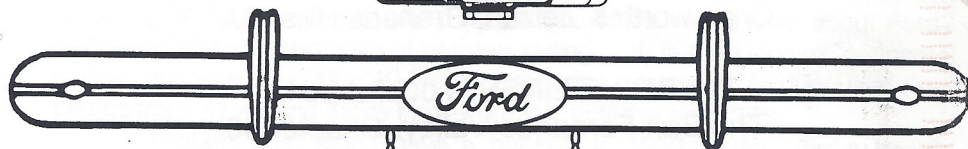
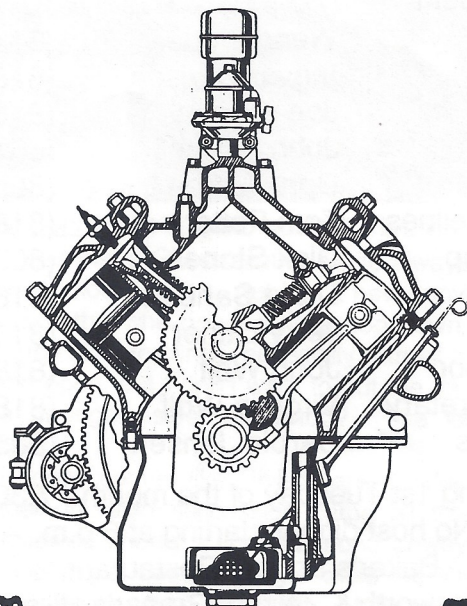




March, 2002

"Our 32nd Year"



Drive Lines

The Valley V's

2002 Officers

President	Steve Boskovich	(818) 341-6876
Vice President	(your name here, small job, lots of thanks!)	
Secretary	Wendi Potter	(818) 884-8019
Treasurer	Ingvar Carlson	(818) 458-3938
Tours	Joe DiFatta	(818) 700-1939
	John Farrar	(661) 296-0087
Programs	Don Durkee	(805) 495-5298
Editor, Drivelines	Tom Potter	(818) 884-8019
Membership	Dick Stones	(805) 230-0070
Publisher	Dave Sanborn	(818) 709-0741
Raffles	Jerry Littner	(818) 597-9016
Tech Advisor	John Wolf	(818) 789-6201
Social Secretary	Virginia Wolf	(818) 789-6201
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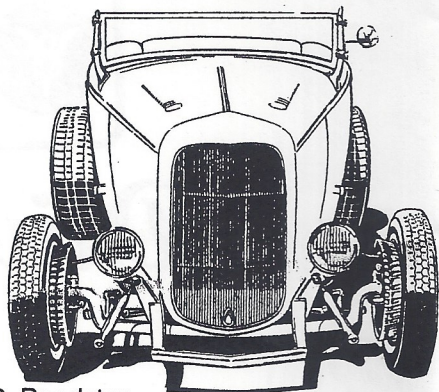
Meeting 1st Tuesday of the month 7:30 p.m.

No host dinner starting at 6 p.m.

Baker's Square Restaurant,
Chatsworth & Zelzah, Granada Hills, CA

The DRIVE LINES is published by:
The San Fernando Valley, Chapter 40
of the EARLY FORD V-8 CLUB OF AMERICA

Mailing Address:
Valley V-8's
10745 Delco Avenue
Chatsworth, CA 91311



1932 Roadster

Don Durkee's Dearborn: The Story of a Great Crestliner



Grandma Mary with Donny, age 6, (who would like live in Grandpa's car)

The story goes that a GM executive's wife always told her husband at the beginning of each model year to get her a new convertible which he did. He noticed, however, that she never put the top down. When asked why, she replied, "Because I like the lines, especially with all the windows down. It seems so sleek and open, but I don't want to put the top down." Could this be done using a stronger, safer steel top? The idea of the "hardtop convertible" was born!

As we all know, names like Riviera and DeVille appeared in 1949. Buick was first, then in rapid succession came all the large GM models. Chrysler models followed shortly. The Raymond Lowey Studebakers were, arguably the best looking of this body style while the Packard Patrician was probably the biggest of the group by the mid fifties. But what about Ford? There are some strong hints of hardtop styling both in the Lincoln Continental coupes and even the '39 - '40 Mercury coupes. However Mercury used Ford bodies from '41-48 and those hints were lost until the early '50s.

