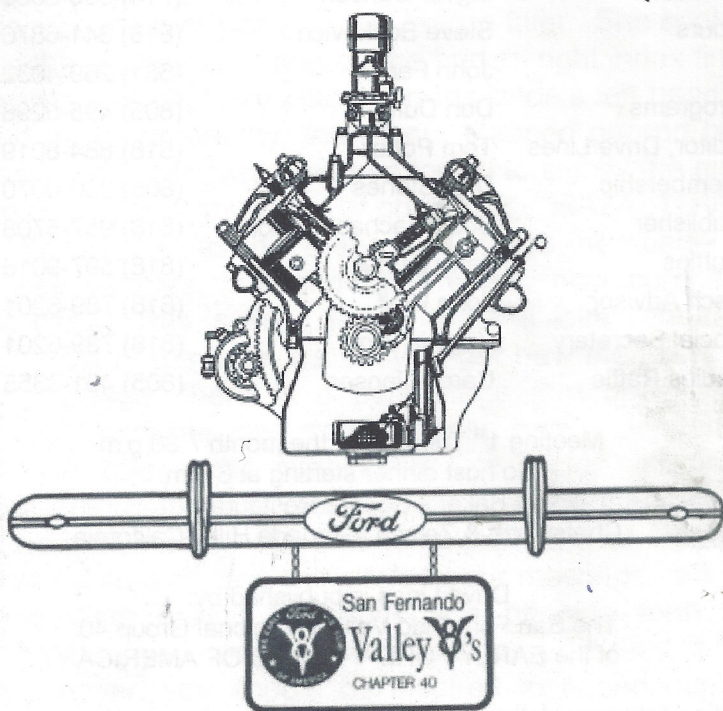




September 2003

"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
Treasurer	Ingvar Carlson	(714) 608-5965
Tours	Steve Boskovich	(818) 341-6876
	John Farrar	(661) 269-4032
Programs	Don Durkee	(805) 495-5298
Editor, Drive Lines	Tom Potter	(818) 884-8019
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

— **September 2003** —

"Religion and Ford Club Members"

Recently Marsha and I attended a wedding at the Ritz-Carlton in Pasadena. It was a second marriage for both the bride and the groom. About 36 people were in attendance. A lady Cantor performed the wedding ceremony. It was very uplifting and inspiring. She proceeded by singing certain parts of the ceremony and explaining certain customs in the Jewish faith. She spoke of placing the engagement ring on the bride's right index finger. Afterwards, the ring was placed on the bride's left hand. At the end of the ceremony, the groom stepped on and broke the traditional glass (wrapped in a towel) to signify the end of bad times and to many years of good luck, "MAZALTOV!"

So, what does this mean to our club members? To me, I see couples, husbands and wives, now purchasing classic cars. This is truly getting to be a joint venture for many. Most of the time, it's easy to get new members, but like a marriage, there is a percentage that doesn't last! Why? In marriage, love, togetherness and understanding play a vital role in the relationship. In a club, it's getting involved. It's up to us "senior members," to be mentors who assist new members. It's extending the hand of friendship and making sure no one sits alone at our meetings. It's also new members asking questions and bringing forth their ideas. When you receive the Drivelines and read it from cover to cover, you should be inspired to attend our club functions. We want you there!

Maybe we should use a shiny new hubcap to step on and break, then give a great "MAZALTOV!" OR "SALUTE!" or just a big "FORD WELCOME!" to our new and long time members!

-President Joe

NEXT MEETING September 2, 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. Get a few raffle tickets. We're building up to a great Christmas Party! Even win big on the 50/50. Some lucky guy got away with \$78 at the last meeting on this one! Wear your badge with pride. There are lots of curious people around the restaurant who want to know who all those people are who are having so much fun!

Calendar

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 13th, Foothill Festival of Cars. See page 11 for info

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 on page 14.

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 reenactments of life on the Military encampment at this frontier outpost. For information call Steve Boskovich (818) 341-6876.

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.

October 12, Road Kings at Santa Anita. Info at 818-842-KING. Car show 10:30-4:00. Enter at Gate 6. Admission \$5, parking \$4. Steve Boskovich is planning on attending.

November 6-9, FALL TOUR. Old Sacramento. Fall tour Blackwell style. Explore and experience Old Sacramento including the fabulous Towe Museum. Contact Gerry Blackwell, (661) 268-0040

December 7th, HOLIDAY PARTY. Sunday 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.

Steve Wins Big at Big Bear Fun Run Car Show

On August 9, our very own Steve Boskovich and his '51 were there. Actually they weren't just at Big Bear for a fun weekend. They won "Best Convertible In Show" and the show included 535 cars, which means the competition was pretty stiff. We knew that his Hawaiian Bronze Metallic was good. Now we know it's among the best out there. Congratulations Steve. It's worth it when you work so hard on your car and it pays off. You and your car are a model for us all.



