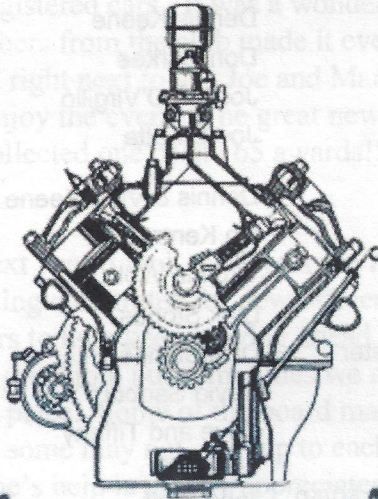




September 2006

"Our 36th Year"



Drive Lines

The Valley



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	Virginia Wolf	(818) 789-6201
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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.

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President Ken's Message

Greetings to all my Ford friends,

I can't believe that August is almost done! The next couple months are sure busy for all of us car guys, with so many shows and cruises to go to. It's hard to find time to work on them! That's probably why our '40 is still sitting...but I should have it running for the Sept. meeting. Thanks to everyone who helped me find the drive shaft!

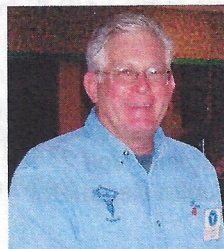
Joanie and I just returned from the Big Bear Fun Run, an annual event that this year had 495 registered cars. It was a wonderful extra perfect weekend.! Seeing members from the club made it even more special! Steve Boskovich parked right next to us. Joe and Marsha, and John and Virginia were there to enjoy the event. The great news is Steve with his Black Cherry Pick up collected one of the 65 awards!! Way to go Steve!

In looking forward to next year it took me 2 years to find out our club does not have a nominating committee for new officers, therefore we really need the volunteers to help keep moving ahead into 2007! The current board is doing a great job, but sometimes we need to get some new people and ideas in place. Some of the board may be willing to keep their positions, but some may not. It's up to each club member to be involved and everyone's help is greatly appreciated! Besides, it's fun and a great way to get to know more people in the club.

Monthly NASCAR report"them darned Chevrolets!"

Joanie and I are actively working to finish up all the details at the Foothill Festival of Cars at our church in La Crescenta....Sept. 9th. Thanks to all the club members that have participated in the past and this year to come. I know you *want* to come, not because you have to. We plan on parking all our V8 Club members in a special section like last year.

Your grateful President,
Kenny



Secretary's Minutes

Date: Aug. 1, 2006 Meeting Place: Baker's Square
Meeting Leader: Ken Sapper Start Time: 7:35 Adjournment Time: 9:20

Carl's Car Count: 13

Introduction of Guests: Sandy Norris introduced her guest Ron Rayburn who has a '32 pickup and is a member of the Road Kings.

Myron who has a '32 roadster and is a general contractor.

President's Notes: Ken said that Don Zabel is on the mend. Ken went to the Blessing of the Cars and said it was an interesting show.

The Oct. meeting will be our auction.

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

Tours: Steve Boskovich reminded us that the Boskovich Farms show is 8/20. The NHRA Twilight cruise, from 4-8 PM the first Wed. of every month, starts at the Pomona Fair Grounds museum at McKinley and White.

Announcements: Blackie told us the Ventura V8 chapter is having their auction on 10/17 at Carrows restaurant in Ventura. V8 National Director David Graham sent congratulations on our chapters 35th year with a framed certificate. Actually last year was the 35th. Correction to last months minutes: the date for the B-B-Q at Durkee's is 9/10. Allan Franklin told a harrowing story about driving his '23 Franklin on a very dark road, his headlights were like dim candles. He has since replaced them with halogen headlights. If you are interested in finding out more about them go to

www.classicandvintagebulbs.com

Car of the Month: Charlie Butler's '51 Mercury

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

Program for the Evening: Joe Di Fatta asked Jerry Case to give the program in Sept. and then introduced Joseph D'Virgillo who told us about his time in Gil Garcetti's office. Joe started with the police dept. in 1967. When he met Gil, he said Garcetti is a nice Italian name. Gil explained that his grandfather moved from Italy to Mexico, married and started a family there. By 1975 Gil was a grade 5 deputy D.A. and they worked on cases together. When Gil became D.A. Joe was his driver and bodyguard. His most well known case was the Simpson trial. The evidence was overwhelming and they were shocked when the jury came back with the not guilty verdict. The biggest obstacle was the downtown L.A. jury pool. It would have been better to leave it in Santa Monica. Marcia Clark got the case because she was next up for a big case. Gil has been developing a foundation to help Latina and African American students complete their high school education. He has always been interested in photography. He produced two collections of art for the Walt Disney Concert Hall. He served two terms as D.A. from 1992 to 11/7/2000. He is currently head of the city Ethics Commission.