Though Ford didn't have a hardtop in 1950, it did offer a heavily upgraded two door to meet the GM competition. The production numbers were limited, but the paint schemes were eye-catching as were vinyl tops and the "LeBaron Loops" on the sides together with over twenty trim upgrades. The highly collectible Crestliner was born. Introduced in May, 1950, the model was continued into 1951 when it was replaced by the Victoria, a true hardtop (no 'B' pillar) at mid-year. Here then in Don's words is the story: (TP)

A Ford designer, Art Querfield returned to Ford after helping the U.S. Army to "requisition" a Mercedes Benz factory in Germany to rebuild its vehicles. While there he noticed that some of the fancy European cars that had survived the war had padded vinyl tops. He returned to a job at the Ford truck studio and by 1950, he was driving a Custom Deluxe tudor on which he had a similar top installed. His top caught the attention of the Ford designer

Bob Maguire, who had Querfield transferred to Ford design. Years before, perhaps it was E.T. Gregorie who told Ford designers that cars like Duesenbergs and Bugattis with LeBaron bodies had circular chrome molding on the front fenders and he thought it looked great. Bob Maguire, also liked this idea. To complete the upgrades to the outside of the car, Ford added chrome moldings around the top, chrome drip rails, two special chrome outside mirrors, special wheel moldings, unique fender skirts and wheel covers, rocker moldings and the gold script "Crestliner" on the front fenders.

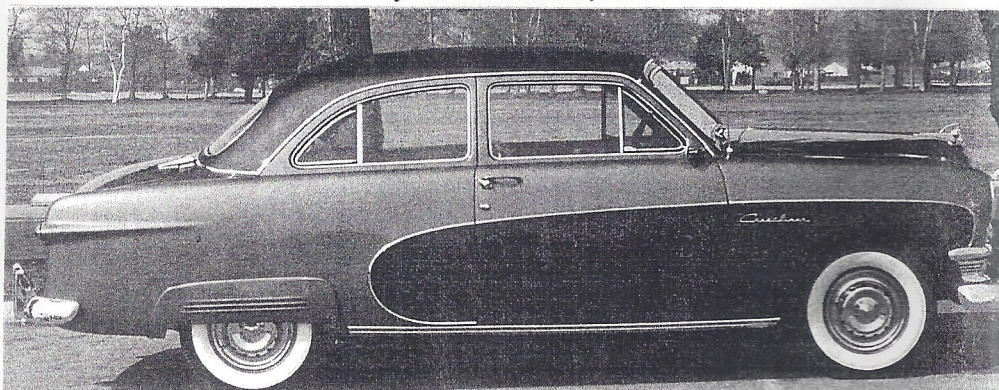
Standard equipment also included turn signals, a "Magic Aire" heater, day and night mirror, special red, brown or sportsman green interior, tutone interior paint, special dash chrome trim, black knobs, chrome windshield surrounds, , an eight tube radio, black headliner, better insulation, special black wool carpet and the famous four spoke steering wheel in black or brown.

The Crestliner is a rare car with a production run of less than one year as the American public was demanding a two door hardtop. The Victoria, was put into production in March 1951. But for me, the 1950 Crestliner is a very special car with many unique features.

I used to think that the most beautiful early Ford V-8 was a rumble seat convertible. At one time, I owned three: a '36 RS convertible, a '39 RS convertible and a 40 convertible. But my life has changed some in the last ten years so I sold one of those to buy our 1950 Hawaiian Bronze and black Crestliner. I equipped it with six seat belts to hold Grandpa (me), Grandma and four grand children. So what's more important, four grand kids or a rumble seat car? That's a no brainer. Sell the rumble seat car! Now, when I am driving down the highway at 70 miles an hour, I don't have to worry about one of the grand kids falling out of the back seat. You know, kids don't always sit perfectly still while riding the highways.

