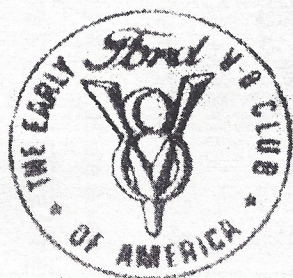


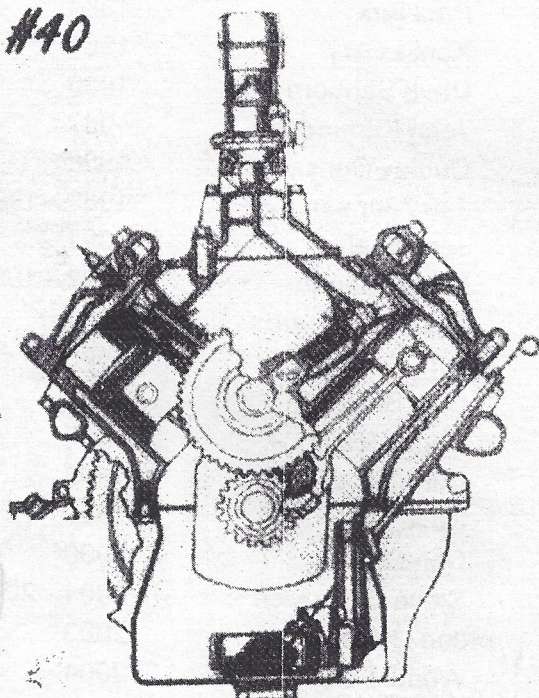
Drive

Lines



Our 40th Year

Chapter #40



April 5, 2011

President's Message

As we proceed into springtime we anticipate weather improvements providing more frequent opportunities to drive our Fords. Unfortunately, the price of gasoline has risen dramatically and is expected to continue rising for some time. I recently received an email with some Tips on Pumping Gas written by a person in a position to know what works because that's his job. Please note the Tips elsewhere in these pages. Each item may provide only a small saving, but when all items are followed, the beneficial effect is measurable.

One of the things I found as I accepted my role as vice president last year was that there was no known repository for the records of our regional group. And that situation persists today. When I became President I was unsuccessful in finding a local copy of the charter from the National Club which authorized the official implementation of our local Valley V8s club Regional Group 40. And when I requested a copy from National, they could not find a copy. I believe I have identified a source which can provide a copy and I hope to be able to identify that source at the April membership meeting. And, with one exception, there were no position descriptions for Board members of our local group. I believe that this situation points up the need for a historian to set up and maintain an official file of the operations of the Valley V8s so that future Board members have something to refer to, if necessary. If you, or someone you know, would be willing to collect and maintain current and future documents, please contact me or any of our Board members. Also, if you have, or know of, any existing documents please let me know. I don't believe that the Historian job would be very difficult. You might enjoy it.

We have received an invitation from our sister V8 group, Southern California Regional Group II, to participate in their second annual swap meet at their Anaheim facility on Saturday, May 14, 2011. They are offering a free swap meet space for each seller. See more information elsewhere in this newsletter. The meet will undoubtedly provide a great opportunity to become better acquainted with fellow Early Ford aficionados.

The programs at our membership meetings so far this new year which spotlight local members' backgrounds have generated accolades from members and the program at our April meeting is expected to continue the success. Don't miss it.

Let's Drive, **Randy**

PROGRAM FOR THE APRIL MEETING

Our program for the April meeting will be a presentation by one of our own members, Kenny Sapper. As many of you know Kenny is a past president of the Valley V8s and gives us an update each month on how the Ford powered cars are performing at each NASCAR event. Kenny is always up to date on NASCAR happenings as his company Speedway Engineering provides many of these racing teams with rear axle components and much more. For this next meeting Kenny will be telling us about his late close friend and founder of Speedway Engineering, Frank Deiny. Many of us who have been in the Valley V8s for some years will remember Frank Deiny when he was involved in restoring his 1940 Ford Deluxe Tudor which Kenny frequently brings out to our meetings. In telling this story Kenny may also reveal a little about other racing activities supported by Speedway Engineering and his own experiences in a race car seat.

