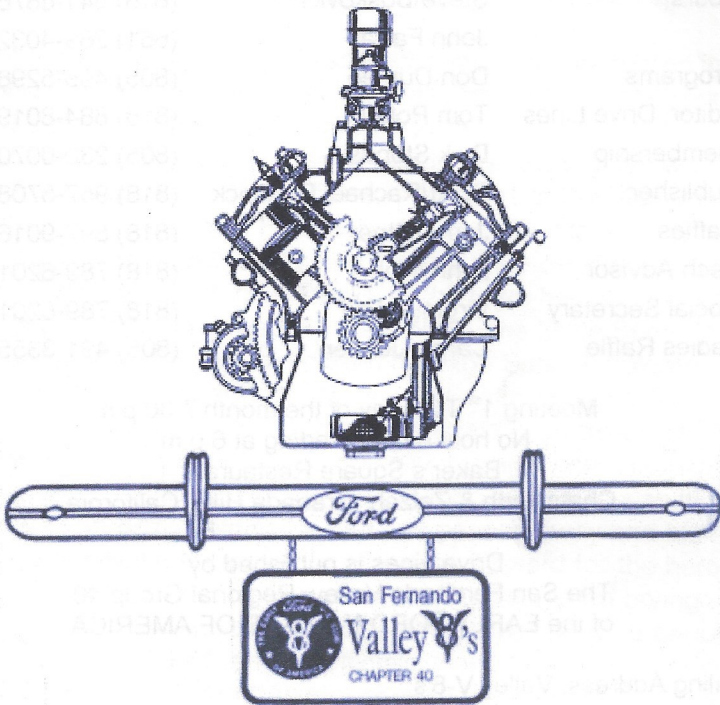




July 2003

"Our 33rd Year"



Drive Lines

The Valley s

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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

— July 2003 —

"Memorial Day Weekend..."

Marsha & I were in Erie, Pennsylvania the week of May 22 through May 28th. The week was a reunion of Marsha's dad, Paul, his three sisters, (two live in Erie), the other flew up from Atlanta with her daughter. Plus Paul's brother & his wife from Texas. It was a rekindling of their love for each other, haven't seen each other for 8 years!! Of course, good old stories came up about being on the farm, feeding and milking the cows, mending the fences, repairing this & that.

Paul got to see a couple of old classmates, (he graduated in 1939) and Edinborough High still has class reunions . . . the reunion this year will cost \$22.50, held on June 28th.

While staying at Riverside Inn in Cambridge Spring, we walked over to Town Center . . . 10 AM!! It was the start of the Memorial Day festivities . . . the local High School band playing US of A songs. Dignitaries from the City and County were on hand along with about 200 people to give thanks to the town hero's' that went off to World War II, Korea and Vietnam Wars. The State Senator was there, and gave an 80 year old citizen his High School diploma . . . he never did finish high school, because he enlisted in the Navy on December 8th, 1941!!! Now, because of certain circumstances, our government can and did issue him (finally) his high school diploma. His family were there, applauding and crying . . . and so was !!! Next the widow of an Army soldier, he had just passed away and his widow and family were given a certificate and award for the heroic deed he did in the war . . . of course more applause and crying . . . and again your president did the same. We stayed on for a couple other "Thank You's" for the town officials. Happily the day's event was ending, because I didn't think I could have mustered-up any more tears!!

I know Memorial Day was a month ago and I hope you enjoyed the weekend with family . . . let's take another moment to say thanks for our past service men and women and also for the present service personnel that are in Iraq or elsewhere. And a big thank you from me for letting me be your president in this great organization.

Hoping you are enjoying this year's programs . . . Let's give a big thanks and a hug to the "Iowa Kid" Don Durkee for getting us these speakers.

Joe D.

NEXT MEETING, TUESDAY JUNE 1

PROGRAM; Steve Batesole will present Part II of his most interesting "Life and Times of Henry Ford."

This will include a brief review of his last presentation, and the life of HF from where he left us which was just at the introduction of the '32 Ford V-8. Steve's talks make a GREAT program especially as it falls between the Ford 100 Celebration in June and the Nationals in July!

CALENDAR

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 DiFatta (818) 700 - 1939.

JULY 21st - 25th, Nationals. Early Ford V-8 Club of America holds the "Nationals" in Dearborn. Includes swap meet, concourse, banquet and author's row. Register NOW. Deadline, July 1st. Contact Charlie Gunn, 62 Basswood Dr., North Branford, CT, 06471. Email: <cgunn01@snet.net>

September 14th, Palos Verdes Concourse. 11th Annual Acura Concourse de Elegance. Grand Marshall will be Leon Kaplan. For information call: (866) 522-7746 or Joe DiFatta at (818) 700-1939.

