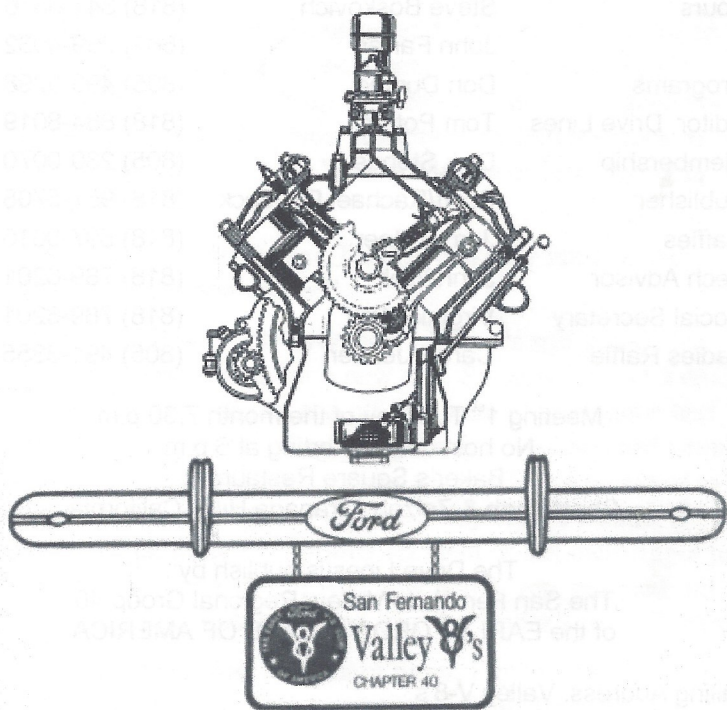




April 2003

"Our 33rd Year"



Drive Lines

The Valley V's

2003 Officers

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Vice President	Wendi Potter	(818) 884-8019
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Raffles	Jerry Littner	(818) 597-9016
Tech Advisor	John Wolf	(818) 789-6201
Social Secretary	Virginia Wolf	(818) 789-6201
Ladies Raffle	Carole Jensen	(805) 491-3355

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, California

The Drive Lines is publish by:

The San Fernando Valley, Regional Group 40
of the EARLY FORD V-8 CLUB OF AMERICA

Mailing Address: Valley V-8's
9755 Farralone Avenue
Chatsworth, CA 91311

President Joe's Message

— April 2003 —

*Henry Ford and Company built our Fords . . .
and we really enjoy driving them!!!*

Did you ever (while in your garage or driveway) just sit in your classic Ford, look and feel the "Vibes". Give any thoughts about the crew on the assembly line, "on that particular day" put your Ford together!! Reading the job order, paint code, coupe or sedan, convertible or woody, deluxe or super deluxe, V8 or 6 cylinder engine, white or blackwall tires, assembling the fender, doors, brakes, shocks, grill, dash, etc. Who finished it?? And gave your Ford that "first" test ride!! Now loading it on delivery truck to perhaps Los Angeles or New York or Florida or just staying in Michigan.

My Ford is a 1946 Deluxe Tudor, I can only imagine the excitement for the new owner!!

World War II was now over, new cars were still sparse, (service personnel had first choice for a new car). So, now you cut a deal with your local Ford dealer and off you went to your home and family!! Now, just waiting for this upcoming weekend and taking the family for their first ride, perhaps to church or a picnic or to the grandparents home for dinner and a Sunday visit. I wonder if anyone in the family had a spilling accident or left their finger prints on the windows or the dash!! And now home, yep, put the Ford away in the garage, dust it off and give the fender a pat...Thanks!!!

Hey, wake up!! Now to modern times, I know I'm always excited driving my 46 on the road or on a Club Tour and cars besides me honking and giving a thumbs up . . . *Life is great!*

At last month's meeting, during the rains, both Al Rohrer and Don Durkee brought their Ford to the meeting. It was a tie for the "Car of the Month" – What loyalty and thanks to Henry and his Company.