Raffle Winners:

Ladies:

Shirley Richardson, Gerry Blackwell and a special prize went to Lis Schofield

Name Badge: Virginia Wolf

50/50 Drawing: John Kemmerer

Calendar of Events

September 5 (Tuesday) Valley V8 meeting

The next meeting will be on September 5, 2006 at Baker's Square at the corner of Zelzah and Chatsworth at 7:30 p.m. Come to have dinner with V-8 friends starting at 6:00 p.m. and stay for the meeting.

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 Don't miss this! 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.

September 14 -17 (Thursday thru Sunday) – 17th Annual Stater

Bros. Route 66 Rendezvous Presented by Firestone

Pre-registration for the 17th Annual Stater Bros. Route 66 Rendezvous in San Bernardino has ended. That does not mean you missed registration. If you missed the pre-registration deadline, you can still register your vehicle starting September 15, 2006. Onsite registration is held September 15 - 17, 2006, based on availability, in the Carousel Mall parking lot, Section "M" across from Fairview Ford on "G" Street. The Route 66 Rendezvous covers 35 blocks of downtown San Bernardino with up to 2,448 custom and classic vehicles and enough food and automotive vendors to satisfy even the most demanding tastes. Let's not forget the live entertainment, the Cruisin' Hall of Fame ceremony, the celebrities, the contests and the 500,000 plus spectators. Information <http://www.route-66.org>

October 1 (Sunday) ----Early Ford V-8 Club RG #11's -- 37th

Annual All Ford Picnic & Car Show 8:00 a.m. to 3:00 p.m. at La Palma Park in Anaheim (South of the 91 Fwy. Harbor Blvd at La Palma). Registration: \$20 per car, spectators free. 50 / 50 raffle, displays, vendor booths, trophies and dash plaques. For more information call (949) 675-4234.

October 1 (Sunday) ---- San Fernando Valley Model T Club

Throttlers 2006 Car Show -- 8:00 a.m. to 3:00 p.m. at Johnny Carson Park in Burbank – FREE admission Collector cars of all types are welcome! Burbank Kiwanis Pancake Breakfast, snacks & Hamburgers. No Alcohol (park rules), No Vendors, No pets please.

October 15 (Sunday) Pomona Swap Meet

December 3 (Sunday) Pomona Swap Meet

Letters to the Drive Lines



Photos by Dennis Keene

My First Ride in a Roadster

President Ken promised me a ride ever since I saw his roadster at his Speedway Engineering open house. On August 1st 2006 was my lucky day at our V-8 club meeting. President Ken showed up in his pretty blue Roadster and surprised me with a ride. It was a great ride and my hair blew all over the place and I could not see. I had so much fun.

Thank You President Ken and 1st Lady Joanie.

Tiffany
Bergman



What a smile!

Just wait 'til she can drive and we think the smile will be even bigger.

Letters to the Drive Lines *(continued from previous page)*

From The Raffle Table:

Once again, I would like to express a big V-8 thank you to so many contributors that help make the raffle a big success. Your generous donations help to keep all of our expenses covered. A big thank you goes out to Dick Colarossi of C.Q. Auto Parts for his continuing support of donating countless items from his auto supply store. Blacky and Gerry Blackwell continuously supply us with their variety of delectable goodies. Art and Lois Bergman have been working with E-Z Lube Corporation, who are donating gift certificates for their Free 14 point full service oil change. Many thanks E-Z Lube; your donations are sincerely appreciated. Bakers Square comes through for us each and every month by allowing us to hold our club meetings at their restaurant and of course donating their yummy pies! Every month we all receive a copy of the Drive Lines which would not be possible without the ongoing contributions from Miguel Silva at MVP. He donates all of the printing supplies that keep the Drive Lines up and running. A big thank you to all of the rest of you fellow V-8er's I may have forgotten. Without everyone's help with contributions, our club would not be the success that it is today.

