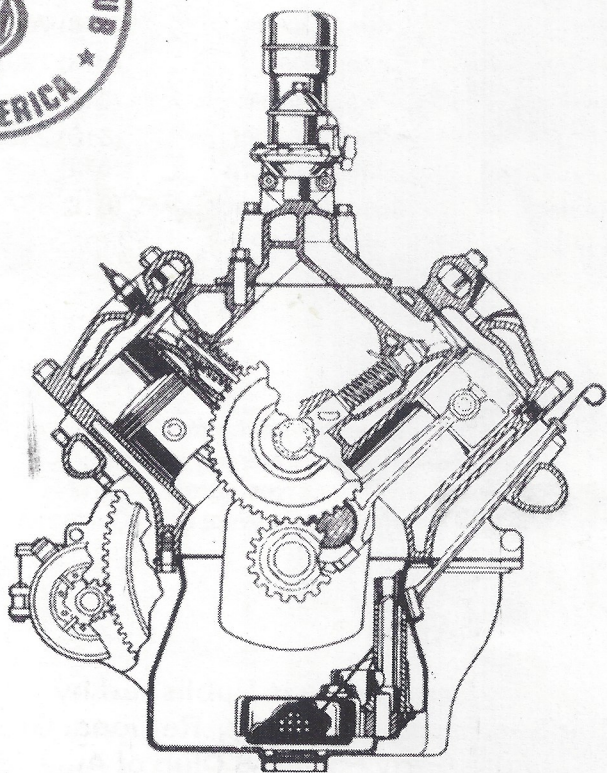


Drive Lines

Our 38th Year



June 3, 2008

Presidents Message

I just returned from a great trip to Solvang, Vandenberg Air Force Base and the Mendenhall museum. Thanks to Steve Boskovich for putting it all together. We, Helen and I did not caravan up to Solvang with the group as I had other commitments in the morning, but we did join the group in the afternoon at the Royal Copenhagen Motel. I understand that Steve's vehicle did have a little problem with smoke coming from the engine compartment and it was discovered that oil was leaking out of the fuel pump and hitting to exhaust pipe. By driving slower the oil did not hit the exhaust pipe so the group proceeded on to Solvang without any further problems. To fix the problem Steve tried to buy a new fuel pump at the Cccchevy dealers (Cccchevy for a Ford?) but they did not have one and neither did the local parts dealer. So after a little shade tree mechanic work, by several club members, the old pump was put back on and Steve made it back home with no further problems. For a detailed report on the fix come to the meeting on the 3rd. of June.

The Vandenberg tour was great and very interesting. Our host did an excellent job of informing us about what we were looking at, and what the various pieces of equipment were used for. The size of some of the gantries is just amazing, especially when he pointed out that each star of the American flag painted on the side of a gantry was six feet across. It was also amazing that when a project was completed that they just left the equipment in place and moved to a new site. According the our guide, recycling or retrofitting is more expensive than a new facility, at least to the Air Force.

The tour of the Mendenhall museum was just spectacular, I figured that there would be a few signs and gas pumps, along with various auto related parts and pieces. Boy, was I mistaken, just walking into the gate was enough to overwhelm most people and that was just the start. Three hours later I still had not seen everything but my senses could not absorb anymore so I called it a day and headed out for a four hour drive to the high desert near Barstow for another event, but thats for another story.

Thanks again for a great tour Steve and Sue.

On Mother's Day, we attended the Antique Historic Truck Society show at March Field. V-8ers Scott Doudrick and Steve and Carl Batesole had their trucks on display.

Our May meeting speaker, 'Captain Eddie' Warnock, was truly amazing. He has the sweetest ride I've ever seen.

On Wednesday, June 4, 2008 we'll be touring with Ken Sapper for a Twilight Cruise to the NHRA Motorsports Museum at Fairplex.

Then on Sunday, June 8th. we'll meet Wendi Potter at the Sunrise Home in Woodland Hills. It's always gratifying to see the smiles that seeing our cars brings to the seniors. The stories that they tell us about 'back in the day,' when our cars were new, are a treat to hear.

We have two special events coming up. The club BBQ will be hosted again by the Durkee's, it

will probably be in mid August. The September 2nd. meeting will be our famous club auction, start digging through your garages and kitchens now to find those treasures that you know that someone else will like, just as much as you did! Both of these events are crowd pleasers.

At the last meeting the club agreed to buy 30 raffle tickets for the Grand National Celebration fundraiser, wish us luck!

See you on June 3rd.

Harry

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

June 4, 2008 --- Twilight Cruise at the NHRA Motorsports Museum at Fairplex. Free museum admission. 2008 Cruise dates: 6/4, 7/2, 8/6, 8/29, 10/1, 11/5.
<http://www.museum.nhra.com/cruise.asp>

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

July 25th & 26th, 2008 --- Long Beach Model "T" Club --- The 54th Annual Vintage & Classic Parts Exchange. Specializing in Pre-World War II Autos, Parts, & Related Items. Veterans Memorial Stadium in the City of Long Beach.
<http://lbmtc.com/swapmeet.htm>

July 27, 2008 --- Marina Del Rey Classic Cars & Boats

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

August 2008 --- Valley V-8 Barbeque

September 2, 2008 --- Auction Night at the Valley V8's

September 6, 2008 --- Foothill Festival of Cars in La Crescenta. 818-249-5832 or www.fbclc.org

September 18-21, 2008 --- Route 66 Rendezvous in San Bernardino. www.route-66.org

December 7, 2008 --- Valley V-8 Holiday Dinner

Valley V-8 2008 Meetings 6/3, 7/1, 8/5, 9/2, 10/7, 11/4

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

Secretary's Minutes

Date: May 6, 2008

Meeting Place: CoCo's

Meeting Leader: Harry Baker

Carl's Car Count: 6

Start Time: 7:32 Adjournment Time: 9:35

Introduction of Guests: Welcome back Vicki Keene. Joe DiFatta introduced Howard Lieberman, who has a '41 Olds. Another guest was Gail Burns.

