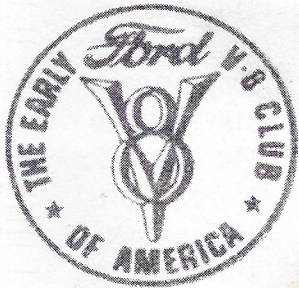
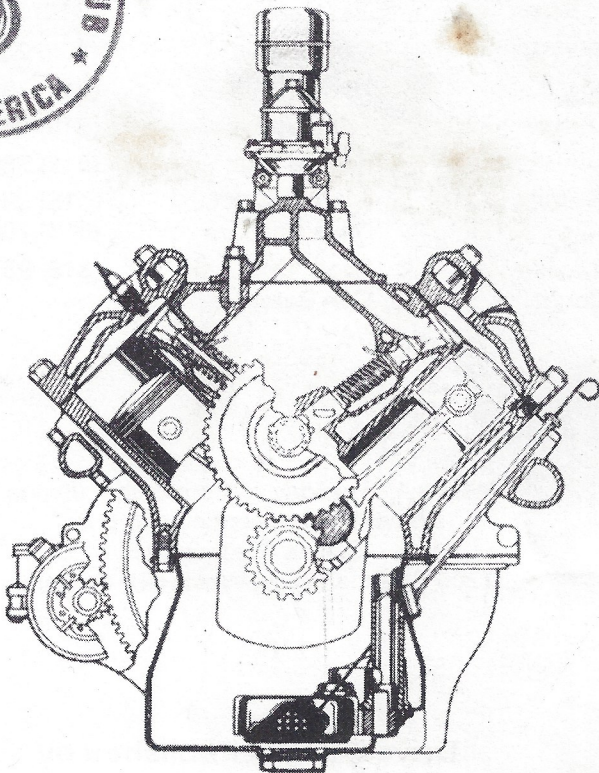


Drive Lines



Our 38th Year



April 1, 2008

Subj: **President's Report for April 2008 Drivelines**
Date: 3/18/2008 2:42:52 P.M. Pacific Daylight Time
From: Bakerhab
To: kelleygrmflaty

What an interesting tour Dave Sanborn, Christine Varney and their friend Sidecar Susie put together. The trip to the Baker Ranch in Helendale was just great, we had a wide variety of weather; sunshine, rain, wind and even snow. The Baker's collection of odds and ends, picked up over the years is quite amazing, and the unique way that they have it all displayed in various buildings and on the grounds is awesome. While my trip out there was quite direct and uneventful, I understand that some of our fellow V8er's were treated to a special tour of Victorville. But you will have to come to the meeting to get the details on that part of the tour. Thanks Dave, Christine, Susie and especially Betty and Al Baker for a wonderful tour, and thanks to Steve Boskovich for cooking lunch.

The program at the last meeting was very good and interesting. I can only *imagine* going over three hundred miles an hour on the ground. I thought my going 138+ was a big deal, but not after listening to Ken Walkey talk about his attempts at the land speed record and watching the film. I was also impressed with the speed of the Diesel truck. I have a '37 International truck in my fleet of vehicles, but it will never attain that type of speed. It barely can get up to the speed limit on a long downhill. Oh well, back to the drawing board. Our "rocket scientists" did a great job of getting a cantankerous TV/DVD player to work correctly, but it did bring up a question as to why don't we, the club, buy a unit so that we can enjoy more presentations like this with less hassle?

Also thanks to all of you that have been attending the meetings and tours. We really have been filling up the room at Coco's, and with the last two tours drawing 43 and 50 V8ers, respectively, that is great! Things are lookin' up!

There are several tours and events planned for the next few months, check out the calendar section. I'd encourage all of you to plan to attend. Whether you're driving a classic or a modern, all V8ers are welcome. And yes, while we are a FORD-centric club, we can also enjoy the social times and camaraderie of just being together, whether it be at a meeting, an event or on the open road.

The next meeting is April 1st., no foolin', so please come out to the meeting for another great program, some food and fun with the other FORD-fanatics, and maybe even a little club business.

See you at the next meeting and bring a friend!

Harry

Secretary's Minutes
Date: March 4, 2008
Meeting Place: CoCo's
Meeting Leader: Harry Baker

Carl's Car Count: 8
Start Time: 7:30

Adjournment Time: 9:45

Introduction of Guests: Ken Walkey who will be presenting the program tonight.

Treasurer: Wendi Potter was not at the meeting but sent the report that we have \$4950.29 in the treasury. We will be looking for a way to spend it.

Tours: We will be going to the Baker Ranch on Sat. 3/15. We will meet at Rinaldi and Sepulveda and take the 14 freeway to Pearblossom Rd. Sat. April 26 we are going to the Bass Pro Shop. Thurs. May 22 we go to Vandenberg Air Force Base and spend the night in Solvang. Make your reservations at the Royal Copenhagen motel. The Big Bear show is 8/8 - 8/10.

