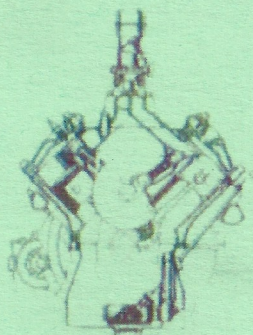


Drive Lines



Our 38th Year



February 5, 2008

Presidents Message

My first meeting as President is now under my belt and I am looking forward to more of them. We had another first! Besides being my first meeting, we had a baby shower to welcome Rachael and Scott Doudrick's son, Kieran. While some of us kicked tires during the regular break, the shower got underway with a lot of laughter and the opening of gifts.

After the shower was completed we were treated to a wonderful presentation of the site of our March tour to the Baker (no relation) Ranch in Helendale, that will be led by Dave Sanborn. He showed just enough pictures with brief descriptions to whet our appetites and entice us to go on the trip. Thanks Dave for the introduction and for setting up the tour. The tour is set for March 15, with a rain date of April 19. Mark your calendars.

Other tours on the horizon are planned to Bass Pro Shop, the Printing Museum, Vandenberg, Santa Susanna, Thousand Oaks, and other places, so come to the meetings for the details.

I wasn't sure that we'd get all of our agenda done, but we did, and everyone seemed to have a fine time.

I was especially pleased to have so many Past Presidents at the meeting. I believe that there were a Baker's Dozen of them there. I'd like to thank them for their service to and support of the club in the past and into the future.

What a great Hooky Day we had. 43 members and guests showed up for the Off to Offy trip. After a good brunch at the Lamplighter and some excitement down the boulevard just as we were leaving the restaurant, the LAPD put on quite an air and ground show, as a result of a stolen car and foot chase, we motored down to East LA for the tour of the Offenhauser plant. There is a report of the tour elsewhere in this publication, so I will not go into it, except to say that it was great and thanks to all of you that were able to attend, for making it a success, and congratulations to the three lucky winners of an Offenhauser product of their choice. A special thank you to Tay Offenhauser and everyone at Offenhauser Sales, for showing us how it has been done since 1953!

We had a board meeting on January 15, with most of the officers in attendance, to discuss ideas and thoughts for the upcoming year. We had a round table discussion and a lot of ideas for programs and tours were forthcoming. The meeting sure gave me a better understanding of how the club operates and who does what. I'll have a report from the board meeting for you at the February 5th. meeting.

We would like to extend a hardy welcome eight new members.

Fred & Gretchen Albrecht from Encino.

John & Donna Barton from Burbank.

Dave & Donna Bentz from Santa Monica.

W. Stewart Campbell from Van Nuys.

Richard Dolinsky from Valencia.

Art & Suzie Fernandez from La Crescenta.

Miles & Lis Schofield from Tarzana.

Ken Stanton from Santa Monica.

Secretary's Minutes

Date: Jan. 8, 2008

Meeting Place: CoCo's

Meeting Leader: Harry Baker

Carl's Car Count: 5

Start Time: 7:30

Adjournment Time: 9:25

Introduction of Guests: Dave Sanborn introduced Susie aka "Sidecar Susie" who is into motorcycles and all things Indian and Western. Fred Albrecht with his '47 Sedan Coupe. Good to see Al Porter and Richard Gise back. And last but not least, our newest member, Kieran Doudrick.

Treasurer: Wendi Potter: Helen Baker gave the report for Wendi tonight. We have paid all expenses for 2007. We have made our annual year-end donations to Angel Flight and Guide Dogs of America, and we have closed the books for 2007 with a little over \$3,500 remaining in the bank.

Tours: The first tour of the year is Jan. 16 starting at Lamplighter Restaurant in Van Nuys at 11a.m., then off to the Offenhauser factory in Los Angeles. Feb 2 is a trip to Nick Alexanders. Up coming tours: A history tour to the AAA on Figueroa. The International Printing Museum in Carson.. Baker Ranch in Helendale on March 15, with a rain date of April 19. Another tour will be to Victoria Gardens mall in Rancho Cucamonga to visit the Bass Pro Shop. Another tour is in the planning stage to go the Vandenberg Air Force base and spend the night in Solvang.

