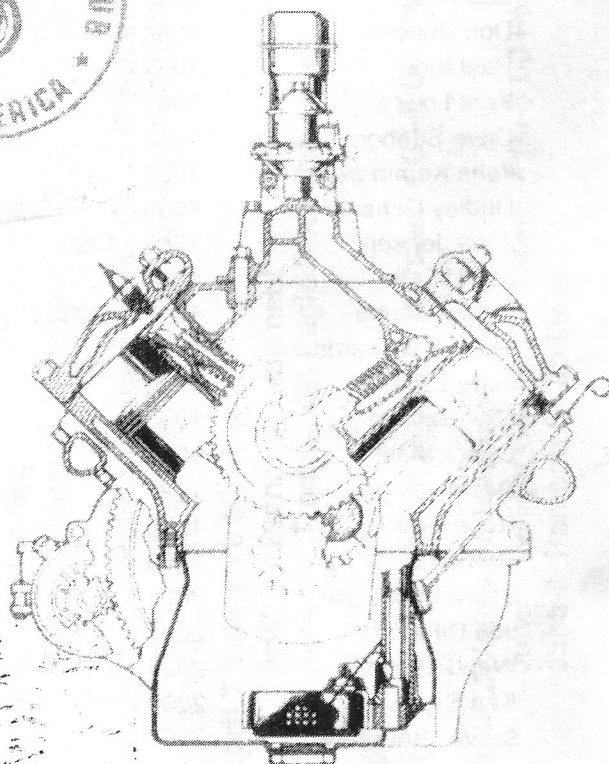


# Drive Lines

Our 39<sup>th</sup> Year



Meeting

March 3, 2009

WETA DIF

## **PRESIDENTS REPORT**

What a fantastic Hooky Day we had on February 18th. Helen set up a trip to the Justice Brothers facilities in Duarte to view their museum and then to lunch at the Boat at Clearmans Village in Rosemead. Twenty-three of the Valley V8er's and friends made the trip.

The Justice Brothers Facilities has a mini museum of about fifty special interest Indy racing cars, sprint cars, midgets and dragsters. There were also several Ford Flatheads on display, and even a motorized Bar Stool.

As a special bonus, we had about an hour with Ed Justice, Jr., during which he talked about his favorite Ford, a 39 coupe which he stated that he drives quite regularly. He also gave us a bit of racing history and the history of his company, including a pretty funny story about A.J. Foyt and a bonfire. Ed then told a story, that is every car guy's dream, finding a real prize in someone's garage, except in Ed's case his prize was sitting out on a curb, waiting for trash day. You'll just have to come to the next meeting to hear this one. We ending our tour with a demonstration of some of their products and how they lessen the amount of friction on moving parts. Charlie, you shoulda been there!

After spending about three hours at Justice Brothers, we all went to lunch at the Boat. It originally really was an old boat that was converted into a restaurant, but now it is a modern building with a nautical theme called the Galley. The food is still good, with large portions with a large selection, and we were all able to sit together.

The description of the auctions at Scottsdale, that was given by Don Durkee, at our meeting was very interesting and entertaining. It is understandable how some of the bidders get carried away in their bidding and raise the prices up on the cars. We need some of those bidders to attend our auction this fall. And by the way, now is a good time to start putting aside your good stuff for the auction.

Kenny Sapper and Don Stout also gave us a run down on the Grand National meet and all the great cars that were there.

There was a good turn out of Valley V8ers and others at Nick Alexander's annual show and swap meet. Because of the rain there were fewer swappers than usual but there were still plenty of goodies to buy. I think that there were about twice as many Woodies on display as there were last year. There were even a few non Woodies on display. The food was very good and there was plenty of it, no one should have walked away hungry.

The day after Nick's, I went to the Long Beach swap meet and, in my opinion, the rain kept both the attendance and the vendors down, but it didn't have the same affect on the prices. Several of the vendors that were at Nick's were there and the items that I had priced at Nick's were at least 5 to 10 dollars more at the swap meet.

The trip to Palm Springs is getting closer so make sure that you have made reservations for both the tickets for the Palm Springs Follies and for a motel room. Contact Gerry Blackwell if you have any questions about the trip. Her number is 661-268-0040.



