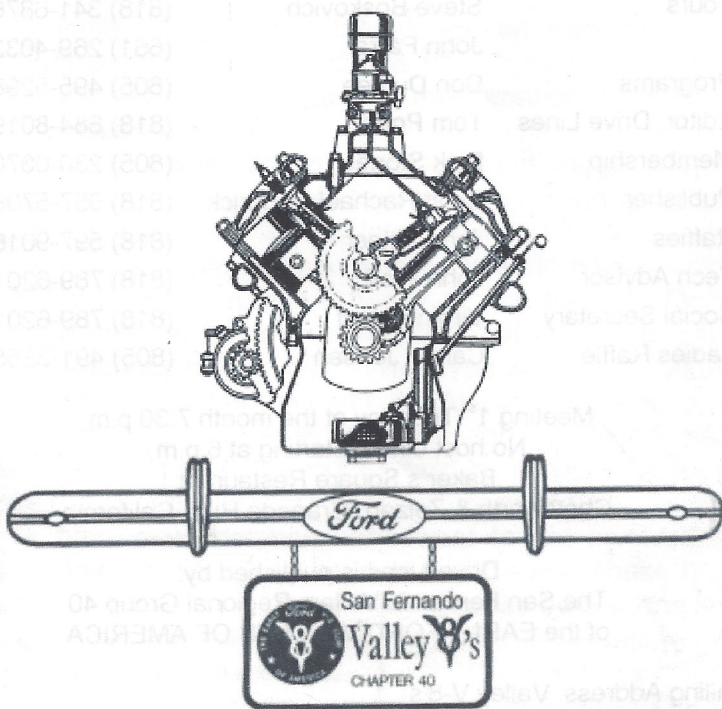




June 2003

"Our 33rd Year"



Drive Lines

The Valley V's

2003 Officers

President	Joe DiFatta	(818) 700-1939
Vice President	Wendi Potter	(818) 884-8019
Secretary	Scott/Rachael Doudrick	(818) 957-5708
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Membership	Dick Stones	(805) 230-0070
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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

Drive Lines is published 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

– June 2003 –

"CAR CARING for the enjoyment"

Somehow or another, "we" were chosen to buy, repair and preserve classic Ford cars!!! Club participation and friendship is our common bond. Some members have gone past the point of just purchasing a restored Ford, they have saved and salvaged cars from the wrecking ball. Lots of time, parts, love and money were used to bring back to life the Ford car of their dreams... what dedication.

It's finally Spring. Even though we can enjoy driving our cars 10 months a year, we should now be in "maintenance mode" which includes a check of parts and maintenance while waxing our Fords for club tours.

I hear members talking about different things they are trying... electronic ignition, beefed up coils, rear end gear ratios and newer type batteries. In our latest tour to Gilroy, I found a Ford owner that had changed his battery cables to a thick welding type. His Ford started up like it had a 12 volt battery! Do you know anyone that makes or sells them? What about the outside or inside appearance of your car? What type of wax do you use? Perhaps I'll just ask you at the meeting! At our next meeting, you will give us an insight on what you have done to your Ford. It would take only a few minutes, but it would be worth it. Of course, many drive their Fords the way Henry built them, stock!

We have new members who want to get involved and participate. Invite a couple to sit at your table and shake hands and say hello... remember, we were all new members at one time.

Check out the calendar page and the Drivelines—RSVP and attend one or all of our events.

At the June 3rd meeting, we will have Nick Alexander and his group from L.A.. Nick has one of almost every Ford Woodie, since 1932. He and his BMW dealership hosted a fantastic swapmeet and BBQ lunch in February.

Now, dating myself: Do you remember Jackie Gleason?? He would say on his TV show in the '50s (I was a mere kid!), "How sweet it is..." *Isn't that the truth!*

Joe D.

NEXT MEETING, TUESDAY, JUNE 3, 7:30 PM

Come to Baker's Square at Chatsworth and Zelzah for a good dinner with V-8 friends and a great meeting. Nick Alexander may be our speaker! Come early (6:00 PM is suggested) to be sure you get a good table. You won't want to miss this one. Don't forget to drive up in that flathead!