Announcements: There will be a board meeting at Steve Boskovich's house on Jan. 15 at 7p.m. An article about Allan Franklin's car appeared in the Hemmings Classic Car magazine page 28-31. Thanks again to Jim Kelley for taking over the Drive Lines. There will be a new feature called Mystery Interview in the Drive Lines. Gerry Blackwell reported that the money we collected in the Guide Dog can was \$340.86 and she took the money to them. They are having an open house in June. Ridge Route is having a clean up day this Saturday. During the break we had a baby shower for Scott and Rachael's new baby Kieran. Many of the cute little outfits had a car or truck theme. Lots of oohs and ahs. When the group came back from kicking tires, Scott and Rachael got up to thank the members for their gifts and support through everything.

Car of the Month: Fred Albrecht's '47 Sedan Coupe

Drive Prize (for bringing your V8 to the meeting): John Wolf

Program for the Evening: Dave Sanborn had a slide show about the Baker Ranch in Helendale, Ca. It is a private ranch owned by Al and Betty Baker. They have built a western town on their property. They have a Chinese laundry, garage with old cars and gas pumps, livery stable with a gypsy wagon. There is also a hotel with a balcony, Rosa's Cantina, post office, barber shop, and an outhouse {modern inside} All buildings are furnished with furniture and tools of the time period. They also have a boot hill cemetery. They have a restored Model A Phaeton, '55 T-bird, WWI army motorcycle, motorcycle collection and memorabilia. Dave also showed a German made film called Ultimate Speed Bump, where a home made speed bump flips a car. You can watch it again at www.spike.com/video/2916839 And a really funny film about a plane landing on the 405 freeway. You can watch it again at www.405themovie.com After you watch the film, go to the Features section and from there to the Oops section to see all the goofs they made in making this film. Did you catch them?

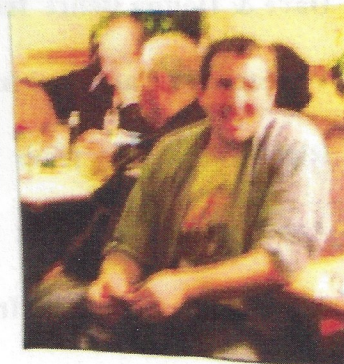
Raffle Winners:

Ladies: Sandy Norris and Sue Boskovich

Name Badge: Rich Carter

50/50 Drawing: Scott Doudrick won \$72

Buyer appreciation [new drawing] : Lynn Carter won a bold moves T-shirt



BABY NEEDS A NEW PAIR OF SHOES

Editors Notes:

The big thing is we had a board of directors meeting and it went great. Harry is organized and had an agenda all set up, which made the session go very smoothly. Steve Boskovitch welcomed us into his home, he didn't even ask us to shine his cars, what a nice guy. Just returned from the tour of Offenhauser Sales Corp. What nice gentlemen Tay and Jim Offenhauser are. They closed certain parts of their plant so they could take us through their plant and show us all the processes. I was especially interested in the fact that there were two different but still adjoined Offy companies. The early 1930 to the 1940 the Offenhauser just dominated the Indianapolis 500, and the ever popular midget racer circuit. This is number one company that made the engines. Tays father was part of the early engine success and saw there was a special market for heads for the flathead engines and other rod equipment. (The little Ford V 8 60 was sneaking into the midget track circuit and beating the Offy). Good thinking prevailed, He started company number two, Offenhouer Sale Corp. and so in 1953, he put his business in the buildings that we toured on Wednesday and they have been there ever since. Two different companies one dynamic DNA. It does my heart good to see a company that is run on good sense rather than some accountant that says that machine is on the books to long, get rid of it. I was talking to Dick Stones (a tool and die maker by trade). I myself spent a year and a half during, the war, as apprentice machinist (15 cents an hour), than spent a decade as a machinist. We both agreed, it took about three month to really get a new Bridgeport Mill to kind of snuggle in and you both could dance the same tune, at the same time. You know two to the right three up two back, that gets it. I know I even had a name for her. I dasent tell here what it was. Then a couple months down the road here comes the book keepers and decides it is on the books to long. They buy one of those nice new offshore specials that did all the new tricks with bells and whistles, but needs one of those offshore mechanics to fix it just when the schedules called for double over time. Bummer Give me a good old American made machine that is from the pride of America era and I'll be Happy, I don't know why I'm tellin you this, you must already know, after all look what you drove to this tour, Treat them right and keep them oiled and they'll last two life times. It was a good time and an eye opener for me. THANKS JIM & TAY YOUR MY KIND OF OPERATORS.