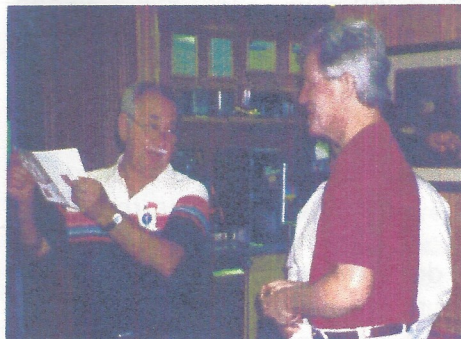
October 5th, 34th Annual All Ford Picnic. La Palma Park, Anaheim 8 am to 3 pm. \$20 admission. No pre-registration. Sponsored by the Southern California Regional Group. Coffee and donuts served. Food available. For information call: (714) 538-3957.

September 2nd Meeting ANNUAL CLUB AUCTION

This is the time that you have been waiting for - time to clean out all the Ford parts etc. that have been piling up in your shop, attic or closet. Items should be useable or fixable. If there are any known problems, please write a little note and attach it (fuel pump needs new diaphragm, Virginia hates the colors in my tie collection - decided to stop wearing ties, etc.). Of course, if it's new, that's fine too.

Here's how it works: You bring the item to the meeting on September 2nd and donate it to the club. We sell it at auction and the money goes to a worthy cause: OUR CLUB! Pretty cool huh?

Nick Alexander and the Ford Woody June Meeting Program



President Joe DiFatta welcomes Nick Alexander to the June meeting

"I sell BMWs and Minis, but I love to drive flathead Fords," says the owner of Nick Alexander Imports. One of his radio spots tells us his dealership is "In the heart of the produce district". Another that I like is, "Nick can't say no!" When you meet him, it becomes apparent that this friendly, outgoing entrepreneur has a

passion for woodies, especially Fords and Mercurys.

A Valley V-8 member, Nick has been building what is fast becoming a world famous collection including one example of every year woody that Ford and Mercury built between 1932 and 1951. This is a fascinating story. Hang on!

Nick's first collectable flathead was a 1947 Ford Sportsman convertible. He needed a Columbia rear end for the car. Bob Kennedy put him in touch with Dan Krehbiel who is "Mr. Columbia" to many of us. The next thing Nick knew, he was into the flathead V-8 crowd and we all know what that means!

The feel and look of the wood interests Nick the most. He likes his cars equipped with relatively few extras (like no white wall tires) as he feels it helps to highlight the wood. He claims he is not a mechanic. For each car in the collection his first role is to evaluate and purchase it, but only if the wood meets his standards. Then, the two lead men in his shop, Alex and Tim, and their crews begin the restoration process. Tim's last name, by the way, is Krehbiel. They are



Nick, Alex and Tim explain the treatment of doors in their restoration of wood-bodied Fords

currently looking for another mechanic who has in-depth experience with flatheads. Another of Nick's passions is driving the completed cars. He emphasizes that these cars are all driven regularly, many of them by him.

"We try to find original, unmolested wood cars, built between 1932 – and 1951, because hardwood from northern Michigan cut in those years was about as fine as you could get. For that reason, we restore rather than replace the wood. You would be surprised what we can do. We delaminate plywood panels and re-glue them with heat and pressure. We use the same kinds of glues they used when these cars were new. We use the same kinds of finishes too."

Nick has 12 employees who do all the work on his cars. "We do send out the chrome and the radios. Our people are mainly wood workers and mechanics. We have a complete upholstery shop and two full time body men" he told us.

The actual wood restoration process has as many as 18 different steps. Some include spatula work across the finish in which 0.001" of the wood is removed. Then stripper is applied. Next about 0.001"-0.003" is sanded off. The material is then bleached two or three times, then sprayed with varnish and sanded. He explains that Ford used 3 –4 coats. Today, we use more. We notice a certain feel in the bare wood and a certain look of the finished product. Nick's woodies are hand built, but Ford used a production process with over spray on the bolt heads and screws. Original white glue was a superior product, which stayed more flexible over the years. They still use it today for the same reason and it's environmentally friendly.

What about modern finishes to preserve wood? Modern Urethane looks too much like plastic. Iron Mountain, where these bodies were originally built, used the same kinds of resins they do in the shop today. "Quickwood is the only modern product we think is a real improvement.. If someone has drilled a hole for an after-market wire, for example, in an otherwise good piece, we drill out the hole and put in a dowel using Quickwood to fill and hide the repair. Then we paint in the grain and cover it with Spar Varnish as it gives the wood a warm honey color." Alex says that it is impossible to tell where the wood has been patched. Finger joints are very hard to match, but other pieces usually fit beautifully.