CALENDAR

JUNE 1st, Santa Paula Airport Tour: Leave at 9:00AM from Sepulveda Blvd and Rinaldi. Park on Sepulveda heading north along side San Fernando Mission Cemetery. Arrive at 9:45 at Santa Paula Airport, park on tarmac. Breakfast as a group at the airport restaurant. After breakfast, we will view planes and visit town. Call Joe Di Fatta (818) 700-1939

JUNE 7th, Antique Ford Car Show at Sunrise Assisted Living: 9012 Topanga Canyon Blvd, just south of Nordhoff. Food, fun and old cars. Call Wendi Potter (818) 884-8019.

JULY 12th & 13th, Solvang Tour: Meet at Denny's parking lot at Topanga Canyon and Burbank Blvd at 9:30 am. **SOLD OUT** Call Joe Di Fatta(818) 700-1939.

September 14th, Palos Verdes Concourse: Joe has asked us to announce that the 11th Annual Acura Palos Verdes Concours d'Elegance will be held at the Ocean Trails Golf Club. The grand Marshal will be **Leon Kaplan**. The announcement says that the Featured Marques include cars from the 100th Anniversary of Ford. For a schedule of events and exhibitor information call (866) 522-7746 or Joe Di Fatta at (818) 700-1939.

October 5th, 34th Annual All Ford Picnic: La Palma Park, Anaheim. 8 AM to 3 PM. \$20 admission. No pre-registration. Sponsored by the Southern Calif. Regional Group. Coffee, donuts, food available. (714) 538-3957.



Dick Colarossi

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"THE BELIEVER," Women Living a V-8 Life:

A V-8ing Woman by Mary Durkee

I would like to share some personal experiences about my early days with driving and our many Ford V-8s. Hope it doesn't surprise you too much!

I learned to drive a '36 Plymouth out in the pasture "herding" the milk cows. I was 10 years old. When I was 11, I was driving my mom from shade tree to shade tree. She had a stroke three years earlier and was an invalid. She was able to sit in our '53 Dodge and watch my father work the fields.

When I was 16 my brother went into military service leaving behind a red '51 Ford Convertible with a black top. Of course it had to be driven! You guessed it! I was able to help out. Those were the days, my friends!

Driving early was natural for children living on the farm. You were needed to help out with the crops. I drove our old F12 International Farmall tractor on the hayfork, which pulled the hay bales into the barn for stacking. My skin would be the color of my hair by the end of the day from sunburn.

In 1961 our first born, Kathy, finally joined us after 21 hours of labor. Don was in a hurry for me to have the baby. But it was only later that I found out why. He stayed with me until I was settled in my hospital room after the delivery. Then he "decided" I needed my rest and left the hospital. He and a buddy were anxious to go to Moline, IL. Why? To see a Ford Convertible! Yes, we got a daughter and a '40 Ford Convertible on the same day!

In 1966 we finally decided that we could drive new cars, so the old '40 was sold. But that didn't last long. In 1969, we had a change of heart. We happened upon a lovely '36 Ford RS Convertible which I fell in love with. That was our first '36. I told Don we would soon find his dream car. A year later, we had to go to San Jose and there was his '40 Ford Convertible. It came home with us that day.

I enjoyed my '36. We did parades, tours and trips. But then, with a growing family, the kids were reckless with their bikes and I was afraid my '36 was going to get damaged, so I sold it.

In 1979 for Mother's Day Don surprised me with another Ford V-8. You guessed it again! Another '36 Convertible. We had lots of fun in this car. We even drove it to our 25th class reunion in

Continued on page 15

Car of the Month, June, 2003

Zip Updike's 1940 Ford Deluxe Convertible Coupe

At our last meeting, a certain tan V-8 stood out in the parking lot. So, as it turned out, the committee selected it as Car of the Month. Then, in addition to the photos we took at Baker's Square, we caught up with the car again at the Thousand Oaks Swap meet a week later. The light was great, so we took some more photos.