Car of the month Virginia & John Wolf  
1936 Roadster



Dave Bergman has been in contact with the Fire Department and may have a speaker lined up for the meeting. It seems that the Fire Department can only confirm that they will be able to come to our meeting one week in advance.

See you all at the meeting on the 3rd. of March and remember that the meeting is supposed to start at 7 PM as I remind myself. By starting at seven it sure gives us more time to kick the tires and to conduct the raffle.

Harry

**Wanted** 1940 Ford front axle assembly Don Durkee  
805-495-5298

**For Sale** 1947-48 Ford Pickup Fenders & Hood See  
Harry Baker 818-705-3930

**For Sale** Mallory Dual Point Distributor for 1953 Ford Flathead  
See Jim Kelley 310-823-6020

*Birds of a feather flock together and  
crap on your car.*

*He who hesitates is probably right.*

Secretary's Minutes

Date: Feb. 3, 2009

Meeting Place: CoCo's

Meeting Leader: Harry Baker

Start time: 7:09pm Adjournment time: 9:11pm

Introduction of guests: Jack from Jack's Upholstery.

Treasurer: Christine was not here so the report was read by Helen Baker. We have \$3238.24 in the treasury.

Tours: Lynn and Rich not here tonight {Rich is having surgery, we wish him a speedy recovery}

Joan Sapper told us they are planning a trip to the Griffith Observatory on April 23. Joan collected e-mail addresses from everyone and got volunteers to help her with a telephone committee. They are Virginia Wolf, Scott Doudrick, and Sandy Norris. The Nick Alexander Bar-B-Q swap meet is Feb. 8. Helen has a Hooky Day planned for Feb. 18 to the Justice Bros. Racing Museum. Meet at Woodley Park at 8:30am. Gerry Blackwell's trip to Palm Springs is March 21 - 22. Your money is due 2/15. We will meet at Woodley Park at 8:00am. Our first stop is 1000 Palms Oasis, lunch in Palm Springs, Follies in the evening.

<http://coachellavalleypreserve.org/wilhelmhistory/histone.html> Gerry said the Ventura Chapter is having their fall tour to Cambria the first weekend in Nov.

Announcements: Gerry read a letter of thanks from the Guide Dogs of America for our donation. Scott is updating our web site. Harry brought an old car part and asked everyone if they could identify the part. It was an updraft carburetor. He will bring an old car part each month. Steve Boskovich told us that Ann Marie Boskovich has made it to the top 36 on American Idol. Please pay your dues.

Carl's car count: 9

Car of the month: John Wolf '36 Roadster

Drive prize [for bringing your V8 to the meeting]: John Sassaman for his chopped and channeled Roadster

Raffle winners:

Ladies: Gerry Blackwell and Helen Hutchinson

Name badge: Dave Bentz

50/50 drawing: \$68 Steve Boskovich

Buyers appreciation: Don Durkee - Ford water bottle

Program for the evening: Don Durkee told us about his trip the Scottsdale auction and antique center. His friend Al's diesel engine froze a 100 miles from home, which is in Wisconsin. He has another home in Scottsdale, where Don was going to stay. He did anyway even though Al never made it there. The R.M. auction is \$100 to get in but Ron Hubbard got extra arm bands so they got in free. Don went to the Barrett Jackson auction which is \$50 to get in. He went around back, wearing his Edelbrock shirt and hat. They assumed he was a vendor and he got in free. <http://www.barrett-jackson.com/> Check out the pictures of the Scottsdale's 2009 top cars.

<http://www.conceptcarz.com/events/event/241/Arizona-Auctions.aspx>

<http://auto.howstuffworks.com/diesel.htm>

Don Stout talked about the Pomona swap meet. They have seven huge buildings full of cars. Ken had a booth in building #4. Bob Zecher added a few stories about the event. He went to the Wally Parks Museum there.

<http://museum.nhra.com/apcm/templates/general.asp?articleid=622&zoneid=41&navsource=intro>

<http://www.fairplex.com/fp/Calendar/ongoing.asp>

Charlie Butler talked about the problem he had with valves sticking. He said Mobil One oil is good for new cars but in the old ones he finds that thinner cheap oils work better.