Nick, Alex and Tim (not pictured) are thanked for their presentation

Out of his collection of over 50 cars, Nick has 18 Dearborns. His team drove four cars to Dearborn in '98 and he is going to do it again in '03. Four out of the five cars he entered at Dana Point won Dearborns. Then he picked up six more at Pismo Beach and three at Park City last year. His highest Dearborn was a '48 Merc which won 999 out of 1000. They lost a point because it didn't have a red dot on the lighter knob. "This is an

all consuming love affair," says Nick.

From the looks of the work he does, it is hard to argue. What a wonderful meeting! Our club has enjoyed the open house at the dealership each year it has been offered and we look forward to many more! The June program is one of the highlights of a very exciting year for our club. Many thanks to Nick Alexander and his staff for an excellent presentation. Nick, we hope you can come back to share more of your best of the best with us. TP



When Cal and Nancy say, "Come see us in Montana!" they really mean it!

New Address for Old Members

Cal and Nancy Beauregard, who have been movin' to Montana for the last two years, are actually giving us their new address which, we think, means that they are actually there. We will miss them at our meetings and hope that all will keep in touch with them at

11675 Law Road – PO Box 461,
Gallatin Gateway, Montana 59730. We hope they come back to visit often and maybe one of these days, Joe and Steve will organize the biggest tour yet for the Valley V-8s, The Big Sky Trek, Montana or Bust in the V-8 You Trust. (I just made that one up, but I think I need some help....)

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

Rachael Doudrick

What does it take to turn a small town elementary school music teacher into an antique Ford enthusiast? You might be surprised!

My family? No, I wouldn't say that we were "car folks" in any sense of the word. Dad always bought Chrysler products and the occasional Toyota, but they weren't the "sexy" cars or the top end vehicles, either. Cars were strictly for transportation, not style.

Environment? No, again. There was far too much road salt on the streets of Ironwood, MI, wa-a-a-ay up north, for us to see many restored cars, or even rods, driving around. The gear heads in my high school mostly drove souped-up pickups with really wide wheels.

Interest? Well, not exactly. I do admit an acquired taste for antiques in general, since I was formerly an employee in an Antique store. However, my tastes tend towards Depression Era glassware and English porcelain, not chrome grilles and running boards.

Love? Ah, yes. I have the fortune to be married to the ultimate hobbyist. Scott raises orchids, collects coins and space memorabilia, bird watches, makes furniture...the list goes on and on! So, when he said to me that he would like to restore an old pickup and possibly convert it into an electric vehicle, I sighed inwardly and lovingly said, "That sounds interesting."

Friendship? Now, we have it! Even for love of my husband, I doubt that I could have mustered enough enthusiasm to become a "believer" in his restoration project. However, becoming a member of the club and meeting all of the wonderful people who have so generously shared their knowledge and love of old Fords has really made the difference! (Of course, seeing all the beautiful old cars owned by club members didn't hurt!)

I'm looking forward to the day when we will arrive at the V-8's meeting, driving our beautifully restored '39 Ford pickup!

Santa Paula Airport Tour



26 people in 12 flathead V-8s showed up at the Santa Paula Airport for the "First Sunday of the Month Open Hangar" event. Over 50 cars of all makes including 9 Thunderbirds, new and old, were present. Some of the best included our V-8s, and

a 1950 Ford Woody, an Austin Princess Limo from the '60's of the sort used by Queen Elizabeth and an original Model "A" coupe. Also shown was a very rare DeSoto convertible.

We had a pleasant sun-to-fog drive to the Santa Paula Airport and gathered at Logsdon's Restaurant for an excellent breakfast (from a custom menu!). After some brief announcements, we started our self-guided tour of the open hangar "museums".



One hangar included a filmed presentation of the history of the Santa Clara River disaster. In 1928, the San Francisquito Dam failed, flooding the entire valley, killing over 400 people and demolishing the valley farmlands and buildings.

Since numerous small private airstrips belonging to local ranchers were wiped out, the landowners came together to build a new larger facility which is now the Santa Paula Airport. The original 1930 row hangars have been preserved and many newer units have been built, but the airport retains its 1930's atmosphere.



This private, tax paying airport is unique in many ways. Its history includes accounts of the visits and the flying exploits of such great pilots as Charles Lindbergh, Chuck Yeager,



Roscoe Turner and Pancho Barnes. Many rare aircraft are on display. Noteworthy models include the Gypsy Moth, and radial engine examples of Ryan, Waco and Howard planes from

the '30s and '40s. Almost all are in superb flying condition. Modern planes on display include the aerobatic Pitts Special and the composite Longeasy designed by famed aircraft engineer, Burt Routan.