Dick Colarossi

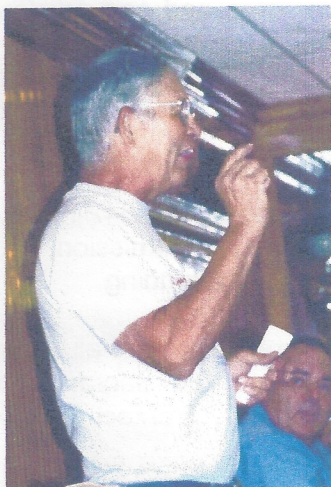
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Going to Dearborn, MI to get a Dearborn Award

by Don Durkee



Durkee discusses the finer points of the Dearborn wins and how you get to the top.

We left for Dearborn early on July 2nd with our motor home, our trailer carrying the '50 Crestliner and our 4 grandchildren. The first stop was Williams, AZ where we enjoyed an indoor swimming pool, outdoor movies, hayrides and a train ride up to the South Rim of the Grand Canyon and back. There was a train robbery by horseback riders and a sheriff coming right behind them trying to catch the train robbers. Our oldest grandson, Daniel asked the sheriff if they were going to get their money back from the robbers? The Sheriff said that he would have to keep the money for evidence!

We were off to our next stop, Iola, WI for their big car swap meet. The two grandkids, who live in Coalinga, CA, returned home with their parents. Donny, Holly, Mary and myself enjoyed a nice four day stay at Iola, WI swap meet. After parking the motor home we made our way around by catching a ride on one of the many hay wagons being towed by an antique tractor.

We then parked our motor home and trailer at Mary's brothers place in Elgin, IL. We drove our '50 Crestliner through Chicago and onto Dearborn, MI. It was a 600 mile roundtrip.

Attending a national V8 meet is awesome. All the great cars and all the good friends you have made over the years seem to be there at once. Attending a



Members enjoy Don Durkee's account of his trip (with four grandchildren yet!) to The Grand National July 21-25 which included his showing of the plaques he has won for his Dearborn cars! Congratulations Don!

national meet with out your car is like going fishing without your fishing pole, going hunting without your gun, or golfing without your clubs. So for me towing my car behind me on this 6,000 mile trip was well worth it.

The top award you can receive at a national meet is a Dearborn plaque. You must score 960 points out of 1000 in the judging. The second time you show your car at a national meet you will receive a Dearborn medallion if it scores over 950 points.

The third time you get what they call a walk around. Your car does not have to be point judged. If it is kept up, the chief judge checks to see if it still looks like a Dearborn car as he does a walk around. The Dearborn National was fantastic and Mary and I are already signed up for "2004" Western National Meet at Mt. Hood Oregon, Aug 23-27, 2004. Our registration number is "24".

-The Iowa Farm Boy

The Believer: Women Living a V8 Life "Chevy's & Fords Together"

by Paula Ewing

Believe it or not, I loved the old cars (at least Chevy's) before I met Michael (an ultimate Ford enthusiast). I really enjoyed seeing the old, classic cars in pristine condition go down the highway – distinctive, showing pride in ownership, getting the "high sign" from other drivers.

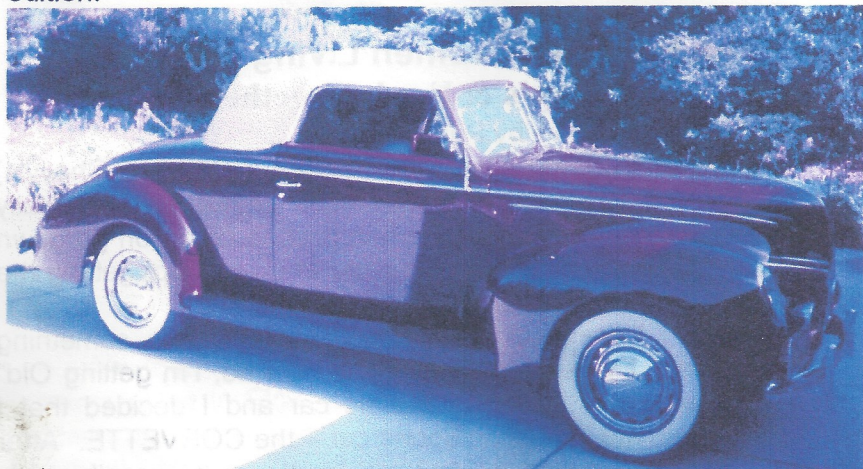
When I turned 40 years old, I wanted to do something really different. I was going through an "Oh no, I'm getting Old" crises. I had never owned a classic car and I decided that I wanted the ultimate American sports car – the CORVETTE. After looking around I found a 1972 Corvette. It wasn't really impressive – a very faded pewter silver color – but it had potential! After some mechanical work and a new interior, I had it painted RED! WOW!! That car is still my "Baby."