This past September, our Crestliner was awarded it's first Dearborn at the Western Nationals at Pismo Beach. I am a pretty happy camper driving this very rare and pretty car. It is the only one I know of in Ventura and Los Angeles County. I am sure there are some of these fine automobiles hiding in collector's garages. I have even read that there might be less than a dozen restored Crestliners left in California, the state where most of them were sold new in 1950. So why a '50 Ford Crestliner? I hope I have just answered that.

by an 'Iowa Farm Boy'



CRUISIN' WITH STEVE, FEBRUARY 22, 2002

Where has the time gone? It's hard to believe that it's already the middle of February and Valentine's Day has come and gone! Hope you and your Valentine had a good one.

I had a great time at Nick Alexander's Swap Meet, Show and BBQ. I got rid of some old parts that were laying around. Blacky, Don Durkee and Larry Caplan also were selling a lot of V-8 parts. Lunch was tasty--good tri-tip and chicken. Nick's wood collection is superb--one of each year from 1932 to 1951. Thanks to John for leading us to Nick's.

TOM POTTER!!! The Drive Lines is wonderful. It's sooooo good to have it back. Keep up the good work.

I've been driving the '48 Coupe, '51 Convertible and the '51 Fordor around quite a bit lately. The weather has been nice for getting those old Fords out on the road.

Don't forget our annual auction is coming up in May. It's our biggest moneymaker, so please bring something to contribute to the event.

I'm still on the lookout for our Vice President. I know he/she is out there and may be just a little shy. Just tell me secretly if you want to. The main responsibility is our Holiday Party. There are plenty of helping hands around. We just need a coordinator. Let me know if you can do it.

Hope all of you V-8 ers have renewed your membership and sent your dues in to Dick Stones.

We'll see you at the next meeting on March 5. at Baker's Square.

MEMBERS!! PLEASE SEND THIS YEAR'S DUES TO DICK STONES ASAP

at 1405 Valley High Ave., Thousand Oaks, Ca, 91362, if you have not already done so. Include a check for \$25 made out to the San Fernando Valley V-8s. The deadline for inclusion in the **2002**

Directory : Mar.6.

When is the Christmas Party Anyway?

This is February! What's wrong with you people? I have been asked by someone closer to me than I care to mention, that I MUST include the date and location of the "Holiday Party". So, here it is: **December 8 at the Sportsman's Lodge**. It worked out very well last year, so why not do it there again. Please put it on your calendar. There I did it!

From the Right Seat - V8 Meeting Minutes

Date: February 5, 2002 Meeting Place: Bakers Square
Meeting Leader: Steve Boskovich Car Count: 12
Start Time: 7:30 p.m. Adjournment Time: 9:20 p.m.

Introduction of Guests and Special Friends:

Welcome and thanks for joining us this evening; Mark Henzel, Art Banns, and First Lady, Sue Boskovich

President's Notes: Steve Boskovich

Thank you again Tom Potter for taking the position as Drivelines Editor. It's looking good. We still need a Vice President to handle the arrangements for our annual Holiday Party. A special thank you again to Dick Colarossi of **C.Q. Auto Parts** for donating our Raffle prizes. We really appreciate your continued support.

Treasurer's Report: Ingvar Carlson

The treasury is looking good. We are in the black and building.

Membership: Dick Stones

Dick is now collecting this year's dues from those who want to continue membership. Please get your money in soon.

Upcoming Tours: John Farrar and Joe DiFatta

Our first tour was to Nick Alexander's Car Corral, Swap Meet and BBQ Lunch. It was a spectacular event. (see inside story)
March 2nd - "Deuce Day" A celebration of the 70th Anniversary of this "Great American Classic". Meet at Woodley Park, 8:30 a.m. Details in this issue of Drivelines.

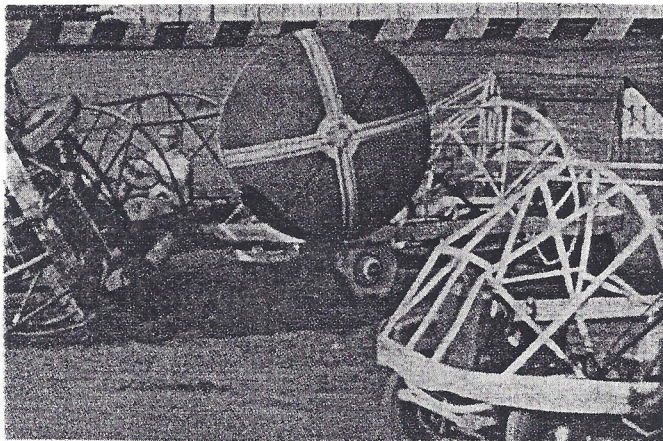
June 9th Paradise Cove Brunch. Meet at Woodley Park at 9:30 am.
Sept. 28th Fall tour to Solvang. (details inside this issue of DL)

A few rooms still available. Make your reservations now.
Dec. 8th Annual Holiday Party at the Sportsman's Lodge
(it was great last year!) Watch for details.

