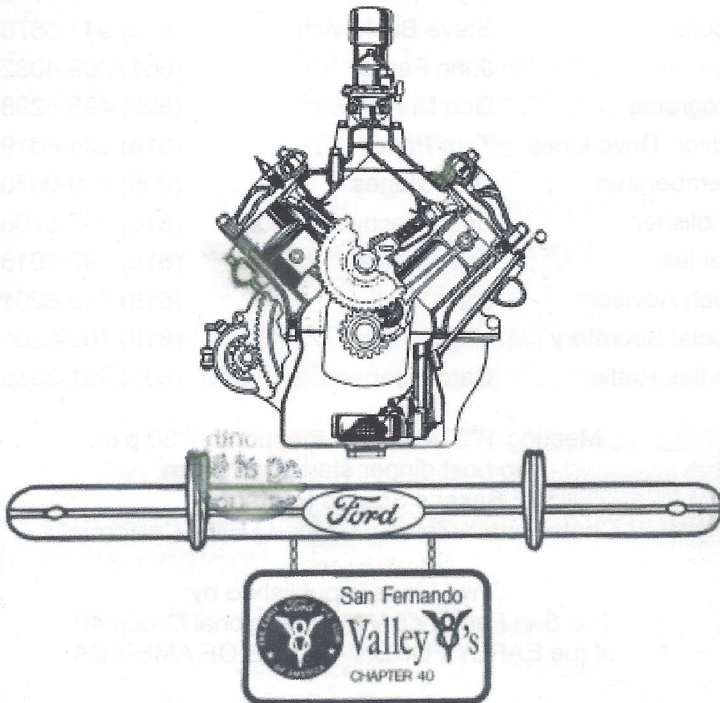




August 2003

"Our 33rd Year"



Drive Lines

The Valley '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
Publisher	Scott/Rachael Doudrick	(818) 957-5708
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

— August 2003 —

“Preparation — Assembling — Dedication”

I should stop now and be ahead of this column... Preparation, assembling and dedication, about says it all...

“PREPARATION” for our monthly meeting doesn't just happen!! Look inside the front cover of our Drivelines, Tours, Secretary, Treasurer, Programs, Editor, Publisher, Membership, Raffles, Tech-Advisors, Social Secretary, Ladies Gifts and Vice President... your 2003 Officers working.

“ASSEMBLING” of you, “the membership” and the best part all of the ladies attending our meetings!! It just wants to have your heart burst with excitement to “hear, see and tell” about what it is like to be in the Valley V8 Ford Club!!

“DEDICATION” Years of membership for some members. Do you see and enjoy the changes?? New members all around the meeting room with a feeling of belonging!!

I don't dare mention names... you all are part of “Region 40” – the Valley V8 Club. I've had speakers and guests come up to me and can't believe the Club participation from our members.

Give a “challenge” to the list printed on the inside front cover... or better yet... take your turn and get involved...

Joe D.

NEXT MEETING August 5, 2003, 7:30 PM, Baker's Square

Corner of Zelzah and Chatsworth in Granada Hills. Come at 6 pm and have dinner with V-8 friends. Bring the family. Spend a few bucks on those raffle tickets, you may win something big (or little). Better yet, win big at the 50/50. This could be good for you and is a great boost for your club. See you there. Don't forget to wear your Valley V-8 name badge!

CALENDAR

August 3rd, Concert in the Park. Picnic and member's gathering. This does not involve early Fords but is fun for the whole family. The event is held at Warner Center Park, at Califa and Owensmouth just east of Topanga Canyon Blvd. The music is Country - Western style featuring the Riders of the San Joaquin Valley. This is a free event with lots of booths and other attractions. Bring picnic baskets (with food) and chairs. Meet about 4 pm at the park about 200 ft. out and to the west of the stage to sit with our V-8 friends. Concert is 5:30 - 7:30. Call Joe DiFatta for further details at (818) 700-1939.

August 5th, Club Meeting, 7:30 pm. This is a "do-not-miss" program presented by Ed Warnock. Ed is the past Valley V-8s President (1975) and National Ford President (1981- 82). He will show us a movie on the "Good Old Days" on the history of our V-8 club. Bring your popcorn and see Ford people in action.

August 16th, August Tour. Villa Park in Anaheim. Meet on Saturday, at Woodley Park (south of Victory on Woodley) at 10:30, leave at 11:00. This is at the home of Larry Johnson with over 6000 items the majority of which are related to early Fords. Drive your V-8. Parking is available. The event starts at 1 PM. The catered food starts at 3 PM at no cost to us. Hot tub and pool are available, which might be especially welcome for the kids in the crowd. For information call Art Bans at (818) 885-8496.