A fascinating antique radio and phonograph collection includes radios from the early twenties, and later vacuum tube models were also on display. Some were shown in



beautifully appointed wooden consoles. One honored the Dionne quintuplets and the other 1936 version of Snow White and the Seven Dwarves. We also saw examples of short wave radios, which became popular in the '30s and were in wide use by "hams" beginning in World War II. A highlight of this hangar was a 1936 Wurlitzer jukebox beautifully encased in polished walnut. There were so many other attractions, that it is hard to describe them all.



After this extensive trip into yesteryear, we were free to explore many options. These included the Union "76" Museum in Santa Paula, a fish hatchery near Fillmore, and some great deals on delicious fruit at stands along Hwy. 126. The weather was cooperative with early

morning fog, burning off to midday temperatures in the 80s for our return drive.

Special thanks to Joe DiFatta and Steve Boskovich for organizing this great trip. Like flathead V-8s, old planes, old radios, old airports and history hold our attention BIG TIME. TP

Tech Notes

Powder coating was developed in the 1950's. Few colors were offered, and the process only gained in popularity in the '80s when colors and ease of use improved. The process is environmentally friendly as there is no release of volatile organic compounds (VOCs).

The coating material begins as organic resins and pigments in solid form. This solid is ground into fine dust. In your hand, the material feels like colored baby powder. After parts are sand blasted or cleaned thoroughly, the powder is sprayed on using an electrostatically charged tip on the spray gun. The part being sprayed is grounded. Since opposites attract, the charged powder clings to the item sprayed. While maintaining the negative charge, it then goes into the oven at over 400 degrees. The thicker the material, the longer the time. At 400 degrees, the powder melts, flows and fuses over the surface of the object without drips, runs or sags. The results are a highly durable and attractive finish.

Today, powder coating is widely used for industrial products and in agriculture, marine and automotive applications where durability and beauty are desired. A professional job will not chip, fade, rust or compromise the base material as will many liquid applications. To do it right, such automotive items as wheels and high wear metal such as certain painted body parts can be powder coated to great advantage.

This article was borrowed and edited from the June issue of the Redwood Review, the newsletter of Regional Group 27, in Santa Rosa (Sonoma County), CA. Their June program was none other than a presentation by famous Ford biographer, Loren Sorenson who lives in the nearby Napa County town of St. Helena. If we hadn't had such a wonderful program ourselves in June (Nick Alexander) I would be jealous. TP



Dick Colarossi

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Sunrise Visit, June 14



Folks love our cars! Steve Batesole's '36 pickup with the hood open



Darryl Thomas' '39. The lines on this car are classic! Tom's '53 convertible is in the background

There were some great cars at the Sunrise Assisted Living "Tour". Among the Valley V-8 Fords were Don Dupree's '41 Merc, Steve Batesole's '36 pickup, Art Bans '39 Deluxe Fordor, Steve Boskovich's '51 convertible, Tom and Wendi

Potters '46 Fordor and '53 convertible, Jerry Litner's '40 Tudor and Darryl Thomas' '39 coupe. Also Joe showed up in a '50 Plymouth Special

Suburban complete with a picnic set up on the tailgate (it's OK this time, Joe because of the picnic). Then there were two Cobras, two Model

"A"s (beautifully restored) and two "T buckets." Some fun-to-look-at cars included a '56 Crestline, a '50 F-2 stake bed (bright red!), an unusual '47 Studebaker. A few General Motors cars also showed up. Thanks to all who came out. The older folks (residents) seemed most appreciative of a trip down memory lane. When yesterday seems pretty fuzzy, often, what happened fifty years ago, is clear as a bell. So "what dad drove" or "what I got married in," is like a big screen movie in full color and the memories are very intense. Thanks to all the Valley V-8 members who made this a special day (and had some fun doing it).



Tom and Art check out Art's '39

Gilmore House Tour

The Gilmore House tour was a day of fun. Though traffic snarls have a way of frustrating any driver, the forty people who showed didn't let the typical L.A. scene get to them.