Announcements: Ed Warnock and Bob Zecher helped out at Nick Alexander's where over 1200 people showed up and \$24000. was turned over to the Huntington Park YMCA. Steve Batesole told us that Wendy arranged for us to show our cars at Sunrise Assisted Living on June 8 from 10 to 1 with lunch. See Jerry Litner for plaques. Scott brought an article about modern oil, comparing the amount of zinc. It was passed around the room. Don Durkee revealed that he was the mystery writer last month.

Car of the Month: Dennis Keene - 1940 Deluxe Coupe, when he bought it, he had to get a brake job just to get home. Then he got a new engine and now has 36,000 miles on it.

Drive Prize (for bringing your V8 to the meeting) Dennis Keene

Raffle Winners:

Ladies: Nancy Batsole and Lynn Carter

Name Badge: Don Underwood

50/50 Drawing: \$66 Dave Bergman

Appreciation prize: Don Durkee won a Ford Bold Moves T-shirt

Program for the evening: The program was presented by Ken Walkey from Bonneville National Inc. He showed a film which included many clips from Classic Roadshow. Bonneville has two courses, the long course and the short course. The long course is 5 miles and the clock starts at the 2nd mi. then each mile after. It takes 2 - 6 miles to slow down. The short course is a 2 mile approach to a 1 mile course for the under 175mph. Ken drove until he was 73, he is now 77. We saw the Turbinator owned by Don and Rick Vesco. WOW what a car. We saw Doug Odom, a friend of Ken's, driving a car that lifted up and flipped and flew through the air. The way it crashed you couldn't believe he came out with only broken ribs and bruises. Check out www.oilstick.com/pop/dougcrash.htm for the write-up of the crash and from there click on the photos of the car. Ken also told us about his time in Australia. For information about Lake Gairdner racing in Australia go to www.dfra.org.au/fgairdner2.htm You can check out speed trials and photos from the last race back to 1990.

Editors Notes:

Since I am having so much fun as an Nobel Prize writing apprentice, and I owe it all to Dennis Keene for convincing me that I could do it. Well I talked to *those people* and convince them that Dennis should be rewarded. So Last Tuesday good old Dennis got his coupe running and brought it to the meeting. (I'm counting that as a big reward) then he gets picked for car of the month, then the license pick, I figure at least five trips up to the raffle table, well maybe not that many but he did need help carrying his loot out of the building. Now what are the chances of winning every giveaway in one sitting, My friendly leprechauns do good work if you bribe them with a pot of gold. (Aw come on St Pats day is in March, I couldn't let that pass, it's part of the IRISH CODE.)

While laying under my car staring at the ceiling of the garage I had a revelation. In our club there is a great amount of knowledge that could be shared among the members. One of my favorite pastimes is to spend Sundays with my son, working on his 34 Phaeton. So in our 100 members there is the bank information that all of us could use, to avoid those horror story's that we all hear. Who has a favorite painter that does show car quality work? Where did you take your car to have the body off, fit it to the chassis and straighten out the doors? etc. This program includes any thing you think would be worth sharing, tires, mechanics, brakes, anything (no MIDAS MUFFLERS please). Now we have many new members, plus some old members, (like me) that could utilize our fellow members plus other specialist out side of our circle that you have had good experience with in the past and would use again. If you have one you would like to pass on, please put it on a 3 x 5 card and give it to me at the meeting. My plan would be to set it up in a usable format and publish it for all to utilize. It would save me alot of chasing if you would include the *name, full address, phone number* if you have it (remember I will have to look it up, and I live way over there >, so do your best). and what they do, and every thing they do.

June's Most Amicable Car Show

Sunrise Assisted Living in West Hills and Wendy Potter(our treasure)

Cordially invite you to bring your classic car to a Pre-Fathers Day Car Show and Parade.

Come share your car and memories of the "Good Ol' Days" with the seniors of Sunrise.

Sunday, June 8, 2008.

9012 Topanga Canyon Blvd.

West Hills, CA. 91304

Cars should arrive before 9:30 a.m. Car display begins at 10:30 a.m. Car Parade at

11:00. a.m. ***B B Q Style Lunch to be served starting at 1:00 p.m.***

Two Free lunches per classic vehicle for each participant.

Please confirm your participation by signing up at the V8 Club Meeting or by calling Wendi Potter at home 818-884-8019 or cell 818-314-4201.

THIS IS NOT A JOKE

I just heard from Joe DiFatta. Our guest speaker for the April 1 meeting is KABC radio host Leon "Motorman" Kaplan. Leon will be taking about his career in radio and especially his interesting callers.