September 2nd, ANNUAL CLUB AUCTION & MEETING, 7:30 pm. PROGRAM: This is the time you have been waiting for. Clean out all the Ford parts and anything else you would like to get rid of that has been piling up in your shop or attic and closet since you cleaned it out over ten years ago. The items

should be useable / rebuildable and if there are any known problems with the item (I look ugly in this rear view mirror, bud vase leaks water etc.) attach a little note. Do not sign the note. Of course, if the item is new, say so. If there is a reason why you are getting rid of it and would like to share it, it may get a few laughs (This old diaphragm won't advance anybody's distributor). Otherwise, no notes are required. Here's the way it works: You bring the item to the meeting on Sept.2 and donate it to the club. We sell it at auction and the money goes to a worthy cause: THE VALLEY V-8s. Pretty cool huh?

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.

September 27th, Annual Backyard BBQ 4 – 8 PM at Joe and Marsha DiFatta's. See the announcement in the next issue.

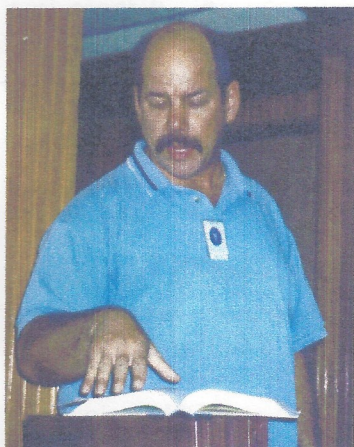
October 5th, OCTOBER TOUR. Fort Tejon. Meet on Sunday, Oct. 5, 2003 at McDonald's near the Lake Hughes off ramp on the 5 Fwy. Meet at 9:00. Depart 9:30 am. Steve promises no rain and also no Spring flowers. Sorry 'bout that! This will include reenactment of life on the Military encampment at this frontier outpost. For information call Steve Boskovich (818) 341-6876.

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.

October 7th, Club Meeting. PROGRAM: "Americana" featuring an American flag from 1818. Come listen and see articles including different flags from American history as shared by Steve Boskovich. We have heard that this is a great presentation for those of us who enjoy celebrating our country's history.

December 7th, HOLIDAY PARTY. Sunday, December 7 at 6 pm at Encino Glen Banquet Center. Reserve this date for one of our favorite activities of the year. Watch for more in the coming Drive Lines.

July 1 Program: Steve Batesole on The Life of Henry Ford Pt.II



Steve Batesole giving us
"Chapter and Verse" on the life
of Henry Ford at our July 1st
meeting

Steve's excellent account of the early life of Henry Ford, and Ford Motor Co. began at the March meeting. At our July 1st gathering, we learned that Ford Motor was one of the first factories in Detroit to employ a significant number of blacks. "Equal work for equal pay" was Ford's slogan. Thousands of blacks were hired "at equal pay" and were given promotions of importance. Records from as early as 1914 confirm this. William Perry, for example, was a black hired at Highland Park, who became a supervisor on the Model T assembly line. By 1925 over 10,000 blacks were employed at the Rouge.

Remember that at the time, especially in the south, if hired by larger organizations at all, blacks were given positions at lower pay and in the most menial of jobs

Ford was a leader in the medical treatment field for industrial workers. Though accused of assembly line medical treatment, the Ford Hospital was one of the most modern and best equipped in Detroit and remains so today.

Steve tells us that wage / job analysis came to Ford as early as 1910. John Lee and his staff at Ford analyzed and classified 7,882 jobs with associated descriptions and pay levels. His analysis helped Ford to manage and standardize pay for workers. For its day, these procedures created a high degree of internal stability and fairness among workers in highly mechanized newly emerging heavy industries such as auto production.

Within a few years William Knudsen founded the Sociology Department for Ford. The tasks of this department included the encouragement of worker health and family life, and some say, "private life supervision", of its workers. The use of alcohol and non-natural foods was discouraged.

In another "human betterment effort," Ford hired the handicapped in larger numbers than other industries in its day. Ford even established a separated building for the employment of TB

"THE BELIEVER", Women Living a V8 Life:

COMMUNITY PROPERTY by Nancy Batesole

A latent mysterious transition--that's what it was. It was something akin to that bewildered wonder when you look down at your odometer and mutter to yourself "How did this machine ever rack up so many miles?" The perception was now firmly affixed in my mind. What was once my husband's truck had now become our truck. I now regarded that Washington Blue hunk of metal as community property.