NEXT MEETING APRIL 1, 2003 AT 7:30 PM

Come early and enjoy dinner with V-8 friends.

Bring a little extra cash to buy 50/50 tickets. See John Wolf and you may be as happy as Don Durkee was last month!



Baker s Square. Chatsworth & Zelzah in Granada Hills.

Dinner can start at 6 p.m. or earlier. This place gets full!

Calendar

We don't want to duplicate the Secretary's Minutes this month. Just keep in mind that your club is doing it again! We have some fabulous tours and programs coming up which you won't want to miss. Check with Steve, Joe and the Drive Lines for the details.

Hot August Nights Thought about going to Reno in your Flathead? This year Hot August Nights will be from 8/3-8/10 in Reno/Sparks, Nevada. For a week the entire town seems to turn out for parades and shows of 1972 and earlier vehicles. Participation is limited to the first 5,000 who apply. Otherwise, it is a small event! Forms at: www.hotaugustnights.net Mail: Hot August Nights, 1425 East Greg St., Sparks, NV 89431.

From the Right Seat — March Meeting Minutes

Date: March 4, 2003 Meeting Place: Baker's Square
 Meeting Leader: Joe DiFatta Car Count: 2 (rain)
 Start Time: 7:30 Adjournment Time: 9:20

Introduction of Guests: Welcome one and all!

Ventura Club President and First Lady, Tony & Sheila Gambino; Ernie Shaw, Autoclub; John Waters from Tujunga

Introduction of New Members:

Randy Watson (MG owner), Jim & Jamie Kenehan, (41 Pick-up) and Dick Gise (36 5-window)

President's Notes: Joe DiFatta

Condolences to Rachael on the loss of her father. Scott is in Florida with the MER project.

Treasurer's Report: Ingvar Carlson

The treasury is looking good. We are in the black again. The treasury is building each month.

Upcoming Tours:

April 24-27th: Blackwell Tour to Gilroy (It sounds like a winner). Contact Gerry Blackwell for further details: (661)268-0040

May 4th (Sun.): Ft. Tejon Living History of CA cir.1850. Picnic and CA Poppy Reserve. Contact Joe DiFatta (818) 700-1939

May 16th (Fri): Blackwell Tour: A Day in Los Angeles. Visit the Gilmore Mansion Historical Home, Farmers Market, and the Grove Shopping Center. Contact Gerry Blackwell for details (661) 268-0040

June (tba): Joe will have details about the Paradise Cove brunch at the next meeting.

July 12th & 13th in Solvang. Just a couple of spaces left. Contact Joe DiFatta (818) 700-1939

Future tour possibility: A Fillmore Fun Sunday Run. Steve Boskovich will let us know more soon.

Announcements:

Tom Potter thanks Dick Colarossi of CQ Auto for all his help with the 46. Tom briefly described his new Solid State Ignition, from Remond Ignitions, Inc. of Lemon Grove, CA (see Tech. Talk)

California Historical Vehicle Association presents a car show at the Gene Autry Museum Of Western Heritage. April 27th, (see ad in this DL).

Twenty ladies were present at this meeting! It's time for a Ladies Column in the Drivelines! Anyone with creative, inspirational and / or unique ideas, please call, Wendi, at (818) 884-8019. Let's get together at break time during the next meeting.

Car of the Month:

Actually, it's Cars of the Month. Two brave souls dared to come out in the rain with their Early Fords: Don Durkee's '53 Convertible and Al Rohrer's '40 pick-up. See article in this issue.

Program of the Evening:

Steve Batesole shared the history, life and times of Henry Ford (See story starting on page 11) .

Raffle winners:

Ladies (2): Mary Durkee & Lin Kemmerer

Name Badge: Larry Caplan

50/50 drawing: Don Durkee

Upcoming Programs for the Monthly Meetings:

April 1st, Guest speaker Dave Graham, our representative on the National Board.