Upon arriving the group split into shopping and house tours. Hank Hilty, President of the Gilmore Foundation shared tales about the estate. Originally Mr. Gilmore was looking for water and went digging. He hit oil instead, and rumor has it he was still frustrated he didn't find water on the land. Up until fifteen years ago a Gilmore self serve gas station stood nearby, and in 1948 it was featured in



"The 3 Presidents"

Joe DiFatta – Valley V8s

Hank Hilty – Gilmore V8s

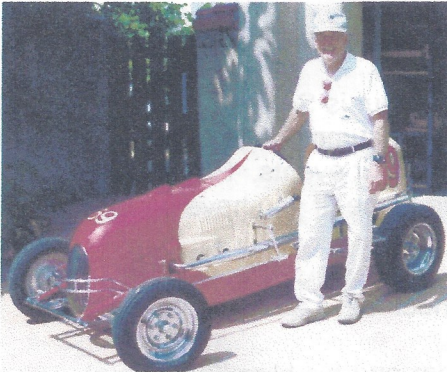
Tony Gambino – Ventura V8s

And Dominic

the November 28 issue of Life Magazine.

Another fun feature for the day was a "Gerry specialty," this time a poster contest. All who participated had a delightful time with laughs and inventiveness.

Thank you Gerry for your creativity and energy in providing all of us with fun and exciting tours.



Dick Stones and the "Gilmore Midget"

DO YOU NEED TO CANCEL?

PLEASE REMEMBER THAT IF YOU CAN'T MAKE IT TO A TOUR FOR WHICH YOU SIGNED UP, IT IS IMPORTANT TO CALL THE TOUR COORDINATOR TO CANCEL. THERE WILL BE NO CHARGE AND NO ONE WILL GLARE AT YOU, BUT OUR TOUR PLANNERS WILL APPRECIATE THE CALL.

From The Right Seat

Date: June 3, 2003

Meeting Place: Baker's Square

Meeting Leader: Joe DiFatta, Prez **Carl's Car Count:** 19 (wow!)

Start Time: 7:30

Adjournment Time: 9:30

Introduction of Guests: Welcome!

Doni Wiggins, Richard Anzek, Allen Porter (became a new member tonight!), Nick Alexander (our presenter), Tim Krehbiel, Alex DeUlloa, Tom Deardorf

President's Notes: Joe DiFatta

Steve B. received an "emergency delivery" from Krispy Kreme! We received a letter from the Santa Maria regional club about exchanging newsletters. Our club is surely "livelier" than theirs! Scott Doudrick told us where to look for launch information on the MER project, launching June 8. Happy Birthday to Jerry Jensen!

Treasurer's Report: Ingvar Carlson

No report at this meeting.

Membership: Dick Stones

Cal and Nancy Beauregard have sold their house in California! We will be sorry to see them go!

Welcome to new members, Zip Updike and Al Porter.

Tours: Steve Boskovich

Santa Paula tour was great! Next tour is Solvang, but it is all sold out! Watch for news on the end of summer BBQ. We have had some trouble with no-shows at our tour events. Please let the tour leaders know if you are unable to come. If you have a tour in mind to suggest, please call Steve.

Announcements:

Don Dupree fell and broke his knee. Let's all send good wishes!

Car of the Month:

Congratulations to Nick Alexander and his blue '39 Coupe! He has something besides Woodies!

Program for the Evening:

Nick Alexander and his team told us about their great collection of Woodies and their process for restoration.

Raffle Winners:

Ladies: Lynn Kemmerer, Doni Wiggins

Name Badge: Tony Gambino

50/50 Drawing: Connie Wiggins

Minutes submitted by Rachael Doudrick

MER (Model)"A" LAUNCH IS VERY SUCCESSFUL. IT'S ON THE WAY AND IT IS A LONG WAY.

By Scott Doudrick, Mars Exploration Rover System Engineer



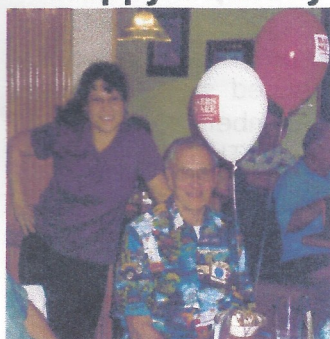
What a ride! As I write this, I cannot believe that it was only a week ago that we Launched MER A.

We had a wonderful launch of MER A on June 10th. After 2 weather scrubs it went off without a hitch. We acquired [communication with] the spacecraft five minutes earlier than the earliest predict. There have been no major anomalies on the spacecraft and only a couple of oddities. Many people that have been doing this for a long time have said that this is the best launch they have ever seen.

That sets a high standard for the MER B! We are doing the rehearsal with Boeing for pre-countdown on June 18 at 5am. The countdown rehearsal is at 2 am June 19 and the real pre-countdown is scheduled for 5 am on Sunday (6.22). The first launch opportunity will be the night of June 28. It will be a night launch just after midnight at the cape. Should be pretty spectacular!!!

Thanks Scott for keeping us up to date. We are all with you and hoping that "B" goes well. And I thought "As" were Fords from 1902, 1928-'31 and "Bs" were four cylinder models from 1932 on. That shows you how much of a rocket scientist I am. All the best to you and your team. We'll be watching! TP

Happy Birthday to our Members Born in July!