Then I met Michael several years later. He had a 1946 Mercury Coupe-Sedan and was in the process of restoring it. It was up on blocks in his garage and needed a lot of work, but I could also see the potential in it. I fell in love with the car and with him. So we decided that a Chevy Corvette and a Mercury could exist in the same garage.

Our only problem now is that we belong to two clubs – Corvette & Ford V-8. We just can't do everything with both clubs, but we enjoy them both very much every chance we get.

Old Cars Weekly Recognizes the Best

A magazine that many of us subscribe to, Old Cars Weekly, has recognized one of our members for all the work he has put into his cars. Jerry Jensen has just received word that his 1939 Ford Deluxe Convertible Coupe will be the June 2004 calendar car for the Old Cars "Collectors" Calendar published each year. Jerry says that he had a slide of his convertible coupe and decided to send it to the magazine back in February just to see what would happen. Actually, nothing happened for a long time. Then, just two weeks ago, he received notice from the publishers in the form of five advance copies of the "Collectors" Calendar and a thank you note for sending in his slide. Two calendars will be published for 2004 by Old Cars Weekly. In addition to the "Collectors" edition, there will also be a "Prewar" edition.

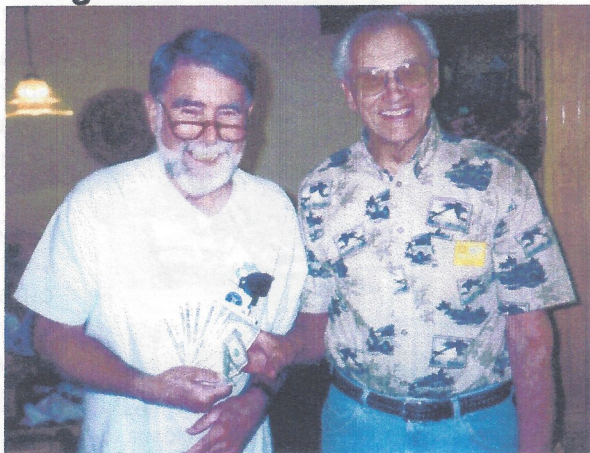


From over 200 slides received, there were 13 chosen for the "Collectors" publication. They included a '53 Buick Woody, '55 Chev, '79 Pontiac Firebird, '68 Ford Torino, '32 Packard Dual Cowl Pheaton, '62 Pontiac, **1939 Ford Deluxe Convertible Coupe** (our choice), '55 Buick, '39 Dodge pickup, '47 Chev, 1911 Maxwell, '41 Willys coupe and a '56 Ford Sunliner Convertible. An article naming the winners was published in a July issue of Old Cars Weekly.

Congratulations Jerry! You work very hard to restore and keep up the best '39s out there. This is deserved recognition for all that you have done with these cars and the high quality standards you have set for our hobby. TP

August Meeting: V-8 Video is Available

The Ventura Venture video is now available! See an overview of the concourse with interviews by the very professional Bob Rose, as he interviews owners of concourse cars. See what we looked like 18 years ago. The main feature is the skit presented at the Ladies Luncheon about the restoration of



What is it that makes Dennis Keene smile so broadly? How about winning BIG in the 50/50 at the last Valley V-8 meeting? This one was a whopping \$78. Look closely at the photo. Perhaps Jerry Jensen has some plans for part of the cash. Is it all going for Ford V-8 parts???



An impressive line up of our V-8s at the August 5th a 1937 Ford named "Deseree." Can a marriage survive a husband who views a Flathead V-8s as fascinating and a wife as a food and drink server? It's a hoot. We saw a very small segment of the video at our July meeting. When you have a chance to view the entire video up close, you will thoroughly enjoy it. It runs 45 minutes. As Ed Warnock announced at our last meeting, the video shot at the 1985 Western National Meet can be purchased



Tom's son Benny is from Germany, but he got into the V-8 spirit very quickly.

Flathead Ford at the Pebble Beach Classic?



Front view of the '32 showing the Pines Winterfront grille which opens and closes to accommodate engine and passenger needs in winter. See advertisement on page 10.

As we write this, the Pebble Beach Concours d'Elegance is spooling up at the famed venue in Monterey. This is usually a collection of Bugattis, Ferraris, Hispano-Suizas and Duesenbergs among others and, of course, this year is no exception. However, 2003 is also the celebration of the Ford and Buick 100th anniversary and that adds a new dimension to it all.