Before my conversion I had tuned out the endless genealogy of this fine Ford vehicle, as my husband would retell it to eager listeners. After all, my area of interest was deeply rooted in the family tree of the 20th Century British monarchs. I now found myself an eager student of Fordiana.

Who can say what the catalyst was that set this cosmic mind shift in motion? I have given thoughtful consideration to a number of theories, but the most likely candidate is that I have become a more regular attendee to the V-8 Club meetings. What was once a solo male activity became a family affair. In talking with people the phrase "our truck" made itself easily at home in the conversation. Why, even the club badge leaves no doubt as to the mutual ownership of the vehicle. There under my name are the words '36 Pickup. That makes it official.

The camaraderie I have felt at the V-8 Club has been wonderful, for at the club I have met wonderful co-owners of vintage vehicles. Women who are skillful nurses to those men afflicted with car fever. Some women, dare I say, have even succumbed to the disease. Being part of the club has given the whole family a forum in which to enjoy and take pride in our truck.



Dick Colarossi

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Madison Stone's Observations on the July Solvang V-8 Tour

"Rrring. Rrring."

Grandpa calls and invites me to go to Solvang with him and Diane for an old car trip. Of course I said "Yes!"

"Time to get up Madi."

"But Grandpa it's four in the morning!" I'm just kidding. It was really seven.

We were just about to embark on our journey to Solvang out of Thousand Oaks when the Coppa's called us over to tell us they are having car trouble and can't seem to start the car. Grandpa Richard said "Old Ford cars don't stop to rest", so we left without them. The Potter's were nice enough to stay behind and wait for the Auto Club to give them a tow to their house so they could get another car and drive up and meet us in Solvang.



Dick and Diane Stones with granddaughter Madison Stones, the author of "My First Tour"

We all met up at Nojoqui Park for a huge BBQ done by our wonderful chef, Steve Boskovich. Boy, oh boy! Were those grilled hot-dogs good! Thank you Steve. Oh, and this is were the Coppa's caught up to us.

We took a nice hike up to the falls for a good photo opportunity, but there was hardly any water coming down from the waterfall. There was, however, a nice little pond below the falls. Joe decides that he will do his famous cannonball into the pond. While Joe is prepping for his big jump, all the little kids stare at him in amazement. There is some good news and bad news about Joe's big splash. The bad news is that Joe's splash was not as big as he wanted it to be. The good news is that Joe now knows that he is so thin that he could eat all the Danish pastries he would like.

Soon after the BBQ we arrived in the town of Solvang. Immediately the girls went out to shop and the boys lingered around and talked about cars. Saturday night we saw a great play called, "Crazy for You". Were the cast of the play funny or what?

July Car of the Month

Don Stout had a three step program in mind when he built his incredible '40 Deluxe coupe over a two year period. Step I, restoring the car to original condition. Step II, modifying it the way it was done in the "old days." Step III, modernizing the car to improve safety, reliability and comfort. OK, so it is definitely not stock, but there is a lot of stock in the car, most importantly, a flathead V-8 and a completely stock body.



So, what are Don's three steps and how did it play out in the creation of his '40? First there was a body-off restoration. The frame even came apart in this case and was rebuilt to include a modified suspension with reverse eye front springs and an added coil over shocks in the rear while keeping Henry's transverse springs on both ends of the car.

The engine is a flathead Merc with 9.1:1 Offy heads and a pair of 2 barrel Stromberg 94 carbs. The tranny got Zephyr gears and a Volvo (?) electric overdrive. This is a stretch! We could ask what's wrong with a Columbia by Ford? Two pusher fans and a big radiator were added. Finally, the body was meticulously hammered to original shape and tight tolerances. The trunk floor was replaced. Then, the body was mounted on a mock frame to align the panels and seams perfectly. The whole car was painted gloss black, then block sanded to smooth out the last flaws. Finally, it was sprayed stock maroon but with the addition of copper and blue pearl. Wow!

See **Car of the Month** on page 19

Now That We Found It, Part III

Acquiring a Flathead V-8

As I looked into some of the most obvious problems, I developed a plan for dealing with the "gem" I had just bought, my "new" '53 Ford convertible. You may remember from last month's article, when Art and I went to pick up the car, it wouldn't start. It turned out that when the key went from "ON" to "START" that action killed power to the coil. Now, this would make it hard to start wouldn't it? We finally found that getting the engine turning with the starter and then quickly pushing the key to "ON" would work half the time. The solution, of course, was a replacement ignition switch.