See you at the next Raffle!

Dave

Items For Sale

'50 Ford Fire truck \$1,000. Also other parts, call for what you want.

'46 Panel truck / police wagon make offer

..... Al Porter (818) 367-2890



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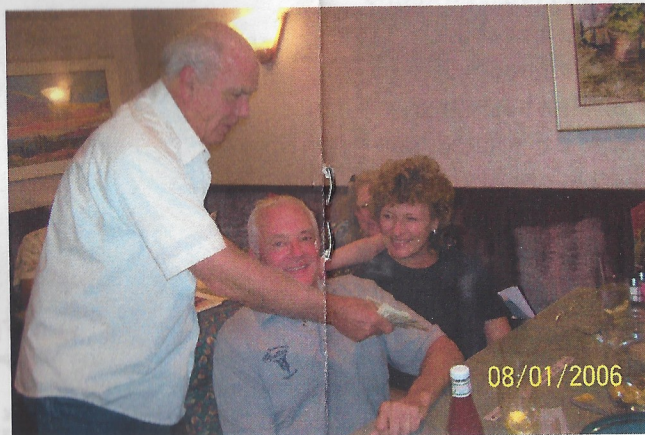
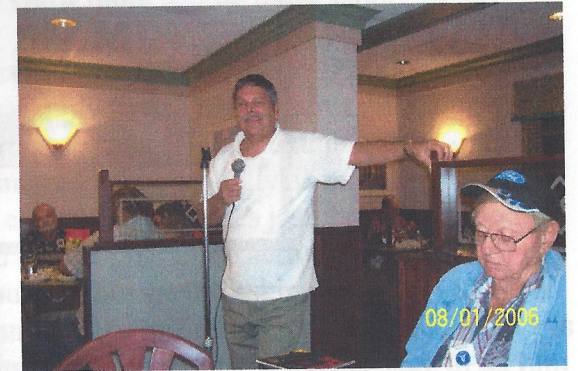
Dick Colarossi

Telephone
818 341-3121

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



Picture Gallery - August Valley V8's club meeting



September Birthdays



7th Tomy Thompson
11th Mary Jane Watson
11th Patti Smith
12th Richard Gise
13th Ann Caplan

18th Ingvar Carlson
18th Dick Smith
30th Debbie Farrar
30th Sal Piscopo

Thank you so much Miguel for the printer supplies.



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Time to clean out the garage

It's that time of year again... time to get all those items together that you're going to donate and bring to our annual club auction! That's right, the auction will be at our October meeting and that is just around the corner. If you start now you can surely put together a sizeable amount of items that you're not going to use, but that others could find useful. (And really, couldn't you use the space that all those items are currently taking?) Items aren't limited to things that are car related, so maybe the garage isn't the only place to look. It's a great opportunity to help the club and remember the return you get on all you give as the proceeds from the auction go to the club treasury and are put to good use to benefit our membership and support the activities and charities of our club.

Editor's & Publisher's Corner

Calling all Valley V8 members

Please seriously consider again the words from our Prez ...

"...our club does not have a nominating committee for new officers, therefore we really need the volunteers to help keep moving ahead into 2007! The current board is doing a great job, but sometimes we need to get some new people and ideas in place. Some of the board may be willing to keep their positions, but some may not. It's up to each club member to be involved and everyone's help is greatly appreciated! Besides, it's fun and a great way to get to know more people in the club."

Kenny, our President, has invited you to volunteer. Our club not only 'wants you' it 'needs you' to be involved. Please don't think that you don't have something important to share. Ideas, enthusiasm, encouragement and fun all increase exponentially as more people are included in the mix. If you enjoy club activities just think how good you'd feel knowing that you helped plan those activities. We aren't asking you to do it all by yourself, but we are asking that you volunteer in whatever way that you can to make this an even better club. Kenny is coordinating the elections for our officers for 2007, so be sure to let him know as soon as possible that you're volunteering to serve.

If you need another reason to volunteer, please turn back to page 4 and check out that smile again. It's so easy to see that she's enjoying herself.

Wouldn't you like to know that you were the spark that helped to keep the good times rollin' for our club? The time to step-up is now.