Larry Caplan

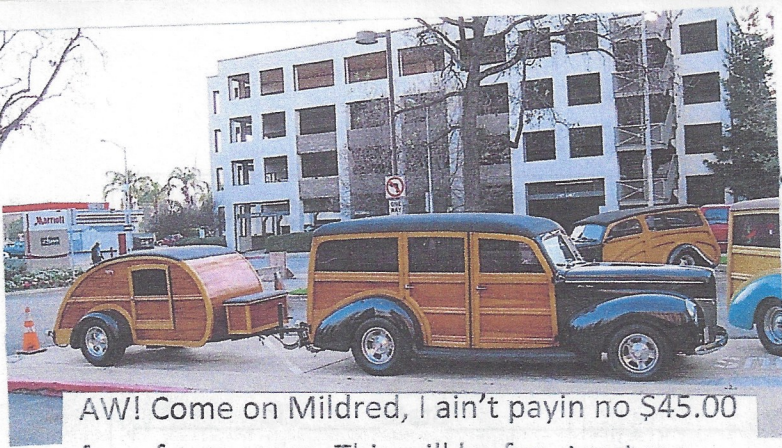
TIPS ON PUMPING GAS

I don't know what you guys are paying for gasoline.... but here in California we are paying up to \$3.75 to \$4.10 per gallon. My line of work is in petroleum for about 31 years now, so here are some tricks to get more of your money's worth for every gallon:

Here at the Kinder Morgan Pipeline where I work in San Jose, CA we deliver about 4 million gallons in a 24-hour period thru the pipeline.. One day is diesel the next day is jet fuel, and gasoline, regular and premium grades. We have 34-storage tanks here with a total capacity of 16,800,000 gallons. Only buy or fill up your car or truck in the early morning when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the gasoline, when it gets warmer gasoline expands, so buying in the afternoon or in the evening....your gallon is not exactly a gallon. In the petroleum business, the specific gravity and the temperature of the gasoline, diesel and jet fuel, ethanol and other petroleum products plays an important role. HALF FULL . The reason for this is the more gas you have in your tank the less air occupying its empty space. Gasoline evaporates faster than you can imagine. Gasoline storage tanks have an internal floating roof. This roof serves as zero clearance between the gas and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work, every truck that we load is temperature compensated so that every gallon is actually the exact amount.

When you're filling up do not squeeze the trigger of the nozzle to a fast mode If you look you will see that the trigger has three (3) stages: low, middle, and high. You should be pumping on low mode . thereby minimizing the vapors that are created while you are pumping. All hoses at the pump have a vapor return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapor. Those vapors are being sucked up and back into the underground storage tank so you're getting less worth for your money.

Another reminder, if there is a gasoline truck pumping into the storage tanks when you stop to buy gas. DO NOT fill up : most likely the gasoline is being stirred up as the gas is being delivered, and you might pick up some of the dirt that normally settles on the bottom.



AW! Come on Mildred, I ain't payin no \$45.00 for a fancy room. This will be fun, trust me.



Now you have to admit, you have some class, to take your girlfriend to A&W in a Roll Royce.



What do you mean you have to go back for gas!

↑ This is a thing I trust. I don't care what that Weights and Measures Sticker says I know them new fangled electronic gas gadgets are cheating me.

Stupidity is usually a self correcting problem.

I have to grow older – but that doesn't mean I have to grow up.

I didn't build it for your approval; I built it to meet mine.

.The other day I stopped at the gas station. I gave him \$5.00. He took my money, put it in the register, farted and gave me a receipt.

Beer is proof that God love us, and wants us to be happy

National application: Early Ford V8 club of America \$35.00

Mail to: C/O Cornerstone Registration P.O. Box 1715, Maple Grove, Mn. 55311

Name _____ Spouse _____

Address _____ City _____ State _____ Zip _____

Telephone _____ Occupation _____

Early Ford V8s Owned _____

This membership sponsored by **The Valley V8s Chapter #40**

Registration For membership to The Valley V8s Chapter #40

Name _____ Date of Birth Month _____ Day _____

Spouse _____ Date of Birth " _____ " _____

Address _____ City _____ State _____ Zip _____

Phone Day _____ Eve/Cell _____ E-Mail _____

Past Occupation _____

Early Ford V8s owned. Year, Model, Body Style, Engine and Restored or in Transition.