The top wouldn't work. This one was a matter of chasing the problem. Being logical, Jerry Case and I started through the all-electric system (no hydraulics here). The motor would almost burn up every time it tried to run. The cables to the jack screws would get so hot you could not touch them. They aren't supposed to carry electricity, but they were! It seems the motor was trying to ground itself through the cables and in the process, generating very little power. Overhaul time! The brushes were shorting out and were practically burned up. The answer was a \$\$\$ trip to the very professional Mouchian Auto Electric at Hart and Reseda Blvd. Outstanding service and excellent turn around time! We are coming to find that "on time at the price quoted" is not at all the rule, but this shop was excellent. Then, there were new relays (one for up, one for down) a replacement, switch and all new wiring. We found out that someone thought that 110 volt lamp cord (I would guess from K-Mart) was compatible with a six volt system. Besides, it looked like the white rubber lamp cord that it was. It was hanging out of the trash can when they threw the lamp away!

At John Wolf's suggestion, I stripped the jack screws with carb cleaner and lubricated them with Silicone lube. It seems that the original white grease tends to harden and over time loads the motor, especially pulling the top out of the well. We've only started on the more obvious problems. The power steering is still not working. We're going for pump rebuild #3. It turns out that the manual calls for automatic transmission fluid (ATF) in the power steering, the kind that says FORD on the can. It's not recommended that you use "power steering fluid" which is best for Chrysler and GM products but tends to swell the gaskets on Fords. Go figure!

See New '53 on page 17

Solvang Tour

The sparkling weather bode well for the drive up the coast to Solvang. On Saturday, July 12th twelve cars from the Ventura and the Valley V8s headed out. There were going to be 13, which is an unlucky number, so Frank and Lucy Coppa's left water pump volunteered their car to stay home. Frank's car headed east on a flatbed toward home while the rest of us continued west up the coast for a stop in Santa Barbara for coffee. There was some fog, but the hot day that was promised for the San Fernando Valley did not materialize in Santa Barbara County.



Frank Coppa's '48 gets a little help from AAA

We arrived at Nojoqui Falls by noon to start the preparations for our BBQ. While chef Steve Boskovich got the fire going, many of us took the short hike up to the falls. Unlike last year's trip when too much water (rain) was falling, this year's picnic was warm and sunny.

After enjoying hot dogs, chips and all the fixin's, topped off by delicious cookies, we headed past the Alisal Ranch into Solvang to the Royal Copenhagen Hotel for check in. The afternoon was spent in relaxation, shopping and dinner at our choice of the many restaurants in town.



Chef Steve at it again at Nojoqui Falls and doing a great job (he really doesn't need any Presidential help here!)

At 7:45 we gathered in the hotel parking lot where President Joe handed out our tickets and we set off walking to the Festival Theatre a short distance away. Our play, "Crazy for You" is a George and Ira Gershwin production adapted from the 1930's Broadway musical and dance extravaganza, "Girl Crazy". The full moon shown through a buttermilk sky casting a beautiful glow over the open air theater. We watched talented performers sing and dance for close to three hours to the delight of an

Editor's Grille

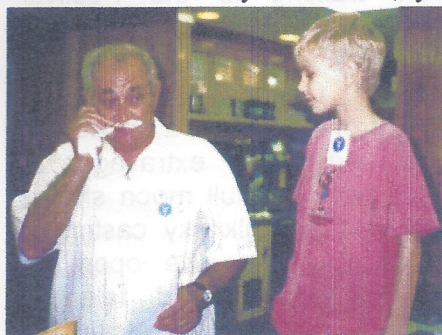
This is the space in which the editor reserves the right to print what is on his mind. This month's subject is of particular importance to us all: **The Youth of America!** There are few subjects that are worthy of more thought and attention than the young boys and girls that comprise the raw materials of the future generation of Americans. Their character and life not only affects us as we grow older, but builds the basis of the very course our country is to follow in the remainder of the 21st Century.



Brad Batesole, Lancaster Airport

Specifically, these two young men (see photos) are cousins, whose families are very active Valley V-8s members. The sons of Ron and Ann Marie Batesole and Steve and Nancy Batesole are excellent examples of what the future generations is made of.

