



April 2025

DRIVE LINES



CAR OF THE MONTH

1939 Mercury Convertible

Owner Ralph Hubbard

PRESIDENT'S MESSAGE: from Rex Jaramillo



Hello Valley V-8's Club members —

Welcome to another Drive Lines Newsletter: Last month's meeting was interesting: jam-packed with related club activities: One point of emphasis in upcoming meetings will be more activities and discussions that pertain to our members' cars, projects, also interesting related activities we're involved with. We're starting this issue with an interesting story about member Ralph Hubbard's '39 Mercury and the latest touch: a 'warmed-over' Ed Warnock-rebuilt engine for that magnificent Merc! Great article, you'll enjoy it.

Speaking of related Activities: Our club members Jim Ellerbrock and Howard Brown just returned from participation at the Mecum Auto Auction in Scottsdale, AZ. They were both drivers, probably one of the more interesting jobs at the Auction. So they'll have some intriguing stories to tell and some slides from the event that they'll be sharing in our April meeting. It'll be an interesting time hearing about their adventures for sure!

We had a most excellent tour at the Los Angeles Police Museum last month. The Museum is a collection of vintage wares, vehicles, and history of all things law enforcement that pertains to Los Angeles. Our own Ron Batesole was one of the tour guides. It was an entertaining experience with a good time had by all. Afterwards we had lunch at Denny's restaurant right across the street from the Museum. Many club members drove their vintage vehicles to the event. All told, it was a most excellent event: Thanks Ernie Baily for setting it up for us!

Our next months' meeting is right around the corner: Saturday April 12 at Lulu's. Come hang out with all of your friends, and by the way, Lulu's is known throughout the Land for her amazing breakfast's for sure! Also the Adventures of Jim and Howard will be most interesting. Finally, please remember to invite friends to our Meeting: There's something for everyone, including a good time, for sure!

See you all soon.

-Rex J.

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Valley V8 Meeting of March 8, 2025

Meeting opened at 10:00 am by our President Rex Jaramillo with Pledge of Allegiance. Two guests introduced: Dominic Lonigro, Rex's friend from The Tromper's Club. He brought his "righteous" 1932 Ford Hi-Boy hot rod. Look for an article about Dominic's '32 in our next Drive Lines Newsletter. Also visiting was Michael who owns an F1 truck he's trying to sell. You are both always welcome to return!

Missing Member Update: Stan Miller was hospitalized with heart complications. Thankfully he is now home from hospital recovering. Sandy

Minutes cont'd

Norris was also missing, still not quite ready to join us. Our thoughts and prayers are with you both!

National Club News: Steve Boskovich attended a Zoom meeting. Steve shared about our own member, Scott Doudrick, and his great loss from the Altadena Fires. They took up a cash collection and Steve presented a very generous gift to Scott. Be on the lookout for Scott's own article to be included in a future edition of the National V8 Times magazine.

Ernie's Tours: On March 15 our club, along with the Studebaker club, will have a personal tour of the LAPD Museum, in Highland Park. Our own member, Ron Batesole, who retired from the LAPD, will give us this private tour! He is a docent of the museum. Other future events include: Studebaker Show, April 6 @ Bob's Northridge; March 22 a Route 66 Event; plus, other plans per Ernie. Call Ernie for details.

President Rex was very thankful for each officer in our club! All officers received one 50/50 raffle ticket...Thanks Rex!

Reports of Officers: Joan Sapper, Secretary/Treasurer reports for all to get their dues paid this month of March, to be included in the 2025 Roster. She also let us know the deposit has been paid to the Woodland Hills Country Club for our Holiday Party. Date is December 7. Drivelines Editor, Val Ellerbrock, does an excellent job! Our Drivelines has been recognized by many Southern California Club's as outstanding. We're grateful to our own Scott Cramolini for historical articles he has contributed. Name Badge officer is Karen Lehman. Thanks Karen!

BREAK

Meeting resumed with information from Scott Doudrick regarding a ballot we hope to see on our California ballot, Senate Bill 712, introduced by Senator Shannon Grove, aiming to exempt classic cars (35 yrs and older) from smog check requirements. Jay Leno is behind this bill.