Treasurer: Wendi Potter: After a few jokes, Wendy reported the amount that we have in the treasury. She also reminded us we are going to Sunrise Assisted Living on June 8 from 9:30 to 2:00.

Tours: Steve Boskovich told us that May 22 is Vandenberg and Solvang. June 4 is the twilight cruise to Fairplex, we leave about 1 pm. July 27 is the Classic Car and Boat Show. Steve Batesole said that on May 11 at March Air Force Base there is a truck and tractor show. They also have an Aviation Museum. It will be from 9 to 3. More later about the Hookey Day tour to Galpin Ford on Roscoe and the 405. They have a mini museum of interesting cars. Scott Dudrick said we are landing on Mars again on May 25. He is working on the web site, slowly getting it updated.

Announcements: Our auction will be September 2. The summer Bar-B-Q is probably going to be August 16. Our Christmas diner will be Sunday December 7. Dick Stones reported that all dues have been paid.

Car of the Month: Jim Kelley, 1940 Ford convertible that he has had for 6 years.

Drive Prize (for bringing your V8 to the meeting) Joe DiFatta

Raffle Winners:

Ladies: Helen Baker and Karen Lehman

Name Badge: George Richards

50/50 Drawing: \$80 Don Durkee

Buyer Appreciation: Jerry Jensen, motorcraft bag

Program for the evening: Don Durkee introduced Ed Warnock who told us about his career as a pilot. He also had a slide show of the plane he flies. He is known as Captain Eddie. He received an award from the FAA for 50 years of continuous flying. His current job is to fly Jeff Palmer, a wealthy real estate developer, wherever in the world he wants to go. His plane is a 20 yr. old refurbished Boeing 727. He usually gets a month notice to make his flight plan, itinerary, passenger list. His crew arranges for the catering and gets the beds ready. It sleeps eight plus three and couches. It carries 10,000 gals. of fuel which used to give them 6 1/2 to 7 hrs. in the air. Jeff had it overhauled in 2004 from 42,000 thrust to 50,000 and now they can get 8 1/2 hrs. in the air. Pictures of the interior of the plane appeared in Architecural Digest. No one is allowed to wear shoes on board. There are 5 members of the crew and most are in their 60's. They call themselves Fast Eddie and the Fossils, museum in the air, come fly with us on our Jurassic Jet.

Valley V-8 Tours

June 4, Wednesday

Join us for the twilight cruise to the NHRA Motorsports Museum at the Fairplex in Pomona. We will meet Ken Sapper in the parking lot of the theater complex at the junction of the 210 Fwy and the 2 Freeway.

Directions: From 210 East, exit at Oceanview(right), Left on Montrose. Left on Honolulu to parking lot.

From 2 North, exit at Verdugo, go to parking lot

Ken will leave parking lot at 1:30 pm SHARP!!!!

June 21, Wednesday

We will meet at THE HAT in Simi Valley for the first summer cruise night at 6:00 pm for dinner. The destination is at Los Angeles Avenue and Williams Street. For those of you who were unable to go last summer, this is a chance to drive your V-8 and catch a bite to eat with other members. Come enjoy a burger and fries or pastrami sandwich with us. See you there!

July 27, Sunday

The Classic Boat and Car Show in Marina Del Rey should be a lot of fun. We will leave Woodley Park at 8:00 am sharp and cruise to the event. There will be parking on the grass. Bring a picnic lunch and enjoy a day at the beach looking a fabulous cars and boats.

Editors Noodling:

This month seems to be aimed at the racing scene, one way or the other. I always love to hear Ken Sapper when he returns from the races. We will have to wait till the meeting. He has a couple of good stories to tell us. We have several other people in our midst that are racing now or have a hidden past, that we should pry into, to get the real details. I know that Don Zabel has had his buns duct tapped into just about any thing that would go faster than a horse. (That is one horse power ya know.) Bob Zecher has been ask to show his special car at the ROSE BOWL on JUNE 1. There are many others I did not mention. For all those that lost their nice new wheels and tires, up on Mulholland, and all those that the police are still looking for, I have taken the liberty of borrowing a-nice piece of racing history, a tid bit, taken from the extensive "*Blacky Blackwell Car History Library and Gas Pump Depository.*"

Don't forget to shine your car up for the SUNRISE CAR SHOW, JUNE 8 that's the next Sunday after our meeting. MAMMA MIA! Good free lunch. See you there.

For Sale

1987 Blazer (chevy You Know) 4 wheel drive Ask for Art 818-881-7266

For Sale

1939 FORD Deluxe Coupe, Folkstone Gray. Same owner for thirty years. Lovingly cared for , Driven weekly. Ready for any tour Asking Price \$29,500 Ask for Rick Blair 805-481-8531

For Sale

1940 California License Plates. Clear DMV nice condition. Do not need to be restored \$200 Ask for Craig Lapair 818-399-1640

For Sale

Ford Tri-Power with air cleaner. Complete with linkage. \$1500.00 Ask for Jerry Littner 818-597-9016

For Sale

Chevy Big Block Hi Riser duel manifold, New with carbs. \$500.00 Ask for Allen Porter 818-367-2890

For Sale

1947 Flat Head Engine Complete , Turnkey , rebuilt,59a, **RUN-IN.** \$4500.00
1940 Ford rearend assy. \$300.00 Ask for Dave Gott 818-767-6153

For Sale Gold wedding Ring and Large diamond engagement ring. **If a woman answers hang up.**

Answer: Gatorade:

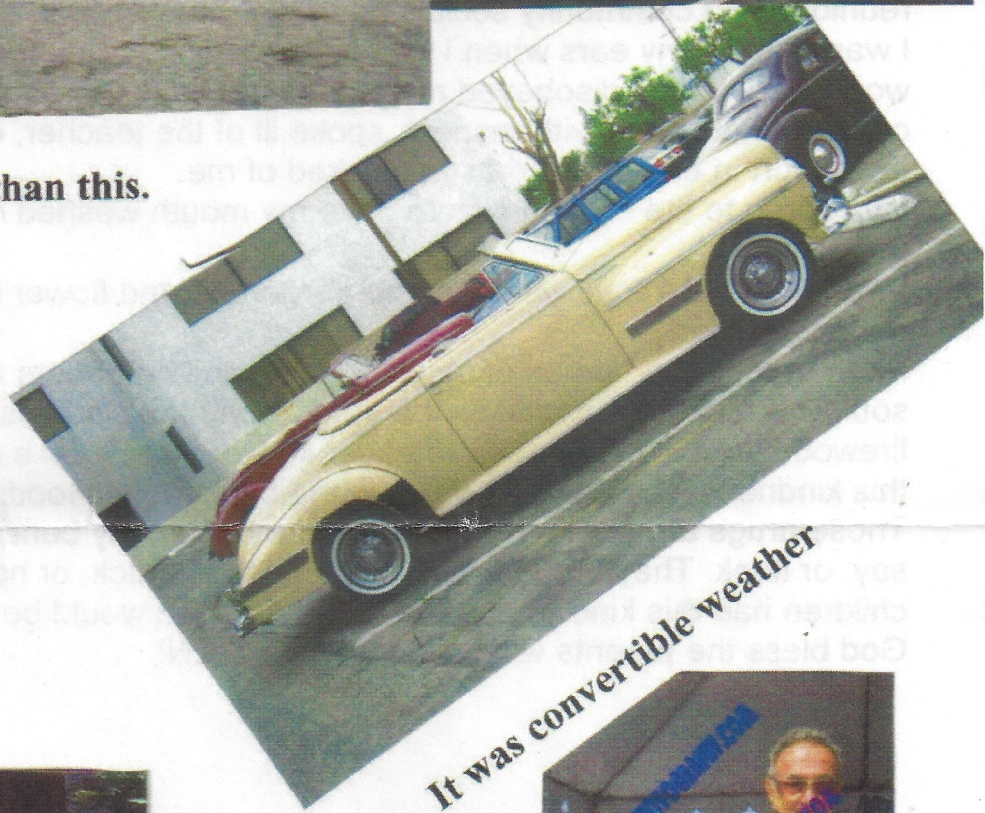
Question: What does an alligator get on welfare?



Ya cant findum better than this.



Car of the month



It was convertible weather



I feel a little embarrassed to put a picture of my car in the news letter that I publish, so to add to the shame here is a picture of my new best friend Geo Barris giving me a trophy for best truck 1954 and older (2500 cars),and that's embarrassing, but putting this label under the picture upside-down now that is really embarrassing.

My Parents Drugged Me.

GOD BLESS THE PARENTS WHO DRUGGED US.

The other day, someone at a store in our town read that a Methamphetamine lab had been found in an old farmhouse in the adjoining county and he asked me a rhetorical question.

"Why didn't we have a drug problem when you and I were growing up?"

I replied I had a drug problem when I was young: I was drug to church on Sunday morning, I was drug to church for weddings and funerals. I was drug to family reunions and community socials no matter the weather.

I was drug by my ears when I was disrespectful to adults. I was also drug to the woodshed when I disobeyed my parents, told a lie, brought home a bad report card, did not speak with respect, spoke ill of the teacher, or if I didn't put forth my best effort in everything that was asked of me.

I was drug to the kitchen sink to have my mouth washed out with soap if I uttered a profanity.

I was drug out to pull weeds in mom's garden and flower beds and cocklebur's out of dad's fields.

I was drug to the homes of family, friends and neighbors to help out some poor soul who had no one to mow the yard, repair the clothesline, or chop some firewood; and, if my mother had ever known that I took a single dime as a tip for this kindness, she would have drug me back to the woodshed.

Those drugs are still in my veins and they affect my behavior in everything I do, say, or think. They are stronger than cocaine, crack, or heroin; and, if today's children had this kind of drug problem, America would be a better place.

God bless the parents who drugged us. AMEN!

PENNIES FROM HEAVEN

... For Johnnie Parsons

By PETER dePAOLO

FRED S. Duesenberg, one of the greatest racing car builders of all time, once made the statement: "Once a race driver, always a race driver," which came to light in my mind while conducting my Nash dealership in Glendale, California on the day prior to the first week-end of this year's qualifying trials at Indianapolis, May 13 and 14. . . . While personally in Glendale, my mind literally was back in Indianapolis.

Having decided against doing my annual column for the *Indianapolis News*, "Behind The Pits," as in previous years, feeling it my duty to remain in Glendale on the job, I planned to fly back to Indianapolis a few days before the race, with ample time to catch up on just what was going on at the Speedway, and comply with the request from SPEED AGE to do an article on the race for this wonderful racing magazine.

After the phenomenal speed made by Walter Faulkner to gain the most coveted pole position, along with unbelievable speeds made by other less prominently known drivers, my mind passed judgement on the fact this year's race would be staged with the rookies holding an edge over the regulars—at least in the minds of most racing fans who, like myself and many others connected with racing, were amazed at Walt Faulkner's sensational performance.

On my first visit to the track my interest was centered on the pit where Faulkner's car was located during practice laps, surrounded by a group of mechanics and onlookers, headed by the car owner J. C. Agajanian, wearing a fancy ten gallon hat and a smile from ear to ear as he introduced me to his ace driver.

This little speed dynamo weighing 120 pounds, wearing a cigar in his mouth which could easily have thrown him out of balance, seemed very cordial and naturally quite happy.

Remembering my weight was only 128 when I won the 1925 race, my mind flashed the thought that it takes a lean horse for a long race. The kid's chances were excellent for a good showing in the coming race. To my disappointment they were making some changes on the car which to me was a foolish thing to do at this stage of the game after having qualified so nicely and the race only a few days off. My subconscious mind was telling them to leave it alone, put a blanket on the baby and wait for the starting flag on race day, which only experience will teach.