First, there is nothing like a solid family for helping kids become well motivated and tuned in. These parents do it in spades and they can feel very proud of their hard work. Second there are many ways in which other caring adults can contribute to the growth of a young person. Examples? It is no secret that President Joe goes out of his way to include 9 year old Carl Batesole in the activities of the Valley V-8 meetings. In this photo, Carl addresses the July meeting of our club by keeping Joe in line with a few quips that gave our soft spoken, reclusive, president some food for thought. Keep it up Joe. You are doing more than your may realize. By modeling how we can all work with young friends and family members, you encourage us to do more by

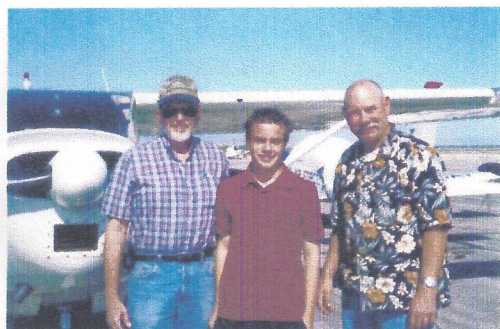


Joe with Carl Batesole

giving this young man a chance to become involved. Also, at the July meeting did you notice that Don Durkee brought no less than four of his grandchildren? They had to leave a little early as they were ALL off to Dearborn for the Grand Nationals of the Early Ford V-8 Club of America and many other destinations in the

Midwest. What a trip! (How many kids?)

Your editor took 14 year old Brad Batesole, with Dad, Ron, on an "instructional flight" in his plane recently. Shown here at Fox Field in Lancaster, Tom, Brad and Ron together with Wendi (behind the camera) are getting ready to pre-flight our Cessna 182. Brad is active in the Air Force ROTC and has a career goal of becoming a pilot. It turned out that Brad, when at the controls, can hold altitude like and pro and keep a descent rate at exactly 500 fpm all the way down to the runway at Van Nuys. That is not easy for this seasoned pilot and I'm way past 14! Brad credits his skill at flying to experience with model airplanes, which, I'm sure is



Tom, Brad and Ron prepare to pre-flight
checkout the Cessna 182

true. But, this young man has what it takes to become one of the best pilots out there. Flying is a thing that you feel and he's got that feel! I can hear Brad's voice over the cabin speakers now. "This is the Captain speaking. Welcome aboard American Airlines Flight 136 to London's Heathrow Airport..."

There are many chances to take young family members on vacations and grandparents can be at the head of this list. A good example is past Valley V-8s President Steve Boskovitch, who just returned from a vacation with grandchildren, Michael, age 12, Anna, age 10 and Kristin, age 6. They covered nine western states and included Mt. Rushmore, Dinosaur and Yellowstone National Parks and many other destinations. It was almost 5000 miles in between. If this great trip isn't teaching American history and geography, what is? Steve reports that this trip was one of the best he has ever had and that the kids loved it. Way to go Steve!

Let's keep it up V8ers! These kids deserve the best. My guess is that it will come back to us far more than we realize. TP

A letter from Nick Alexander...



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Dear Tom,

THANKS FOR THE COPY OF DRIVE LINES.
THAT'S A GREAT PUBLICATION.

I ENJOYED THE STORY OF YOUR PURCHASE
OF THE 53 CONVERT.

THAT'S A GOOD SHOT OF MY 39 ON THE
COVER.

WE DO BEAUTIFUL TOP AND UPHOLSTERY
WORK. PLEASE KEEP US IN MIND FOR THE 53.

SINCERELY

P.S. TIM, ALEX AND I HAD A GREAT TIME AT
YOUR MEETING!



Thanks Nick. We appreciate the work you do with flathead V8s. This adds significantly to the work we all do with our V8s. You and your team are true masters of the craft. TP

From The Right Seat

Date: July 1, 2003

Meeting Place: Baker's Square

Meeting Leader: Joe DiFatta, Prez

CARL'S Car Count: 14

Start Time: 7:30

Adjournment Time: 9:15

Introduction of Guests: Welcome!

All of our guests usually become members, so there are no visitors tonight!

President's Notes: Joe DiFatta

Tom Potter received a surprise package from Krispy Kreme! We all enjoyed the contents (Thanks Wendi!) Everybody not going to Solvang, check out the Tarzana car show. August 3 Concert in the Park at Warner Park try to come at 4:30, bring your picnic and blanket, we'll meet there!

Treasurer's Report: Ingvar Carlson

Doing very well! Christmas party down payment is prepaid, so we are sitting pretty.

Membership: Dick Stones

The telephone number for new member Zip Urdike was misprinted. Please correct it to (818) 335-4182.

Tours:

Gerry Blackwell told us about the plans to visit Old Sacramento and stay on the Delta King in November. Art Bans told us about the opportunity to visit "The Larry Johnson Museum" in Villa Park on August 16. This is a display of items related to Fords and many other nostalgic items. Catered dinner. Bring swimming gear if you would like to use the hot tub or swim.