The following is from Leon's website <http://www.lancerautomotive.com/motorman/>



If it hums, purrs or moves people, Motorman Leon Kaplan will talk about it on his weekly broadcast on 790 KABC Talk Radio. Kaplan has been active in the motorized world for more than four decades. As host of the most listened-to show of its kind, his diverse background (car enthusiast, pilot, boater and motorcyclist), Southern charm and wit, combined with a mission to educate consumer, have earned him a reputation for providing listeners honest, unbiased answers to all of their motoring questions.

Kaplan has owned a vehicle repair facility in Los Angeles for many years. Because of the many notables who frequent his shop, he has become know as the "Mechanic to the Stars". A graduate and Hall of Famer of the Nashville Auto Diesel College in Tennessee, he has received many technical award and was inducted into the National Association of Trade Technical Schools Hall of Fame in 1991.

An entertainment career began in the late 1970's with *The Motorized World of Leon Kaplan*® on 790 KABC Talk Radio in Los Angeles. Other media credits include ABC-TV's "HOME Show" and "The Mike and Mattie Show", KABC-TV's "Eyewitness News" (Los Angeles), KCBS-TV's "Morning/Afternoon News" (Los Angeles), CNN, CBS Morning News, America (Paramount Pictures), Taking Advantage, Break Away, Late Night America, The Wil Shriner Show, STN Cable Network (with Pat Boone), Motorweek on PBS and a nationally syndicated show on the Premier Radio Networks.

Kaplan's journalistic endeavors include *Keep This Book In Your Glove Compartment*, published by Berkley Books, monthly columns in *Motor Trend Magazine*, *Auto Parts Club News*, *Los Angeles/ Orange County/ San Diego Business Journals* and the *Beverly Hills Post*.

As an industry consultant, Kaplan's expertise is in demand by the auto industry, automobile dealerships, insurance companies and the legal profession to provide expert opinion and testimony. He is frequently asked to speak at trade shows, seminars, consumer promotions and before professional organizations. His clients range from original equipment (OE) manufacturers to oil companies to automakers.

Robert E. Peterson, Chairman Emeritus, Petersen Publishing Company said, "I have come to depend on Leon Kaplan's expertise in all matters relating to vehicles powered by internal combustion engines. I highly recommend him and feel his abilities contribute to the promotion of the American Automobile Industry".

Upcoming events --- **Valley V-8 sponsored events in bold.**

April 12, 2008 --- Ridge Route Preservation Organization (RRPO) work project, "Clean up the Ridge Route," (CUTRR) along the un-maintained section of the road.
<http://www.ridgeroute.com/news.html>

April 13, 2008 --- B&M Charity Car Show in Chatsworth. Proceeds benefit the SEMA Scholarship Fund. 818-882-6422

April 20, 2008 --- 23rd Annual Fabulous Fords Forever at Knotts Berry Farm.
<http://www.fordcarclubs.org/>

April 26, 2008 --- Valley V-8 Tour to Bass Pro Shop in Rancho Cucamonga led by Steve Boskovich. Questions/sign-up 818-341-2291

April 27, 2008 --- Spring "Fun" Car Show at Sherman Oaks Galleria. Proceeds benefit the Guide Dogs of America. 818-767-1857

May 2-4, 2008 --- Arizona Fun Run from Seligman to Topock
<http://www.azrt66.com/funrun.htm>

May 3, 2008 --- Route 66 and more @ Autobooks 3524 W. Magnolia Blvd., Burbank.
<http://www.autobooks-aerobooks.com>

May 10, 2008 --- Meet Gene Winfield @ Autobooks 3524 W. Magnolia Blvd., Burbank.
<http://www.autobooks-aerobooks.com>

May 11, 2008 --- Mothers Day

May 22-24, 2008 --- Valley V-8 Tour to Solvang and Vandenberg led by Steve Boskovich. Questions/sign-up 818-341-2291

June 8, 2008 --- Valley V-8 Car Show at Sunrise Assisted Living in Woodland Hills led by Wendi Potter. Questions/sign-up 818-884-8019.

June 15, 2008 --- Fathers Day

July 14-18, 2008 --- 45th Anniversary Grand Nationals - Dearborn, MI. www.efv8.org

August 8-10, 2008 --- Big Bear Fun Run. 909-239-7867

???? --- Summer/Fall BBQ

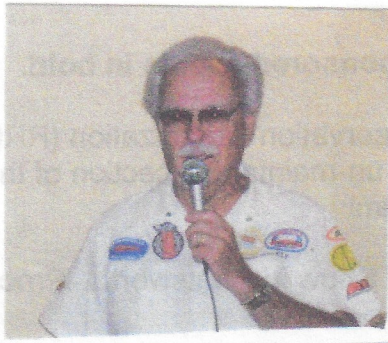
???? --- Auction Night at the Valley V8's

