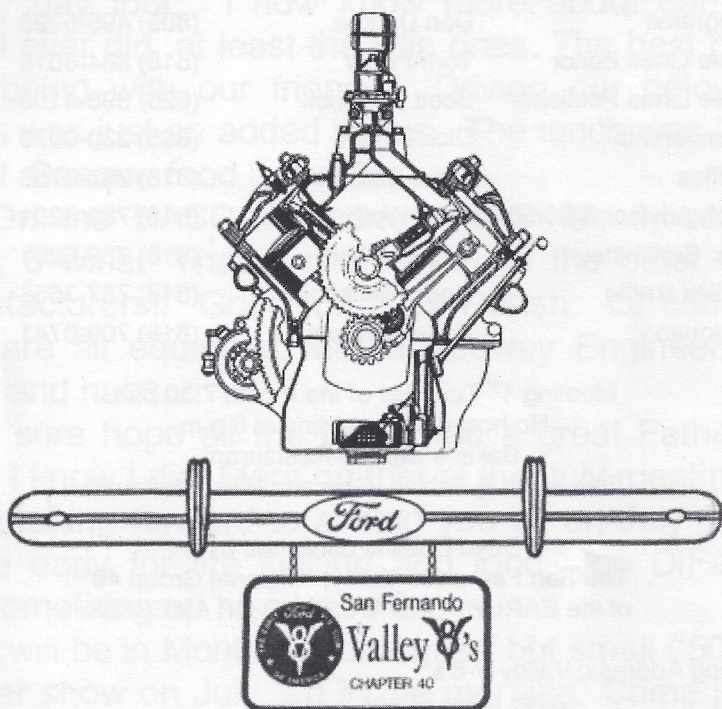




July 2005

"Our 35th Year"



Drive Lines

The Valley 's

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Ladies Raffle	Nancy Batesole	(818) 787-3658
Historian	Dave Sanborn	(818) 709-0741

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

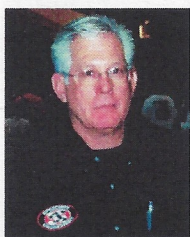
Mailing Address: Valley V-8's

2948 Mary Street

La Crescenta, CA 91214

President Ken's Message

— July 2005 —



While it's hard to believe that we have almost blown through June, I don't think there was much gloom in our June!

At the last meeting Dave Sanborn really got me cranked up about camping. Great presentation Dave. It was first class! Also, thanks to Steve Boskovich for the great hooky day tour. I now know more about carrots than I ever did, at least the little ones. The best part was being with our friends. Driving our beloved Fords was just an added bonus. The lunch was just great! Basque food is terrific.

On the NASCAR scene: Ford has 8, count them, 8 wins! That is more than all the other car manufacturers!! Good job Jack Roush. Of course they are all equipped with Speedway Engineering rears and hubs.

I sure hope all the Dads had a great Father's Day. I know I did. More on that at the July meeting.

Looking forward to seeing you all on July 6th. Come early for tire kicking and food. Joe DiFatta has something up his sleeve for us.

I will be in Montrose for a great but small ('50 or so) car show on July 3rd in the morning. Come join me for coffee and doughnuts.

I am off to the Nextel Cup races at Sears Point for the company and will tell you about that at our next meeting. Until then, keep your wheels down!

Kenny

Next Meeting: Tuesday July 5th

Our meeting will be held as usual, at Baker's Square, Zelzah and Chatsworth Sts, Granada Hills at 7:30 p.m. Plan to join us about 6 p.m. to enjoy a no-host dinner with V-8 friends. Don't forget to drive that great Early Ford V-8! We had 18 flatheads at our last meeting. Maybe we can beat this number in July!

Our Program will be the "Joe and Steve Show." That means that there will be thrills and chills as only DiFatta and Boskovich can put it together. We may hear about their wanderings back east or we may hear about their wanderings in the San Fernando Valley, but what ever it is, these two can cook up quite a party. Don't kick yourself for not coming, just show up and you'll enjoy it. That's a promise!