Car of the Month:

Congratulations to Don Stout and his "purple" '40 Ford. (Just kidding, it's a lovely burgundy!)

Program for the Evening:

Carl Batesole introduced his dad, Steve, to give us Henry Ford, Part II, "The Other People." Check out the book, Ford: the Men and the Machines.

Raffle Winners:

Ladies: Judy Schubb and Deanna Freeman

Name Badge: Joe DiFatta

50/50 Drawing: Ernie Kay

-Minutes submitted by Rachael Doudrick

Ford History continued from page 4

patients who would otherwise have lost their jobs or exposed other workers to tuberculosis if required to work in regular production facilities. These efforts, however crude, were sincere attempts to improve the lives of Ford workers, and therefore, their productivity. However, there was a dark side to this phase of social action at Ford which reflects the contradictory nature of Henry himself.

Harry Bennett, so legend has it, was in a street brawl, which Henry Ford happened to witness. Perhaps the police were convinced that releasing Bennett to Ford's personal custody would avoid further trouble. In any case it is fact that Harry went to work at Ford in the Service Department which was responsible for plant security among other duties. It has been suggested that Bennett assembled a group of thugs who did whatever Henry Ford wanted done by legal means or otherwise.

By 1920, Bennett was in charge of the Service Department and soon thereafter, Harry was Ford's personal "fixer" in addition to solving problems for the company. It seemed that he was able to deliver almost anything Henry wanted. Some speculate that Bennett was the "tough son" that Henry never found in his artistic, genteel son, Edsel.

In 1937 one of the most famous Harry Bennett actions included the, "Battle of the Overpass", in which the newspaper and newsreel cameras rolled as union organizers at the entrance to the Rouge River plant were beaten by Bennett and his group of thugs. The resulting negative publicity was humiliating to Ford. By 1941, Henry Ford, who said he would never sign with the unions, had done so. Whether this was a failure of Bennett's or a success of Clara Ford's ultimatum, will never be fully known. We do know, however, that Clara threatened to leave Henry unless he signed with the unions. Clara's wisdom prevailed and Ford became a union shop.

Steve reported that in addition to building cars and trucks, the Ford Motor Company was a central part of the war effort in this country beginning in the early '40s. Outstanding among Ford's efforts was the production of over 80,000 B24 bombers. By the end of 1943, one bomber per hour was coming out of the huge Willow Run facility which was purpose built by Ford. Beyond this, Ford factories produced jeeps in quantity second only to Willys and amphibious vehicles and weapons too numerous to mention.

Sadly, Edsel Ford, who had been President of the Ford Motor Co. for 25 years, died at the age of 49 of stomach cancer and / or ungulate fever in 1943. Following the death of Ford's only son, eighty year old Henry Ford again took over the Presidency of the Company. During these tumultuous years the steady hand of Clara again helped prevent disaster at Ford as she stopped Henry from appointing Harry Bennett to the company Presidency. It was Henry Ford II who, after he was brought back from service in the U.S. Navy, fired Harry Bennett and himself took over the lead of the Company bringing Ford back to management efficiency and profitability that had been lacking for years.

Among the sources Steve sighted for his extensive research were Robert Lacy's, "Ford, The Men and the Machine" and Charles Sorensen's, "My 40 Years With Ford"

In response to questions following his presentation, Steve explained that in 1902, a young secretary at Ford, who later became Evangeline Dahlinger, bore a son, John. It was commonly believed that this boy was fathered by Henry Ford, a position upheld by John Dahlinger himself in his book, "The Secret Life of Henry Ford". In any case, Clara Ford after a time befriended Evangeline and seemed to forgive whatever transgressions had occurred.

There is so much fascinating detail in Steve's presentation that all cannot be reported here. Members are urged to read the many books and articles on Henry Ford and the Ford Motor Company particularly the items listed in this article. Thanks again Steve, for all the information and the many hours of research that you have put into our program. TP

OOOOPS

We did it again! This time, we listed Zip Updike's phone number incorrectly. It should be **(818) 335-4185**. The nice lady who answers the number we listed in last months Drive Lines seems to be getting a little impatient.

Did you notice that the **July** meeting was actually held on **July 1 not on June 1** as we announced? Amazing how these kinds of things get by the best educated proof readers out there. Come to think of it, maybe college degrees are the problem, not the solution!

Solvang continued from page 9



Satisfied V8 picnickers under the oaks
after Steve's delicious BBQ

almost full house. This was a highlight in everyone's opinion. The music was great, the dancing and acrobatics were first rate and the plot was predictably mild. In the end, the guy gets the girl and that bad guy just fades into the background. But you walk out singing familiar lyrics. Isn't that what it's all about?