May 6th Annual Club Auction

June 3rd Nick Alexander and his team

July and beyond...Do you have any ideas or know an interesting speaker?

Contact Don Durkee, our Program Man.

(Minutes submitted by Wendi Potter for Rachael Doudrick, Secretary)

Tip for mechanics and others.

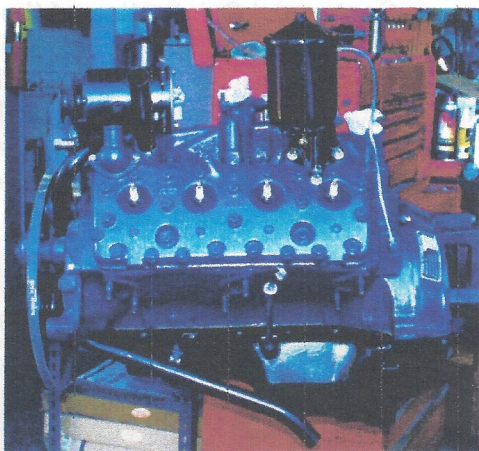
Did you know that scraping your fingernails down a bar of soap before you start working on your Flathead V8 would help to keep them clean? Try it, you'll like it. Thanks go to Alan Franklin for the great idea. Wendi loves it!

Birthdays in April

7 th	Elaine Franklin	23 rd	Bruce "Blacky" Blackwell
8 th	Bud Williams	25 th	Wendi Potter
11 th	Michael Munroe	27 th	Jerry Dunn
21 st	Barbara Zabel	27 th	Gerry Blackwell

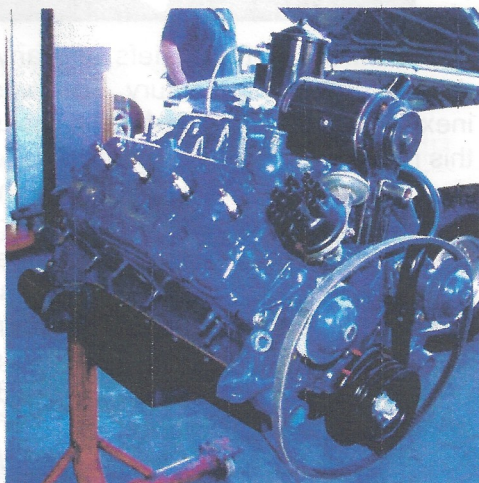
The French Flathead V-8

Back in December 2000 DL first heard about the French V-8. These were new engines that had been built for the French military in 1962 to 1990. They were built under Ford license and can replace '39 to '53 24-stud engines, though they have some peculiarities. In general, they have the front end of the '49-'53 block and the back of the '42-'48 (59AB with integral bell housing).



As many know, our very own Mike Ewing purchased one and installed it in his incredible '46 Merc. Mike says that it went in with a minimum of problems, perhaps in part due to the extra wheel base on the Merc. See the photos of the engine "in process".

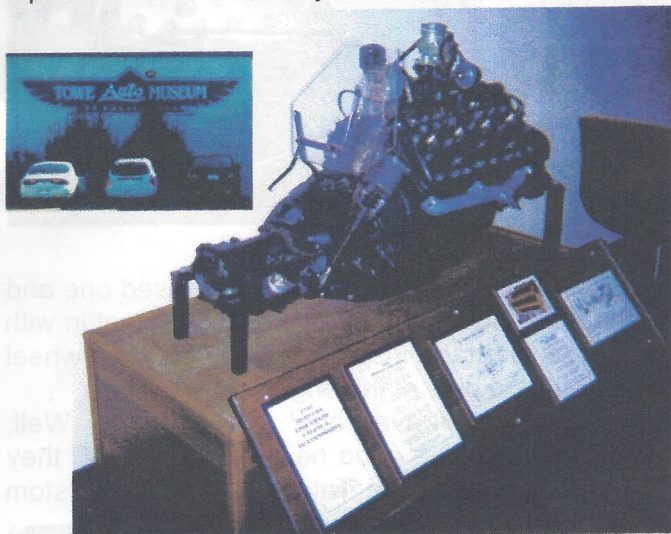
Are these NOS engines still available? From whom? Well, there is good and bad news. The good news is that "YES!" they are out there. I have talked to Dave Tatom at Tatom's Custom Engines and he can get you one of these engines. What he does is build the engine the way you want it starting with the bare block, which runs \$1595. THEN he adds the parts you select from his list and he builds the engine for you. He tells me that his engines go out the door for \$12 to 15,000 complete and he adds that there are guys who pay up to \$30,000 for extreme customs. OK, that's the good and bad.