Why did I choose the picture of ISKYS building? Funny thing about us, years ago very few people ever traveled more than 10 miles from home (that was top mileage for a horse and wagon, per day). Because of this they did not do much sight seeing except locally. Now with our big 85 horse powered cars we zip down the freeway, and do not get to see any thing of the local stuff. We just whip out mapquest and go from point to point at 60 miles per, and forget the flowers on the way. This Iskenderian building is on Jefferson Blvd. in Culver City. Yes, it is not used any more, but to me it is a hunk of out V 8 history. It is about 100 feet from the freeway and no one stops to look at it, except me and Jay Leno before he had a garage.





Guide Dogs of America

An International Guiding Eyes Program

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www.guidedogsofamerica.org

December 26, 2007

The Early Ford V8 Club of America
32509 Aqua Dulce Canyon Rd
Aqua Dulce, CA 91390-5036

Dear The Early Ford V8 Club of America,

On Friday, December 21, 2007, Guide Dogs of America received your thoughtful contribution of \$340.85. We are very grateful for friends like you who understand the difference a beautiful, well-trained, and loyal dog can make in the life of a blind person.

Your donation will help us with the necessary veterinary, food, and equipment cost associated with maintaining the good health and happy spirit of our guide dogs. You're playing an important part in our ability to provide some of America's best guide dogs, free-of-charge, to blind men and women who want to live more confidently and independently.

Thank you for your support of our work.

Sincerely,

Jay A. Bormann

President





Offenhauser Visit

On a "Let's Play Hookie Day" we expect to see some of our retired members, but on Wednesday, January 16, we even had some gainfully employed members on our visit to Offenhauser Sales, including Ken and Joanie Sapper; Jerry Littner; Dave Bergman; Ron, Steve and Nancy Batesole; Darryl Thomas; Ed Warnock; and our new father, Scott Doudrick.

A total of 43 V8ers joined us on a trip back to the late '40s and early '50s when Fred Offenhauser moved the company he founded with Fran Hernandez to its present location in Los Angeles. Most of the machines that were in use back then are currently in use today. Fred's sons Fred Jr. (AKA Tay) and Jim now own the company with a work force of only 8 employees, some who have been with the company for over 20 years.

We split into two groups, one led by Tay who led us through the shipping department and detailed the history of the company and his family. The 2nd group was led by Tay's right hand man Vince Humphrey on a tour of the manufacturing operation. Tay and Vince then swapped groups so that everyone got the same info.

While the castings are done at a foundry in Santa Fe Springs, all the machine work is done at the facility we toured. The high compression heads and intake manifolds for our V8 flathead engines that were the basis for the start of the company are still being made and have even experienced increased demand with the recent nostalgia craze. Surprisingly, heads for the V860 are also quite popular.

After a treat of cookies and apple juice, Tay generously conducted a raffle where the winners were allowed to pick their own prize from the Offenhauser catalog. The lucky winners were Dave Bergman, Art Bergman and Chuck Mair.

Thanks to organizers Harry and Helen Baker for a great Hookie Day!

WANTED or FOR SALE

2 drums for 1940 to 48, And hubs. 805-527-3156 David Horsford

Wanted 1946 two door coupe Steve Lehman 818-517-1268.

For Sale---flathead V8-60 HP John Barton 818-563-3784

Early Ford Parts up to 48 Allen Porter 818-367-2890.

50 dodge club, 42 Ford 4 door, 41 Ford CD 64 cal colv, 27 Franklin seller unknown
(Editors note: Who ever wrote this, I would like to talk to you about being our secret guest for Feb.)

