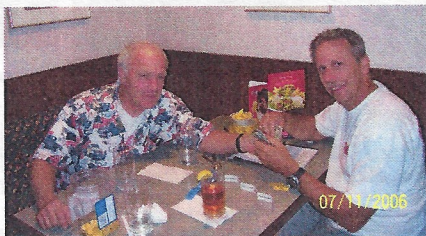
Raffle Winners:

Ladies: Sue Boskovich and Pat Alvestad (pictured below)



Name Badge: Joan Sapper

50/50 Drawing: Jeffrey Olshane (pictured below with John Wolf.) Bring cash and remember John's the man to see to get into this drawing.



Some 'tire-kicking' prior to our meeting is always fun.



Pete Satuloff (*above*) talks about Indy as his wife Mari (*pictured left*) and club members listen.

Calendar of Events

August 1 (Tuesday) Valley V8 meeting

The next meeting will be on August 1, 2006 at Baker's Square at the corner of Zelzah 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.

August 5 (Saturday) Estate Sale – From the estate of Terry Smith – Viewing & offers start at 8:00 a.m. at 6919 Rubio Ave. in Van Nuys. Tons of 1940 Ford parts including a complete '40 Ford Deluxe Coupe, sheet metal, tools & equipment, magazines & books... and much more. E-mail: smith-sas@sbcglobal.net or call Blacky Blackwell (661) 268-0040 for more info.

August 20 (Sunday) Boskovich Farms Bar-B-Que & Poker Run

10 AM – 4 PM. Limited to the 1st 100 Ford cars that sign up! Presented by M&D Classic Productions. To be held in Camarillo at Adohr Farm...Buffet Lunch...Kids Games...Raffles & Prizes. \$35 includes: One car, Poker run with one lunch (additional lunches for \$15/person). Menu: Tri Tip or Chicken dinner, rice, beans, salad, rolls, desert & drink (no alcoholic beverages allowed on premises). Send check or money order to:

M&D Classic Productions – P.O. Box 552 – Simi Valley, CA 93062

August 27 (Sunday) Pomona Swap Meet

September 5 (Tuesday) Valley V8 meeting

Baker's Square at the corner of Zelzah and Chatsworth at 7:30 p.m.

September 9 (Saturday) Foothill Festival of Cars

Sponsored by the First Baptist Church of La Crescenta. Applications available at club meetings.

September 10 (Sunday) Potluck Barbeque at Don & Mary

Durkees Fun begins at 1:00 p.m. at 736 Brush Hill Road, Thousand Oaks (805) 495-5298. Last names A-M bring salads N-Z bring desserts. Bring the grandkids and bathing suits.



Dick Colarossi

C Q AUTO PARTS INC.
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21116 Devonshire St
Chatsworth, CA 91311

Telephone
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Thank you so much
Dick for the raffle
prizes for the club
meetings.



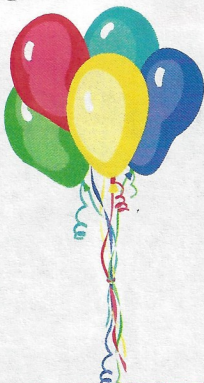
July Tour to Bob's Big Boy



Ken Sapper shows why the '40 wouldn't go the night of the club meeting. Can you tell what the problem was? (There's another hint in Ken's August 'PREZ letter'.)

August Birthdays

3rd Carole Jensen
3rd Lloyd Paschal
4th Christine Varney
5th Steve Silverman
7th Diane Stones
9th Debbie Bergman
12th Julia Ochsner
12th Mike Ewing
13th Steve Batesole



13th Barry Bernholtz
14th Chuck Luetterodt
22nd Karen Lehman
23rd Vicki Keene
25th Corinne Nitz
27th Randy Watson
29th Georgia Munroe
29th Terry Colberg

A Few Points Regarding Early Lincoln Continentals

The following is an article by Rich Miller, reprinted from the Fordist, the newsletter of the Southern California Regional Group #11.

“There are a few points regarding early Lincoln Continentals that I have learned over the years having worked on and driven a few in my family. I would like to clarify these in regard to some statements in the recent Fordist newsletter article about Ralph and Joyce Allen’s wonderfully restored 1940 Cabriolet. My apologies to the author of that article.

(article is continued on page 9)



Ralph and Joyce Allen’s restored 1940 Cabriolet.