Continued on Page 9

Towe Auto Museum Presents: Centennial Celebration of the Ford Motor Company March 29-July 31, 2003, Sacramento

The Towe Museum's exhibit highlights the achievements of the Ford Motor Company through its first 100 years. The astounding story includes a century of industrial development, which is the work of many geniuses driven by the indomitable spirit and vision of Henry Ford.



Liquimatic transmission on display at the Towe, bolted to a Mercury Eight engine

Contrary to the beliefs of many financial backers in the first decade of the 20th century, Ford was determined to build a simple inexpensive automobile for the masses. The official birth date of this major adventure in industrial development was June 1903.

With dozens of displays of both the highlights of this venture (Model T, Model A, single casting flathead V8, Mustang and Thunderbird) and the disasters (X-8 engine, Liquimatic transmission and the Edsel) we see in vivid reality this most remarkable addition to the common man's life. The affordable automobile was born. The Towe Museum is located at 2200 Front Street, Sacramento, CA 95818; Phone: (916) 442-6802; www.toweautomuseum.org.

Wendi and I will be there for the opening on March 29 and report back at a future date. TP

SUNDAY - APRIL 27, 2003

**COASTAL VALLEYS C.H.V.A.
ANNOUNCES THE 2003
SPRING FUN CAR SHOW**

PROCEEDS TO BENEFIT

GUIDE DOGS OF AMERICA

APRIL 27, 2003

**OUR 2ND YEAR AT THE, AUTRY MUSEUM OF WESTERN HERITAGE
10:00 A.M. TO 2:00 P.M.**

"GOODY BAGS" GUARANTEED TO THE FIRST 150 ENTRANTS

FULL LUNCH MENU AVAILABLE THROUGH THE AUTRY MUSEUM

VEHICLE REGISTRATION: 8:00 A.M. - 10:00 A.M. (SPACE IS LIMITED SO ARRIVE EARLY)

**SWAP MEET AND VENDORS SET-UP 7:00 A.M. - 9:00 A.M.
(APPROX. 10 X 20 FT.) \$15.00**

GENERAL SHOW INFORMATION BOB BOYNTON 818-889-1087 VENDOR INFORMATION LARRY BAUMAN 818-767-1857

SWAP SPACE INFORMATION DAVE VANZYL 818-894-3901 FOR MORE INFORMATION CALL TOM TUDBERTON 818-340-0392.

REGISTRATION \$10.00

(\$5.00 OF EACH REGISTRATION GOES DIRECTLY TO "GUIDE DOGS OF AMERICA")

MODEL T CLUB TOUR TO THE CAR SHOW

MEET: at Lancer's Restaurant, 697 No. Victory Blvd., Burbank (at the intersection of Victory & Chandler.) The restaurant has room for a group & a wide breakfast menu from about \$5-\$7. Come around 8:00 A.M. if you want to eat. Otherwise, arrive in time to drive with us so our club can make the traditional group entry of all our cars to the show

DEPART AT 9:15 for about a five-mile drive to the car show.

NOTE: A registration form will be sent with the April Flivver. Please watch for it and return it promptly. All our T Club cars, and any guests driving with us, must be registered in advance so that space may be reserved for us and we can drive right in as a group.