An outstanding feature of this year's Pebble Beach event is a new class of competition created at the recommendation of flathead Ford owner, Ken Tibbot of San Diego. Specifically, the class which will have seven or more entries this year, will be made up entirely of stock American chassis cars with custom European bodies. None of these cars were built to save money! Numerous flatheads will be present. One especially is of direct interest to us. Our very own Jerry Case and Dennis Keene have much more than a passing acquaintance with this car as they have been working on the restoration of the vehicle with its owner for many months.



From the front quarter, the classic lines of the '32 Ford front end are unmistakable but what happened to the body?

The car is a stock 1932 Ford flathead, well, except for the body. This beautifully finished deep red 1932 convertible has an exquisite custom body by Drauz of Heilbron, Germany. In addition to its stock

frame and front end and cowl, the car is one of five built in 1932

on a chassis shipped to Germany by Ford for the purpose. As such it is a challenge to work on as it is a mixture of English and metric hardware, ivory knobs, plush velour fabrics and beautiful leathers. All of this is up against Henry Ford's rugged flathead V-8 engine, torque tube drive, and transverse springs with solid axles. The Ford layout was much respected in Europe for its durability and simplicity. The padded convertible top is lined, European style, and many innovative features can be found in every corner of the car.

Notice the grille? Strange! What is this arrangement from Pines Winterfront Co (see page 10)? It's a Ford dealer option available for V-8s and B-4s in 1932 that was designed for cold



From the rear, it is hard to imagine that this car is riding on a Ford chassis. The Drauz German

Body is very spacious and meticulously constructed. The top folds back, though not compactly as it is completely lined and bulky. It blocks the view to the rear completely giving passengers a "surrounded" feeling in an exclusive sort of way.

weather operation (Germany is VERY cold in the winter, I have been through three of them in a row!). It appears to work on a thermostat that allows the grill to close when the engine stops and open when the engine temperature rises to a certain point thus adding to a quick warm up, a more even engine operating temperature and a more efficient heater

for the interior. It also looks great in this application.

As you can imagine, there is much to the story of this unique Ford V-8 and it's owner. We will report more on this unusual flathead, its participation in the 50 Mile drive and the Concours d'Elegance at Pebble Beach in a future issue.

Here's what you've been waiting for!

The completely automatic Pines Winterfront for Ford V-8 and B-4

It closes instantly when the motor stops—it opens when the motor is hot!

NOW, for the first time, PINES WINTERFRONT brings perfect motor protection to all owners of models V-8 and B-4. The new improved PINES AUTOMATIC WINTERFRONT makes possible greater winter driving comforts at a price that is within reach of all Ford owners—\$17.50.

Its smart design provides equipment for the V-8 and B-4 equal in beauty and efficiency in every way to the highest priced and most exclusive cars ever built. Yet the most important feature is its mechanical perfection.

PINES AUTOMATIC WINTERFRONT brings about a very marked improvement in the running of the motor because it keeps out all air until the motor is hot... then it opens to regulate the motor at best running temperature. And here's the big news—when the motor is shut off, the WINTERFRONT closes *instantly*.

PINES AUTOMATIC WINTERFRONT warms up the motor quickly, thereby preventing the flow of gas past the rings which causes crank-case dilution. It prolongs the useful condition of lubricating oil and reduces motor wear. Its effective operation saves several times its entire cost by increased miles on gasoline and oil. The high even temperature of the radiator fluid also increases the efficiency of hot water heaters, adding much to cold-weather driving comforts.

This outstanding feature is available only for the new line of Ford V-8 and B-4 models. Here is an item that now is in great demand. It will help keep your year's profit up to normal. Prepare yourself to get your share of the business. Get in touch immediately with your nearest Pines Distributor or write direct to us.

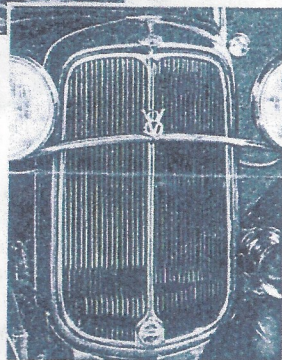


- A Control cable leading to Winterfront
- B Electro-vacuum control
- C Cable clamp
- D Cable
- E Vacuum leads to thermostat
- F Thermostat adjustment screw cap
- G Thermostat
- H Vacuum lead to engine manifold
- J Electric lead to generator

LIST PRICE
\$17.50
Complete

Outstanding Features of the New PINES AUTOMATIC WINTERFRONT

1. Same WINTERFRONT fits both models—V-8 and B-4.
2. Handsome appearance—Shutters high gloss black enamel—polished chrome rim and center bar.
3. Replaces grill.
4. Easily installed—no holes to drill.
5. All season use—permanent installation—winter and summer efficiency.
6. It makes the Ford a thing of beauty—equal in appearance to the most expensive car.