Valley V-8 2008 Meetings 4/1 (no foolin'), 5/6, 6/3, 7/1, 8/5, 9/2, 10/7, 11/4

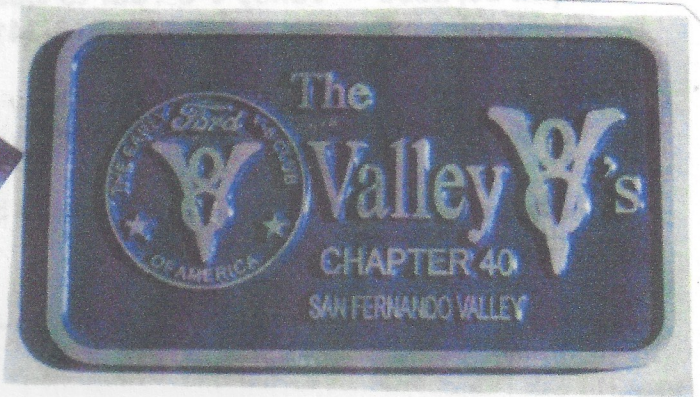
Pomona Swapmeet --- 4/20, 6/1, 7/13, 8/24, 10/19, 12/7
<http://pomonaswapmeet.com/>

The Early Ford V-8 Club of America 45th Anniversary Grand National Celebration Committee is raffling off 3 reproduction Ford Dealership neon clocks. Tickets are 6 for \$5.00 or 15 for \$10.00. Tickets will be available at the April and May Valley V-8 meetings.

CAR OF THE MONTH
DENNIS KEENE



**KEN WALKEY
BONNEVILLE'S IN THE BLOOD**



Jerry Littner has Valley V8 plaques that we can have made. We think they will cost about \$25. The more that sign up the lower the price. See Jerry at the meeting for more details. A sign up sheet will be passed around.



**CAR OF THE MONTH
DENNIS KEENE**



The Bonneville Salt Flats

There was a time, centuries ago, when the Great Salt Lake covered an area of 5,000 square miles. Today, what remains of that massive lake is a very unique and special place that

is also the home of one hell of a race track.

There are lots of race tracks in the world. But this is the one where they go the fastest. If you're really into imaginatively-designed race cars driven by people making no-holds-barred speed, this place is home.

If you're a Buddhist, you go to Tibet. If you're a motorhead, you go to Bonneville.

Whatever you've heard about the Bonneville Salt Flats, there's a good chance that it's all true. The speed of some of the cars racing there will knock you out. Its vastness will humble you. And its heat will cook you alive.

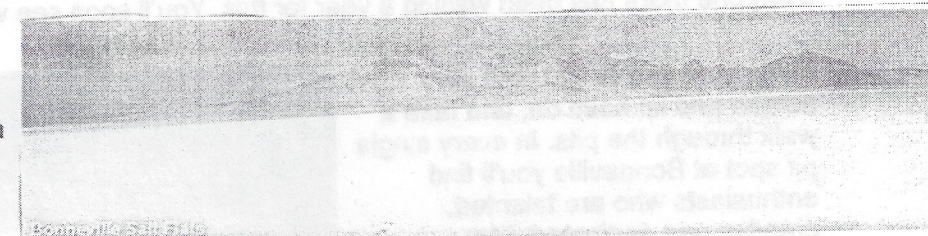
We've all experienced bright sunlight, but here its intensity is reinforced by being prismatically reflected off the ocean of salt that surrounds you. You're going to need to block the sun from your face and arms. Bring some good lip balm and sun block, and use them both several times a day. Don't forget. And protect your eyes and head, too. It's easy to spot the people who are there for the first time — they're the ones without sunglasses and hats. If they've been on the salt flats for more than two days, avoid standing downwind from them, since the wind often blows chunks of crispy, toasted skin off their faces and lips, which eventually settles into a fine crust on the race track.

When you first arrive in Wendover, you'll notice some motels and a few gas stations on the Utah side of town, and some gaudy casinos on the Nevada side. If you took away the casinos and the salt flats, there would hardly be anything left of Wendover.

To get to the salt flats from downtown on the main street, go towards the Utah side of town and follow the *Bonneville Speedway* signs. The track is just a few miles out of town. You'll keep driving until about a hundred feet from where the pavement ends, and then stop.