At the Thousand Oaks Swap Meet
Isn't this what convertibles are all about?



The interior is spotless on this beauty

There is a long and interesting history to this car as it has been in the family 30 years. Zip's dad bought the car in 1972 in Philadelphia and went to work restoring it. At a local meet that year, it won a first in class. Then, in 1974, it received a Junior at the Nationals and the following year it went on to win Senior. In 1977 it was featured in *Automobile Quarterly* (Vol.12, No.3). It has been on numerous road trips and is a great driver according to the owner.

This is an incredible car. As the pictures show, it has all the factory extras including trim rings, bumper tips, fog lamps, skirts, bumper guards, radio (and a heater, trust me). It's hard to beat this beautiful restoration.

By the way, the cost when new was \$908 plus accessories according to paper work in the car. Zip showed us his extensive literature collection on '40 convertibles. It is amazing how much printed material is available on this model.



The beautiful, almost classic, front detail of the '40s shows clearly here

This car has a plus in that it has a unique tradition behind it. It has been in the same family for over 30 years - passed down from father to son. To my way of thinking, that makes this car a family member and that counts! Thanks Zip for showing us your "treasure".

Congratulations on your beautiful car and on winning "Car of the Month!" Happy V-8ing!
TP

Leon Kaplan, The Motor Man, Main Speaker, at May Meeting

Our very own Motor Man was on hand and in great form at the May 6th meeting. As we all know, club member, Leon Kaplan has his own radio show on ABC from 8 to 12 on Sunday morning. He gives a short monologue and then addresses on-air questions from listeners with humor and a very sound automotive knowledge base. Beside, Leon drives a superb '40 Tudor with a flathead still sitting in the engine room!

As a kid, he wanted to be a NASCAR race driver. He attended National Diesel College and then moved from North Carolina to California. As a young man, he got into boat and motorcycle racing and became a private pilot. Today, he owns and flies a Beech Baron, which, I can say from a pilots perspective, is in the upper classes of piston powered aircraft. We Cessna drivers get out of the way when a Beach Baron is coming up from six o'clock. They are fast!

Today, Leon owns and operates an auto repair shop. So how did he get into the broadcasting business? One day, Elmer Dills, a long time friend, asked Leon to be on his show as a guest. The first time, Leon cancelled out as he was too nervous to go on

Continued on page 15

Fort Tejon State Historic Park



A Sergeant starts a fire in a period fireplace

It turned out to be a cold and blustery day, but that didn't dampen the spirits of the drivers of seven flathead V8s and some modern car drivers on our visit to Fort Tejon. After a brief gathering at the McDonalds in Castaic for coffee, we toured up I-5 to our destination. We were met by a ranger, who invited us up to the barracks where character actors dressed in period costume and interpreters gathered. We definitely got the

feeling of life at Ft. Tejon in 1854.

Upon entering the barracks, we could see the sparseness of life at this fort. Soldier's uniforms were hung on hooks on the walls. Up to 80 men would reside in a barracks. Swords, rifles and gunpowder were carefully displayed in the middle of the room. Several ladies were working with cloth while demonstrating the woman's role in the fort in the mid 19th century. One soldier was attempting to start a very welcome fire. However it was Marsha DiFatta with the assistance of John Wolf and Wendi Potter who got the warmth going.

A Private, who in reality lived "a three hour horseback ride across the hills" from Fort Tejon, explained in detail the loading and firing of the 12 pound Mountain Howitzers supplied to the fort. A team of seven could get three rounds off in a minute with this small cannon. Numerous kinds of munitions were fired from this weapon, depending on the mission. This ammunition was shipped "around the Horn" from the east coast, taking up to six months to arrive.