A short walk back to the Copenhagen was followed by a brief club meeting, midnight snacks and a "good night" for all except the dedicated card players who stayed up until??

Sunday morning found many of us out walking the town early. Some discovered that we were not the only car club in town. Many Model A's from Glendale and a club called "Wings and Wheels" had gathered at a near-by hotel. Outstanding among their cars was a 1913 Pope Hartford, ironically owned by Mr. Bud Pope, who explained that he was no relation to the man whose name the car bears. Some of their members drive to a location with their vintage cars, while others fly. Then the car drivers go to the airport and pick up those who came by plane and the fun begins.

For V8ers, a light breakfast of orange juice, coffee and the delectable Danish pastries, which were baked just hours before in Solvang, was served in the hotel banquet room. There was some last minute shopping in a town designed for such activity. We trickled reluctantly out of the hotel parking lot. Oh, V-8 troubles? Not many! Kip Coulombe had to replace a generator mounting bolt and a lead wire, bringing his electrical system back on line. Frank and Lucy Coppa were able to join us at Nojoqui Falls in their modern car with their water pump repair job waiting in



Unusual 1913 Pope-Hartford driven by Bud
Pope (no relation)

their garage for next week. We believe Frank is considering replacing both pumps at the same time. Flat head V-8s are famous for this one. They seem to send the leak-makers into the right pump as soon as the engine is down off the jack after the left pump replacement.

We especially want to thank President Joe and "Tour Director" Steve for the wonderful jobs they did organizing this seamless trip. Thanks also to Dave Sanborn and Christine Varney for the prizes that covered the piano on Sunday morning. We look forward to a return to Solvang next year. There is so much to see and do in this location. Watch the Drive Lines for details in about six months. TP

New '53 continued from page 8

Is there light at the end of the tunnel? Yes! The car is still a delight to drive. The strategy is to clean, repair, replace and upgrade each item as we come to it. My estimate, to which Wendi is resigned, is that it will take me about a year to get all the mechanicals in top shape, then another year to do the cosmetic, body and paint work. Then, I will have a good #2 car at a most reasonable investment in parts. The time doesn't count, that is just havin' fun and this hobby certainly offers that in spades.

Just as a goal setter, Lloyd Paschal let me drive his incredible '53 coupe while we were up at Solvang. I thought my convertible was a good road car, but his black beauty just doesn't feel the miles at all. It is smooth, quiet and incredibly comfortable all the way up to 70 and beyond. Of course, I don't know that for sure since the 101 from Buelton to Santa Maria has been known to have a CHP presence. But there were some hints, in our drive, that this car was ready and able. Did I say anything about the front end float that I have heard starts to set in when the needle gets way over to the big numbers?

Good luck with your project V-8. I'll keep you posted on mine from time to time. TP

Wanted, For Sale or Trade

Wanted. A '36 Ford humpback sedan. Ernie Kay (818) 889-5111

Wanted. '53 horn ring (good), fender chrome / stainless, window frame chrome for Crestline convertible. Sales and repair literature and ads on '53 Fords. Also looking for a set of good '53 plates (they are actually '51 plates with a '53 tab). Tom Potter. (818) 884-8019.

Madison's Tour continued from Page 6

Joe lies to me when he said "Madison you will have to sit in the nosebleed section of the theater." But thanks to me we got seats that were almost in the front row! It was about eleven at night when the play ended. We all went to the complimentary room for refreshments after the play. That was a fun play. I enjoyed it a lot. In the future I hope to see a lot more like that.

The sun came up too soon on Sunday. We had a lovely breakfast. I even got all out chocolate. Then, we headed out. On our way to Buellton we stopped at an Emu and Ostrich farm. That was fun because we got to see a lot of eggs. Those eggs were so big! Compared to a regular chicken egg it looked like big foot!

We made a pit-stop in Santa Barbara at the Pier on our way home. Turns out a lady saw our Valley-V8s plaque on the back of the car. The lady said, "Oh Don Durkee is in that club. Turns out everywhere you go someone is bound to know Mr. Durkee.