2 nd Art Bans	19 th Beverly Dupree
2 nd Sheri Updike	21 st Patricia Gise
3 rd Mary Durkee	22 nd Ed Hardin
3 rd Tom Welch	22 nd Leon Kaplan
9 th Chuck Shubb	23 rd Steve Boskovich
10 th Lory Coulombe	29 th Harriett Rose
14 th Pete Dresser	

Jerry Jensen gets a low-cal dessert on his birthday from the Valley V-8s and Bakers Square at our June meeting

Now that we have looked around, for a flathead V-8....Part II

Editor's Grille, by Tom Potter

We left you last month with "I considered twelve cars, five of them seriously and enjoyed it all. Then, one came along and that's another story." Well, here's the next part of that story.

It was a great day for flying and Ingvar told us that an interesting car might be available out in Apple Valley. We called the owner, and made an appointment to see the car, a 'Seafoam Green' '53 convertible. We agreed to meet at the Apple Valley Airport and the adventure began. Wendi & I took off from Van Nuys (VNY) about 10:00 AM and were touching down by 10:30. We had flown through clear smooth air with spring flowers carpeting the desert all the way.

At first, I was not impressed with the car. The chrome and stainless were dented and pitted. The steering wheel was in serious need of refinishing and "straight" was 90 degrees off. The interior chrome was so thin that the copper underplate showed through in places. Right after the Korean War, chrome was badly done. The body panels had obviously been quickly repaired from numerous small accidents and the production paint job was in poor shape. I was told up front that neither the power top nor the power steering worked. Just those two items alone were worth \$2000. The engine was hard to start and something was wrong with the rear suspension that I couldn't quite figure out. The rear was sitting too high.

At this point, the car was near the bottom of the list of the '53s I had seen. I kept digging. Good news started to appear. The frame and rockers were straight and rust free. That was a first! The other '53s I had seen were cosmetically much better than this car, but the inner rockers and in one case the floor supports were in need of complete replacement. Serious work. When we did get the engine started, it sounded strong. After muscling the car out of the parking lot (remember, non-power-power steering?) the car was very responsive. The Fordomatic worked well and the top and top braces were in good shape. Out on the freeway, that 3.31 rear end helped this car to cruise smoothly and quietly at 70. It tracked well and the steering problem went away at speed allowing a delightful sense of what

these "modern" flatheads can do. When it came to stopping, the brakes were just right, not grabby but not too hard either. I pulled a front wheel later to find grease only in the bearing and a clean wheel cylinder with no leaks or "mess" on the backing plate.

Another part of the attractive side was that the car came with very complete records. All paper work and many photos from past years as well as a trunk full of spare parts were included. It turned out that I was talking to the second owner of a fifty year old Ford! The first owner had the car for 40 years and kept it in his garage in Santa Monica. It had gone 167,000 documented miles! This is starting to look interesting. What it lacked in detail and in cosmetic appeal, seemed to be balanced by a solid underlying condition. As you can tell, I was getting serious.

I wanted to think and base a decision on some objectivity. What I hate most is buyer's jitters. Wendi and I said, "Thank you." to the owner, got a ride back to the airport and flew back to VNY. Now the air at 6500' was hot and choppy, but our conversation was about a certain flathead.

On the phone that night, I started getting some serious advise from club members. Where do I go for top wiring and power steering rams and valves? I haven't owned a convertible in over 40 years personally, but the memory of that open '50 Merc that I loved back when I was in college was still a strong pull. John Wolf's advise kept coming back to me. "If it's not solid, keep looking." This one was solid in the right places. You can always work with cosmetics.

Wendi and I talked and talked. This was to be her car, if she wanted it. Fordomatic and power steering were nice she thought. The radio and heater would be great too, if I could only get them to work. Did she like the body style? The interior leatherette was a definite plus. Was she comfortable in the driver's seat? All the top and window rubber was shot. With the windows up, it whistled like a teakettle at freeway speeds. I talked with Jerry Jensen about weather stripping. I could fix that one. Don and Mary Durkee gave us a ride in their '53 convertible. Wow! It's a winner. Wendi and I are thinking we might just go for a Seafoam Green one. Though nowhere near as tight as his black beauty, it had potential.

Wendi gave me a definite "maybe" if I could get the price down. The next free weekend, Art Bans and I drove to Apple

Valley to look it over again. I have been impressed with the work he did on his '39 and wanted his opinion. After a two-hour drive including a coffee stop, we were in Apple Valley. At one point, we spent an hour getting it started, but when it ran, it ran well. Art pointed out strengths and weaknesses and in the end said he felt the car was solid. The owner and I negotiated. We got the price to where I was comfortable. We signed the papers and the car was mine.