I hope I didn't misquote anyone. Karen

 Karen



## Editor Notes

Seen at the left is a picture of your editor. Vintage March 17, ST. Patrick's Day 1960. (Oh! Come on, just let your Imagination go wild)

The talk on which oil to use in your prized cars and our to Justice Brothers tour, really fit perfectly. They are the Pros of friction proofing in all the racing history books. The tech talk and outstanding friction demonstration was an eye opener

**( I should say no friction.)**

**Boy, are we dumb,** why didn't we tap into the local and best source in the racing world with our concerns for our flatheads

They operate in upper extremes of 7000 to 9000 rpm range, which gives them a bit of experience with valve train and wear that no-one else can equal.

Yes, I bought the product (I'm a pushover) and nearly filled the cab of my pickup with stuff. I am really sold on the fact that this one is the friction proofing I need in my flatheads. If it doesn't work we can just call up the boss and ask questions. I immediately put 3 oz in my heavy every day car and drove to San Diego. I won't tell you how amazing it performed, (because the liar's club took back my membership, so no one will believe me), this will have to wait till you see me at the meeting to find out. To order you call Justice Bros. and ask for "Heavy /Duty Vehicle Lubrication Additive." The slogan says "Treats the Metal not the oil." Makes sense to me, and you don't have to add it at every oil change. It also says it reduces engine & transmission heat. (That is if you add some to the tranny. Dummy) Might even take a tenth off your time when speed shifting.



About to leave for Ventura to drive an exhibition with 1935 Sprint Car and my 1935 truck to match. This was about 6 months ago.

## My Reflections on the years I drove Midget race cars . By BoB Zecher

Being a fellow V8 member Jim Kelley knew of my involvement in racing Midgets, so he ask me if I would jot down my thoughts. My most active period was in the 1950 through the 1960. But I still go watch every chance I get.

To make it clear, the Midget is an open-wheel/open cockpit smaller version of a full size sprint car. Midget racing originated in the 1930s and became very popular (editors note no TV) form of entertainment.. In the 1950 most of the Midgets were powered by modified Ford 60s engine, or the very expensive 90 to 110 cubic inch 4 cylinder twin overhead cam purpose built Offenhauser engines.(In later years , and to this day , there quite a variety of different engines used.)

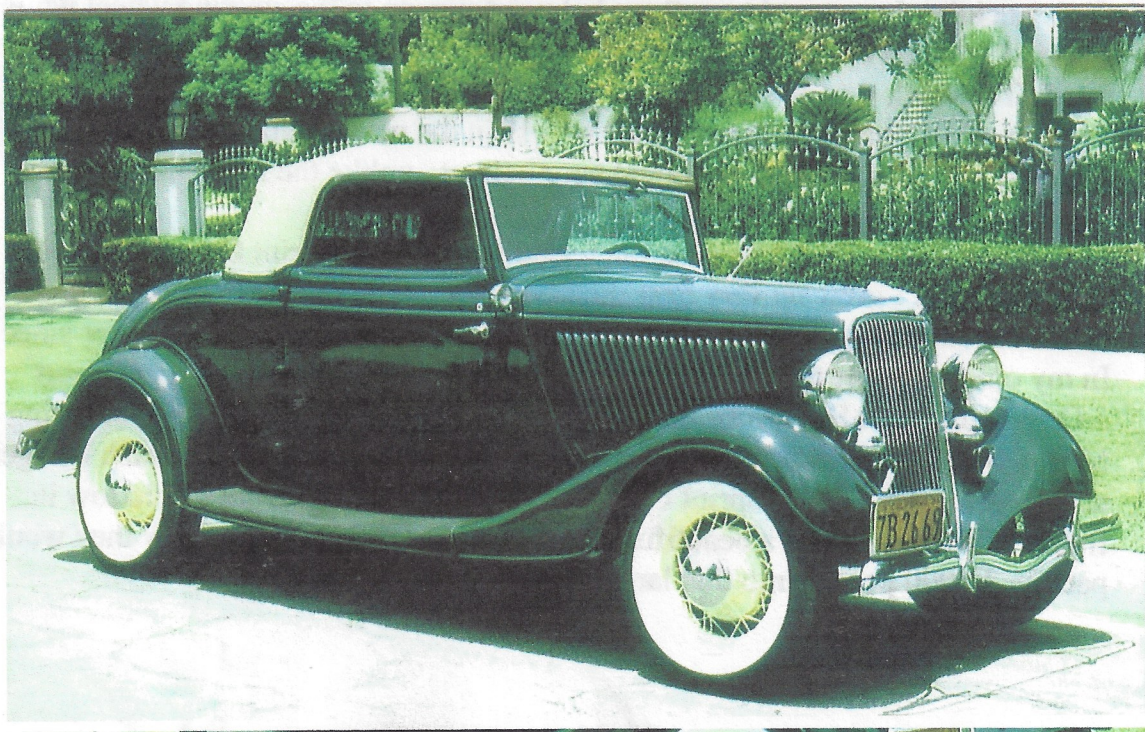
Our Midget Race Car Club raced mostly in tracks in the Twin Cities area of Minneapolis-St. Paul. On other times we would travel to other tracks in Minnesota and as far as Iowa and Wisconsin. One week end we were at the Big Stone County Fair -half mile dirt track. During the third heat race a car spun directly in front of me, I went over one of his rear wheels, and was launched into an end-over-end flip! Luckily, I managed to pull my helmet down on to the steering wheel while in mid-air! I ended up in the local hospital with a concussion and a damaged left hand. The crash was so spectacular, I rated a couple of columns in Chris Economacki's "National Speed Sport News" in the next addition. In those days you only had a small roll-bar behind your helmet, unlike the mandatory 4 point roll cage of the later years.