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1139 North Cicero Avenue
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2ND ANNUAL FOOTHILL FESTIVAL OF CARS



**A FREE NEIGHBORHOOD FAMILY & FRIENDS EVENT
SATURDAY, SEPTEMBER 13TH, 2003 * 10^{AM} - 3^{PM}**

SPONSORED BY: 1ST BAPTIST CHURCH AT LA CRESCENTA

**COOL CARS * GREAT FOOD * EXCITING SPEAKER * LIVE MUSIC
INSPIRATIONAL RACING ATMOSPHERE & INFO**

*** Free give-aways all day long ***

***In the Parking Lot, 4441 La Crescenta Ave., La Crescenta
Proceeds to benefit the FBCLC Christian Camps***

All Makes & Models of Cars & Trucks Welcome

Awards for 1st & 2nd places in 11 classes, a MAXIMUM of 100 entrants

NO Alcohol, Pets, Skateboards, Bikes, NO EXCEPTIONS

FOR MORE INFORMATION PLEASE CALL 818-249-5832 or WWW.FBCLC.ORG

Members call Joan Sapper at 818-249-5686 for entry details (men's ministries)

BIRTHDAYS FOR SEPTEMBER

7th Tomy Thompson
11th Mary Jane Watson
11th Patty Smith
12th Richard Gise
13th Edy Cowan
13th Ann Caplan

18th Ingvar Carlson
18th Dick Smith
19th Shirley Rowe
30th Debby Farrar
30th Sal Piscopo

August Tour

Flatheads, Stutebakers and More...

Under the able leadership of Art Bans, club members braved the Saturday afternoon crowds and heat on the freeways to Orange County. Arriving at 1 pm, six Valley V-8 cars were among the 43 (Carl Batesole's car count) present at Larry Johnson's beautiful home in Anaheim.

To say the least, the venue was extraordinary. Three bays of Larry's garage were set up as a 1950 Studebaker "dealership." Beside genuine Studebaker Oil and lubricants in their original containers, we viewed a "new" 1950 Studebaker Champion convertible in the "show room." Also on display in the same showroom, was a "used car", a perfect 1949 Ford woody. This car, among others, was outstanding because of its original condition. The sign on the window said that only the wood had been refinished since the car left the factory.

Memorabilia from the period, included gas pumps, signs, tools and a "men's" restroom (door only, a wash basin and dispensers with necessary drug store items for men) were to be found in the back of the "showroom." We've seen period gas stations and garages, but a "dealership" complete with a large scale, roof mounted neon sign is quite remarkable.

Larry offered us a delicious catered lunch of chicken and barbecued beef, salads, beans, unlimited soft drinks (it was definitely hot) and dessert which made the afternoon a delight. The well-tended grounds and lush orchard added to the ambiance. Some enjoyed the pool, like Durkee and his grandchildren, while others viewed cars and talked V-8s. It was a gathering of many Southern California V-8 clubs and a reacquainting of friends. The "facilities" included what appeared to be an outhouse in the orchard next to the windmill. As you walked in, you found a new, totally modern restroom. Larry thought of everything! The 100 people in attendance would testify to the quality of the gathering.

On the return trip the Bans, Batesoles, and Potters stopped at the Fudrucker's Restaurant Cruise night near Pasadena where we found over 50 cars of many makes on display. Hot rods and stockers, including mostly GM cars, were located in the parking lot venue. Here we found a crowd averaging half the age of those attending the Orange County

gathering and the contrasting tone was fun to see and HEAR. After all, we're all car nuts.

Our hearty thanks go to Larry Johnson for opening his home and making so many of his treasured items available for our enjoyment. Also a big thanks goes to the Southern California Regional Group for inviting us and for making the day one to remember. Thanks also to Art Bans whose route planning made it all possible. TP

August Meeting continued from Page 7
from the Valley V-8s or the Ventura V-8s for \$20. See Ingvar Carlson or contact him at (714) 608-5965.

Thanks Ed! This piece of our history is important to our members and is especially interesting to those who see the concourse standards as a centerpiece of a restoration effort. These cars are beautiful. Oh, and have you noticed? We do have fun along the way! TP

The Editor's Grille

Early Ford Research Department

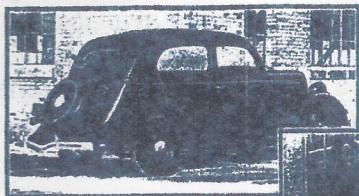
Your editor is digging into the past of an interesting car that may be put back together some day by owner Al Porter. Al and I are looking into any sources that will tell us about a '35-'36 Ford "45 second convertible". This is not a soft top car, but a '35-'36, Ford Tudor sedan with a back end like a sedan delivery and a "convertible" back seat. It is not a short door sedan delivery of the sort that Ford made by the thousands for many years, but a regular tudor yet the back and the interior are unusual. This was a low production (perhaps 500) model with a body by Briggs. The National Cash Register Company (now NCR) reportedly bought 200 of these unusual "convertibles" with red bodies and gold pin striping (company colors) to be used as a salesman / delivery car as well as a rolling advertisement for the company and it's products. I have written to my son, Eric, a software engineer with NCR, to get any info their archivist may have.