1. _____

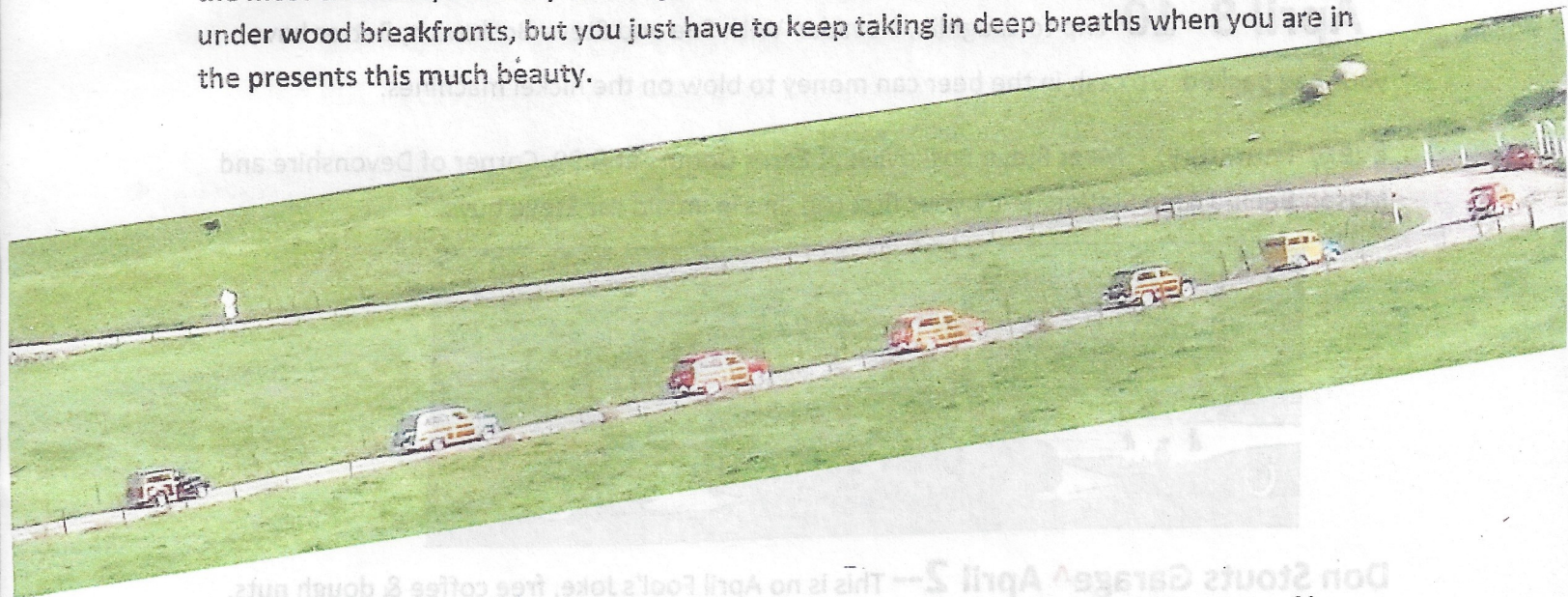
2. _____

3. _____

Additional Parking _____

Mail to: Shirley Richards...9318 Chaparral Road... Canoga Park, CA.. 91304-- \$35.00 ayr.2011