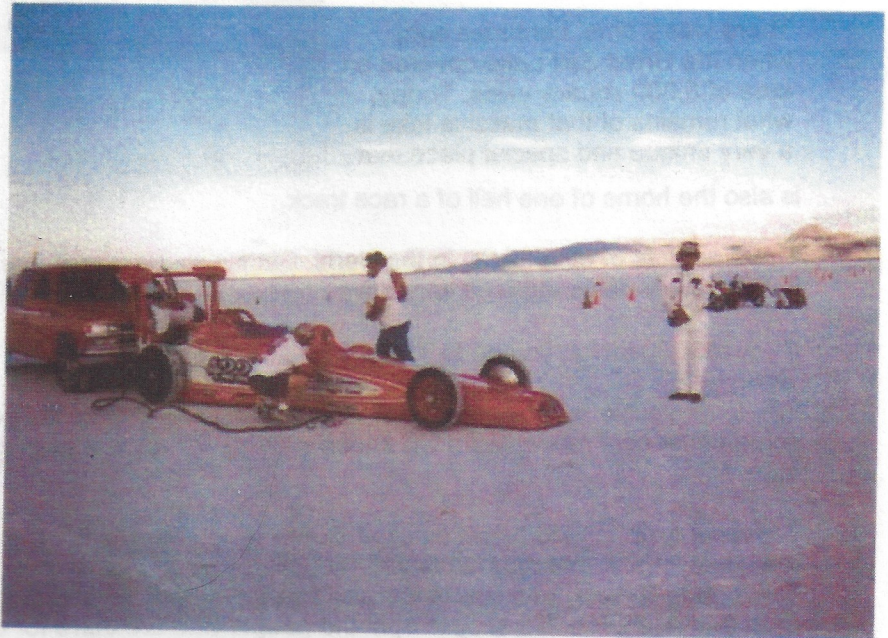
At that point, someone from the Southern California Timing Association will either wave you towards the track if you're a racer with a pass, or charge you for a pass for the event. Then you begin what can either be a 50-mile-an-hour cruise, or a slow, wet, half-hour crawl to the course, depending on what the weather has been like recently. (And if it's wet, make sure you don't go slow enough that you run the risk of getting stuck.) Follow the orange pylons beside the freshly-smoothed "road", and you'll end up at the entrance to the pits.

Registration, Technical Inspection, the impound area (for vehicles that have recently completed a run that's put them in contention for a new record), and the SCTA souvenir trailer are off to your right. Make sure to check out all of these areas. If they're not too busy, introduce yourself to the people in the Registration trailer. Have a look at the cars and bikes that happen to be going through inspection. It's a good place to learn more about what it takes to race at Bonneville. And the souvenir trailer has lots of neat stuff you'll want, at prices that are surprisingly low. It's all part of the spirit of Bonneville racing.



The energy and anticipation are especially high early on Friday, the first day the course is open. Most everyone there has been waiting a year for this. You'll soon see why.

Make sure you've got your sun screen and lip balm on, and take a walk through the pits. In every single pit spot at Bonneville you'll find enthusiasts who are talented, creative and dedicated. The atmosphere is quite unique. Now some people call NASCAR a "family", and to a certain extent, that's true. Them good old boys likes to look after each other, as long as they's all good old boys. Well, Bonneville racers are a family, too. But one of the differences between the two families is that you don't have to have been born in a particular part of the country (or the world) to join ours. And best of all, you don't even have to chew tobacco or pretend to like country music.



The pits are made up of three rows maybe a quarter-mile long, with a wide access road on each side of each row of pit spaces. Lots of room. (The pit spaces are not reserved, so the earlier you arrive, the more choices you'll have in deciding where you set up your pit.) Pick a row and start walking. Things are pretty well-mixed throughout the pits, with no particular areas set aside for particular types of vehicles.

One thing about Bonneville that will impress you is the variety of cars and bikes you'll find there. You'll find dozens of every conceivable kind of race car and motorcycle here, from the classic, rusty roadsters and coupes through the Studebakers and Camaros and Chevy Monzas all the way up to the cutting-edge, carbon fiber lakesters and streamliners.

You'll be able to find virtually every type of engine you can imagine at Bonneville, including Model A Ford inline four-cylinders, Ford flathead V-8s with and without Ardun overhead-valve conversions, vintage Chevy and GMC inline sixes, versions of the Chrysler Hemi ranging from the early 331 to the latest offerings from Keith Black and others, and dozens of small-block and big-block Chevys. And then there are the huge diesel trucks, the cars that run on batteries, and a couple of turbine-powered streamliners.



Motorcycles include flathead-powered Harley-Davidsons and Indians, old and new Triumphs, BSAs and Nortons, the occasional Italian roadracer, and an array of Japanese bikes spanning the last several decades.