John and Marsha try to improve upon the Sergeant's work to warm up



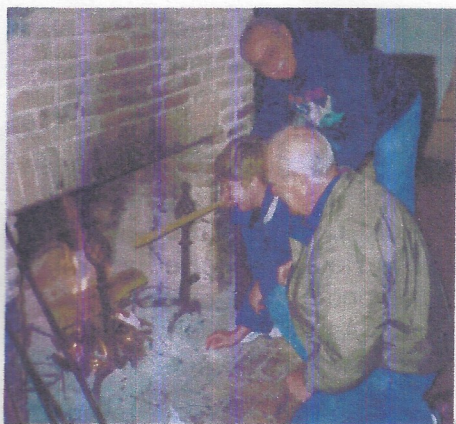
Julia Oschner and a 19th century army wife discuss clothing worn in the 1850's

Outside a blacksmith was in his shop, where a coal fire was being used to heat iron for the making of pothooks. Chuck Mair was given one of these hooks as well as a miniature sword made from a horseshoe nail. He also received a "prairie diamond" also made from a nail. Ask Chuck what a prairie diamond is. I'm sure he'd love to share. Ingvar Carlson was

Thank you Steve for organizing this wonderful experience into the past. We also drove through some of the most beautiful wildflower displays the area has seen in many years. The weather was perfect for wildflowers this year and the hillsides and valleys glowed with their brilliant color. TP



Club members heading out on the tour met at the Castaic Lake McDonald "Fort Tejon or Bust"



It was a COLD day! Joe, Wendi and John make sure that the fire keeps on warming the room

Steve Boskovich and a private discuss Fort Tejon's armaments



Roaring Camp steam engine



The Tour To Gilroy & Santa Cruz

Otherwise Known As the Wet, Wild And Strudel Gas Tour

By Gerry Blackwell



Twenty seven of us set out with a, "What the heck! So it rains!" attitude. It's the people that count. Our first stop was the Madonna Inn in San Luis Obispo for lunch where we were joined by Pat & Bill Phillips for a short visit. After a great lunch and an escorted visit to see the men's room by some of our more curious ladies, we headed for Santa Cruz. This was the first rain and not too bad. Blacky looked a little glum but as soon as the sun came out he was smiling again.

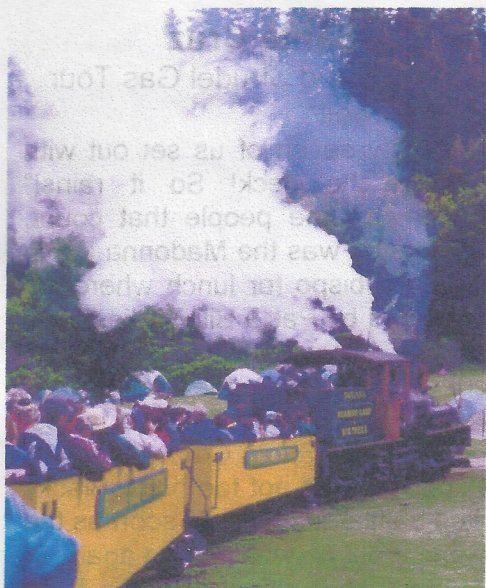
After a few diverse routes by a few of us, we got to Santa Cruz. Beautiful wild flowers and big fluffy clouds, and we headed into the mountains. One distress call came from the Gambino car. Where are we going?!? I can't see the bottom of the trees!!! It was a beautiful ride, green and lush and just a little winding. We got to Brookdale Lodge while it was still daylight, checked in and met the folks from Placerville.

Dinner was an adventure on it's own. The Brook room has it's own running stream, beautiful but a little distracting when trying to hear a conversation across the table. The temperature varies in this



Our rowdy crowd on the Roaring Camp Railroad

very large room according to where you are sitting. The food was great and just another interesting anecdote to the tour.



The train takes off into the big trees with V8ers on board

Friday morning it was pouring rain! Bite the bullet ! We're off to the gardens !!! What a beautiful place, the rain was refreshing and not much of a bother unless you were going on rides etc. It was heard from Joe DiFatta that if you didn't ride the roller coaster you'd be next year's president! All aboard! We had a wonderful day. That evening a few of us ate Indian food with our culinary guide, Ramesh, at hand. Delicious, but I did see Julie drink about 6 glasses of water. Friday night was dedicated to

Hand & Foot and a hot 7 card stud poker game.