I have also written to The Henry Ford (Benson Ford Research Center) to try to get any factory information related to Al's car. We now have the number off the frame of this car and will be hearing, someday, from the archivist to get the particulars on this car if they are available. More later!

Acc 16-60 - Box 152f

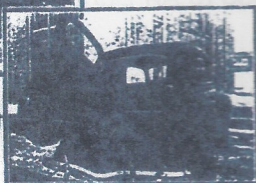
Trucks - Ford - 1935 - Delivery sedan

A COMMERCIAL CAR WHEN YOU NEED IT . . . A PASSENGER CAR WHEN YOU WANT IT



Here the passenger car appearance of body with door closed.

With door open, with seat out, here's a commercial delivery agent.



THE IDEAL LIGHT DELIVERY BODY

Here is a practical, unusually efficient body type, providing an ideal light delivery body yet retaining passenger car appearance and accommodations. With this conversion one car serves the purpose of two - it's a commercial car when you need it and a passenger car when you want it. Can be changed from one to the other in a minute's time.

Specially Adapted for . .

- SALESMEN
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Outstanding Features of This Conversion.

Rear door 32" wide x 32" high, equipped with Yale lock and handle. Metal grill plate at bottom of door opening. Floor of sturdy three-piece construction, may be laid with either split bars or carpet cover. Has 48" x 51" loading space. Side rails and guard board on floor protect body trim and back of front seat. Display panels for inside of quarter windows equipped with neat catches to hold them rigidly and securely in place.

Interior view of body from front, with door accessible from either front or rear.



BRIGGS MANUFACTURING CO.

LEBARON DIVISION

3100 MELDRUM AVE. . . DETROIT, MICH.

Summer BBQ & Party

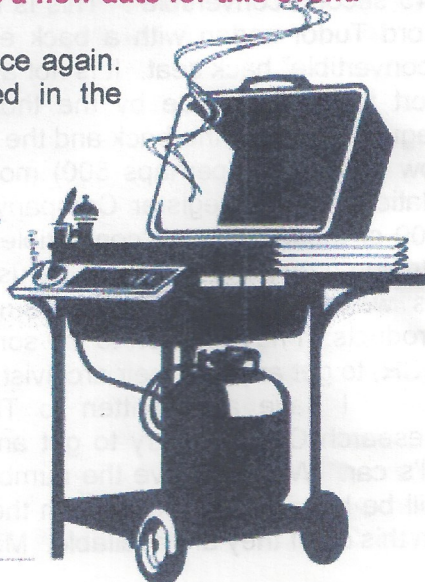
Saturday September 27, 2003 starting at 5:00pm

Please note: This is a new date for this event.

Gather at the DiFatta Farm once again. Classic Fords to be displayed in the driveway.

Hamburgers and hot dogs are the main course. Bring a starter, side dish of salads (potato, pasta, bean or green), dessert or drinks.

Members, please sign up or call the DiFattas at 818-700-1939 if you plan to attend. (We need to know how many hot dogs to buy.)



Car of the Month Steve and Nancy Batesole's 1936 Pickup



That is a water bag on the front bumper and it was a common sight in the summer when these trucks were out on the job all day and got a "little warm."

Ron and Steve Batesole's dad, Guy, was raised on the prairie of North Dakota and in 1936, as a recent high school graduate, he took a job as a delivery boy at the local Apothecary Shop where he was privileged to drive the dream of every young boy then and now—a brand new

flathead Ford pick-up truck. The truck had previously been a demonstrator/loaner at the local Ford branch and was sold as a used vehicle to the Apothecary without the benefit (or expense) of a repaint.

Jump ahead forty years. Retirement looms for Guy, and memories of those halcyon bygone days come bubbling to the top, aided, no doubt, by his son Ron's acquisition of some old Fords. Steve spots a classified ad for a promising 1936 pick-up and, although reluctant at first, Guy eventually cashes in his Sparklets water bottle full of nickels, dimes, and quarters and the truck is his. Guy, lacking the skills to perform the obviously required total



The sunset and palm trees form the backdrop for this shot of the '36 and Carl at the end of a very hot August 5th. Tom's son, Benny, is the photographer.

restoration immediately, drives and enjoys the truck for a year or so, while taking Auto Body and Paint courses at the local Junior College night school.



Carl Batesole (age 9) next to his dad, Steve's, '36 Ford pickup. The truck is a working driver that has been in the family for over 25 years.