I imagine the fact that I became interested in dirt track Sprint Car and Midget Racing is that I grew up very near the Minnesota State Fairgrounds in St. Paul. I attended my first sprint car race there in 1947,-and I have been a fan ever since . In my opinion , dirt track sprint cars are probably the original "Extreme Sport . During the State Fair every August they would have 12 straight days of racing . Mostly Sprint Cars(IMCA& AAA-56 on -USAC)+ 1 Stock Car & 1 each Midget and Motorcycles. Many Sprint Cars and Midget Car and drivers would tow in from California. It was a beautiful clay half-mile track and every day they would pack in 30,000 people into that large covered Grandstand!

At the 1958 State Fair, Parnelli Jones and Jim Hurtibise showed up, and they proceeded to literally tear that track to shreds during some of these legendary duels. Hurtibise was piloting a 270 Offanhouser Sprinter. This car was owned by two of my older friends, Harry Kern and Bill Mac Donald, who operated a speed shop in ST. Paul. (Harry Kern was fatally injured in the "Little 500" Sprint Race in Indiana in May 1968.) Parnelli was driving the famous Fike Pluming Sprinter. The first sprint car to be powered by a highly modified version of the new small block Chev V8 (built and installed by crew chief Joe Pittman of Phoenix.) That engine turned out to be a natural for Sprinters and they are still used to this day--50 years later. In the final big race of that 1958 Fair, Jim Hurtibise in the Offy out matched Parnelli by a small margin after a great battle! During the Midget race that year, myself and the other club members got to race against Parnelli. But most everyone was out classed by "Francisco Racing Fuels" Kurtis/Kraft(Glendale) Offy Midget that he (and some others) were driving. But during the big Feature Race, Parnelli was leading the pack when the cover blew off of his Halibrand Quick change rear end and 2 gears were ejected,-- consequently he did not win the race!

That great State Fair heavy clay track, which had been there since 1903(originally a one-mile oval). They paved it over in 1963, myself and many other race fans were very upset. Believe it or not, it is actually ONE of the reasons I moved to California, 40 years ago. Pavement is excellent for Stock Car Racing, but Sprint Cars and Midgets definitely belong on dirt tracks.

Photo #1 shows my Vintage 1935 Dirt Track Sprinter being towed by my 1935 Ford Pickup. I was about to leave for a WRA Vintage Racing Event at the Ventura Fairgrounds Track This Vintage Sprinter was also invited to be in the Race Car Section of the 3rd Annual Los Angeles Concourse, held at the Rose Bowl Golf Course last June 1 Photo #2 Shows what is now my favorite -for freeway racing.