Program: Ralph Hubbard presented an interesting program on classic car appraisals. (details inside this issue of DL)

Raffle winners: Ladies (2): Lin Kemmerer & Virginia Wolf
Name Badge: Jim Dawson 50/50 drawing: Ken Sapper

(Minutes submitted by Wendi Potter, Secretary)



THE EDITOR'S GRILLE

Content selected for no particular reason by the editor. .

MOTOPOLO. One warm summer evening in the early fifties when I was a kid in high school, my Dad said, "Let's go to the Hard Tops." I knew that didn't include my Mom as she didn't like the dust and noise. She thought it was a bit uncivilized. I did too, which is exactly why I loved it. The races which were run on a banked dirt oval, were called the "Hard Tops" because the cars had to have all steel tops. The toughest and fastest cars available were '37-'38 Ford coupes with stripped down bodies.

It turned out that on this night we weren't going to see a race at all, but a Motopolo game at the hardtop track.. Huh? Dad did it right as he knew mom wouldn't approve. You could hear the flatheads revving up from a mile away. No mufflers, of course. In this game, '35 -'38 Fords could be used as the entire body was removed and a tubular steel cage was welded to the frame. The game was played with a 170 lb. 80" rubber ball which when hit by a car could bounce 10-20 feet in the air. As I recall, there were four cars on a team and the objective was to work the ball down the field and get it between the "goal posts" in the opposing team's infield. There was even a ref in a black and white striped "cage car" like the players' but with bigger ribbed tires "supervising" the players. You can imagine what happened. The cars were blocking each other and chasing the ball at speeds up to about 40 mph. Of course, they would crash and sometimes roll over. "Time Out!" Yellow flag. Other players would roll their team mate back on his wheels and the green flag would go up again. There were grudge matches and always a "purse" for the winner. It was noisy, dirty and fun. Those Fords took a real beating. But it didn't go over with the city too well, considered too rowdy I guess. Within a few years, it disappeared completely, but it was sure fun while it lasted. Picture from Popular Science, Jan, '01, P.96 TP

AL ROHRER

We're all very glad that Al is back home and on his feet. Did you notice something was better at the last meeting? Al was there! He promises to stay away from the hospital from now on. They don't have many V-8s there anyway.

CAL BEAUREGARD TELLS IT LIKE IT WAS

Program for January 8, 2002

If you haven't heard Cal Beauregard tell some of his many exploits while working for the Ford Motor Company, you have missed a great show. He comes with "props" including numerous hats which he wears one at a time to warm up the audience.

Cal started out in the Army Air Corps during World War II. After the war, he began selling lingerie in a department store. Not too promising. Then he switched to newspaper advertising. For this job, he needed a car that turned out to be a '39 *Ford* convertible, his second V-8, which he bought for \$750. Before long, though, he was working for Chase National Bank handling a million dollar payroll while earning \$35 / week. He asks, "Why was I getting so little while handling so much?" His next job was working for Ford as a clerk in 1950. Through good luck (he says he was at the right place at the right time), he worked up to the District Office, the Regional Office and by 1957 he had become a field manager for Ford.

"I had a chance to meet President Eisenhower and learned of a rule about travel with a President." Cal was moving Lincolns around when the White House needed them and the Secret Service wasn't using them for VIPs. He told us, "It seems that when the President's limousine door slams shut, the entire presidential party moves out." There is no waiting. "One day," he says, "I saw Secretary of State, John Foster Dulles, run full speed across the tarmac from his plane and make a flying leap, head first into the seat of his limo (the door was open) because the President's door had closed and the motorcade would have moved out without him." Strange, but true!