PROGRAM

Vic Timar interviewed our member, Scott Doudrick. Interesting facts we learned about Scott: He was raised in Kansas City, Kansas and Minneapolis, Minnesota. At the age of 17 he earned \$800 to buy either a car or a bike. Instead of buying a cheap car, he got himself a 1st Class bike! When he was ready for his first car, it was a Chevy Nova. When asked about the fastest he ever drove, it was 110 mph in a customer's Mercury Cougar. Fords he has owned: 1939

Minutes cont'd

Pickup (to be restored again as it was burned in January fire). 1931 Model A Sport Coup.

Rex's Tech Talk: Lessons on Brake Fluid Part 2. Discussing the correct brake fluids, DOT 3, DOT 4, DOT 5, DOT 5.1, etc. Rex had a large diagram of the internal combustion engine.

WINNERS! Name Badge-Andrea Timar Ladies RaAle Gift-Maxine Ostrian and Sue Boskovich 50/50-Ken Sapper himself! Steve's Table RaAle-Many fabulous and fun items. We sure appreciate Steve Lehman bringing this for us every month!

Rex then closed our meeting. See you at LAPD Tour, March 15th and/or our April 12th meeting.

Submitted by Joan Sapper



Scott Doudrick
receiving a
generous
donation
from Steve
Boskovich on
behalf of our
National Club



Scott Doudrick assists Rex Jaramillo with Tech Talk

Valley V8s Club/Studebaker Club Tour

The Los Angeles Police Museum

Sat. March 15th

Well, we did this tour a little different than the last tour. I decided to make this a "Destination" tour where we meet at the museum instead of doing a "Driving" tour to the museum. I thought it might be easier for everyone just to meet at the museum, especially if any of the members would be driving their vintage cars in the Los Angeles area. That idea worked out OK! I decided to drive my '48 Plymouth and Ken & Joan drove their red '32 Ford Roadster. Vic & Andrea Timar drove their '64 Mercury Caliente and along with Rich & Lynn Carter in their beautiful 1939 Ford Convertible Sedan, we had a nice selection of vintage cars attend. We also had a number of other Ford Club and Studebaker Club members drive their "Future Collectable Cars". Andrea Enthel, Maxine Ostrian, along with Steve & Sue Boskovich and our current President Rex and Reen Jaramillo along with Jim and Val Ellerbrock. And our Membership Chairman Howard Brown drove his vintage Toyota Pickup. Scotty Cramolini also drove in from Ventura as well! I'm sorry if I forgot anyone. And of course our own Ron Batestole, who was our Host & Tour Guide, did a great job telling us all about the history of the museum which was the last "1925" era Los Angeles Police station. The tour was so interesting that we ran overtime and almost didn't get to lunch across the street at Denny's, which Ron also made the arrangements for that as well. I think I speak for everyone that it was one of the most interesting tours that we have done in some time. *Submitted by Ernie Baily*





CAR OF THE MONTH

Ralph Hubbard's 1939 Mercury Convertible GOING FULL CIRCLE IN EARLY FORD V-8'S

It all started in 1955 with the purchase of my first car, a 1939 Mercury convertible which had a new Thomas rebuilt engine and new brakes. It was not a nice car; both rear fenders were destroyed, interior, although original, was worn out and it turned out there was rust in the rocker panels. I was 15 years old and knew even less than I do now. Being born in California I knew nothing about rust in cars - I found out the hard way.

The '39 Merc, in my opinion, then and now had some ugly features such as funny tin can type tail lights, half skirted rear fenders, too much trim on the hood, and ugly hubcaps. The 1940 Mercs were much improved style wise, although they shared the same body. First, I put dual steel pack mufflers on the car and second I installed a pair of 1940 Merc rear fenders and tail lights. What an improvement! Next, a new set of full moon hubcaps and hand painted, white sidewalls. Lastly, I painted the wheel rims red. Next, off came the goofy hood trim and I added seal beam headlights. At age 16 I painted the body myself with 14 coats of nitrocellulose black lacquer which was rubbed out to the point of making a mirror finish, at least in the areas that showed. With the top down the car became presentable and suitable for a little street racing. Having flunked kindergarten (another story) I was a year older than most of my classmates and could legally drive when in the 10th grade. Overnight I became quite popular between having "down time" on the Merc, due to broken axles and broken transmissions caused by racing guys on the street; I lost about 9 axles and 10 transmissions in total during my high school days.