The drive back across the Mojave was a delight. Art followed behind me just in case of trouble. It was afternoon and with all the windows down, the smells of the sage were swirling around inside the car along with a good collection of bugs. This car was a cruiser! We left the engine running at the gas station when we filled up to increase the chances of getting home before dark. There was no hint of overheating even at a steady 70 mph out of Palmdale on Highway 14 into the San Fernando Valley. I was happy. There were no jitters at all, just a solid car at a fair price. Oh, and a lot of work ahead. Did I mention that part?

Next time, this column will discuss what I found as I dug deeper into my new treasure. TP

Dearborn and the "Ford 100" Briefly....

June 12 was rainy and mild, but the activities were going in tents and other covered areas. The Model "T"s were everywhere and running well. The early Ford V-8s were there in large numbers including Cal Beauregard's beautiful '39 convertible sedan on which Jerry Case had worked so hard. Over all, there were about 10,000 of us and there was much to see.

We met "just call me Bill" Ford driving an F-150 pickup. He's the CEO whose ready smile and unassuming manner would never suggest that his family name was the "Ford" on the World Headquarters. Check Wendi's notes. She got his autograph by just standing beside his truck in the rain.

We went on to the tent that had the Wright Flyer which will be airborne at Kitty Hawk next fall. We heard Bill Ford open the Celebration in the Ford Racing tent with a line-up of Ford family members behind him. We saw the original racers that Henry built and drove in the 1901 "sweepstakes" which got him the financing he needed to start his first auto manufacturing company. This in

turn, lead to the 1903 launching of the Ford Motor Company which we were celebrating.

In the sunny and warm summer days that followed, we visited the yet-to-be-completed Rouge River Truck Plant, which will producing the new F-150 next year and The Henry Ford (which means, Greenfield Village, the Ford Museum, and associated venues). It was during this time that we saw the 2005 Ford GT. These were "test mules" only being unloaded from a large covered truck. At \$150,000 a copy, these beauties, will go into production in mid 2004 and go out of production in the fall of 2006. Get your order in soon! They are supposed to beat Ferrari at Le Mans next year. If they do, it will put Ford racing back on the map where it was in 1965 - 69. Stay tuned!

We also saw the Edsel and Eleanor Ford home (Don't miss it!), the Henry Ford home (if you don't have anything else to do) and the Fairlane shopping mall which is like any other big mall. Marshall-Field's is like Robinson-May, eastern style. We wish we had seen the Piquette plant where the first auto assembly line was built and Model "T" production was housed until 1910. We heard, too late, that it was a gem.

The Airport Courtyard by Marriott was well worth the \$70 / night for a deluxe room (sofa, desk, etc.) with a view, full breakfast and king size bed included. Hertz rented us a new Mustang (4 miles on the odometer) for \$110 for the four days. Southwest Airlines flew us there for \$212 round trip.

This hardly does justice to a wonderful trip. The idea here is to give those who are going in July, perhaps for the first time, a sense of what is available and at least one way to do it all economically. For the August issue, we would like to cover the Dearborn trips of club members in more depth. Particularly, what did you see and do that was fun for you and your family? What Flathead V-8 experiences would you help us write up for our Believer's column? What did you tow or drive? What should we suggest members skip or visit "for sure?" TP

Dearborn Notes. We would like to run a column, **DEARBORN EXPERIENCES**, so please give us a note about your experiences at the big celebrations. Even a photo or two would be appreciated. Gals, grab your pens. This would be a great time to write on a Ford event from the woman's perspective. Some of these could be given to us at the July 1st meeting, others

could be turned in at the August 4th gathering. In any case, let us know at the July meeting that you have been / are going to Dearborn and stay in touch before, during, after. We want to know about your experiences. What was great? What was not? Weather? Cool cars? Neat people? Things I learned about Ford that I didn't know...etc. THANKS! TP& WP

PREROGATIVE

A NEW IDEA FOR A FALL TOUR!

A WOMAN'S ~~PREROGATIVE~~ TO CHANGE HER MIND!!!