Shortly after my visit with the Faulkner group, I made the usual trip through gasoline alley, peeking through garage doors where most all the cars were being worked on, and greeting my old time friends in the game, including Ed Wintergust, who has served as "mayor of gasoline alley" for many years.

There were also several of the old time racing drivers on hand including Tommy Milton, who is now chief steward for the race; Earl Cooper, official referee and Harry Hartz who annually serves as a technical AAA director, along with other drivers who flew in for the race, such as Frank Elliott, Red "Cowboy" Shafer, Ora Haibe and others.

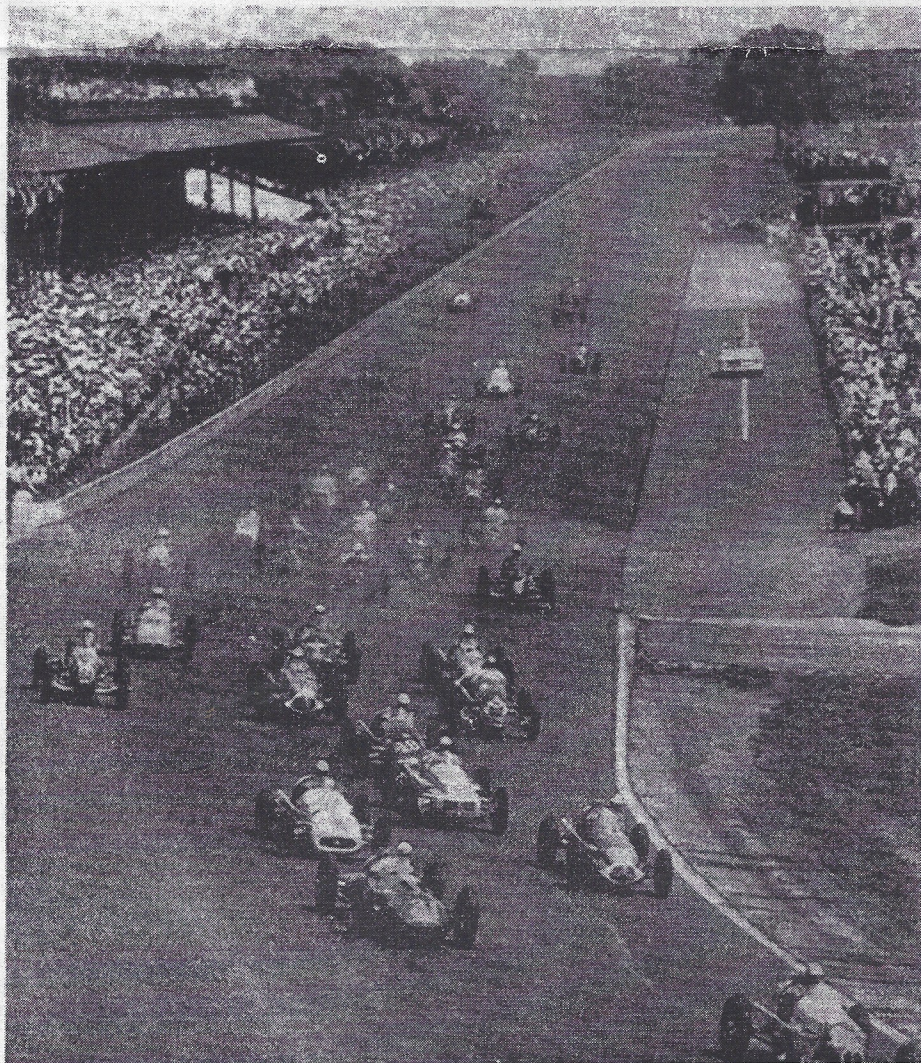
After my tour of the garage area was completed I was convinced that it was the same old story with many of the supposedly good cars not in readiness for the final two day period of qualifying on May 27 and 28. . . .

While visiting with Clarence Brown, top notch director for many years with the MGM studio, then at Indianapolis making a racing film *To Please A Lady*, with Clark Gable and Barbara Stanwyck playing the starring roles, we discussed racing in general of today as compared to the early twenties when he first became interested in auto racing, as well as flying.