1. The Lincoln Zephyr Continental car for 1940 was based on using the 1940 Lincoln Zephyr four door sedan body shell and running gear chassis. This was a "unitized" or "unified" body design. The body shell was a totally welded steel structure without a separate frame for body attachment. The framing was integrated into and onto the body shell and welded together in skeletal fashion. The Zephyrs and Continentals were not completely unitized construction cars of course, since they had bolt-on fenders front and rear. Since there is no actual separate frame in these cars, it is incorrect to state "**The body was channeled 4" over the frame**", as stated in the Fordist article. The Continental used a sectioning process in the hand fabrication at the Lincoln factory in Dearborn to the bodies made by Briggs Custom Body Co. for the production Zephyr four door sedans. The roof was removed, of course, and the lowering of the car's overall height from 69-1/2" to just 63" (not "lowering" in the usual sense by decreasing under chassis road clearance) was done by sectioning approximately 4 inches from the door panels and all body side panels. Sectioning is quite different than "channeling" in custom bodywork. A horizontal "section" of sheet metal was cut (and removed) as a swath completely around the car body to lower the roof line and height of doors in this case, then rejoining upper to lower "sections" by rewelding, leading, and grinding. The same was done to the front cowl extensions to lower the fitting of the hood to match the rest of the car. You can imagine the amount of work involved! However, it is totally different than "channeling" which is a method of taking a body shell completely off a frame of a two piece design car and reattaching the body usually downward lower over the frame. Channeling also requires unique modifications to the floor pan and body shell and then re-attaching the frame angle brackets upward into the body shell. This simply wasn't practical to do on the Zephyr, since the body contained the frame as a welded unit. It is not impossible to do, but oh very much more impractical and best left to the exotic custom car guys. This is a major difference to custom body modification. Sectioning involves a great deal more precise cutting and refitting around the entire body, as you can no doubt imagine, to recreate correct alignment. There is a third method used to lower a car's height by customizers known as "chopping". It is simply cutting the roof off and removing a section all the around (usually near the top) and then reattaching the roof. The first Continentals were made as convertible top cabriolets, so after removal, the solid top was not put back in place. The methods used to create the later few '40 and '41 Continental coupes are equally unique since the rooftop is also modified for the side windows of the coupe. A fourth method of lowering (permanently) is to redeploy (using 'longer) spring shackles to lower the car as it hangs from the leaf springs. This method risks destroying the ride and handling character of the car so carefully planned by its designer as well as practical road clearance. This was not done to create the Continental.

(continued on page 10)

(...Early Lincoln Continentals - - continued from page 9.)

2. **“The windshield was moved back 8 inches”**. This is a great oversimplification of what was done to create the dramatic long hood proportions of the Continental (frequently cited as the most beautifully proportioned car ever designed). This was not necessary for the V-12 engine, of course, since it fits comfortably into the stock Zephyr engine compartment. The windshield itself was not taken off and moved (there was nothing to move it to!). Instead, the entire “green house” or passenger cabin was moved to the rear of its original position by another method of sectioning and that was to add metal to the hood and the cowl extensions on each side behind the fenders (including the inner fenders). The overall wheelbase of the car was not modified in any way and remained the stock 125.0”. So this meant the hood had to be “sectioned” by adding in the additional sheet metal (approximately 7” according to designer E. T. Gregories own statements). The front axle and spring alignment remained as original. This was the reason the fenders had to be lengthened (at their rears) as mentioned in the article (and of course give them graceful proportions). More body cutting and refitting was necessitated to the rear of the car and the unusual shape of the trunk was, dare I say “truncated”, as a result creating the neat bustle back “notched” roof line instead of the long sloping roof down to the bumper of the Zephyr. The original prototype (mid 1939 model) did not have the outside spare tire, it was deemed absolutely necessary, but could not be put into the trunk, so it was supported on the back side of the trunk very nicely. It’s almost ironic that the one thing giving the car its distinction as having the (continental) look was really born out of a slight oversight. The car seating arrangement in both the Cabriolet and Coupe is like a club coupe with a split front bench seat for rear seat access to the rear-seating compartment. This gives just a little less rear seat legroom compared to the spacious four-door sedan that the car was created from. Of course, the door sizes (length) had to be roughly the club coupe dimension to allow for additional access to the rear seat. This eliminated the need to realign the rear axle and spring attachment to the unitized body that would probably have been totally impractical. This maintained the running gear integrity to be fundamentally identical to the Zephyr chassis (torque tube, radius rods, suspension components, etc.). ”