Flint:

Well, I am happy to see that I still have some readers that are able be careful planers rather than just being cheap, (alternate: Very thrifty) or else you would not have read this far. Well, at the cost of loosing all of my friends that have DEARBORN Cars, I submit that we all have levels of car itis, for some of us going to shows is the thing, others drive them every day, and some set the driver's seat, in the garage, with a martini in hand and dream of the day they get enough money to finish the car. Not to laugh, I have been known to do some hanger flying. On to the project: The subject of this short story is to apply to a 1940 Ford convertible, 6 volt, if it fits your 32 deuce, maybe it has some merit. Have you come out of one our meetings, turned on your head lights, and they looked like two choir boys holding a candle in the back of a big church? This usually is not the wiring but high resistance in the electrical connections and switches that don't get turned on enough to polish the contacts. My present view of this condition would be to replace the 60 year old dash switch and the low and high floor gismo. Well, if you're going to do switches than you should rewire to insure that you get every thing in good shape. Well, that's too big a job for a slim fellow that can no longer lay on his back under a dash for an hour or two. This what I did instead. Up front on the left side (drivers side dummy) all the head light wires pass at this point just in front of the horn. Suggestion: Do disconnect the battery so your little helper doesn't invite you into the BOOing club. At this place you need two relays, one for hi and one for low beam. The relays I used were purchured from Scott Fan and I believe cost \$9.95 each for 30amp. The thought here is your objective is to get more power to the head lights (in this case seal beams). Run a #12 gauge wire from the starter solenoid, the side that the battery connects to (not the starter side) along the firewall, over to the other side in front of the horn. You make up a little short jumper that goes from one solenoid to the other, to get a supply of juice to both solenoids. My suggestion is, about 2" from the relay connector cut the insulation and solder another short piece of wire just long enough to reach the other relay, tape it neatly. Now you can start plugging in the two wires that come up from under the floor switch, one to the # one position hi beam solenoid and one to the # two position low beam solenoid. It doesn't matter at this point which is which, cause that switch doesn't care. You did test the floor switch to be sure it worked before you cut the wires right? The wire connectors on the Ford probably won't match the blade connectors on the relays and I think that this is good as it will cause you to replace those 60 year old connectors so you can hook up the lights. Pause take a deep breath I am switching soap boxes for a second. You're about to use crimp connectors to lower the resistance in a system. May I humbly suggest that you solder all the connections you make. (I wish I had \$5.00 for the four times the cars had to be towed because someone else did the wires and didn't crimp them good enough. Point is these wires get hot and expand, two there right up front where the water hits the fan at high speed and is forced into every little crevice, and three then we have corrosion, solder. Next thing is a little thing but when used you'll never give it up. Under the hood you want to be neat and tidy. you are about to run wire that should be hidden or at least made non intrusive. When I was a kid my dad would buy a new roll of friction tape. We would wait till dark and strip it off real fast and it would light up green. My guess is the green color was caused by the friction of adhesive letting go of the roll. This trick usually was followed by a loud scolding from you know who. The tape we stripped off didn't stick the second time around when he went to use it, Bummer. If you want to, have in your tool box, the best looking and the best stickum tape available. Go to the

ALEXANDERS ANNUAL

Join us for the 8th Annual Early Ford V-8 Intra Club Swap Meet, Car Corral & Barbecue

WHEN: Saturday, February 2, 2008

8:00am to 3:00pm

(7:00 am for sellers to setup)

WHERE: Nick Alexander Restoration

6000 S. Alameda St., Huntington Park, CA 90255

WHO: Open to all 30's, 40's and 50's Ford, Mercury and Woodie Enthusiasts

COST: \$20 Donation per person (proceeds benefiting YMCA of Huntington Park)

Eligible Parts: Any or all of your left over Ford, Mercury or Woodie parts from your last restoration or things your wife has been threatening to throw out. Price things reasonably so you won't have to haul them home again. No junk please. No minimum -- maximum one parking space per swapper

Eligible Cars For Sale: Any Ford or Mercury of the Flathead Era, 1932 to 1953 and y block Fords and Mercs 1954 to 1957

Please RSVP by emailing naibmw@aol.com by January 31st and include the following information in your email:

1. How many people will be attending?

2. Do you need a swap space for parts?

3. Are you bringing a car to sell?

4. Do you want to display your vintage car?

*Please notify any of your fellow club members that do not have email as this will be the only form of invitation.