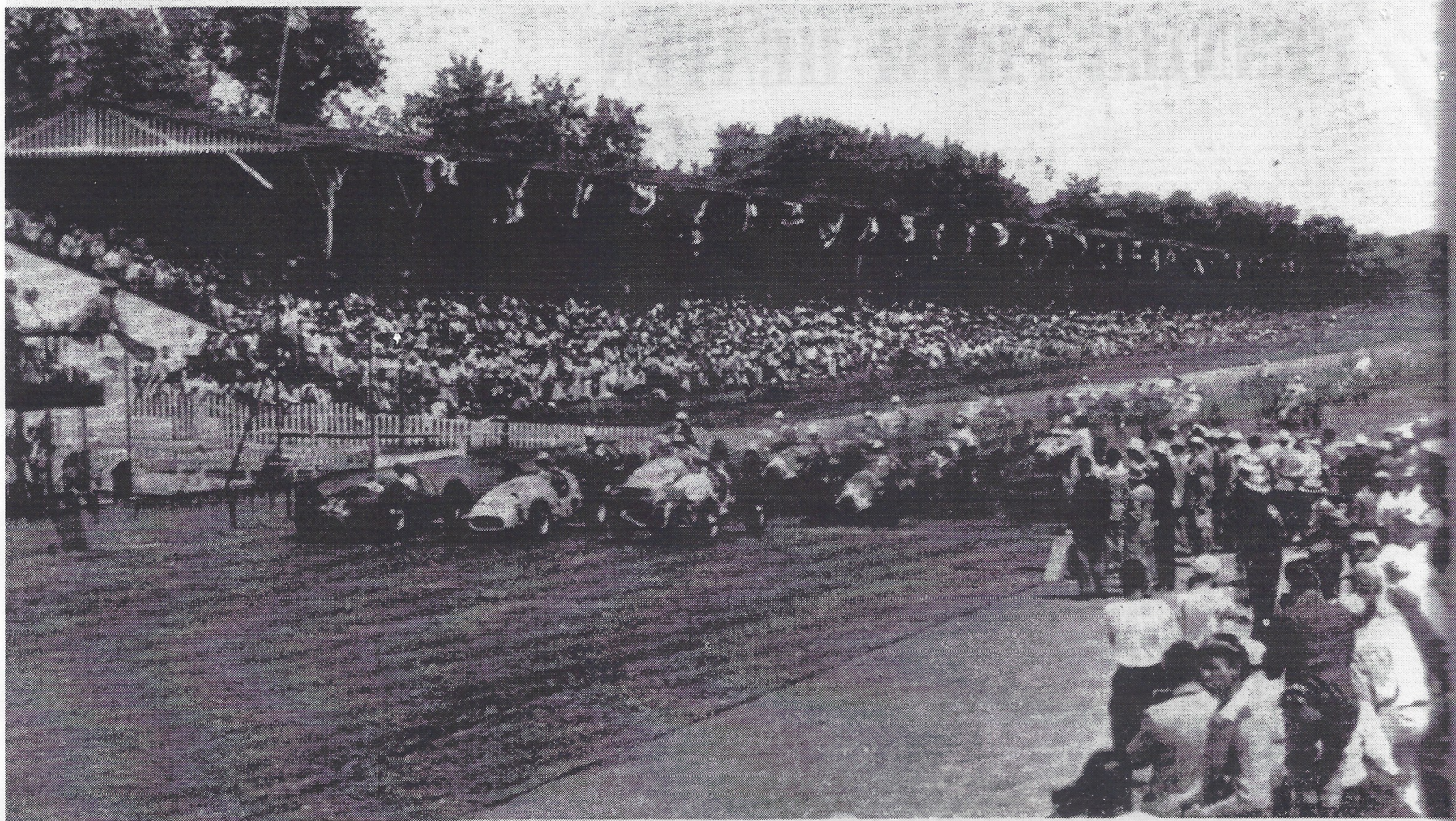
He commented particularly that during his stay there at the track while on this picture he noticed the drivers of today were not up to the physical fitness standard as they were in the years gone by, and wondered how they would stand the strain of 500 miles over the rough brick track as it used to be.

Remembering that I lost 10 pounds during my victory drive in 1925, I concur most favorably with my good friend Clarence Brown.

My next pleasant visit was with Ray Firestone, of the rubber family, having served together in the AAF during world war two, we had much to talk about in



Wide World Photo
Walt Faulkner jumps into the lead in the Grant Piston Ring Special No. 98 on the first lap, with Mauri Rose close behind in No. 31.



Wide World Photo

This is rated as the most perfect start in Indianapolis Speedway history. In the front row, left to right, are Mauri Rose, Freddie Agabashian and Walt Faulkner. Winner Johnnie Parsons is in the middle of the second row.

common as we leisurely made a tour of the garage area, accompanied by the Firestone staff of photographers. Numerous pictures were made with the various drivers. Our last stop was at the Firestone garage where Johnny Moore is in charge of the racing equipment in supplying all the racing cars with tires for the race.

While in the Firestone garage Ray brought up the subject of magnesium wheels which the majority of the boys were now using on their cars, in preference to wire wheels generally used, because of their lightness in weight. He pointed out one or two which showed cracks around the spot where the wheel hub fits, due to poor designing of the ribbing area which serves to strengthen the wheel at that vital point, going on to say that he was not in favor of that type of wheel, feeling that the AAA officials should not allow them to be used, for the safety of the boys in the race.

Not later than 20 minutes after our discussion about the magnesium wheels a great deal of excitement developed out on the track as Hal Cole had gone into a spin and crashed against the wall after having sheered off one of these wheels. Those crews having wire wheels on hand immediately changed to wire wheels.

Numerous bets were being made that cars not qualifying at a speed of 130 MPH would be out of the select 33 starters' line up on race day. Rumors had it that even Bill Holland was worried, with his qualifying speed of 130.482 MPH. In a last minute check up, the racing critics, including the drivers' wives,

claimed there were 12 cars yet to qualify which were capable of speeds well over the 130 mile mark. And at a time when only 11 places were yet to be filled for the final line up on race day. It was hard to believe this year's qualifying speeds had increased to such a margin over last year when the slowest car gained 33rd position with a speed of 125.799 MPH, driven by Manuel Ayulo.

The two Novi cars, not yet having qualified, created a lot of gossip throughout the speedway grounds, all brought on by some controversy between Lou Welch, owner of the cars, and Wilbur Shaw, president of the Speedway. It all started shortly after last year's race when Welch made the statement that his cars would not enter into this year's race unless the speedway management raised the prize money to a higher figure.

In spite of the personal pride Mr. Welch rightly holds for these two beautiful racing cars, they have yet to win an Indianapolis race. He feels justified in making the protest based on the tremendous amount of money invested in the cars and the great attraction they are to the race itself. The opinion of many rested on the fact the Novi cars could have easily qualified on the first day the trials started, May 13, but they were purposely left inactive during the Welch-Shaw session on prize money matters.