Thanks Cal, for the entertaining story and thanks to Don Durkee, our program organizer, for bringing us a great evening. Cal, come back for more stories!

TP

Tour to Nick Alexander's Vintage V-8s

The Southern California Regional Groups were invited to Nick Alexander's for a car show, sale and swap meet and a chance to see one of the best collection of Ford woodies in the west. It was a beautiful day and the cruise from Woodley Park was great except for some unexpected road work which we used to check out our springs and shocks. They still work. The woodies were no disappointment. There are Fords and Mercurys from most every year including Sportsmans (very rare). It's a good place to check out the differences between a '47 and a '48 How about the tailgate of a '49 and a '51? What is unusual about a '51 woody dash? A great BBQ lunch was served to all. I understand there were some really good deals. One car was all there except for the frame and the body? I think they brought it in a wheel barrow.

One highlight of the day was the presentation of a beautiful art deco, glass based trophy to Nick Alexander by officers and members of the So CAL. Regional Groups as a "thank you" for inviting us. Thanks goes to John Farrar for organizing the excellent tour. He got the weather right too.

TP

Car of the Month Chuck Shubb's '46 Ford Taxi:

Is bright yellow a factory color? Is that checkered strip around the waist line a dealer option?

Each meeting, at break time, a team of members goes to the parking lot to select our car of the month. What stands out? What is unusual or is in particularly good shape?

The February selection is a movie star. The Super Deluxe Fordor is in great shape except for the paint job which you might consider "home grown." Chuck bought it last year from Bernie Beffige who had owned it for about 20 years and put the taxi look on the car. Chuck has the TAXI roof sign and the meter which he installs when it goes to work in films. Last year it had two gigs both of which were major studio releases in time for the awards. Maybe you saw it in "Majestic" starring Jim Carey. It was also in "The Man Who Wasn't There", a murder mystery starring Billy Bob Thornton. Both movies were set in the late '40s and Chuck's taxi fits in perfectly. Great movies and a great car, one with personality and a well preserved body (sorry). Congratulations Chuck. TP

Brunch Tour to Paradise Cove in Malibu, June 9th

The third Annual Brunch Tour to Malibu is going to be on June 9th. Meet at Woodley Park at **9:30 SHARP!** The sign-up sheet will be available at the March meeting or call Joe DiFatta (818) 700-1939. This was a great tour last year. Joe orders perfect weather, top table service and (see below) a classy ad to save an old editor's creativity (his what?). Add 25 V-8s and we're there!

Birthdays - March

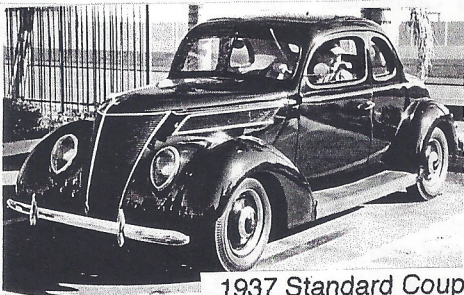
- 3.3 Steve Sadd
- 3.17 Paula Ewing
- 3.18 Ruth Mottern
- 3.18 Ed Warnock
- 3.21 Dennis Keene
- 3.25 Dick Stones
- 3.25 Kent Lowry
- 3.30 Ruth Thompson

New Members

According to our membership guru (Dick Stones), these people made an excellent choice by **joining the San Fernando Valley V8's:**

Barry & Arlene Bernholtz,
Art Cohen,

Art & Mary Bans,
Bob & Karen Reed



1937 Standard Coupe

Welcome to you all! Please pick up a Biography Sketch blank from the DriveLines Editor. If you are still feeling a little bashful, just request we wait until you get that perfect flathead running just the way you want it!

WHO IS OUR NEW TREASURER?

Ingvar "Swede" Carlson was born in Seattle to immigrant parents who came to the United States from Sweden in the 1920's. Here is his history with cars and life as he tells it. TP

My love for motoring started at age 10 when I added cards to the spokes of my new Schwinn and a battery operated headlight. My boating adventures followed. In high school I got involved in racing Class A hydroplanes. In college I moved to class B and C. My first car was a '49 Plymouth coupe, then a '40 Ford coupe with a Zephyr transmission, a Studebaker V8 with a Paxton Blower. After my 3rd ticket, Dad says, "Son, you have to grow up now!" The hot rod was gone. A stock '40 Ford Tudor took its place. This was my college cruiser for many years.