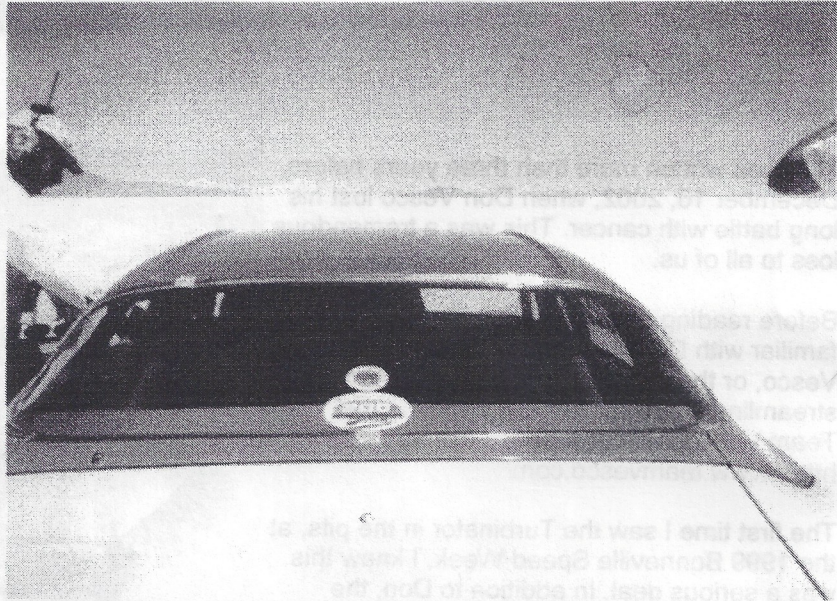
In addition to the variety of types of vehicles there, you'll also find a wide cross-section of race team budgets on the salt, from eighteen-wheel transports with spare everything, air conditioning and huge

awnings down to the little guys with small race car trailers, a few tools, and not enough spare parts.

On the first day there's an outdoor drivers' meeting and opening ceremony that anyone can attend. Even if you're not a competitor, this can help you appreciate and understand what's going to happen for the rest of the week, as well as what it takes to make an event like this happen. The key word here is *volunteers*. They are the ones who make Speed Week possible by dealing with the BLM, bringing and setting up the timing equipment, dragging the racing surface and access roads smooth, and doing everything else that needs to be done.

There are two courses at Bonneville: the short course and the long course, with the long course being used by the cars and bikes that run over about 200 or so. The line-up lanes for both courses run beside each other and then branch apart a couple hundred feet from the starting lines for each course. The two courses are laid out in such a way that they become farther apart from each other as you travel down either one of them.

Depending on how the courses have been laid out, the starting lines for the two courses can be close enough together that you can follow both tracks from near either starting line reasonably well. Just remember to keep out of the way of the racers and professional photographers, and make sure you never walk in front of the car or bike that's at the front of the line.



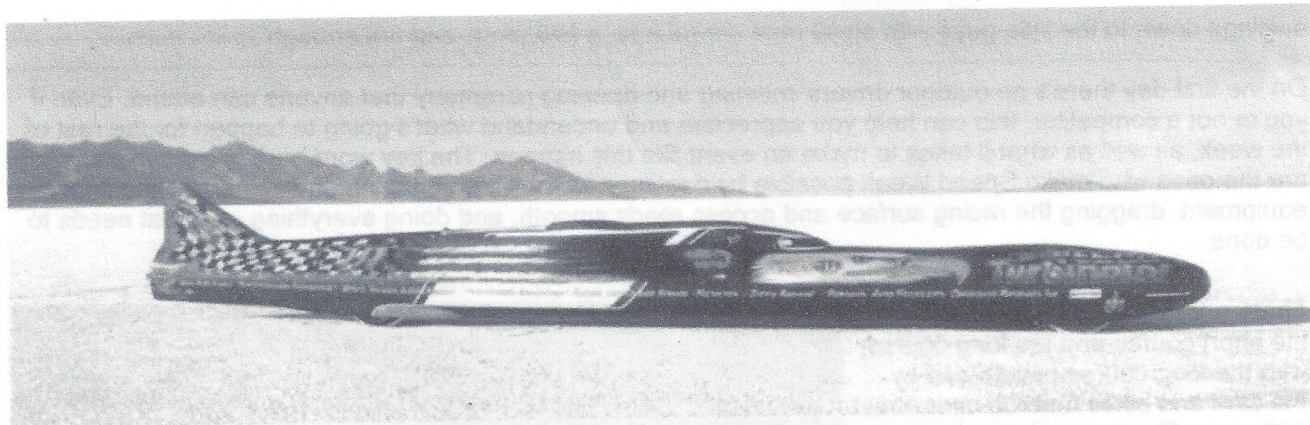
One of the best places to watch the racing is beside the five-mile point on the long course, where the racers scream by wide open and pop their chutes. And, a few times in every Speed Week, someone with more power than their car's aerodynamics and traction will allow it to get to the ground will spin several times. For safety reasons you'll be restricted to watching from about a quarter-mile from the actual race track, so you'll want a long telephoto lens and a tripod for your camera, and at least one pair of binoculars.

You'll have fun at Bonneville. It's an incredible place that you should experience. Don't forget to block the sun. And when you're using one of those delightful portable toilets, remember: using a portable toilet is kinda like skydiving. It's a lot less scary if you don't look down.