Calendar

Steve Boskovich has given us an additional date to put down for July. It is the **Festival in the Park in Woodland Hills** held at the corner of Topanga Canyon Blvd. and Oxnard Sts. From **12 – 8 p.m. on Sunday, July 24**. The concert features Jack Mack and the Heartattacks starting at 5:30 and is free. The car show part of the event starts at noon. Admission for you and your car costs \$22. These are great events for the whole family with lots of vendors and great music in the park, We strongly suggest that you bring a picnic and folding chairs and make a relaxing afternoon out of it for the whole family, tire kicking included. For additional info: Steve Boskovich, (818) 341-6876.

**Dick Colarossi**

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Dave Gott's '40 Ford Deluxe Fordor



It's an unusual car in many ways. There are lots of '40s. They are one of the most beautiful Fords of their era. But there are very few Fordors among restored cars in our club. This car is rare in that all the serial numbers match. Most 65 year old cars have had the engine and / or transmission changed out and the resulting mis-match of serial numbers is almost expected.

Dave's car has ALL the numbers that originally came with the car. They are still on the car and working as they should!

The history is like this: Dave bought the car, which was a kind of faded green (and ugly) from the original owner. It had been sitting outside his garage from 1956 to 1980. Though weathered, the car had always been cared for. There was no serious metal damage and no rust. The best part, he says, is that it "was all there."



The engine had been overhauled and done right. It even adjustable lifters. Everything mechanically worked well. He did pull the tranny and put in a new clutch, pressure plate and throw-out bearing. The down side, as one would expect, is that everything soft (cloth, rubber and plastic) was shot. Dave got most of the parts from Dennis Carpenter and Bob Drake. He installed a

Le Baron – Bonney interior kit, except the headliner, which he had done professionally. The interior is perfect!

True to his concept of the car, it rides on Firestone Deluxe Champions, wide whites, of course, from Lucas. The only thing that is not totally stock is the aluminum radiator overflow tank,

which we understand can be easily removed for show purposes. Does this car cruise well? Absolutely! It's smooth and quiet as new. At reasonable speeds, with the 3.78 rear end, it gets 18 mpg and that is about as good as a stock flathead can do.

An interesting note on the cooling system: Dave uses half antifreeze and half distilled water, which, of course, has no mineral content. His experience with this set-up is that in 2003, Dave and Rose drove the car to the Nationals at Okalahoma City and back with NO overheating at all. That included long stretches of the old Route 66 in the summer time. That is quite a testimonial!

The beautiful maroon paint job and all the fine detail work have won Dave a First Place in the Concourse at the Western Nationals at Dana Point. *Congratulations Dave on a great car and on getting Car of the Month. Your beauty deserves it! TP*



Greetings from the Raffle Table

By Dave Bergman, Raffle Chair

A great Big V-8 **thank you** goes to the following members for their generous contributions to the monthly raffle at our last meeting, June 7th:

1. Dick Colarossi of CQ Auto Parts for his continuing support with an assortment of car products. This is our single biggest contributing member!
2. Blacky and Gerry Blackwell for their yummy chocolate chip cookies,
3. Art and Lois Bergman for obtaining gift certificates from E-Z Lube,
4. Baker's Square for their monthly donations of delicious pies,
5. Chuck Mair for his donation of a case of Liquid Wrench,
6. Steve and Nancy Batesole for making a special trip to Galpin Ford to pick up several nice items to add to our ever expanding array of raffle goodies.

These contributions help to make our V-8 Club the huge success it is.

Again, your contributions are very much appreciated.

What We Will Do for Fame and Fortune in the Movies



"I'll pick you up at 6 a.m. Jerry!"

"OK Tom, I'll be ready." comes the answer over my cell phone in a distinctive Texas twang. Jerry Case and I are putting in a long day at the studios. We are not really going to a movie shoot, just prepping my '46 Ford to be a police car in "The Black Daliah," a major murder mystery film currently in production. Chuck Shubb had a need for four 1946 Ford Fordors to be painted as police cars. I went for it as the dark blue paint on my '46 was almost 20 years old and showing its age with lots of cracks and checks developing in it due to a poor prep job back in the '80s.