Then the business world took me to Southern California and the Cryogenic Research Dept. at Hughes Aircraft. My cars now included a '65 Volvo P444, and a 1986 Trans Am. Today, I still have the Trans Am, a '73 Saab (very ugly, but cute to me), a '73 Volvo P1800, which is still in project status and my older restored '47 Super Deluxe Ford Tudor. Restored 15 years ago, it's still in good shape. Someday, I hope it will get a Columbia.

I currently have three Dune Buggies, two are mid engined sand rails, a (2274cc) and a 2475 cc Turbo. My Desert Mountain Buggy is Honda powered w/VW running gear.

I enjoy Summer time with my two daughters and family on our 21 ft. ski boat, two Sea Doos and a sail boat at the Channel Islands Marina. Both my daughters and their husbands have motoring experience from an early age. This Christmas, I gave my Granddaughter her first tool set so she helps grandpa! I really enjoy Rod Runs, antique auto auctions and Swap Meets.

In the early 70's I founded River Runners which is still offering trips on the American River and others in California. I go rafting several times each year with my daughters, who are Certified River Guides. It is a bonding and cooperative challenge. It is each raft and crew against Mother Nature on the wild and scenic rivers. What an adrenalin rush!

We recently completed a new home on Puget Sound. With a five car garage and the old barn (lots of storage) I can enjoy Summers up north (two weeks of it) between rain storms. The winters are here in Southern Cal. I'm looking for a 40 Ford Tudor to build my next car, a flathead cruiser.

I have been involved in wheelchair mobility technology for many years. I help paraplegics or quadriplegics by modifying vans with adaptive equipment so they can drive. Since each person's needs are different, we install a variety of simple hand controls in which the brake and gas peddle are moved to the steering column. Our complex systems are "drive by wire" arrangements which use a joy stick and in some cases even voice activation. "start engine, left turn, AC 70 degrees" etc. It is possible to spend six figures for the modifications for such a hi-tech vehicle. I really enjoy my work and

those I help. Ingvar

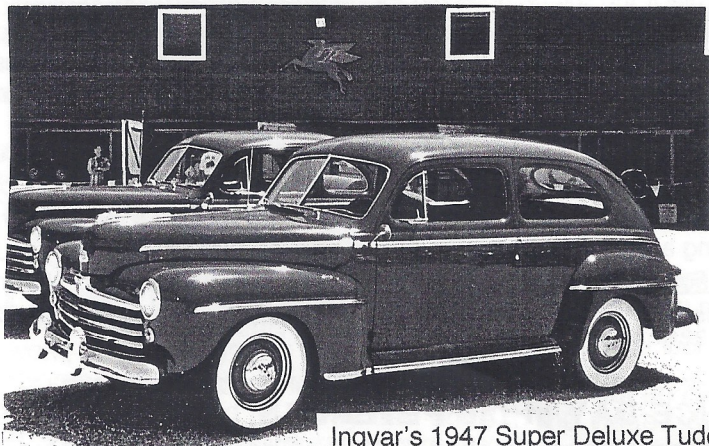
Thanks for sharing Ingvar!
Welcome to the board. We
appreciate your work as club
treasurer! That '40 Tudor is
still out there! You'll find it!
TP

7720 N. Sepulveda Blvd.
Van Nuys, CA 91405-1018
(818) 780-1788 x 17
(818) 780-1240 fax
(818) 535-4046 cell

Ingvar Carlson
Field Mobility Specialist

ADVANCED MOBILITY
We Build Mobility

advanced-mobility.com
(800) 687-4446 x 17



Ingvar's 1947 Super Deluxe Tudor

Dick Colarossi and his CQ Auto Parts

CQ auto parts has been a friend of the club for several years now. Jerry Littner told me that he has had great service and very good parts availability this near by Valley store. Specifically, Dick turned the rear drums on his '40 Tudor. This is not usual. Fronts are easy, but rears, that's a good thing. Dick is also very helpful when it comes to cleaning and stripping parts. Not a fun job as we all know. Who wants non-detergent straight weight oil for their flathead? I do and I can't find it. Dick has it! He also has Autolite plugs. They are not factory originals, but there is a rumor that they don't misfire the way Champions do under heat and load. Check it out!