Ford Motor Company Centennial Celebration **June 12-16, 2003, Dearborn**

History will be made in Dearborn at the Henry Ford World Center when the Ford Motor Co. celebrates its Centennial. These exciting days include opportunities to "catch up on the latest developments at Ford, as well a review of the traditional sights we have come to know. Of particular interest is:

1. Countdown to Kittyhawk: "Taking Flight-Ford's History in Aviation" at the Dearborn Proving Grounds.
2. Ford Racing Night.
3. Centennial Theatre and Concert Series, including Beyonce Knowles (Pop music), Toby Keith (Country / Western music) and an evening with the Detroit Symphony Orchestra complete with fireworks.

The traditional venues include Fairlane, Henry Ford's home, The Edsel and Eleanor Ford House and the Henry Ford Museum & Greenfield Village. For further information, visit the website: www.celebrateford100.com.

Your VP and your Drivelines Editor will be attending this Centennial event and will report back at a future date. TP

2003 Grand National, Early Ford Club of America

The 2003 Grand National is quickly approaching. Dates: July 21-25, 2003 at the Hyatt Regency Hotel, Dearborn, MI. Early registration deadline: April 15th. Registration deadline: July 1st.

These fun-filled, yet serious, five days are the highlight of the year for the Early Ford Club of America. Most importantly, however, this year is the Centennial. Many early Ford parts suppliers, including Dennis Carpenter and Bob Drake, will be putting forth extra effort to make this year's meet the best ever. Plan to attend! For registration and information, contact Charlie Gunn:

62 Basswood Dr.
North Branford, CT
06471

Email: cgunn01@snet.net.

Tech Talk

President Joe mentioned in our last issue that his flathead was giving him trouble of the type that most of us have experienced. The problem feels like vapor lock. The engine is still running, but poorly. It seems to stall momentarily and loses power. However, when we kick on the electric fuel pump, the situation does not seem to improve. All of the above suggests an ignition problem.

This has happened to your editor recently, so we made the decision to go to The Ignitor, a solid state ignition with its new coil.

The best part of all of this is that there are no external appearance differences in the distributor and only a few to the wiring. Tech Advisor John Wolf says that he has this system on his own flatheads. Now that we have installed it on our '46, we have to agree.

The first thing you notice, as John puts it, is that you can hardly get off the starter button fast enough. It fires NOW! The second thing you notice is a smoother power response under varying conditions. Why? No points, no condenser and many potentially weak or corroded connections are bypassed. Though the condenser is left on for appearance sake, it is not a working part of the distributor, which is totally housed within your existing case. Remund Ignitions provides all the parts needed for the conversion kit, which took Jerry Case and me less than an hour to install.

Kits are available for Model As and all Flatheads. For information on "Ignitor" kits, contact Remund Ignitions Inc., 8345 Roy St., Lemon Grove, CA 91945. Phone: (619) 460-3620

French Flathead, Continued from page 5

Tatum is located in the Pacific Northwest and can be reached at (360) 424-8314 or on line (which includes his price list) at www.tatum.com. One last thought: back in 2001, it was possible to get these beauties from Halibrand in Wellington, KS (316) 326-2111 or from Motor City Flatheads in Dundee, MI (743) 529-3363.

Maybe they still have one? Thanks for sharing, Mike and Paula. Keep us up to date on your new engine. TP

Cars of the Month

Since it was pouring rain at our last meeting, "the Committee" decided to award "Cars of the Month" to the two brave members who brought their V8s out in the rain anyway. One was a convertible! The history on Don Durkee's beautiful '53 Convertible is well known. See the February issue of Drivelines. Since Don didn't get a drop of water inside the car, it is considered "way TIGHT." In a 50 year old, that means a lot!