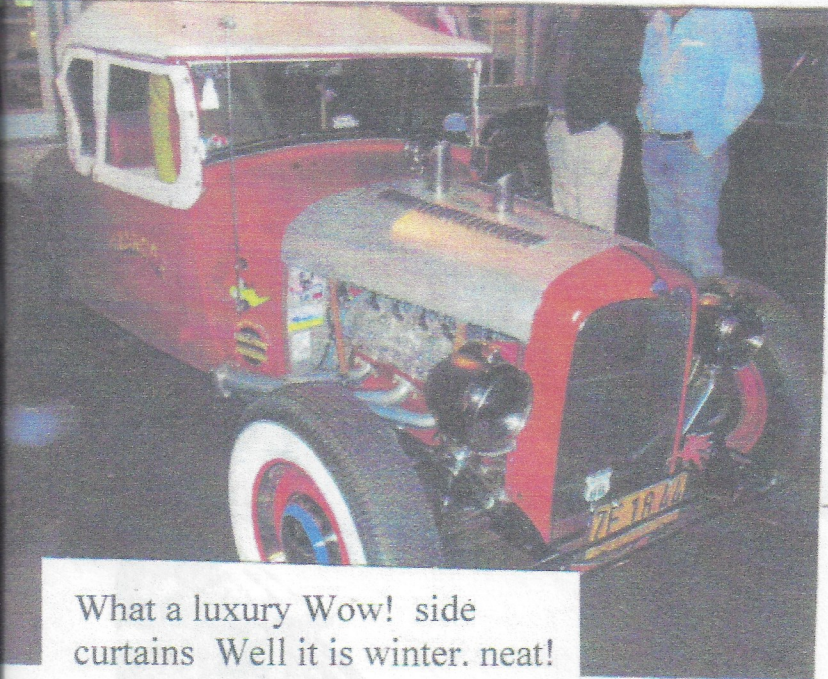


It is difficult to say who enjoys their job more, the young ladies getting the money for the dogs in training, or Jerry turning the money over to the Guide Dogs Association! (look at those smiles).

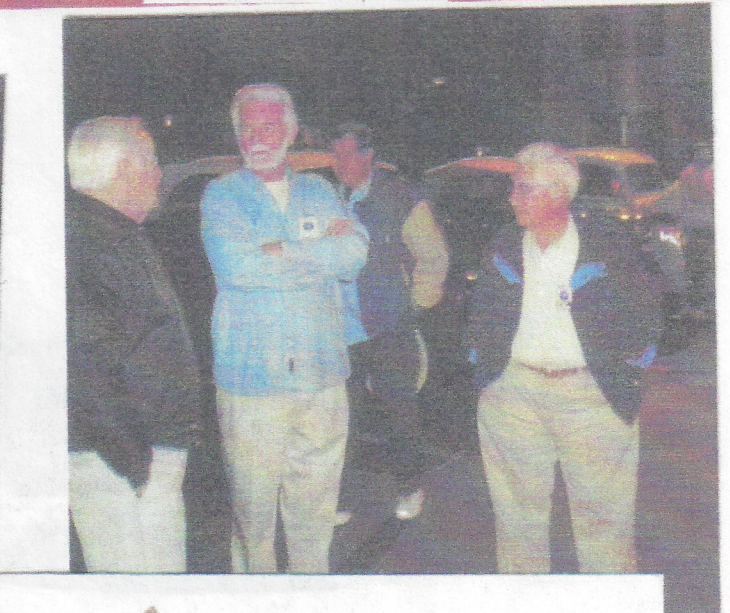


Look at that loot.

Pay your dues --You have Dick Stones biting his finger nails waiting for you.



What a luxury Wow! side curtains Well it is winter. neat!



I think Obama will get us back on our feet . With no gas we'll have to walk.