The first step in the process, since I wanted it "done right" was to get all the chrome, stainless and rubber off the car. Actually, the windows were coming out, and the bumpers and splash pans were removed. The studios were going to give it a "show quality" paint job, but to insure that it was done right, Jerry and I would work on the job, removing the bright work

and reinstalling it. I would kick in some extra money to cover such things as a two-stage paint job (a color coat and a clear coat) and to insure that the doorjamb and firewall would be painted correctly.



The first photos you see are the naked '46. All the bright work is off, the rubber (door and trunk weather strips) and the fender welting is gone. Loosening the fenders and bumper plates allows the new paint to get down into potential rust areas and allows us to put the new welting in place "the right way". We did the work "on site" at the studio's paint shop in down town LA. I

loaded the Explorer with all the bright work and headed home. Wendi and I sat around the kitchen table for several nights cleaning up the stuff and using up two bottles of Meguire's Deep Cleaning Polish to do it.

The next photos are of the wet sanding process done by the shop. The old paint came off clean with a razor blade, and hence we were able to get down to the metal so the sealer and primer for the Dupont color coat would form a strong bond.

As I write this, I have yet to see the painted car. In a few days, Jerry and I will make a return trip to the paint shop to reinstall the bright work. White vinyl will "grace" the doors with a 1947-8 style LAPD logo on each side. I'm told the vinyl can literally be peeled off and the car buffed out to give it a first quality shine.



This car is scheduled to be in a shoot next week in front of the LA City Hall. I can't wait to get on the set and see how my car holds up. Maybe I'll even get to meet the Director, Robert DeNiro. Ok, maybe I'll get to see him at work at a distance. Well, hey! That counts too!



They even got my beard! I still look ugly, but when they called for Blacky to be clean-shaven, he got 20 years younger! That's unfair! We all survived many takes in a Hollywood style rainstorm and of course; have hours of car clean up the next day. Is all this worth it? I think so, but for some, the jury is still out.

As a side note, I had the opportunity to drive Joe DiFatta's gorgeous '46 Tudor in another shoot last week for the same film. Joe was in Georgia and I got the honors. The photos of that action are taken on Hollywood Blvd. Over 40 cars of all makes were involved in a scene in front of the Pantages Theater. Notice the shot of Chuck Mair, Wendi and me after we got out of wardrobe with our 1947 outfits.



Happy Birthday to these July-born Members

2nd Art Bans
3rd Mary Durkee
3rd Tom Welch
9th Cliff Muller
9th Chuck Shubb
17th Cathy Latty



19th Beverly Dupree
21st Patricia Gise
22nd Leon Kaplan
22nd Ed Hardin
23rd Steve Boskovich
29th Harriett Rose

Sunrise Assisted Living Car Show and BBQ Lunch

It was a perfect cool morning for a car show. Nearly 30 cars turned out to bring the reminiscent world back to the Seniors of Sunrise. The 60 car enthusiasts who arrived by 10:30 Saturday morning on June 11th enjoyed a few of hours of tire kicking and a great lunch. The highlight of the morning was a parade of classic and restored cars from Ford and numerous other makes.

Some of the "spotlight" cars of the parade included a 1976 Silver Shadow Rolls Royce at one end of the scale, a 1924 Nash 697 Sport Touring Sedan, and a beautifully restored 1919 Model TT fire truck. Of course, half of the cars present were Fords and Mercurys and all were looking their best.

Unusual vehicles in the stationary display included a 1947 Chrysler Town & Country Convertible, a 1932 Ford 18 passenger school bus, and a Stutz Helms Bakery Truck.