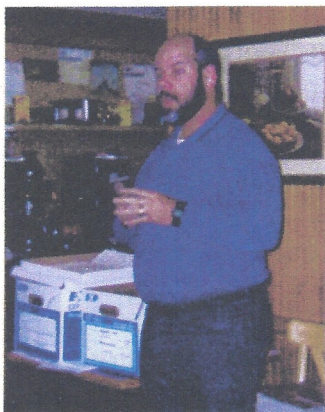
Don's
'53
convertible.,
one of
the two
cars of
the
month

Al Rohrer's '40 pick-up is a blue beauty (see cover and page 16). Built in Bakersfield about ten years ago, it represents the pick-up body of choice for many V8ers. Though it is "cleaned" and "lowered" it shows the beautiful lines of the classic '40 from every angle. The fit and finish on this truck tells us that great care was put into its restoration.

Al has a long history with Ford products going back many decades. In the beginning there were two Model A coupes. One belonged to Al, the other to his brother. Between 1976 and 1984 Al restored his. Then the brothers went together to get a Model A Fordor, which they owned in 1984/85. After that, there was a '34 Fordor. When Al joined the Valley V-8s in 1993, he was the proud owner of a '40 Fordor, which he restored to stock condition. At one time, Al's home shop included a serious degreaser, a blast cabinet and countless specialized tools for restoration. These days Al really enjoys driving the '40 pick-up to meets and on tours.

Thanks for sharing your beauties. It's worth it even if they did get wet! Congratulations Don and Al. TP

March 4 Program: Steve Batesole on The Life of Henry Ford



In Steve Batesole's excellent account of the life of Henry Ford, we see many links from Ford's early years to interests in his later years, which served to broaden his influence on young industrial America.

Henry was born July 30, 1863 to an Irish potato famine refugee named John Ford on a farm near Dearborn, MI. He grew up especially close to his mother, Mary, and his sister Margaret. Ford lost his mother and sister early in life, which devastated him and perhaps left lasting

scars from which he never fully recovered.

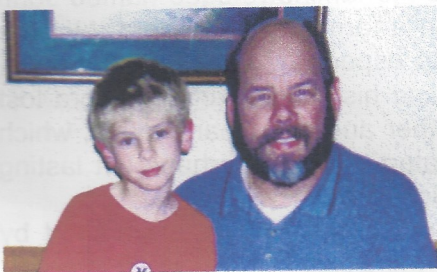
As Henry grew to young adulthood, he was fascinated by machines. He was employed by the Edison Illumination Company as a machinist working on steam generators. Later, he got a job running a steam thresher on farms around Detroit. Early in life, he had acquired 80 acres in upper Michigan, which he logged and eventually sold. The connection with farming and forestry reappeared again as we saw him develop Ford Farms, Ford Tractors and Ford Charcoal. On his thousands of acres at Iron Mountain in the Upper Peninsula of Michigan, he turned abundant hardwood forests into a source of material for Ford built car bodies, such as the metal over wood construction of the Model T of 1908 and the wood bodied station wagons of the 1920s through 1951.

When he was 22, he met Clara Jane Bryant whom he married in 1888. Their only child, Edsel, was born in 1893 and enjoyed a normal childhood with warm family ties. Though this was to change in later years, father and son were close during Edsel's childhood.

Ford built his first automobile, the two cylinder Quadricycle, in 1896. Ford always claimed, however, that the design of his first car was developed in 1893, which was an important date in his lawsuit to defeat of the Selden patent claim many years later. He

would fight the suit by showing that he, not Seldon, had developed a truly workable car.

Ford sold one of his early cars to Charles Ainsley for \$150 and in so doing went officially into the automobile business. In 1901 Ford first drew national attention with his participation in the races at Grosse Point. The car that he built and drove was the winner of the races that year. This victory brought him fame and a reputation as a successful designer-mechanic. He loved this sort of attention and his taste for publicity never diminished as the years went by.



Speaker Steve Batesole and his son Carl

In June 1903 the world saw the beginning of the present day Ford Motor Company. Henry Ford and Charles Sorenson, with whom he was to be associated for over 40 years, built and sold the first Ford "Model A" (not the

1928 version by the same name). This sale gave potential investors confidence in Ford's mechanical and business ability. Ford kept designing and building automobiles including the larger models B and K. It was in 1905-07 that the Model N, R and S helped Ford to realize the possibility of a light, inexpensive car, one that he called the "universal car."