BIG CAR SHOW WHEN SUNDAY JUNE 8, 2008

I have been known as a trophy hog, I love to win, it makes me feel that doing the car properly has finally paid dividends.

But if you really want to feel twice as good down in side, (and everybody wins) plan to go to this show at Sunrise Assisted Living. Most of the people there have lived in the time period when our cars were new or almost. When we show up with our cars their eyes light up and they start talking about the time when-----at the drive in movie or snack shop, or those car hop girls on roller skates. Now that's why we work so hard on these cars, it's to have someone that really know the cars and the era and lived it with gusto. Oh ! Don't forget that you get a really **good free lunch** on top of bring joy to someones life.



This was written more than three years before December 16, 2002, when Don Vesco lost his long battle with cancer. This was a tremendous loss to all of us.

Before reading this, those of you who aren't familiar with Don Vesco, his brother Rick Vesco, or the Turbinator turbine-powered streamliner will want to have a look at the Team Vesco Web site, at <http://www.teamvesco.com/>

The first time I saw the Turbinator in the pits, at the 1999 Bonneville Speed Week, I knew this was a serious deal. In addition to Don, the driver, and Rick, the crew chief, there were about ten others in the pit, with each assigned to specific tasks. Several of the crew members were British helicopter mechanics who had flown over to help with the car's turbine engine. Things were happening here.



Preparation for each run went smoothly, with crew members referring to a master checklist listing every parameter that was checked before each run. The time in the pits between runs could be as little as an hour if confined to cleaning and repacking the car's two parachutes, flushing the salt out of the vanes of the turbine, cleaning the salt buildup from inside the wheelwells and underside of the bodywork, inspecting the tires, and checking every safety-related item on the list.

Seeing this team go to work contrasts with a lot of the other racers at Bonneville, with the Vesco crew getting their jobs done quickly and efficiently. And yet they understand the importance of it all being fun.

It was still early in the day when some of their enthusiasm rubbed off on me. After having annoyed some of the Brits with my bad Monty Python impersonations, one of them threw a rag at me, pointed to a part of the race car and said, "Here — go clean that." Wow. I'm in another band.

It's amazing how much salt builds up on the car, just like the way mud does when you drive through it. Since we're going for speed, not only must all of the mechanical parts of the car be clean to allow them to work properly, but every bit of the bodywork must be absolutely clean to minimize the car's aerodynamic drag. The wheelwells are the only difficult area to get clean, with the biggest challenge otherwise being to avoid putting scratches in the car's paint.

To make things easier for the crew, the car stays on its custom-built, tilt-bed, open trailer while it's in the pits. Once everything is ready, the team's crew cab pickup is backed up to it and hitched

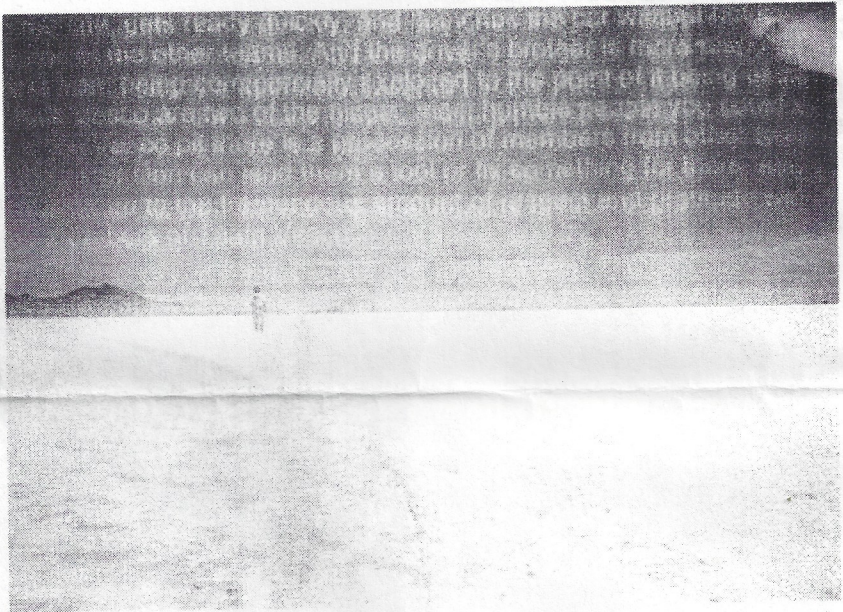


up, the crew piles inside, and Rick fires up the Jeep that's used at the beginning of every run to push the Turbinator up to between 80 and 120 miles an hour.

As you might imagine, it's not just any Jeep. This one is a monster, powered by a big-block Chevy with an 8:71 blower and nitrous oxide injection. The rear end of the Jeep is tubbed like a Pro Street car, with fourteen-inch-wide Mickey Thompson Sportsman Pro tires on the back.