Saturday morning we rode the train at Roaring Camp into the woods with a great conductor. There was tree hugging and birthday singing. The afternoon was spent on the boardwalk in Santa Cruz where a few of us, not willing to give up our wilder days, rode the 100 year old roller coaster. That evening quite a few of us converged on the Tyrolian Inn for dinner. After an eventful ride to the restaurant led by Jerry Littner, we dined on delicious German food and rode back to our lodge suffering from "strudel gas".



Is Joe DiFatta standing by a '57 General Motors product? Some say he secretly likes them a lot!



After a gathering Sunday morning in the Hospitality Suite to see how many movie stars you could name and who made the best poster, we headed home. It was a happy, laugh filled weekend and now it's time to start thinking about Oregon and the Poor Farm.

*Sounds like a great (riotous!) tour.
Thanks Gerry! Sign us up for the next one!
TP*

Editor's Grille

Some Suggestions in "Lookin' Around" for a Flathead V-8 Part I by Tom Potter

We V-8ers have the idea that there is going to be just the one perfect car out there that we've always wanted. We may have a good flathead and no intention of selling it. But, how about a different year, a different body style, or a certain look? Maybe you had something like your dream car 30 years ago and wish you still owned it. So you decide to start looking. Hey, no harm in just looking! It's fun and who knows, the right one may be out there just waiting for you.

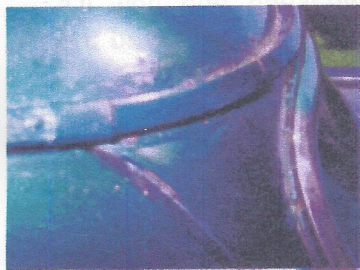
Here are some suggestions:

Go into it as an adventure. "If you're not having fun," as Dave Sanborn says, "don't do it." If you like to travel, take on the country. It's a huge place and there are thousands of flatheads out there. You'll meet a lot of friendly people along the way. If you don't like to travel, it will take longer but you still may find what you want near home.

Look in Hemmings and Old Cars Weekly. Think of photos and owner's descriptions as the beginning of the truth. Very few people actually lie, but we all tend to bend things a little.

a. "No rust" means that the skin isn't too bad. But the inner rockers and the floor braces, especially on the right side may be weak, or the trunk floor may be almost rusted through.

b. "Some rust" means outer skin will need repair in places like the lower fenders, doors and the wheel wells. The floors may be history. John Wolf's advice: "Why start with a weak one? There are good ones out there that will give you a solid start!"



Center: This good-looking '53 Victoria proves that they are still out there. We decided 'no' on this one, but it was a close decision



Insets: In distant photos the a Customline fordor looked good, but up close it showed significant problems



"Everything repaired or replaced" might mean that it looks good and runs good but the work was done 10 - 20 years ago. Not bad as long as the price is right. A car that has been mostly sitting for a long time, even covered, or garaged may not be as good as a higher mileage car that has been driven regularly. Seals and rubber dry out and crack when not in use. Anything that can leak air, water, oil or other fluids probably will.

Enjoy the people and places you go while you are looking. I love to travel, so places like Tacoma, (Puyallup), WA was beautiful country and I attended a great meeting of the Cascade V-8s while up there looking at cars. I found four, but none that hit my hot button. Boston (Rockport) MA was a history lesson along with New England hospitality. Boston traffic is a challenge, but the

people are friendly. When you get lost, everybody in the restaurant will help you find your way and share a story or two at the same time. Rockport stands out as living history paced in a different century.

Several days later, Wendi and I enjoyed a flight to San Diego in the Cessna. We met great V-8ers who brought their flatheads to the airport. We took them back to the shop to get a good look and decided "no," but it was a close decision in one case. It had been an eastern car on roads where salt is used to melt snow in the winter. We had great Mexican food and a lot of fun before the day was over!