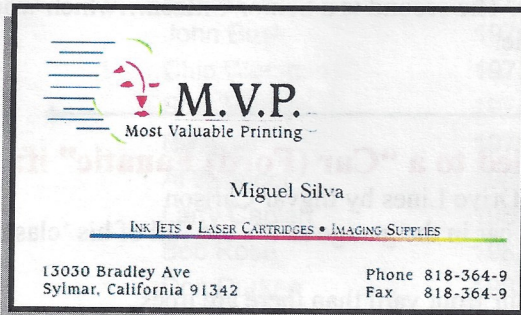
(To be continued in the September Drive Lines.)

Rich Miller’s noted references:

- “*The Lincoln Continental*” by Océé Ritch,
- “*Standard Catalog of Ford*” by Robert Lichty,
- “*Cars of the Fascinating ‘40’s*” by editors of Consumer Guide

Items For Sale

- '49 Lincoln (\$12,000) '61 Buick (\$3,800)
.....Charlie Butler (805) 985-7565
- '37 Ford Flathead, miscellaneous '49-'53 parts
.....John Barton (818) 957-1808
- '40 Ford Deluxe Fordor: black, new interior, Mallory ignition,
59A engine \$18,000
.....Jack Banul (818) 249-3544



Thank you so
much Miguel
for the printer
supplies.



Welcome to several new Valley V8ers

Add these New Members to your club roster

- John Barton - 3244 Montrose Ave. - La Crescenta, CA 91214
Day (818) 968-0154 Eve. (818) 957-1808
- Ray & Grace Clark - 13076 Harpf St. - Sylmar, CA 91342
Day (818) 361-8924 cell (818) 425-0622
- Glenn & Barbara Davis - 1107 La Vista Rd. - Santa Barbara 93110
(805) 687-8020
- Larry & Alice Lamb - 3922 Mayfield Ave. - La Crescenta, CA 91214
Day (714) 231-7259 Eve. (818) 957-5633
- Sandy Norris - 5024 Reynard Street - La Crescenta, CA 91214
(818) 248-3640
- Jeff & Marilyn Olshane - 16127 Covello St. - Van Nuys, CA 91406
Day (818) 779-1033 Eve (661) 268-8915
e-mail: Tshirts@vizla.RR.com
- John Sassman - 22742 Miranda St. - Woodland Hills, CA 91367
(818) 883-6415

For the Fun of It Corner

Two patients limp into two different medical clinics with the same complaint. Both have trouble walking and appear to require a hip replacement. The first patient is examined within the hour, is x-rayed the same day and has a time booked for surgery the following week.

The second sees his family doctor after waiting a week for an appointment, then waits eighteen weeks to see a specialist, then gets an x-ray, which isn't reviewed for another month and finally has his surgery scheduled for six months from then.

Why the different treatment for the two patients?

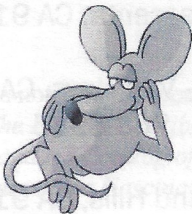
The first is a Golden Retriever. The second is a Senior Citizen...which would be funnier if it weren't so tragic.

You may be married to a "Car (Ford) Fanatic" if:

Sent to the Drive Lines by Ingvar Carlson

1. You never get to park your car in the garage as it's too full of his 'classic' Fords.
2. There are more Fords in your front yard than there are trees.
3. His idea of a romantic Sunday drive is to go and look at a Ford listed for sale.
4. You have to hide your best linens, so that he won't use them to wax his Fords.
5. You receive a Baker's Square gift certificate for your birthday.
6. You receive a Napa Auto Parts gift certificate for Mother's Day.
7. You have to remove all the nuts, bolts & screws from his pockets before washing them.
8. His arms are too tired to rub your back at night because he's just spent 5 hours waxing his Ford V8.

Technology for Country Folk



MOUSE

Whut eats the grain in the barn.



MOUSE PAD

That's jes hippie talk for where the mouse lives.

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



July Car of the Month

*Congratulations to Bill Samstag.
His '53 Ford convertible was selected as the
July Car of the Month.*