THE MODEL T IS RELEASED

Steve told us that in 1908, Ford, with chief designer Joe Galamb, introduced the world to a practical, useful, inexpensive car, the Model T. Its sales grew beyond anyone's imagination, engendered a national love affair with the car and provided the market for the development of Ford's assembly line manufacturing techniques.

Starting at the Piquette Plant and expanding to the Highland Park plant, Ford became a master in the study of motion and worker productivity, which laid the groundwork for modern automobile assembly lines. Ford was able to reduce the production time on the Model T from 720 man-minutes to 93 man-minutes. Such dramatic improvements in productivity are,

arguably, Ford's greatest single contribution to the industrial age. Based on his motion studies and assembly line manufacturing procedures, Henry was able to offer his workers with seniority the "\$5 dollar day". When announced to the press, this news made Henry a folk hero. Potential workers flooded into Ford plants.

Steve was quick to point out, however, that workers still started at \$2.34 per hour and that worker turnover due to production pressure was very high. By modern standards, working conditions were awful, days were long and benefits were few. It can be said that in the early 1920s, Highland Park saw auto production efficiency which was previously unknown.

EDSEL AND HENRY

In 1914 Edsel, at age 21, became a member of the Ford Board of Directors. In 1916 he married Eleanor Clay and under the constant watch of his father, he grew within the company. Though gifted in many ways, we find that Edsel was never the strong personality needed to buck his father's powerful manipulation. Ultimately a deep and permanent rift developed between father and son.

Styling was Edsel's strength and he, together with E. T. "Bob" Gregorie, created some of the most beautiful Ford designs of the era. Of particular note was the 1936 Lincoln Zephyr, the handsome 1939-40 Ford, the stylish 1939-40 Mercury, and the most collectable of all Ford products, the Lincoln Continental.

One of the most far-reaching industrial decisions that Ford made was the creation of a single plant starting with raw materials, coal and iron ore, and ending with finished products such as the Model A. This concept began in 1915 with the purchase of the Rouge River location. For over a decade this site was planned and developed intensely. By 1928, The Rouge was a working reality, as was the all-new Model A produced there. Though not the only plant of its kind, it was for the 1920's the biggest. It was truly a milestone in the Industrial Revolution.

The Rouge Plant was not built without much struggle within the Ford Organization. Steve pointed out that in the midst of funding the new concept of the Rouge Plant, Ford threatened to quit and start a competing organization due to the lack of support by the board of directors. With what might be described as a "little blackmail," he was able to purchase all of the Ford Company's

outstanding stock shares by the end of 1919. The result was family ownership of the entire company.

ON A PERSONAL NOTE

In 1909 Henry Ford hired a stenographer, Evangeline, who, by 1912, was head of Ford's stenography department. She apparently received much attention from Henry personally. She bore a son, seven pound, twelve ounce, John, who was provided a full time nurse from the Henry Ford Hospital at the direction of Henry himself. It was suspected that Henry may have been the father of John, though no direct proof was available. Interestingly Evangeline married Ray Dahlinger more or less at the direction of Henry. The two became life long employees at Ford. Ray became the manager of Ford Farms and a tester of Ford cars. Henry's wife, Clara, was apparently able to forgive and even accept the situation as she and Evangeline could be seen in social situations without seeming disharmony. Some years later Clara sponsored and helped to develop a home for "fallen women", a project in which Evangeline was also engaged.

IN ADDITION TO AUTOMOBILES

Ford was interested in many ventures beyond the automobile business. When the railroad, which served his manufacturing empire in Dearborn, was threatened with collapse, he simply bought it and brought it back to functional status.

Ford's interest in aviation was well known. He was instrumental in developing several aircraft, including the famous Ford Trimotor, which was credited in some circles with furthering the idea of commercial airline service in the mid 1920s. At a later time Henry became a personal friend of Charles Lindbergh, whose transatlantic nonstop flight in a single engine airplane electrified the world.