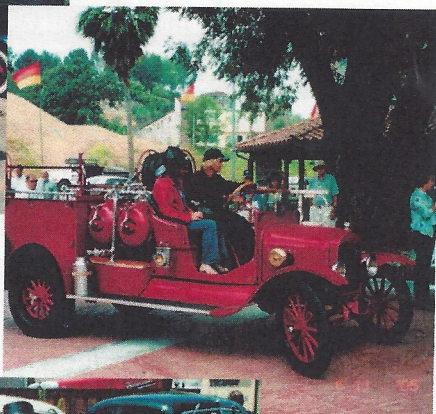
Club members cars who were present at the show were Dick Gise's 1930 Model A Sport Coupe, Dudley Ochsner's 1934 Cabriolet, Mike Ewing's 1936 5 Window Deluxe Coupe, Steve Batesole's 1936 Pick up, Dave Bergman's 1938 Standard Tudor, Darryl Thomas' 1939 Deluxe Coupe, Jim Kelley's 1940 Convertible, Blacky Blackwell's 1940 Convertible, Chuck Mair's 1941 Business Coupe, Joe DiFatta's 1946 Deluxe Tudor, Tom & Wendi Potter's 1953 Sunliner Crestline Convertible, Al Mooney's 1953 Custom Mercury Convertible, and Joyce Mooney's 1962 Corvair Monza Convertible.

A delicious BBQ lunch of hamburgers and/or hotdogs with or without chili was served to all who attended. About 75 residents of Sunrise viewed with interest and excitement all of the memory filled happenings.

The Los Angeles Fire Department, Station 106, in a very modern, non-Ford pumper truck showed up. The four fire fighters looked at all the cars but seemed to show the greatest interest in the 1919 Model TT fire wagon on display. Gee, I wonder why?

A huge *Thank You* goes to each club member who participated in this spectacular trip down memory lane. It meant a great deal to the residents of Sunrise Assisted Living.

WP



See page 16 for
more photos

Mooney Industries Helps Make Space History



You will notice in this Drivelines that Al and Joyce Mooney entered two of their cars in the Sunrise Car Show. The Sunrise location near Topanga and Nordhoff is only three blocks from Al's shop, Mooney Industries. DL had an opportunity at the conclusion of Saturday's car show to tour the Mooney facility. Trust me, this is no ordinary machine shop

This highly specialized shop is a sub-contractor for those big name companies such as Boeing and JPL in the building of very high quality light-weight parts for space vehicles and launchers. Some of Al's parts are found on the Mars Rovers currently driving around on the "Red Planet". Other Mooney parts are found on the International Space Station and numerous rockets launched by the U.S. for defense purposes.


Mooney Industries is the winner of awards too numerous to mention. Their products have "saved" space ventures in which the products of other companies have failed. It is this kind of engineering that makes our country look so good in space.

There is another side to Mooney as well. It is a family operation, run these days by Al's son Brian. This brilliant engineer has taken over Dad's business that occupies two industrial buildings in Canoga Park. These buildings also house more than 10 collectable cars including Brian's Mustang which has been under restoration for over ten years. Evidence of family is everywhere in the shop. Al's four children, their spouses and 16 grandchildren's pictures grace the walls. It has become obvious that Al is an engineer, car guy, family man. What a great


combination! Maybe we can invite Al and his son to present a program on the machining of light weight space hardware at an upcoming club meeting? (*Attention Don Durkee. This is for you!*) See Al's card below.

Notice also that Al's '53 Merc. Convertible has been made available to carry Ronald McDonald in the Canoga Park Memorial Day Parade just last month. *Thank you Al for your interests in our club, the music you share, and the generosity you show in all you do.*

TP



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The Passing of Margaret Ferber

On June 17, 2005, Gerry and Blacky Blackwell lost a dear family member, Gerry's mother, Margaret Ferber. She was 94. The Valley V-8s visited her last year at her residence, the Villa Capri in Newhall where she had lived for about 1 1/2 years. Our car show for the her and all the residents and guests of the assisted living home was greatly appreciated.

Mrs. Ferber was born in Austria, immigrated to the United States through Ellis Island and made her home in Sheboygan, WI. Her husband of many years died in 1962. They had two daughters including Gerry. The Valley V-8s send their deepest condolences to the Blackwell family.



Tony Gambino

Word has reached Drive Lines that Tony Gambino has been hospitalized. We understand that he is on the mend and we wish him a speedy recovery. All the best Tony. We want to see you up and about and driving that primer gray Ford around just like always in the very near future.