We all want to thank Dick for his many donations to our raffle prizes at each meeting. Dick, we really appreciate your support of the club!

CARQUEST
AUTO PARTS

CQ Auto Parts Inc.
We Specialize in Service

Dick Colarossi
Richard Colarossi

21116 Devonshire St
Chatsworth, CA 91311

Telephone
818 341-3121

More Calendar Items

Central National Meet to be in OKC

"The Thing to Do in 2002", according to Randy Plant of Oklahoma City, is to attend the Central National Meet by taking historic Route 66 (or modern freeways) to his city in late May. The exact dates coming up. The Marriott Hotel black top will be reserved for parking (with security), clean-up and swap meet. The raffle includes a "deluxe car-hauling trailer" worth about \$2500. For more information or a registration packet, write Yvonne Woolsey at 2500 E. Southbend Road, Edmond, OK 73034. Email address is <OKCin2002@aol.com>

Western National Meet: Rod the radiator, carry the water bag, then "Drive your V-8 to the Beehive State!" . The 2002 will be at Park City, UT on July 2-6. See the center fold in the V-8 TIMES. There is a card to send in if you are thinking about attending. Want to go with a group? Then read on. Harris Tour Now Forming. The traditional "Harris" Tour to the Western National in Park City, is now forming. If interested, please call Jay Harris at (706) 728-0311 to order tour information.

DEUCE DAY at the PETERSEN, Mar 2, 2002
Clip and send this RSVP. Then tour with us.
Meet at Woodley Park at 8:30 am

Name _____

Address _____

Phone _____ Car Make _____ Year _____

No. of reservations(senior\$5) _____ (reg.\$7) _____

Mail to: Petersen Automotive Museum
6060 Wilshire Blvd.
Los Angeles, CA 90034-3605

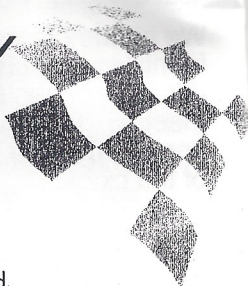
For a future issue of Drive Lines, we would like to borrow clear photos of Deuces, '33s and '34s that are or were owned by club members. Please bring them to the Editor at our next meetings.

DEUCE DAY
at the Petersen Automotive Museum

Saturday

32
MARCH 2, 2002

Join us to celebrate the 70th anniversary
of a great American classic - the '32 Ford.



RALPH HUBBARD, FEBRUARY SPEAKER, TELLS HOW TO APPRAISE A MILLION DOLLAR CAR (and others)

Ralph's presentation at the February meeting helped us understand how to place a value on our cars using standards such as those from the auction world. As President of the Los Angeles Chapter of the American Society of Appraisers, he deals with cars including those which appraise at over a million dollars in value.

Did you know there were three bases for an appraisal on your car? Ralph explained that he uses a combination of 1)market value, 2)income value and 3)cost. All are valid ways of appraising early and classic cars under certain circumstances. This might include what other cars in similar condition are bringing on the market. 1) Remember when you could buy a good prewar Ford V8 for about \$250? Let's look at the same car today. Fully restored it could bring \$15-30,000 or more. 2) If your car is an actor (See Car of the Month for Feb.) it may generate income from the movies in which it appears. Finally, 3)Cost. How much did your last body-off restoration cost you in parts and labor, even that which you did yourself? I know, too much!

Some of the circumstances surrounding a car's history may have a role in its value 1. Who restored it? 2. Who owned it before restoration? 3. Is it involved with celebrity? 4. Who had it built, in the case of custom coach work, for example?

Some hints: Don't remove **Betina*** OK, she's not an ex-girl friend, what is it? Was it raced in a way that adds to the value? (who, when, where?) What are the concourse records? (when and where?) Finally, there is the question (answer in ten words or less) of **Conservatorship** and **Provenance**? *(See answers on the back page)*

Ralph has many answers for us and we appreciate his time in preparing his informative talk for our February meeting. Thanks Ralph and thanks Don for arranging for our speaker.