In late 1957 the new '58 Chevy Impalas came out offering a new color, silver blue metallic. My girlfriend, at the time, thought the Merc would look much better in this new color, So I painted the Merc again in silver blue lacquer, rubbed it out, again, and the Merc looked pretty good. Of course, shortly thereafter, my girlfriend's parents did not like me keeping their daughter out until 3:00 AM and the romance ended. Oh well, the hell with it; I moved on and sold the Merc - another mistake in life; although, I kept track of the Merc until it collided with a train in Oxnard several years later. That was the end of the Merc but I never forgot that car and vowed that someday I would own another.

That someday came in 1984, when my friend, Jerry Hunter, found a bright puke yellow '39 Merc convertible for sale at the Pomona Swap Meet. I hated the color and the fact that it

was not a restored car; it was kind of “fixed up” but it was still a ‘39 Merc convertible and I could afford the asking price so I bought the car. At this time I had been in the Early Ford V-8 Club since 1969 and had owned at least 10 other early Ford V-8s. I had also been involved in judging and had held many offices on the local and national level of the V-8 club. It was safe to say I was committed to the purpose of the club: to restore and preserve the early Ford V-8 as Henry made them. With the help of Tim Krehbiel, Jerry Jensen, the late Art Knapp, Rick Williams and many others during a five year period we completed a total, body off, restoration resulting in a respectable 984 point Dearborn Award restoration. I might add that our own Valley V-8er, Jerry Jensen did the interior, trunk and convertible top on this car and as you would expect, none of this part of the restoration received a single point deduction. After owning this second ‘39 Mercury convertible for 30 years I sold the car because I had a secret project in progress with our 3rd ‘39 Mercury convertible purchased in 2006, which is currently pretty much finished. This current Mercury project was started because I wanted to recreate my high school car with the ‘40 Merc fenders etc. This time I wanted a few more things I couldn’t do the first time because of the financial burden. I always wanted to chop the windshield and top two inches, install a 40 Merc grill and numerous other custom touches. I could have done these things to my Dearborn award Mercury; but, just couldn’t bring myself to undo a high point restoration.

This third ‘39 Merc project started out being a worse car than the others, requiring this purchase of a solid original ‘39 Merc four door sedan which ended up being the donor car for the project. We used the complete chassis, drive train, steering, suspension and floors off this donor car. It took Rick Williams over two years to put it all together, Rick also chopped the top two inches, including making custom stainless steel door glass surrounds and modified the top frame to make the convertible top fully operational. Plus, he made numerous other custom modifications and finally painted and assembled the silver blue body pieces. Next the car went to an upholstery shop in Ontario, Ca where a dark blue and light grey leather interior was installed. The quality of this upholstery installation was ok, but didn’t hold a candle to the quality of work our member Jerry Jensen had done on the second Mercury project. Why didn’t we ask Jerry to do the upholstery; we did, Jerry was retired and he meant it, we lost.

Several months ago members Larry Caplan, Ed Warnock and I were having lunch and Ed asked me if I wanted the internally modified (4 inch crank and Isky Max one cam etc) engine in his award winning ‘39 Ford convertible. As part of the deal Ed said he would go through the engine completely and ready strip the block. How could I turn down a deal like this?

Back in 1981, I had driven this very correct, stock appearing engine which was installed in his award winning '39 Ford convertible to the V8 club Western National Meet and at that time I had probably never driven any Ford V-8 that performed better than Ed's car in my life. This month that engine was installed in my silver blue '39 Mercury convertible and has been fired up; with dual 97 carbs and Offy heads plus an electronic ignition. It should be a real thrill once we get it street ready to drive. Yes, I think it's fair to say it's been a full circle lifetime dream come true.