Use your club! Your best resources are people you know and trust right here in the Valley V-8s! During the last months, we made many "call backs" to our friends here. Chances are they were looking themselves not too long ago and know where the pit falls are. Remember that V-8ing is a small world. Ask, "Who do you know in the area where an interesting car is located (like Wisconsin)?" Can someone else look at the car for you? By the way, travel with a copy of Drive Lines, The Valley V-8 Directory and the Roster of Members of the Early Ford V-8 Club of America. Drive Lines will show others what your club is doing. They are interested!

Never buy sight unseen. I lost a deal that way, but afterward, I found out that the photos were not the whole story on that car. It was cosmetically fine, but the floor braces were shot. It didn't run at all and couldn't be started even though it was a "museum car."

I considered twelve cars, five of them seriously and enjoyed it all. Then, one came along and that's another story.

The next installment will be about the purchase we made and how it all came about. Sometimes, even the little things can be time consuming (the DMV for example). Now the real fun begins, evaluating what you REALLY bought and how to get a good basic car to be a really great driver. Stay tuned! TP

PERSONALS

Congratulations go to John and Lin Kemmerer on the birth of their first grandchild, Holden Lee Kemmerer, born May 6, 8 lb 1 oz and 21 inches long.

From The Right Seat

Date: May 6, 2003

Meeting Place: Baker's Square

Meeting Leader: Joe DiFatta, President

Car Count: 14

Start Time: 7:30 p.m.

Adjournment: 9:30

Introduction of Guests: Welcome!

"Giuseppe" (Joe) and Wendy DiVirgilio, new members from Valencia

Zip Updike, '40 Ford convertible

Richard Gise introduced his wife Pat

Russ Holser and Ross Dwyer, becoming new members

Royce Abbey

Gloria Darian, Sunrise Assisted Living

President's Notes: Joe DiFatta

Our President was presented with a box of Krispy Kreme donuts by Carl Batesole, youngest club member. Thank you Tom Potter and Scott Doudrick for another great Drive Lines! We heard about Tom's car-buying trip to find a '53 Victoria or Sunliner. Gilroy tour fun was dampened by rain, but a good time was had by all who attended. Fort Tejon was also wet, but worth the effort!

Treasurer's Report: Ingvar "Swede" Carlson

Very nice bank balance, even after paying for Solvang and Drive Lines

Membership: Dick Stones

Call Dick Stones if you have not received your 2003 membership roster. We are out of badges, so we will get them for new members ASAP

Upcoming Tours:

Please see Calendar on page 2.

Announcements:

Gerry Blackwell had orthoscopic surgery and is recovering well. Dave Sanborn had a knee replacement and made it to the meeting. Sue Boskovich had surgery also, and "mostly recovered" with NOS parts installed. She should be fully recovered soon.

Car of the Month:

Congratulations to Zip Updike and his '40 Convertible. See details page 4

Program for the Evening: Program Chair Don Durkee

Leon Kaplan, "The Motor Man" from KABC who talked about North Carolina, racing, motors, fuel and oil. See article on page 5. Next meeting will be Nick Alexander and team.

Raffle Winners: Congratulations!

Name Badge: Jim Dawson

50/50: Craig LaPair

Ladies Raffle: Sheila Gambino and Helen Baker

Minutes submitted by Rachael Doudrick

The Believer, continued from page 3

Maquoketa, Iowa. In Vail, CO. the hotel opened the underground parking lot so it was under cover and safe. One night in Kansas, we pulled in to a campground for the night. When the desk clerk asked us what year car we were driving, we told her 1936 Ford. "No," she said, "What year car are you driving?" Again, we answered, "1936 Ford." All the locals sitting around in the lobby got up and came out to see it. When we stopped in some little towns to get gas, people would gather around, talk cars and see us off, waving until we were out of sight. What a wonderful and problem free trip we had!

Then came the day when we weren't using my little '36 as much as I felt we should and I had mentioned to Don we should use it more or move it down the road. One day a man appeared at my doorstep and offered me more money than the car was worth and he went home with it. That was in 1999.