The restoration developed into a two-year process, during which Guy learned a whole bunch more than he ever thought possible. During this period the decision was also made to shoot for a functional, useable end product, rather than a Dearborn winner, because it became evident during that year of driving the unrestored truck just how much fun it is to drive and use. In truth, this decision was also founded upon the fact that the truck had already been converted to hydraulic brakes, and had a good-running post-war flathead already installed, as well as a working original radio. A group discussion was held, and the decision reached to retain the wire wheels, as they fit on the existing '40 drums and were prettier, besides.

The truck was repaired, restored, repainted, and refurbished into your basic, standard, stock (with the aforementioned deviations) 1936 pickup, which Guy drove and enjoyed until his passing in 1985, from stomach cancer, whereupon Steve took possession of it.

Steve, being as much a product of his day as Guy was of his, saw the truck in a slightly different light. Contemporary trucks, far from being the austere, stripped-down, bare bones utility vehicles of yore, were now ordered from the factory as family vehicles, with all the accessories and deluxe appointments attendant thereto.

Steve, therefore, set about to make the truck into an example of what a '36 pickup would have been like, if originally purchased with contemporary philosophy in mind. Factory and dealer options were researched and acquired. These include a grill guard, dual horns, dual wipers, dual visors, dual outside mirrors, inside clock mirror, deluxe gauges, factory sliding rear window, glove compartment lock, locking spare hubcap (unique to

pickup), and commercial (albeit Sedan Delivery) rear bumper, with guards front and rear. Period aftermarket accessories include a Columbia overdrive rear end, spotlights, cigar lighter, greyhound radiator cap, and a locking shift lever assembly. Early (1953, according to the part numbers) seat belts were installed for legality (Carl's car seat) and general peace of mind.

All told, and by best guesstimate, had anyone been inclined to order a similarly equipped truck in 1936, the out-the-door cost would have approached \$800 dollars. More than a station wagon or convertible sedan!

The Batesoles enjoy the frequent use of their old truck, and very much appreciate it's being selected as "Car of the Month".

From the Right Seat

Date: August 5, 2003

Meeting Place: Baker's Square

Meeting Leader: Joe DiFatta

Carl's Car Count: 14 cars!

Start time: 7:30 p.m.

Adjournment: 9:20 p.m.

Introduction of Guests: Welcome!

Joe Lantieri, has two V8-60 motors available

Don Underwood, has a '32 2dr Sedan, recently bought from the original owner

Jim Kelley, from Playa del Rey has a 40 Convertible

Betty Hicks, friend of Lloyd Paschal's from High School

Al Porter, New Member... Welcome Al!

President's Notes: Joe DiFatta

Joe congratulated and presented the Boskovich's with a box of Krispy Kreme Donuts for their 42nd Wedding Anniversary. Joe acknowledged that 23 members had birthdays in August. (What happens in November?) Joe announces that Jerry Jensen's car is featured in the Old Car Weekly 2004 calendar.

Treasurer's Report: Ingvar Carlson

Ingvar reported on some expenditures. We are in the black and looking good!

Tours & other Events:

Please see the Calendar starting on page 2 of this issue

Car of the Month:

Steve Batesole's 1936 Pick-up. See Story inside this Drivelines.

Program of the Evening:

Don Durkee and Steve Batesole sharing their experiences at the Grand Nationals in Dearborn, MI.

Ed Warnock presented the main program for the evening which included a fifteen minute video viewing of the Western Nationals called the "Ventura Venture '85."

Extra Pleasures:

Al Rohrer was with us this evening. He was in good spirits and everyone was glad to see him. Stay well Al. We want to see you at every meeting.

Dave Sanborn says that Dick Smith is doing remarkably well with his cancer treatment. Yeah Dick! We are all pulling for you.

Tom Potter introduced his son Benny and girlfriend Nicki who were visiting from Germany. This was a very special event for our Editor.

Raffle Winners: Ladies: Wendy Dvirgilio and Nancy Batesole

Name Badge: Helen Baker

50/50: Dennis Keene (Boy, did he clean up!)

Minutes submitted by Wendi Potter for Rachael Doudrick

Tech Talk: Ford Ignition Timing

By Steve Batesole

Ever since that unremarkable day when Henry Ford told Emil Zoerlein to design the ignition system of the still developing V8 so that it would be a direct drive affair off the camshaft, the resulting distributor ('32 - '48) has been one of the most cussed and discussed items on the flathead V8 motor.

It's shortcomings become self-evident as soon as one begins to maintain a flathead with any sort of regularity. It's location behind the fan is supremely inconvenient. But, once you have the darned thing on the bench, it still doesn't lend itself to meaningfully precise adjustment.

If there is one thing we have learned, it is that in Henry Ford's mind, quality production and function were the highest priority. Henry's favorite hangout at the Rouge was the Engineering Lab. He understood that quality and it's by-products were the only way to assure that Fords would meet all the expectations of reliability and cost control placed upon them. He believed in precision throughout the entire manufacturing process. In the videos produced by Lorin Sorensen, it's amazing to watch, the product inspection stations at the Rouge. Everything is checked, double checked, and samples are checked again.