Sunday morning, May 28, the last day for the boys to qualify, and the Novi cars were still on the side lines unqualified. And to further complicate matters on their chances of getting in after a full field of 33 cars had already qualified, and

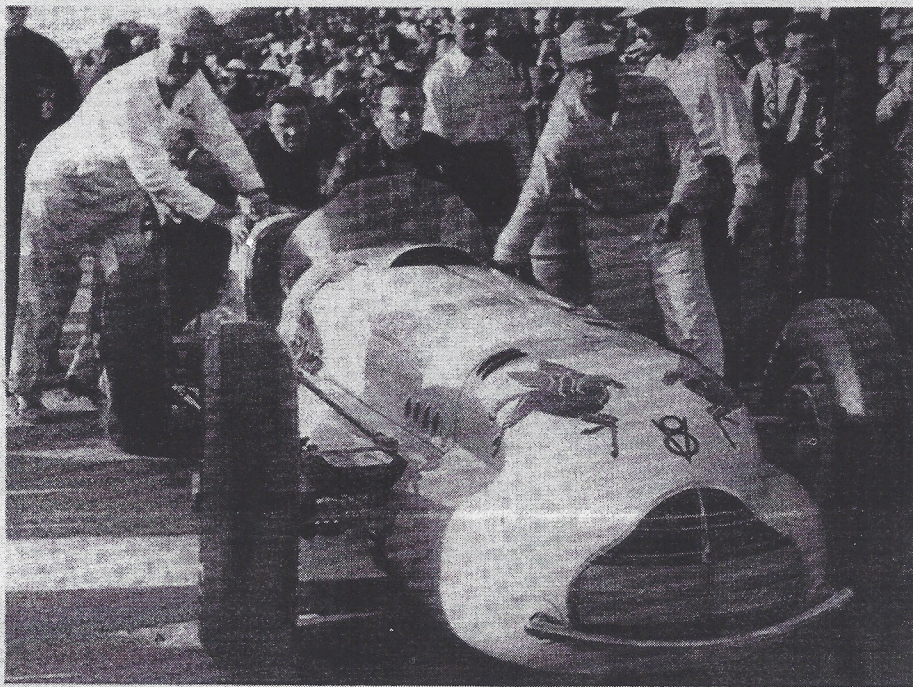
their last hope being to qualify them at a speed only faster than the two slowest qualified cars, it had to rain that day far into the early part of the afternoon. When old Sol finally made its appearance, wild excitement echoed throughout the speedway grounds as the two Novi cars were hauled into the pit area on trucks, ready for their qualifying attempts.

Duke Nalon, hero of the Novi team, was first to report to the AAA officials on the starting line that he was in readiness to qualify. When his report was given to the crowds in the grandstands over the loudspeaker, it resulted in a howling round of applause. Duke roared into the turn with a sound from the engine which echoed music to the ears of all race lovers.

After the first warm up lap, we all expected to see him come down the home stretch on the next lap with the signal that he was starting on his four lap qualifying run. But his engine seemed to sputter, indicating something was wrong and his first attempt came to an end. His supercharger shaft had sheared off and he was declared definitely out of the race.

With this keen disappointment hanging over the crowd, the next Novi made its appearance with Chet Miller at the wheel, but he too experienced engine failure, and it was too late to get his car in running condition before the deadline of qualifying trials at 6 o'clock.

It was hoped by many that the qualifying time might have been extended at least another hour, but such was not the case. The boys had three week ends to prepare themselves for qualifying trials, and to have extended the time would only



Wide World Photo

Symbolic of the heartbreaks that occur at the Speedway, is this photo by Speed Age's ace cameraman Bob Verlin, showing the Novi Mobil Special being pushed to the garage area. Designer Bud Winfield is at the right rear wheel, Duke Nalon is in the cockpit and owner Lou Welch, wearing cap and dark trousers.

be unjust to all those already having qualified. It's all in the game.

The overall qualifying average of 131.045 MPH surpassed last year's record of 128.361 MPH . . . with the slowest made by Jimmy Jackson, driving the Cummins diesel, at an average of 129.208 MPH for the 10 required miles.

On the morning of the race, the Indiana weather was in full splendor, with little or no thought of the rain in the afternoon, which was to bring the race to a halt at the 345 mile mark.

On my arrival at the speedway, I immediately went up to the observation deck where one gets a beautiful panoramic view of the entire speedway, located directly in front of the pit area where all pit activities can be watched, high up above the paddock stand.

Here I decided to remain throughout the race and jot down my notes for this article. While seated next to Mrs. Babe Stapp, I tried being sociable during her pre race conversation, but to no avail, for which I hope sincerely she will forgive me. I remember nothing of what she had to say, only that Mrs. Lou Welch made her appearance soon after and was introduced, followed by her daughter, who later occupied the seat next to Mrs. Stapp on the starboard side.

My mind was whirling on thoughts which enter into the make up of any race driver who ever enjoyed the thrill of once having won this great classic.

Then I remembered that this race was my silver anniversary, since having won the race in 1925. How lucky to still be alive and here to witness the greatest race

in the world, high up above the stands looking down on those 33 beautiful racing creations, ready for the starting flag, and the nation's greatest drivers, all in readiness to go on their way to fame and fortune—perhaps to death.

A peculiar sensation swept throughout my body after the pace lap had started causing me to struggle with myself to remain calm and prevent an outburst of tears towards the enjoyment of it all watching that which I loved best.

"Here they come!" the crowds were shouting as the entire field of 33 cars trailed a beautiful cream colored Mercury chosen as the pace car for this year's race, with Benson Ford, president of the Lincoln-Mercury Division of the Ford Motor Company, at the wheel and fast approaching the starting line. Benson Ford responded to instructions from his only passenger Wilbur Shaw, three time winner of this great event and now president of the Speedway, who was partially standing in the front seat area while motioning to the front row drivers to remain their respective positions behind the pace car until they crossed the starting line.

They then got the green flag from starter Seth Klein, at which point Wilbur with a parting salute, clasped both his hands waving on high, wishing them all "GOOD LUCK" and the race was officially on its way. The most beautiful start ever witnessed at the Indianapolis Motor Speedway.

All the excitement which followed from that point on, through the race, which unfortunately came to an abrupt end at 345 miles because of rain, is now history in the annals of auto racing, establishing Johnnie Parsons as one of our greatest champions in one of the most popular victories at Indianapolis.