We look forward to seeing you that day! And remember, the success of this meet depends on the quality and quantity of cars and parts available, so please bring your best! Also, no pre-teen children please.

local Hockey Rink (I know, Southern California) and go in the pro shop and ask for the black tape to wrap your hockey stick. (This is one place they won't laugh when you say this.) A big roll cost about \$10.00. It's way better than that 99 cent stuff I had been using. Back to the head lights. The wires are color coded so just make sure you hook up the bright wire left and the bright wire right on the same solenoids. You will need another short wire connector with a "Y" in it to connect a ground from the local body area. Now there is one other thing, do put in new seal beams or at least new bulbs as they really do get dimmer with age and you did all this work so you could look bright. In my case I used double sided tape to mount the solenoids rather than drill another hole in my nice car, you could get an even better bond if you coat the body area of contact, with contact cement. It's been on there but 3 years, so that's fair. And just think all this fun while balanced on a cement block, leaning on a well protected fender. Great results, and cost effective.



Do mention that your are from the Valley Ford V 8 Club when your in C Q Auto Parts.



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Does this picture do tricks with your eyes? That's only 1/2 of it, look at the tires and the bumper. This car was driven here! Whoa!

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Thank you so much Miguel for the printer supplies. It's great to be able to print color copies for all our members.



My idea of a Super Bowl is a toilet that cleans itself!

Fun conversation with Gordie Chamberliln.

We are getting so many new members that I thought It would be good to bring into the spot light one of the icons of our club. Now you old timers just hold still and give this a chance . Gordie is so quiet and reserved that unless he is sitting at your table you would not know that he is the fellow that saw that there were so many people in the Early Ford V8 Club of America that lived in the valley that it was time to start chapter 40. At the time he was the president of the National Ford V8 club, so he was able to influence the proper people that a valley chapter would be of great benefit to the overall club activities. Gordie was born in Pontiac, Michigan in 1933. His dad Went into the service Dec. 8 1941 became a Navy pilot so the traveled all over the states. (Dad was a flight instructor) (cool). Now he was a ten year old and would go and play and sit in the cock pits of all the airplanes. In Glen View, Illinois air base across the street was the prisoners that were confined. Some of them were assigned the task of gardening, well when one of them wasn't looking Gordie swiped his gas scooter and drove it all over the base. He first started driving on a farm tractor . His grandfather was a barn builder. They had these 1939 Ford tractors and so naturally he had to drive them. A little later maybe when he was 12 he started driving a GMC cab over he could hardly reach the peddles His dad had a gas station in Long Beach and he would work on cars one for money and two he loved cars. His first car was a 1935 Plymouth. a customer brought it in and wanted \$25.00 for it, He knew that anything that ran was worth \$100.00 so he bought it. At this stage he could drive and make it go but knew nothing about traffic and stuff so when the boss went home he would drive this car around and round the gas station. Fast forward to 1962 he got his license to sell cars and he says that over the years he has owned over 10,000 cars. WOW! alot of good ones some he saved some he sold and shouldn't have. He still has his license he says it really good you can have all these cars and one battery and one license plate. One of the good ones he saved was his Forty Ford Coupe, this year he will have owned it 50 years. In his terms, he claims to be low on Fords at this stage life. He has a 35 De Soto airflow, Crosley, Mustang convertible, an early Graham-Page- Frazer, a Kaiser Manhattan, 66 Studabaker Daytona, 58 Metropolitan, 40 Ford Opera Coupe, 39 Mercury, a Wizzer Motor Bike, 75 Pinto with 609 miles on it and these are just some of the 40 vehicles that he owns as of this writing. All but two of these cars are in a happy new Building he bought in St. Joe. Mo. He has made 17 trips back and forth setting this up and totin cars. Why St Joe, Mo. well he has spent so much time in California he wants to get out and see the other side of the world. (Editors Note: I think cause it's closer to Hershey.) Right now in LA he has his "Pumpkin", A model T with a Pinto (well it's Ford) drive train, And a Frazer Manhattan. Gordie has some real estate in LA that held his collection and he must vacate by July 1, 2008 and then he's going to the farm country. He says that he has so much stuff that it's running his life and now he can store it and just sit back and watch de farmers plow dem fields. Yeah not likely me thinks.

The Valley's

7822 West 79Th Street Playa Del Rey, CA. 90293



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