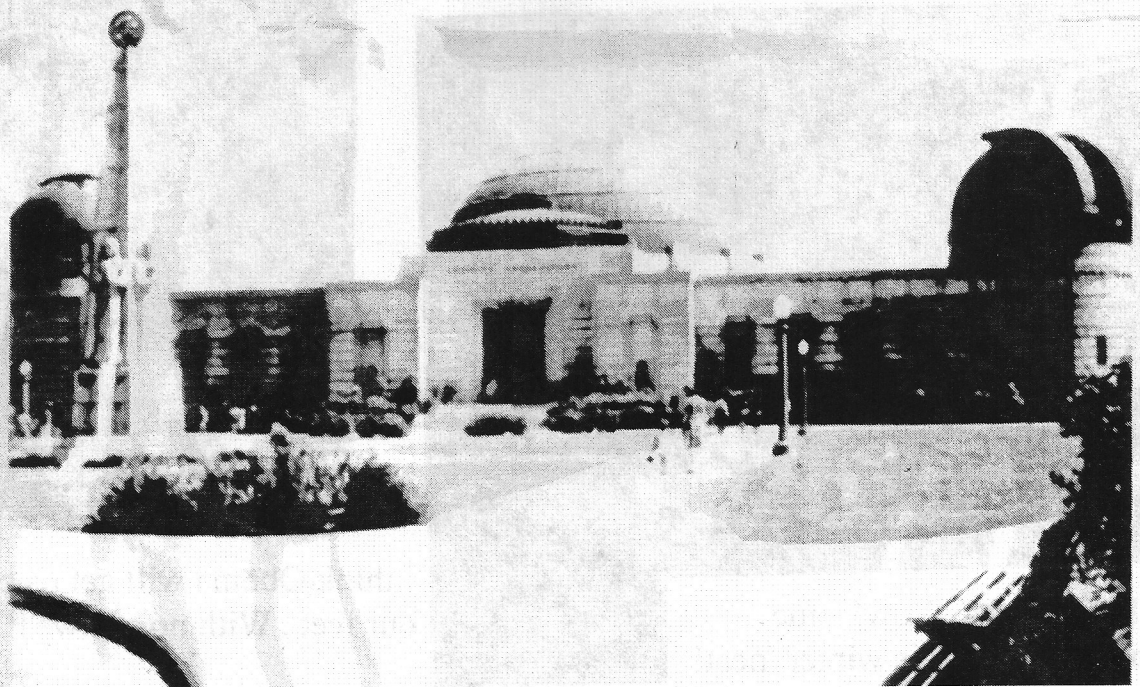


Griffith Observatory & Astronomers Monument Tour  
Griffith Park Tour Thursday, April 23, 2009

You requested it & it's happening for the Valley Early Ford V-8 Club!

Please plan to meet at Bob's Big Boy in Burbank @ 11 AM on Thursday, April 23, 2009 for an early lunch & fellowship. We will depart Bob's @ 12:30 PM to travel as a tour group using surface streets to beautiful Griffith Park in LA. We have confirmed with administration @ the observatory a preferred, roped area for parking right in front of the observatory! Our ETA for the observatory is 1 PM. Admission to the observatory is free. The Samuel Oschin Planetarium tickets are \$5.00 (seniors) & \$7.00 (under 60) for a 33-minute cosmic presentation, *Centered in the Universe*. We can stay as long or as little as you desire to tour the observatory, grounds, enjoy the view of the mountains, Hollywood sign, etc.

We encourage you to drive a vintage vehicle, but as always all modes of transportation are warmly welcomed! Put the date, time & details on your calendar. A sign-up sheet will be available at the March meeting & info will be in the *Drive Lines*. Also, you can RSVP to Rich at 708 567-2393 or with e-mail at [rcarter@earthlink.net](mailto:rcarter@earthlink.net) Questions? Please feel free to ask!