June Meeting Program – Early Trailers

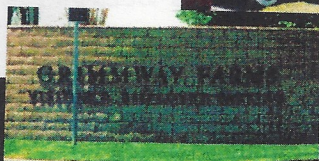
Many of us know very little about “campers” and travel trailers as they were produced during the early decades of the 20th century. The June meeting presentation by Dave Sanborn was exceptional and unusual in that it included many personal references to Dave’s experiences growing up in a trailer. His video show to the club included photos of the early trailers he and his parents and brother lived in back in the forties.

Then we moved to video clips from some KCET shows featuring Huell Howser. Dave edited these scenes to keep the show moving, yet seemed to hit on the interesting highlight of each new vehicle. He shows some shots of all kinds of living accommodations starting with truly innovative “campers” mounted on Model TT Ford trucks. These fold out wooden “houses on wheels” seemed to include every 1920s device to make travel without hotels possible. It seemed unclear what would happen should one encounter, say a typical mid-western thunderstorm. Everything from stoves and ice boxes to beds and dining tables folded out from somewhere in the back of the TT that made life on the road fun, even luxurious (?). Some of the trailers were clearly intended to be pulled by the big and the expensive Lincolns, Pierce-Arrows and Packards of the day. These luxurious and beautifully handcrafted hardwood luxury accommodations served the purposes of the rich and powerful. Then there were many contrivances that met the needs of those of us of modest means. The forerunners of the tear drop trailer developed after WWII were indeed compact and light enough to be pulled by early Ford V-8s.

One of the most “hi-tech” trailers shown was one relative lightweight, the forerunner of the Airstreams that we see on the road today. The aluminum skinned and aluminum-framed classics are engineering breakthroughs and forecasters of the technology of designs that became popular in the 60s and 70s.

Thanks Dave for an excellent presentation. We appreciate all you hard work in putting this show together for us. TP

Grimmway Farms Tour



Secretary's Minutes

Date: June 7, 2005

Meeting Place: Baker's Square

Start Time: 7:30

Adjournment Time: 9:05

Meeting Leader: Ken Sapper **CARL'S Car Count:** 18 cars!

Introduction of Guests: Welcome!

Ken and Joan's friends Al and Marilyn Beasley
Jeff Olshane, a former member who is rejoining

President's Notes: Ken Sapper

Barry Bernholtz was able to make it tonight and was sure glad to be here. Seeing lots of club members at local car shows

Treasurer's Report: Ingvar Carlson

Looking good as usual – but buy those raffle tickets!

Announcements:

Shooting for October for the auction

Tours: Steve Boskovich

Reminders for the carrot plant and Sunrise Assisted Living car show

No August tour due to the hot weather that time of the year

Car of the Month:

Congratulations to Dave Gott on his '40 Ford Fordor

This month's Drive Prize goes to Chuck Mair

Program for the Evening:

Vintage Trailers by Dave Sanborn

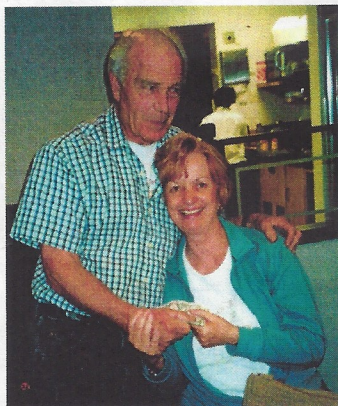
Raffle Winners:

Ladies: Virginia Wolf, Joanie Sapper & Karen Lehman

Name Badge: Mary Durkee

50/50 Drawing: Carole Jensen

Minutes submitted by Scott Doudrick





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Drive Lines made possible in part by Miguel and MVP. Thank you for your contributions.

Rustbeeter, Summary from "Old Cars Weekly", June 9, P. 16

When club members like Scott Doudrick and Jerry Jensen take on pieces of rusty but hopefully restorable parts from an early Ford, one of the biggest problems is removing the rust from the part while not destroying the part itself.