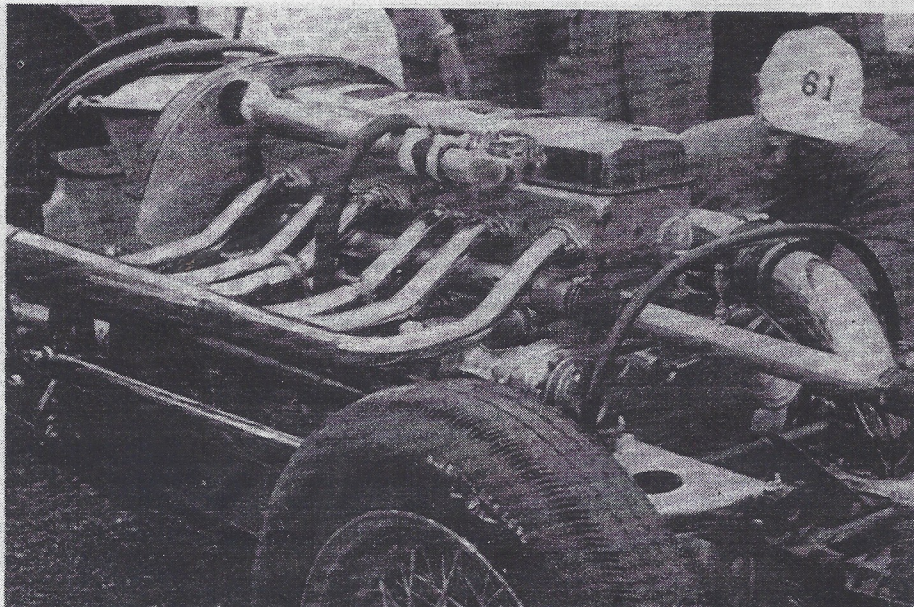
With all the pre race publicity credited to young Walter Faulkner, after his marvelous performance during qualifying trials, the crowds in the stands naturally looked forward to seeing him lead the race from the very start. But this lasted for approximately half of one lap when Mauri Rose relieved him of the honor.

Then suddenly another surprise enthralled the vast crowds, when Johnnie Parsons passed Rose to take the lead on the 10th lap and continue from there to collect a good portion of the \$100 per lap prizes which go to the leading car on each lap. The leading position changed only between Parsons, Rose and Holland throughout the race, at intervals when necessary pit-stops were being made, with the greatest bulk of laps going to Parsons.

While it was rumored that Parsons started the race with a cracked cylinder block in his engine, there seemed to be no evidence of such a thing during the race, with Johnnie accepting any and all challenges from Rose and Holland throughout and widening the gap between them at will.

My only concern during Parsons' fast pace was based on the fact that he was driving a rear drive type of car, against Rose and Holland who were driving front drives, which have proven much

Under the hood of Jimmy Jackson's Cummins Diesel Special, the only six cylinder car in the 1950 "500." Bob Verlin Photo



safer on the turns, particularly after oil has accumulated on the track during the latter part of the race. But this supposedly determining factor seemed to have no effect on Parsons' driving.

Spectators in the stands garnered more than their share of thrills in watching pit activities during the entire race, particularly when the fire started in Mauri Rose's pit when he came in for refueling on the 109th lap. The fire was caused by an overflow from the gasoline tank.

With danger of the fire wending its way into the gas tank, and a possible explosion, Mauri told the pit crew to "crank 'er up" and calmly drove off, followed by a roar of applause from the spectators in the stands.

Again on the 121st lap, when Holland came into the pit with the crowd all expecting to see one of those Lou Moore sensational well managed pit operations in record time, they noticed Holland's car seemingly over run his pit and slowly continue on to make another lap and finally come to a stop at his pit.

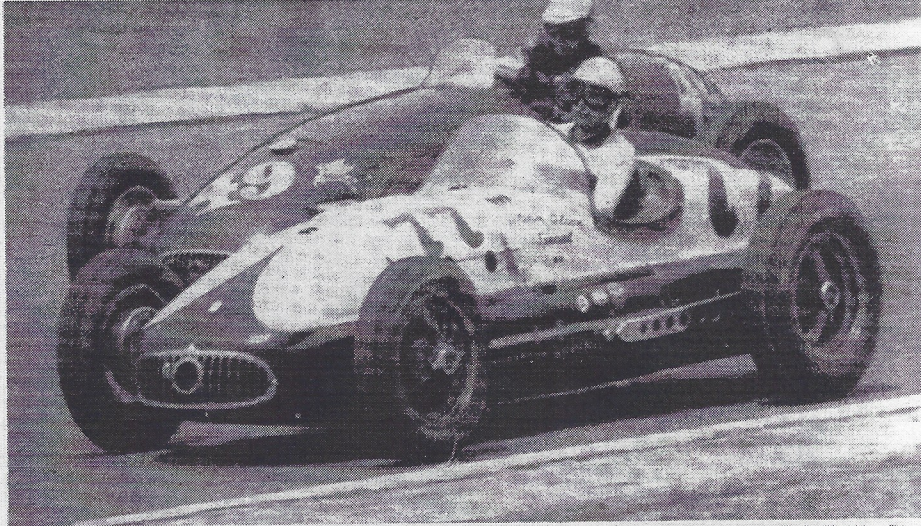
The report was given that Moore and his crew were not in readiness for Holland's stop and he was given the signal to go on and make another lap, which is hard to believe coming from Moore at this late stage in the race, when seconds are so precious.

There can be no doubt in the minds of all those who saw the race, that Lou Moore was running a well planned race for his team of four cars, based on 500 miles, with Tony Bettenhausen, who drove a wonderful race until forced out with mechanical failure on the 38th lap, set to stay up with the leaders, evidenced by the pit signal given to him on the 28th lap to "Get Rose."