Over all I thought the trip was wonderful. I hope many more opportunities come like that for me in the future. When I get older, and get my first car, it will be a '57 Chevy. Then, I will have my turn to wake Grandpa up at eleven in the morning and take him on my tour. Will that be a big change from the garage, or what?

by Madison Stones, age 12

Madison, Dick and Diane Stones' granddaughter, is obviously, into cars and shopping. We need to talk to her about the true value of Fords versus the low priced GM car, but I would say she's got the car bug and that's what's important. Thanks for your article, Madison. "Kids are great in a Ford V-8!" Let's do all we can to bring our kids and grandkids along when the activity suits them. This one was fun for us all! TP

Editors Comment on The July Message from President Joe

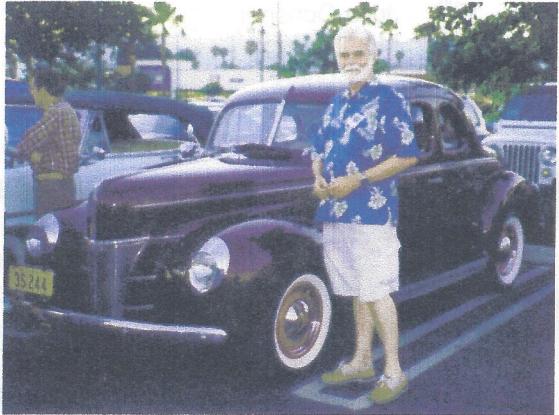
I just want to say a special thanks to President Joe for the heart-warming message in last month's Drive Lines. Our Prez caught the spirit of the occasion in his description of the Memorial Day celebration at Cambridge Spring, PA. Joe's words are inspiring and so is his leadership of our club. Thanks go to you, Joe, from all of us. TP

Car of the Month continued from page 7

The original seats and springs were covered with original broadcloth and mohair and the window frames were wood grained by Bob Kennedy. The windows were replaced with Ford Script glass and the wiring was replaced with original style cloth covered wire.

Though Don has been into many cars over the years, he has truly created this '40 Deluxe coupe as a dream car, one that we would be proud to own.

We know the standard is, "The way the factory built them." Though this car is not stock, it uses all of the major components, such as the body, the engine and drive train as Ford designed them. There is, shall we say, a lot of creativity thrown in. The car is a superb example of



Perfection in its class!

this type of car. The personality of the car makes a definite statement about Don. The concepts he uses are well executed. There is not an ounce of "Well, whatever!" here. This masterpiece was the cover car on the March, 1999 American Rodder. I'm sure this makes the owner's work all the more rewarding. Thanks for sharing, Don. TP

Al Rohrer is doing well

We have heard that Al is on the mend as he has been seen out and about without his oxygen tank for several hours at a time. Good going Al, keep up the recovery. Hope to see you at a meeting soon. Best wishes, The Valley V8s

August Birthdays

Is it just my imagination or is the Valley V-8 membership growing? Look at the number of August birthdays! TP

3 rd	Carole Jensen	14 th	Chuck Luetterodt
4 th	Lloyd Paschal	19 th	Gene Wilson
4 th	Kim Mac Millin	21 st	Jim Kenehan
4 th	Christine Varney	21 st	Kip Coulombe
5 th	Tom Sawyer	22 nd	Karen Lehman
5 th	Grant Lippert	23 rd	Vicki Keene
7 th	Diane Stones	25 th	Corinne Nitz
12 th	Julia Ochsner	26 th	Judy Vess
12 th	Mike Ewing	27 th	Randy Watson
12 th	Vic Cohen	29 th	Georgia Munroe
13 th	Steve Batesole	29 th	Terry Colberg
13 th	Barry Bernholtz		



Both Rovers are on Their Way!

The second rover launched after many launch vehicle delays and a couple of white-knuckle moments. Our first attempt was thwarted by bad weather and a fishing boat down-range. The count got as low as T-10 and T-8 minutes in two tries. More than a week later, though, we topped those times. With 10 seconds and counting we heard the dreaded words HOLD-HOLD-HOLD: the launch vehicle's liquid oxygen fill and drain valve had failed to close! An hour later we were on our way and now both spacecraft are doing great. – Scott Doudrick

A Loving Journey has Ended

The club sends its heart felt condolences to John and Virginia Wolf on the passing of Alma Wolf, John Wolf's mother. Born in Cincinnati, Ohio in 1905, she moved to Hollywood in 1925 and lived there with her family until 1936 when the Wolfs moved to an acre of land in Sherman Oaks where she lived the rest of her 97 years. On the acre of land, she was able to tend many fruit trees which were her joy since she loved to make jams and preserves for her family and then bake pies and other pastries from scratch.

Virginia tells us that Alma never drove a car or wrote a check and that she was a true, German home-maker of the old school. Her greatest joy was her family. She truly lead a life to celebrate.

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
Don Stout's '40 Deluxe Coupe