Ralph Hubbard

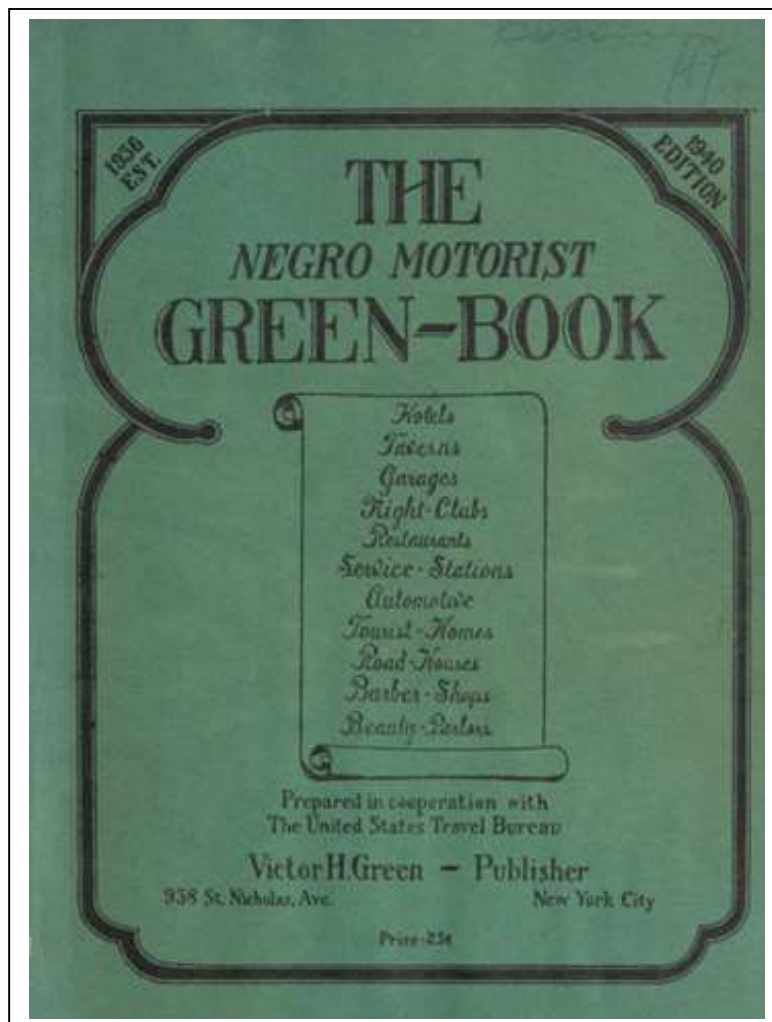


Valley V8's "Roadside Americana"

By Scotty Cramolini

April 2025

Since we all drive vintage V8 Fords (and other makes) that were once familiar with the Sunday drive, road trips, unique simple eateries, Drive-Ins, Motels and eclectic roadside architecture, I thought I'd highlight some of those memories with a "once a month" bit of nostalgic trivia in our newsletter for 2025. This is the 6th in a series of that fun (but not for everyone, as we'll see in this installment) and not always so simple era of "Roadside Americana" that we all grew up in.



THE GREEN BOOK

“The Green Book’ was the bible of every Negro highway traveler in the 1950s and early 1960s.... You literally didn’t dare leave home without it” Earl Hutchinson Sr., circa 1950 “A Colored Man’s Journey Through 20th Century Segregated America”

Unfortunately traveling along the open road from the 1920s to the late ‘60s whether for business, Sunday drives or vacation was not a pleasure or adventure for everyone. In fact, traveling the highways for African Americans, people of color, Asian descent, or Jewish ethnicity often included hurtful, racist and bigoted indignities (eg: Jim Crow laws) to downright deadly situations (Sundown Towns, etc). Any extended journey would likely be filled with fear, anxiety and major preparation. Because many restaurants, restrooms and overnight accommodations were often prohibited to African Americans, the automobile provided a place to store family supplies for a trip and a place to sleep. Thus, spacious Station Wagons and powerful Buicks tended to be the #1 choice for personal transportation. Small AAA type references such as “The Green Book” were created to guide African Americans safely over the best highway routes thus avoiding conflict and danger. Additionally, the Green Book recommended safe and welcoming overnight accommodations, parks & beaches, cafes, barbershops, movie theaters, automotive repair shops, liquor stores, nightclubs, etc.

Sources for this article and further reading

”Driving While Black” by Gretchen Sorin

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Valley V8 Birthdays

April	2	Ruby Greene
April	10	Marilyn Olshane
April	14	Sharon Glucksman
April	16	Howard Brown
April	27	Marsha Rybin
April	28	Harvey Jacobs



Our next meeting will be on Saturday April 12th at Lulu's in Van Nuys. Meeting starts at 10:00 AM. Come early and enjoy breakfast beforehand.

Also, come and wish Rich and Lynn Carter safe travels as they head back to their home in Michigan on May 1st. It's been great having them here with us these past 6 months and look forward to their return next fall.