Ford had an interest in newspaper publishing and purchased the "Dearborn Independent." Steve explained that at Ford's request, William Cameron was appointed editor. For four years, beginning in 1920, the "Independent" became the mouthpiece for Ford's anti-Semitic views. Based on fallacious writings entitled, "The Protocols of the Elders of Zion", Ford's ranting against Jews continued until April 1924 and abruptly stopped. Ford seemed to have had a change of heart. On July 27, he published a retraction for four years of diatribe and shut down the paper. Ford's friend

Lindbergh, who was outspokenly anti-Semitic, had resigned his commission in the army in the 1930s. When WWII was on the horizon, Lindbergh tried to regain his commission. His application was denied by the government, but he was subsequently hired by the Ford Motor Company at an executive level.



Dick Colarossi

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**Telephone
818 341-3121**

On a completely different note, one of Ford's great interests was in dancing. Steve told us that beginning in the 1920s and continuing through the 1930s, Henry turned a large room at Fairlane into a dance hall to which he invited employees and friends for old time country dancing. He insisted, however, that they first take lessons in dancing from the instructor he hired for that purpose.

THE WAR AND THE DEPARTURE OF HENRY I

By the late '30s the Ford Motor Company was in serious trouble financially. Organizationally it was operated at the whim of department managers with inconsistent guidance and poor policy structure. With Edsel's premature death in 1943 and the departure of Charles Sorenson in 1944, Steve suggested that the strong man and head of Ford's "Service Department", Harry Bennett, may have been headed into the President's chair.

Ford Motor Company became heavily involved in the war effort, particularly in the building of Jeeps and B-24 heavy bombers. Concern at the national level resulted in the release of Henry II, Edsel's son, from the Navy to succeed his 80-year-old grandfather who was still technically running the company. Thankfully by 1946, Henry II was clearly in control and his "Whiz Kids" were reorganizing the company along modern lines. It was time for old Henry to say goodbye. He died April 6, 1947 at the age of 83. His legacy will long remain as one of the true leaders

of his time and one of the most unorthodox men of the American industrial age.

Thank you, Steve for this excellent beginning on the life and times of Henry Ford. We look forward to another installment at a future date. TP

Wanted, For Sale or Trade

For Sale 1936 Coupe with 59AB Engine. Good shape. Dick Gise (818) 363-1772

Wanted 1932-1937 Ford Body (only) Vic Cohen (818) 763-2680



I Rohr s 40 pickup, one of two Cars of the Month. See page 10 for Al s story.

Editor s Grille

Tom & Wendi s V8 Schedule:

Your editor and vice president are headed for some Ford events worth noting. By the time you read this we will be in Sacramento at the Towe Auto Museum participating in the beginning of a Centennial celebration put on by Ford. This is an all day affair, including factory reps and Towe Auto Museum people whose day will include members interested in the Centennial and the cars that made Ford great. We will be giving you a report in the next issue.

June 12th through 15th will find us two wanderers in Dearborn, MI. No, we are not driving the 46, nor are we flying the Cessna. We will be flying commercial to the Ford Centennial to see where it was happening all those years ago (and still is!). Got any Be sure not to miss . items?

The Valley 's

PAST PRESIDENTS

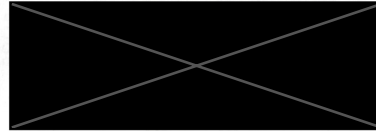
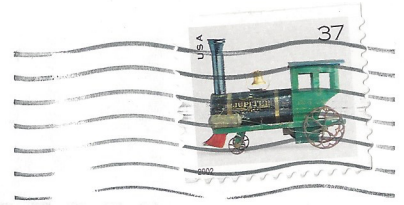
Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973 - 1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	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

The Valley s

9755 Farralone Avenue _ Chatsworth, CA 91311



Car of the Month
Al Rohrer s '40 pickup



91326+3049