All this bears on the precision that went into our ignition systems. A Ford distributor with accurately set points, mounted to

a Ford timing cover, coupled to a Ford cam, driven by Ford timing gears off of a Ford crank, would yield satisfactory results when checked for timing. I suppose Henry's theory is that a special distributor-timing fixture would not be needed. All we should require is that little degree scale on the side of the distributor. And, given the aforementioned precision of all the parts originally involved in the process, it is more or less true.

However, in the last series of workshop notes published by Ford, there is included a very interesting and comprehensive chart detailing the proper adjustment of all Ford flathead ignition systems, *including vacuum brake adjustments*. The distributor vacuum brake was Ford's royalty-free answer to the vacuum-advance dashpots seen on most other engines. A vacuum related timing adjustment made to the distributor of an engine when put under load retards the spark and is vital to its proper operation.

There is no easy way to adjust the entire system without access to something like a Sun machine. Without one, it's hard to check on performance degradation, which occurs slowly over time. Perhaps points pit and burn or rubbing blocks wear. Vacuum brakes may be inop. Timing may or may not change. Starting and acceleration may not be what they once were, but everything's ok? Hold on a minute.

NEW SERVICE OFFERED

I have been fortunate enough to acquire a Sun distributor machine, complete with all necessary adapters. I assure you, that it can make a BIG difference. So, as a service to Club members and in the interest of keeping these beauties running the way Henry wanted them to, I will check and adjust distributors for a nominal fee. The actual checking and adjusting really doesn't take much time, but it can really make a difference in how well the engine performs. Since I don't maintain a stock of spares for distributor servicing, all I would be doing is the labor. Parts like points, condensers are readily available.

I really have no sense of the need for this service. It could be that I'm the last Club member to be running ignition points. I understand that the new breed of pointless ignition systems make obsolete the older style distributor. But if you do have an original style distributor, give me a call. Perhaps there is something I can do for you, and we'll take a look at what you've got.

Cheers, Steve

For Sale, Wanted or Trade

For Sale: Fits 1940 Ford: left rear fender, CA license plates, Bumper jack, bumper guard, (2) rear axle shafts, deluxe grille center, (2) head light rims, bumper, wheel rim, radio speaker root, starter with starter drive, fuel pump, chassis parts and accessories catalog, conv.door hinge seals, rear bumper arm grommets (fits conv& coupe), front bumper arm grommets, deluxe choke / throttle knobs, tail light rims, tail lite lens, tail lite pads, tail lite gaskets, (2) large license plate frames.

-also-

For Sale: Fits 1936 Ford: grille winter guard, spare tire lock (with key and ring seal), (4) bumper guards, (6) wheels primed, bumper, complete outer spare tire cover, spare tire cover, lower radiator hose, rear axle shaft, (2) spare tire cover caps, 12 v generator, voltage regulator, left and right water pumps, '42 - '48 distributor, starter with starter drive, starter solenoid, fuel pump, head gasket, chassis parts & accessories catalog, 1936 license plates, cigar lighter, (2) large license plate frames, glove box knob. Contact Richard Valleroy, (706) 249-4126.

Wanted: Windshield and interior parts for a 35-36 Ford sedan. This is a major renovation project that Al wants to do with good used parts wherever possible. Al Porter (818) 367-2890

Wanted: Spartan Horn for '32 Ford. Don is converting a '32 to juice brakes and would like to buy a complete frame, (suspension, brakes and all from a '40 - 48 Ford (small wheel lug pattern) for a parts source on his project. Don Underwood (818) 246-4560.

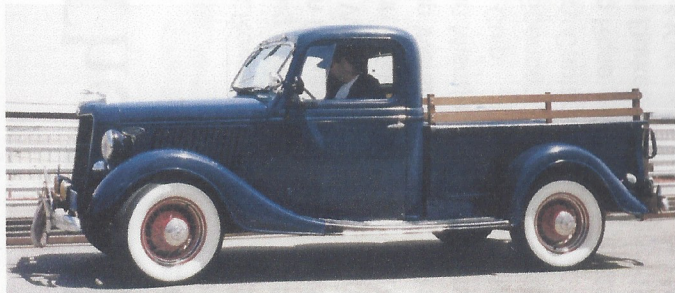
The Valley's

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

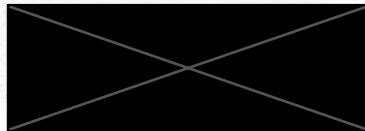
The Valley s

9755 Farralone Avenue _ Chatsworth, CA 91311



Car of the Month

The Batesole Family's '36 Pickup



91326+3049