As we cruise through the pits and down the road towards the starting line, dozens of racers and race fans wave to us. It's easy to understand why. Team Vesco runs the fastest car there, and it's driven by one of the most experienced land speed record racers in history — for both cars and motorcycles. The officials appreciate the way the team pulls up to the line, gets ready quickly, and launches the car without holding up the show like occasionally happens to some of the other teams. And the driver's brother is more responsible than anyone for having saved the salt flats from being commercially exploited to the point of it being useless for racing. Then consider that Don and Rick Vesco are two of the nicest, most humble people you could ever meet. Now factor in the fact that all day in the Vesco pit there is a procession of members from other teams walking up to the tool trailer and asking if Rick or Don can lend them a tool or fix something for them, and the answer always seems to be "Sure!". It all adds up to the tremendous amount of respect and gratitude we have for Don Vesco, Rick Vesco, and the members of Team Vesco.

Don takes a walk down the beginning of the course, checking it for smoothness, and making sure of the right line to launch the race car.



We pull up to the starting line and Don suits up while the car is winched back down the tilting trailer. Just as in the pits, a crowd gathers. Some of the more sane ones shake their heads in disbelief when they see the car up close and contemplate what's about to happen, but most of us just smile and dig it.

With the car pushed into position where he decides he wants to start the run, Don climbs into the car, does up his harness, and fires it up with the brakes on.

Being a turbine-powered race car, its sound is just like an unlimited hydroplane, with its surplus helicopter turbine engine. If you haven't heard one, imagine a very large tea kettle whistling, starting out low and gaining in pitch as the engine speed increases. It doesn't sound like the other race cars, but it gets just as much respect.



Several members of the crew stand on either side of the front of the car, and do their best to keep it from creeping forward while it warms up. When everything is Go, and the officials give the signal, the Jeep pulls up behind, its front bumper nudges the car's push bar and begins to roll forward, slowly at first. Then Rick hammers it and this crazy Jeep starts fishtailing down the track. It doesn't take long for them to disappear.

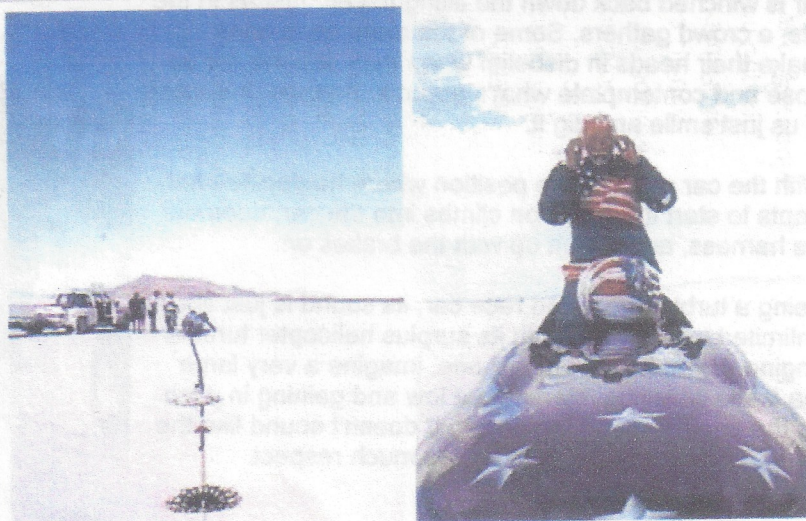
We've already left the starting area in the pickup, and are waiting at about Mile Six. We listen on the radio for Don's time in the quarter-mile, the first mile, and the second mile. By the time he reaches us, we have a good idea of what the top speed of the run might be.

As Don comes into sight we drive beside him and arrive right after he rolls to a stop.

After a good run, Don is pumped, as anyone would be after just having driven a car at over four-hundred miles an hour. You might look at him and wonder how he's able to do this so casually.

This is just what he does. And all he wants to do is do it again, as soon as possible, only faster than ever before.

Time to pack the chutes, prep the car and make another run.



The Valley 's

2008 Officers

President	Harry Baker	(818) -705-3930
Past President	Steve Batesole	(818) 787-3658
Vice President	Dave Bergman	(818) 703-0756
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Historian	Dave Sanborn	(818) 709-0741
Web Master	Scott Doudrick	(818) 957-5708
Car Count	Carl Batesole	

Meeting 1st Tuesday of the month 7:00 p.m.
No host dinner starting at 6 p.m.
Coco's Restaurant
22200 Sherman Way, West Hills, California

Drive Lines is Published by
The San Fernando Valley, Regional Group 40
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The Valley 's

PAST PRESIDENTS

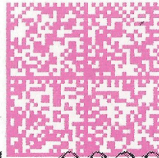
Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973 - 1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	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 - 2006
Steve Batesole	2007



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