I've always enjoyed my '36 Ford RS Convertibles. I still think they are the prettiest cars of the flathead years.

Thanks Mary! This is a great, true story of what V-8ing is all about. WP

Leon Kaplan, continued from page 5

live radio. At the next invitation, he accepted and found that he enjoyed it. ABC asked him if he would like his own radio show. As they say, "the rest is history."

Leon's shop, Lance's Automotive, is on Third Street, four blocks west of Fairfax. They work on all cars, but this high quality shop has a superior reputation among the movers and shakers in Hollywood, who, as you may have heard, may be seen driving high end Italian sports cars. Actually Leon's shop works on all high-end cars, but some are more special than others, as Mr. Leno and others will tell you. When they want to solve a car problem, Leon is their man about motor oil: Leon suggests that when we buy oil for our flatheads, we should consider multi-vis petroleum oil such as Quakerstate. He urges us to stay away from synthetics. He told us what we already suspected, which is that there are no major performance differences between major brands of oil or gasoline. Oil and gasoline performance specifications are tightly written by Ford, GM, Daimler-Chrysler, Honda, Nissan, Toyota and other manufacturers. An oil company would be foolish

to offer a product that wasn't up to manufacturers specs. The use of substandard products would nullify the manufacturers warranty thus leaving the oil companies open to huge lawsuits.

Leon told us, that Hudsons dominated racing in his early days, He also said that, from a North Carolina perspective, "California boys were sissies since they were just drag racin' while we were runnin' moon shine!" We'll leave that one where it is!

Mr. Kaplan has been married for 49 years to his beautiful wife "Dixie Belle." She and his three early V-8s are the best background I can imagine for an interesting, informative presentation and a great evening for the Valley V-8s.

We got that and more on May 6th. Thanks to Leon Kaplan and to Joe Di Fatta for bringing him to us. TP

June Birthdays

2 nd	Harold Johansen	9 th	John Kemmerer
3 rd	Jerry Jensen	14 th	Darryl Thomas
5 th	Ron Main	16 th	Cliff Vess
6 th	Don Stout	23 rd	Chuck Mair
7 th	Larry Caplan	23 rd	Al Rohrer
7 th	Al Spencer	24 th	Barbara Sadd
7 th	Karen Lowry	28 th	Scott Doudrick
8 th	Rose Gott		

Wanted, For Sale or Trade

For Sale Steve Batesole has Lincoln Zephyr hubcaps for sale. Also '32 locking hubcap, no key, no strap 818-787-3658

Wanted Dudley Oschner needs a '34 Cabriolet right rear fender.

Wanted Ed Warnock needs license plate lights for a '69 Fairlane

Wanted: '35 Ford pickup radiator. Any / all of the V-8 Times : 1981-82, 1991-92 ie: vol. 18-19, 28-29. Total of 24 copies. Bob Zecher, (818) 352-3311.

Wanted: '53 Ford parts: interior rear view mirror, Crestline horn ring, chrome vent wing surrounds and vent wings with latches, front door handles and buttons, headlight (door) surrounds, Fordomatic shift lever w / indicator arrow, right hand outside rear view mirror, 1953 California plates. Tom Potter (818) 884-8019.

Wanted: '39 (39-41 or 47?) Front wheel cylinder pistons and '39 commercial front and rear spring shackles (35-40), NOS or similar. Scott Doudrick 818-687-9836

The Valley 's

PAST PRESIDENTS

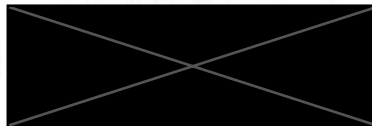
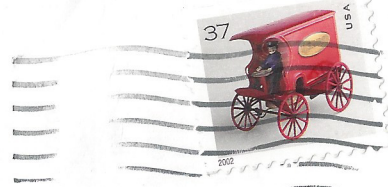
Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973 - 1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	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
Zip Updike's '40 Convertible



91326+3045