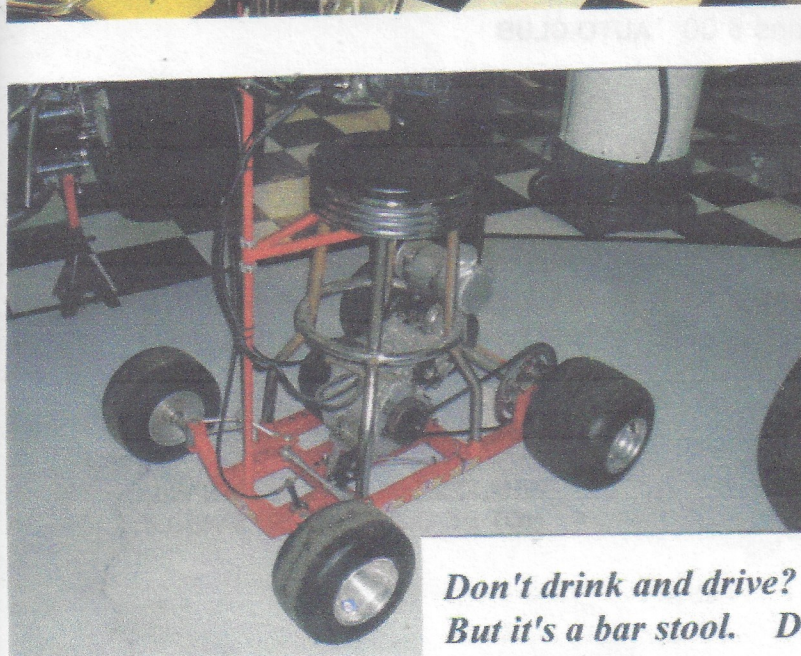




*This fellow comes in to ED and says "This the lady next door had this out at the curb for the trash pick-up. Can you identify it?"*



*Ed Justice Host Extraordinaire*



*Don't drink and drive? But it's a bar stool. Daa!*



*Flatheads stretch for ever*

# Valley V8 Event Calander

## March 3 V8 Meeting

March 8 Pomona Swapmeet

## March 21-22 --Palm Springs Follies--Gerry Blackwell 661-268-0040

April 1 Twilight Cruise at Fairplex 4:00 to 8:00 PM

## April 7 Valley V8 Meeting

April 26 Pomona Swapmeet

April 11 Trompers in Eagle Rock Swapmeet

## May 5 Valley V8 Meeting

May 6 Twilight Cruise At Fairplex 4:00-8:00: PM

## June 2 Valley V8 Meeting

June 3 Twilight Cruise at Fairplex 4:00-8:00 PM

June 7 Pomona Swap Meet

## July 7 Valley V8 Meeting

July 2 Twilight Cruise at Fairplex 4:00-8:00 PM

## August 4 Valley V8 Meeting

August 5 Twilight Cruise at Fairplex 4:00-8:00PM

August 16 Pomona Swapmeet

August 26 Twilight Cruise at Fairplex 4:-8:00PM

## Sept 1 Valley V8 Meeting

## Oct 6 Valley V8 Meeting

October 7 Twilight Cruise at Fairplex 4:00-8:00 PM

October 18 Pomona Swapmeet

## Nov 3 Valley V8 Meeting

November 4 Twilight Cruise at Fairplex 4:00-8:00 PM

November 13 Night of the Champions 6:00 **AUTO CLUB**

Q & A with NHRA professional racers

## Dec 6 Big Christmas Party

Dec 2 Twilight Cruise 4:00-8:00 PM Annual Toy Drive

Bring a new unrapped toy for the needy children

**Corduroy pillows are making headlines!**

**FOLLOW YOUR DREAMS!**

Except that one where you're naked in church.

**Dyslexics Have More Nuf.**

**WHATEVER HITS THE FAN WILL  
NOT BE DISTRIBUTED EVENLY.**

# The Valley's

## 2009 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	Christine Varney	(818) 709-0741
Tours	Lynn & Rich Carter	(708) 567-2393
Programs	Don Durkee	

Vacant

## Put Your Name Here

Drive Lines	Jim Kelley	(310) 823-6020
Membership	Dick Stones	(805) 230-0070
Prize Raffle	Helen Baker	(818) 705-3930
50 /50 Raffle	Don Stout	(818) 998-7054
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	
Car of the Month	Jerry Jensen	(805) 491-3355

Meeting 1<sup>st</sup> 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

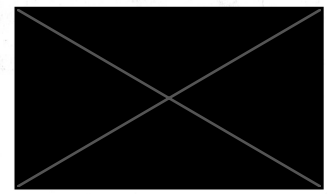
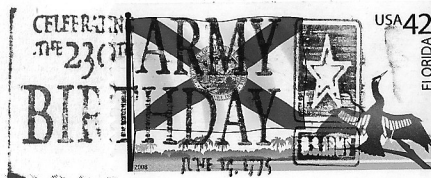
Drive Lines is Published by  
The San Fernando Valley, Regional Group 40  
of the Early Ford V-8 Club of America  
7822 West 79Th Street  
Playa Del Rey, Ca. 90293

# 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



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