Vicki Keene

Have an enjoyable

Labor
Day

A Few Points Regarding Early Lincoln Continentals

This is part two of an article by Rich Miller, reprinted from the Fordist, the newsletter of the Southern California Regional Group #11. (See August Drive Lines for part one.)

3. There is also a photo caption that reads “The V-12 engine was not powerful. The reason for 12 cylinders was to make the engine run smooth”. There is no doubt about the second sentence regarding smooth running, but I submit that the first sentence is pretty much an opinion that might be a little out of step with 1940 automobile product offerings. Certainly by today’s standards it would be true. Ford (primarily as the result of Edsel Ford’s foresight) created a new line of cars with the Lincoln Zephyr lineup in 1936 with the revolutionary luxury and quietness of the streamlined unitized body and the V-12 for smooth quiet powerful operation. The V-12 engine concept was already a strong Lincoln car brand attribute. The totally new design resulted in no body rattles, squeaks, lower overall weight yielding excellent road power and handling along with good fuel economy in a greatly simplified engine design. This wonderful combination along with sleek, clean line styling (completely missed by the earlier Chrysler and DeSoto Airflow unified body streamline cars) made the car a successful complement to the “upper midrange” Ford-built cars (dominated in the overall market by Buick and Oldsmobile) that Ford needed. Eventually, the Continental model offering in 1940 put the added “cherry on top” even though it had to be a much more expensive car by its design and fewer number to be sold. It perfectly fit the luxury personal car market at the time (almost none to choose from except standard big car convertible coupes). This was clear as soon as many celebrities “had to have one”. The original line of Zephyrs was not intended to effectively replace the “all out” luxury of the far larger and heavier Lincoln K series of cars which eventually steadily went down in sales through the 1930s to where they had to be discontinued finally in 1939. By then, the Zephyr line was doing well, but the extra marketing potential of having the Continental become the top model was very effective (especially after the prototype cars were given wildly successful first public showings). The K and the Zephyr did not share the same power plant for obvious practical and economic reasons. (Ford was still very much a practical-minded company known for ruggedness, quality and value in this era). The venerable classic Lincoln K series V-12 was a sophisticated, expensive engine to build. It displaced 414 cubic inches, using a low compression design delivering an ultra smooth 150 h.p. at 3800 rpm, but the torque was fantastic (as often cited by many who had converted the old Ks into tow trucks and by many who said they could shift the cars from 1st to 3rd gear on a flat road almost immediately after starting up since they “pulled” so beautifully with the low ratio rear axle!). These large displacement engines would use a fair amount of fuel at speed, especially when hauling their very heavy not-so-streamlined body-on-frame chassis designs. So the Zephyr cars in 1940 had a distinct advantage by having excellent power-to-weight performance, streamlining, and the smooth power of the lighter weight 292 cu. in. V-12 (the only V-12 on the market) developing a very respectable 120 h. p. at 3600 rpm and 225 ft. lbs of torque at 1800 rpm. (For reference, the best Ford built V8 at the time was the Mercury 239 cu. in. engine offering 95 hp @ 3600 rpm with 170 ft. lbs. of torque @ 2100 rpm). Yes, there were somewhat more

(continued on page 11)