Holland was playing the game to run a slight edge slower than Bettenhausen, awaiting the proper time after the leaders made their pit stops for tires and refueling, then make his bid for the lead and a strong finish. Lee Wallard and George Connor, the other two members of the Blue Crown team, were playing safe, staying well behind Bettenhausen and Holland, scattered with the rear guard.

To the disappointment of all in the stands, threatening clouds of rain were hovering overhead on the 125th lap, which in the event of rain would change the entire picture of the race. We all noticed Parsons pointing to the sky overhead as he passed the pit, and Lou Moore, realizing the danger of rain, well understood what the result would be if the race would be stopped at this point, remembering it was decided at the drivers' meeting on the day prior to the race that in the event of rain after 51 per cent of the race had been run the race would be determined to have been completed.

To the surprise of all the racing critics, who predicted a majority of the cars in the race would be forced out with mechanical troubles early in the race, because of the fast speeds they were making with the aid of low gear ratios to wind up their engines in the danger zone speeds, there were still 25 cars in the race at the 125th lap.



Bob Verlin Photo

Two Jacks—Jack McGrath in the No. 49 and Jackie Holmes in the No. 77 Norm Olson Special battle it out on the main stretch.

Rain started falling on the southwest turn at 1:30 p.m. while Lou Moore and his entire pit crew were squirming in their pit, and Johnnie Parsons sailed by as though he was singing that famous ballad *Pennies From Heaven* which should actually be his theme song for life. . . . Parsons, now in the lead, had completed 135 laps, Bettenhausen, relief driving for Joie Chitwood, was listed as second, followed by Green, Holland and Rose.

Johnnie Parsons, after completing the 138th lap, with an average speed of 124.002 for the 345 miles, received the checkered flag of victory, with Bill Holland second and Mauri Rose third, in the final standing after a recheck, brought on by Mauri Rose, in a protest through which he gained two positions.

A grand surprise awaited the racing boys at the annual victory dinner held this year at the Claypool Hotel, on the day following the race, when the greatest amount of prize money ever given by the Speedway was passed on to the boys, to the tune of \$201,035.

How gratifying it is to see the boys re-

warded in such a handsome manner by the speedway management. Yet disheartening to know they will be subjected to giving a good portion of their winnings for income tax purposes, an unknown product during my peak years of active racing.

If the average person could only realize these men having risked their very lives towards the development and safety of the modern automobile of today, involving millions of lives on our city streets and public highways, they would feel justified towards eliminating the idea of imposing any tax what-so-ever on members of the racing fraternity who actually drive in competitive auto racing and give their very all for the safety of Mr. Car Owner.

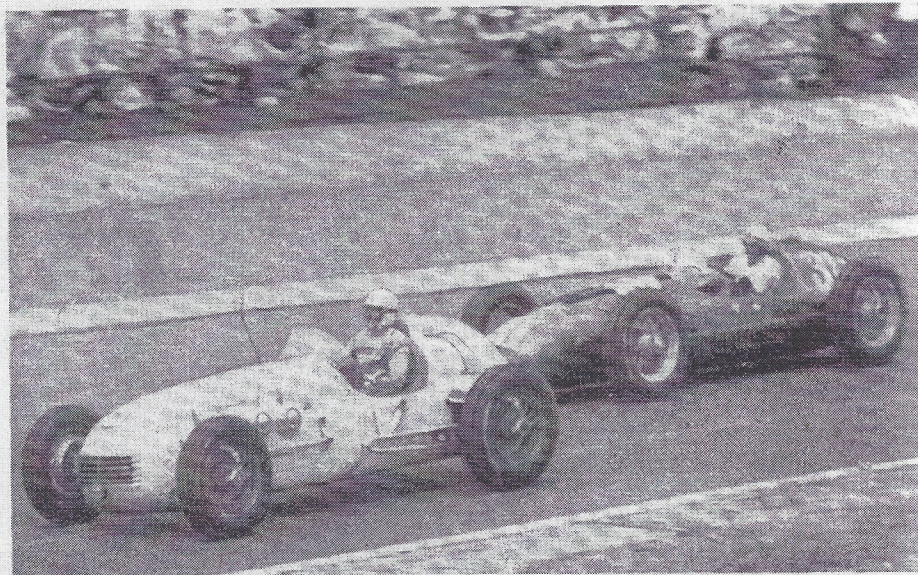
My heartiest thanks go to Champion Johnnie Parsons in fulfilling my prediction to the entire organization here at Peter dePaolo Nash, on the eve of my departure for Indianapolis, picking him as the winner, and also to all the other drivers and great mechanics who helped put on a great show, for this year's race.

See you all at Indianapolis next year.

•••••

Johnnie Parsons thrilled the grandstand crowd as he took over the lead from Mauri Rose on the ninth lap.

Bob Verlin Photo



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
Secretary	Karen Lehman	(818) 885-6938
Treasurer	Wendi Potter	(818) 884-8019
Tours	Steve Boskovich	(818) 341-6876
Programs	Don Durkee	(805) 495-5298
	Joe DiFatta	(818) 700-1939
Drive Lines	Jim Kelley	(310) 823-6020
Membership	Dick Stones	(805) 230-0070
Raffles	Helen Baker	(818) 705-3930
Tech Advisor & 50/50	John Wolf	(818) 789-6201
Mrs. Sunshine	Virginia Wolf	(818) 789-6201
Ladies Raffle	Joan Sapper	(818) 249-5686
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
 of the Early Ford V-8 Club of America
 7822 West 79Th Street
 Playa Del Rey, Ca. 90293

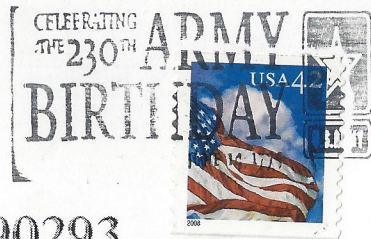
The Valley's

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

The Valley 's

7822 West 79Th Street Playa Del Rey, Ca 90293



91322643049 0013