Blacky and I recently spent a few days in Old Sacramento. It has been a while since we were there. I had forgotten how charming and interesting the Waterfront District is. With everything in close proximity it is easy to shop, eat, explore, ride in a carriage, listen to good live music. There are over 125 shops, restaurants and museums. Also our own Towe Museum. One thing I was not aware of was "The Delta King". The Delta King, built in 1928, is a recently renovated riverboat. It is permanently docked on the waterfront and is now a 44-room hotel with amenities. I've called and talked with their group sales manager and have been able to reserve 20 - 25 rooms for NOV. 6, 7, 8, 9 (3 nights). All rooms have queen size beds, private bath, T.V., balcony and complimentary breakfast. The normal rate is \$169, they are giving us a group rate of \$139 per night. I know it's a little pricey but well worth it. We also plan to visit the Gladding, McBean & Co. factory in nearby Lincoln. This is a famous brick and pottery manufacturer since 1875. Also the Antique Plaza in Fair Oaks, 75,000 square feet under one roof!

This tour cancels out the previously planned tour in Sept. to Oregon and the Poor Farm. There was not enough interest in traveling that far so it was time to re-group. The Poor Farm, Veley's Place etc. are places not to be missed so if in the future you're nearby, drop in.

I guess this re-instates the Fall Tour ! One can never predict a woman !

If you're interested in the Fall Tour please call "The Delta King" at 1-800-825-5464 and mention the Ford V8 Club rate. If anyone wants to stay nearby at a less pricey place, there is a Motel 6 approximately 1 1/2 miles away and you will be able to join us on the Delta King.

The hotel is working with the city in hopes that we can display our cars on the boardwalk.

This will be a lot of fun, we hope you can join us. Please call ASAP since they will not hold the rooms very long. You can always cancel if your plans change. Happy Touring. Info: Blacky & Gerry Blackwell, 661-268-0040.

BLACKY & GERRY, it is a man's right to change his mind too! This sound like a fun trip and we look forward to more details at our next meeting and in the August DL. Thanks! TP

CAR OF THE MONTH



'39's are among the best looking early Fords as in Nick's Deluxe Coupe

Nick Alexander drove a great looking '39 coupe to the Valley V-8 meeting on June 3rd, which won Car of the Month. It had black wall tires and just enough patina to make it a true "car from Nick." Most of our cars, mine included, have wide whites and as much polish as we can put on them. That makes them look great, but

perhaps a little more than what they actually were in the days when they were drivers. Except for the top of the line cars kept by a few in absolutely perfect condition, our "drivers" from the '30s and '40s were clean and ran well, but blackwalls were the rule and the extras just cost too much for most of us. As I may have mentioned, my dad didn't think we needed a heater. His point of view was, "If you're cold, wear a coat!" OK, that's a bit extreme. In Sonoma County, that meant coats all winter long and well into the Spring in some years. But then, he was from Wisconsin!

There was a reality to those days that we see in Nick's coupe, one that reflects the times. Those of us who drove flathead Fords, did so because they were darn good cars, fun to drive, not fancy and a little faster than most.

Nick does not have a lot of background on his coupe except that it is a fairly original car and has been well cared for over the years though he has put a "bit" into the restoration himself, as he has with all of his cars.

Thanks, Nick, for bringing a fine example of an Early Ford V-8 to our meeting. Again, thanks for the fascinating presentation on the restoration of wood bodied cars and Ford Woodies. Your collection is as good as it gets and we appreciate it! TP

Wanted, For Sale or Trade

WANTED: 2 sedans, '37 - '41 for a movie about Howard Hughes. Running condition. Chuck Shubb. (818) 882-2927.

FOR SALE: '37 Ford Touring. Right hand drive. Originally from Guatamala. Restored in '82. New hydraulic brakes, radiator, new wide whites, new top. Blue. Al Porter. (818) 367-2890

WANTED: Radiator for '35 Ford Pickup. Any condition. Bob Zecher. (818) 352-3311

WANTED: '67-'68 Ford Mustang deluxe hood (w / turn indicators). Ron Batesole. (818) 249-1960.

WANTED: Car Storage for 1 or 2 cars, Al Spencer (818) 761-1734

WANTED: '52 - '53 Ford or Merc Station Wagon. Al Spencer. (818) 761-1734

WANTED: Good steel fenders, front and rear '36 Ford Pickup. Randy Watson. (805) 492-6202

WANTED: Exterior chrome & stainless, horn ring, interior mirror w/ bracket, '53 Ford. '53 CA plates. Tom Potter. (818) 884-8019

NEW MEMBERS

Updike, Harold "Zip" & Sheri '40 Convertible

30620 Rigger Rd.

Agoura Hills, CA 91301

Day / Eve 818-355-4182

E-mail: ZIPHIMSELF@aol.com

Joined 2003; Classic Rod Shop

Porter, Allen

14840 El Casco

Sylmar, CA 91342

Day / Eve. 818-367-2890

Joined 2003

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
Nick Alexander's impeccable '39
Deluxe Coupe

Caplan, Larry & Ann
19041 Clymer St.
Northridge, CA
91326



THE UNIVERSITY OF CHICAGO