powerful, very large 8 cylinder engines from Chrysler (with an inefficient early fluid drive, however), Buick Super and Limited, and Cadillac if you were willing to pay more for these heavy cars and the gasoline consumption. However, none of them was over 145 hp and all were conventional heavy body-on-frame designs with commensurate very low gearing (hi revs, poor gas mileage). Oldsmobile's best engine was the 257 cu. in. 110 hp flat head straight eight. Buick's Special used the 248 cu. in. 107 hp OHV straight 8. The Buick Century (a heavy car) had a formidable 320 cu. in. straight 8 OHV engine developing 141 hp, but at the cost of having a gas guzzling two-carburetor setup. Hudson's best offering was a 254 cu. in. flat head straight 8 engine with 128 hp. Cadillac had two very good flat head V8 engines (322 cu. in. 130 hp for the LaSalle or 346 cu. in. 135 hp for Cadillacs). These cars had fine performance, but were very heavy body on frame designs and poor on fuel economy. For 1940, even Packard had brought out a new and very successful "120" series with their modest 120 hp flat head straight 8 engine, they no longer made their old very large V-12s, but instead offered the new large 356 cu. in. smooth running flat head straight 8-cylinder engine of good power, but only available in the heaviest car lines (the engines themselves were very heavy). The Zephyrs and Continental offered excellent driving performance (power and braking) with their great gearing combination in the transmission and stock 4.44:1 rear axle ratio and 12" Bendix self-energizing drum servo brakes. The Zephyrs doing a lot of highway driving were almost always equipped with the excellent Columbia two speed axle option which gave a 27% overdrive yielding a nice "tall" final drive ratio of 3.24:1 for better economy and lower engine noise and wear. The two-speed axle overdrive was not an option in 1940 in any other car line except optional installation by Ford and Mercury dealers on those cars. It was a factory installed and supported option on the Zephyrs including the Continental. In my personal experience (driving my brother's '41 and '46 V-12 Continental coupes), these cars really never strained for power and could handle grades very well. The Continental weighed just a bit over 3,615 lbs. (beauty of the lower weight from using a unified body design) and most good drivers who drive a Zephyr or Continental in good condition of that era would probably regard them as better than average performers. In 1940 they certainly were NOT considered to be low powered cars except perhaps by folks who could afford a very special elegant car with all out acceleration and top speed. There were few really good unique cars to choose from then except something very expensive like the Packard Darrin @ \$4,593, the Hupmobile Skylark with its modest power plant and limited availability, a Nash cabriolet (oh my!) or other custom bodied or modified car. The Lincolns were considered to be fine performers considering their overall size, and the Continental with its' grace and beauty at a base price of \$2,840 although definitely at the higher end, was a truly wonderful personal luxury car.

I hope this wasn't too technical or boring, but these comments were meant to try to just set the record straight a bit. Lincoln Continentals and Zephyrs have suffered from some poor memories and misinformation over the decades.

Best regards,
Rich Miller

References: The Lincoln Continental by Ocee Ritch, Standard Catalog of Ford by Robert Lichty, Cars of the Fascinating 40's by editors of Consumer Guide

For the Fun of It Corner

Do you realize that the only time in our lives when we like to get old is when we're kids?

If you're less than 10, you're so excited about aging that you think in fractions. "How old are you?" "I'm four and a half!" You get into your teens, now they can't hold you back. You jump to the next number, or even a few ahead. "How old are you?" "I'm gonna be 16!" You could be 13, but hey, you're gonna be 16! And then that great day in your life...you become 21. Even the words sound like a ceremony ...you BECOME 21....YES!! But then you turn 30. Ooohh, what happened there? Makes you sound like bad milk. He TURNED, we had to throw him out.

You BECOME 21, you TURN 30, then you're PUSHING 40. Whoa! Put on the brakes, it's all slipping away.

Before you know it, you REACH 50 and you think your dreams are gone. But wait!! You MAKE it to 60. You didn't think you would.

So you BECOME 21, TURN 30, PUSH 40, REACH 50 and MAKE it to 60. You've built up so much speed that you HIT 70!

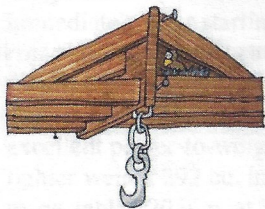
Before you know it you GET to 80...and it doesn't end there. Into the 90's you start going backwards; "I was JUST 92."

Then a strange thing happens. If you make it over 100, you become a little kid again. "I'm 100 and a half!!!"May we all make it to a healthy 100 and a half!

Now that I'm 'older' (but refuse to grow up), here's what I've discovered:

1. I started out with nothing, and I still have most of it.
2. My wild oats have turned into prunes and All Bran.
3. I finally got my head together; now my body is falling apart.
4. Funny, I don't remember being absent minded.
5. Funny, I don't remember being absent minded.
6. If all is not lost, where is it??
7. It is easier to get older than it is to get wiser.
8. If I was supposed to touch my toes, they would have grown on my knees.
9. It's not hard to meet expenses....they're everywhere!
10. I spend a lot of time thinking about the hereafter....I go somewhere to get something and then wonder what I'm hereafter!

Technology for Country Folk



MAINFRAME

Whut holds up the barn roof.



PORT

Fancy schmancie Flatlander wine.



ENTER

Duh! How ya git in the house.

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
Ken Sapper	2005

The Valley 's

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



August Car of the Month

*Congratulations to Charlie Butler.
His '51 Merc was selected as the
August Car of the Month.*