Brunch Tour Sunday, June 9th

Paradise Cove Restaurant in Malibu

3rd Annual brunch Tour in Malibu.
Leave Woodley Park at 9:30 sharp.
Depending on the weather, take a
light jacket or sweater.

Signup sheet at March meeting
or call Joe DiFatta

Wanted. For Sale or Trade

Wanted: 1. Pickup bed for a '40.

2. Rear fenders and rear bumper brackets '40 pickup.

3. Good '40 standard grille.

4. Good bumpers for '40 pickup

Dick Stones (805) 230-0070

For Sale: 4 1939 Lincoln Zephyr fenders / 1 deck lid.

Nancy Beauregard (626) 355-2739

Wanted: Front spring '39 Art Banns (818) 885-8496

Wanted: Accessory emergency brake "extension handle" for a '32-36

Steve Batsole (818) 787-3658

Wanted: The Ford Factory by Lorin Sorensen (Fordiana Series). I'm still looking! I found one that I didn't buy. \$\$\$

Tom Potter (818) 884-8019

For Sale: 1954 Ford Custom Fordor 184,000 mi. original owner. Restored but not classic. Needs new paint and minor body work. Auto. Trans., Overhead valve engine w/ 50,000 mi. on overhaul, 12 volt.

Marilyn Sears (909) 659-2966

CALENDAR ITEMS

THE NEXT MEETING IS TUESDAY, MARCH 5

7:30 pm at Baker's Square, Chatsworth & Zelzah

Deuce Day at the Petersen. Saturday March 2. John Farrar says that it will cost \$5 / per person if you are a senior or \$7 if you are just a kid under 60. This price gets you in to the Car Museum which is a great experience. We will leave Woodley Park at 8:30 sharp to drive to the Petersen. They will have a reserved area in the parking lot for us so it will be easier if you tour over with us. They will start parking the general public at 10. **Please fill out the RSVP on preceding page and mail to the Petersen or RSVP to John Farrar at (661) 269-4032.**

Annual Club Fund raiser Auction. May 7. Regular meeting, 7:30. Plan to bring items to donate: old usable car items etc. Start saving now.

Paradise Cove Brunch, June 9. Third Annual Brunch tour to Malibu. Meet at Woodley Park at 9:30 am **SHARP!**

Solvang Tour on September 28th is almost sold out. Joe DiFatta tells us that there are one or two rooms still available> If you are interested, call Joe at (818)700-1939.

*

The answers for the Ralph Hubbard story are:

Betina = look of age on a finish, particularly wood bodied cars, usually a darker appearance but not evidence of deterioration.

Conservatorship = responsibility for preservation of property ie: a car

Provenance = history or background of property such as a car

The Valley

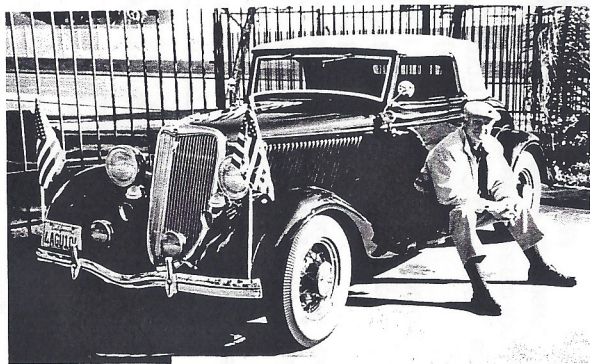
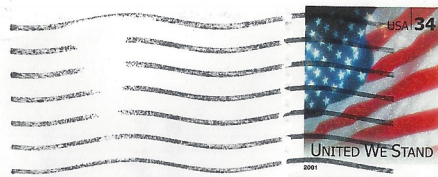
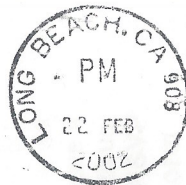
PAST PRESIDENTS

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Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Marsraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	1989
Jerry Jensen	1990
Joe DiFatta	1991
Chuck Shubb	1992
Chuck Shubb	1993
George Richards	1994
Jerry Littner	1995
Dick Smith	1996
Chuck Mair	1997
Dennis Keen	1998
Rose Gott	1999
Don Stout	2000
Steve Boskovich	2001

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