Editors Ramblins: I like Ed Warnocks terminology "Had it on my Bucket list". So I have always herd that the Visalia Woodies show was the one. Well my son has a 34 Ford Woodie, so I got to ride "shotgun" and we headed north and turned east at Fresno, over March 11-13. We had others with loathing for termites, caravanning with us. (Please note: It is a 34 Ford on the outside, I didn't say it was a Flathead, Far from it. But one must modify ones thinking if one wishes to mooch a ride, to see how the big guys put on a show. And a really fantastic show it was, where in hell they got this many woodies, I'll never know. They came in from Washington, and San Diego and Frisco and anywhere in between. You kind of have to blink a couple times to take in 150 Woodies in a row. Ranging from a Model A, a 33 Roll Royce (my favorite), to the lowest slammed, channeled, sectioned, air ride, hand carved stack of 2x4s, with motors big enough to pull a freight train. On Saturday afternoon we took a road tour. This was not just a ho hum, thru the city streets, we headed East from Visalia, 40 miles up into the Mountain Foothills of Sequoia National Park. This was a very rural 1 ½ lane road, up into the farm country. When the rare farmer heard our Smythy's bark, (and there were a lot of them) they would rush out to the fence and wave. (50/60 woodies up in the hills and mountains, what would think. They never saw anything like this in their life before). Only beautiful green hills and valleys and cows, Pink Cherry Trees in bloom everywhere, no houses. (I mean really rural) About this time a Robinson Helicopter showed up, 10 feet off the deck and taking pictures (a friend of the club...Exciting) There is not enough room for all the pictures here but you can go to "woodies in the valley 2011" on that electronic thing. Now I have gone to more than my and your share of car shows and events, but this is by far the most excellent, and very fulfilling for my bucket list. Yes there were Flatheads hidden under wood breakfronts, but you just have to keep taking in deep breaths when you are in the presents this much beauty.



We wish to extend our deepest sympathy to Joan Sapper and family at this time of her mothers recent passing.

For Sale

April 2011

8-AB motor complete 4" crank / 60 over only has 100 miles on it. Now on a stand you can hear it run. Call Rif Riffel 805-797-8400. Camarillo

1940 Paint Frame (cut off at fire wall, 10" wheels that turn, at all on all 4 corners—Great for painting 39/40 bodies. \$200.00 is all Call Blacky Blackwell 661-268-0040

1940 Ford Fordor Sedan Flathead, Mandarin Maroon, as seen at our meetings. Runs good needs a little love and new garage to live in, \$10,000.00 is all (the bargain find of the year) Call Steve Batesole 818-787-3658

Wanted Dead or Alive

1932 Ford Stock original frame. Call Dennis Keene 323-665-1363

For 56 T-Bird 292 Motor.-- need carburetor for such. Call Don Durkee 805-495-5298

Club Opportunities

April 8- 10 Trip to Laughlin, Nevada: With Sue and Steve Boskovich, Better have your bag packed. Go cash in the beer can money to blow on the nickel machines.

Every Thursday: Meet Steve Boskovich at Earl's Donuts at 8:30 Corner of Devonshire and Mason Behind Arco Station. If it's your first trip and in an old car Steve buys.



Don Stouts Garage^ April 2-- This is no April Fool's Joke, free coffee & dough nuts. 22401 Itasca, Chatsworth West of Shoup tween Lassen & Plummer. 8:30 AM

Secretary's Minutes

Date: March 1, 2011

Meeting Place: CoCo's

Meeting Leader: Randy Watson

Start time: 7:04pm

Adjournment time: 9:04pm

Introduction of guests: John and Virginia Wolf's daughters, Diana Larios and Jeanette Gabelliere and her son Andy.

Treasurer: We are in the black, with about the same amount as last year at this time.

Tours: George Richards reminded us the next tour is to the Mullin Museum in Oxnard on 3/26. Meet at 9am at Denny's at Burbank and Topanga.