Media blasting or sand blasting has in many ways, been the answer for members who want to "clean it and reuse it." A wire brush wheel is one way I have found to clean up the rust and corrosion. It works, but often leaves the part in less than ideal shape. These processes can also be time consuming.

Enter the "Rustbeeter" processes. This is actually a product made from a byproduct of sugar beet refining. Thus the name "Rustbeeter."

I became interested in the whole idea after reading P. 16 in the June 9 issue of Old Cars Weekly. They say, "Rustbeeter enables a collector to remove rust, yet retain the antique's original patina, thus increasing the artifact's monetary value."

It seems that Rustbeeter is sold in a dry form. You then mix it with water to make a kind of slurry. "The metal must be submerged in the slurry for up to seven days while the sugar beets go to work. Rustbeeter can be easily and safely rinsed off with water, and the product can be saved and reused numerous times," according to Old Cars Weekly.

This seems to be a safe and fairly inexpensive way to solve a constant problem that we all face. The article goes on to say that following treatment, you should paint, oil, wax or somehow protect the surface treated immediately so rust will not reform, which it may do in short order.

I ordered a \$22.00, 5-quart size of the stuff and will report shortly on how it works on the many rusty and otherwise messed up parts I seem to collect at a rapid rate. For details, write Rustbeeter, 618 Monroe St., Ft. Atkinson, WI, 53538. For more info, log on to, www.rustbeeter.com.

More images
from Sunrise
Assisted Living



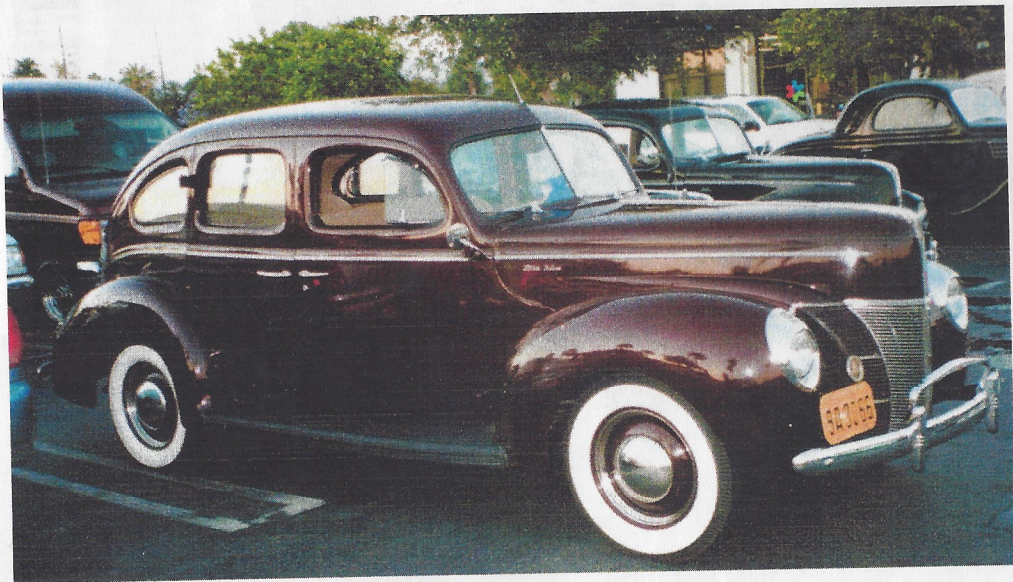
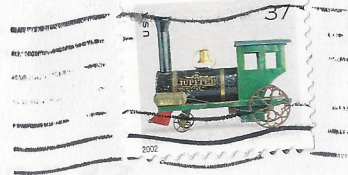
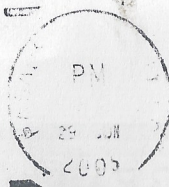
The Valley 's

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
Joe DiFatta	2003
Wendi Potter	2004

The Valley's

2948 Mary Street, La Crescenta, CA 91214



Car of the Month
Dave Gott's '40 Ford Deluxe Fordor