Announcements: Jim Kelley got Honorable Mention for the Drive Lines by the National Ford V8 Club. Dave Sanborn informed us that Jerry Veley passed away. Craig Cunningham from the Mustang club that meets here at CoCo's will be having a speaker at their next meeting that we are welcome to come and hear. It will be Christie, whose Dad is from Edelbrock. Randy asked the group questions based on an article in the V-8 Times. Don Durkee told about his experience with flames coming out of the engine on his '40 truck. Lots of damage and the bad part is he still had it insured at the before restoration value. Dennis Keene is looking for an original '32 Ford frame. Rich Carter is getting a radio from Riv. He said there are more parts in Camarillo. They originally belonged to Tony Gambino, who moved away. They are being sold by Phillip Hall 805-383-9709. Tommy Sparks passed away, there will be a memorial on 3/27. Ken Sapper said he and Jim Kelley went to the NASCAR races and a Ford won. Shirley Richards, membership chairperson, has a list of those who have not yet paid their dues. Last year we had 88 members and this year only 68 have paid. Please pay your dues by next meeting. You can mail them before that to Shirley. Scott said no one has sent him any new pictures but he has updated the calendar. We are very happy to have Virginia Wolf back with us tonight.

Car of the month: 1939 Ford pick-up Scott Doudrick

Raffle winners:

Ladies: Helen Hutchinson and Tiffany Bergman

Name badge: Debbie Bergman


50/50 drawing: \$85 Dick Stones

Program for the evening: The program was interview style with John Kemmerer asking questions of John Wolf. There was a slide show of old pictures from the 50's of John's life. They have known each other for 25 years. John lived his early years in Hollywood where his Dad had a market. Then they moved to the Valley where he graduated from Van Nuys High School. He had a '35 Ford flathead engine before he even had a car. He put it in a red wagon and walked it down to Ventura Blvd. [10 blocks away] to have it fixed. Not quite sure I heard this right, but I thought he said he took an engine on the street car to Edelbrocks. He still did not have a car of his own so he put his engine in his friends car and drove 100mph. He went to the street racing Wed. night on Sepulveda on his bike. There was a lot of drinking so he drove the drunk drivers home in their car, he doesn't remember what he did with his bike. He gave ration stamps he got at Dad's market to teachers and also traded food rations stamps for gas stamps. His Dad locked the garage so he couldn't get the car to go to the dry lakes. He had to keep changing engines back and forth to go racing or go to school. The Highway Patrol came to a race and John took off with them chasing. He ran out of gas and hid until 3am, then got a friend to tow him home. He went to Korea where he was changing spark plugs

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He worked for a service manager named Tom who got very upset when John would go to his Mom's for a two hour lunch. They called in Tom who quit and John was offered the job. John and the assistant manager would cover for each other. He has a world record in boat racing. Wayne Thompson, from boat racing kept blowing up engines, so John built one for him and he won a lot of races. He had a blue '40 and a burgundy '40 coupe. The blue was a parts car that he bought for \$50. He used the parts on the burgundy car, then got more parts for the blue. He was 16 when he kept hanging out at Harold Johanson's place. He was told not to but kept coming back until they were friends.

 Karen

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Saturday

MAY 14, 2011
~~MAY 14, 2011~~

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8:00 AM

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The Valley's

2009 Officers

President	Randy Watson	(805)-496-2430
Past President	Dave Bergman	(818) 703-0756
Vice President	Steve Boskovich	(818)-341-6876
Secretary	Karen Lehman	(818) 885-6938
Treasurer	Christine Varney	(818) 709-0741
Tours	George Richards	(818)-992-4537
Programs	Larry Caplan	(818)-366-9178
Drive Lines	Jim Kelley	(310) 823-6020
Membership	Shirley Richards	(818)-992-4537
Prize Raffle	Steve Lehman	(818)-885-6938
50 /50 Raffle	Don Stout	(818) 998-7054
Mrs. Sunshine	Virginia Wolf	(818) 789-6201
Ladies Raffle	Bobbie Searl	(818)-353-6767
Web Master	Scott Doudrick	(818) 957-5708
Car Count		
Car of the Month	Jerry Jensen	(805) 491-3355

Meeting: 1st Tuesday of the month 7:00 PM.
No host dinner starting at 6:00 PM.
Coco's Restaurant
22200 Sherman Way, West Hills, CA.
2 blocks west of Topanga Canyon Blvd.

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
Plava Del Rev. 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 Gulp	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
Harry Baker	2008 - 2009
Dave Bergman	2010

The Valley s



7822 West 79 Th Street Playa Del Rey, CA 90293



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