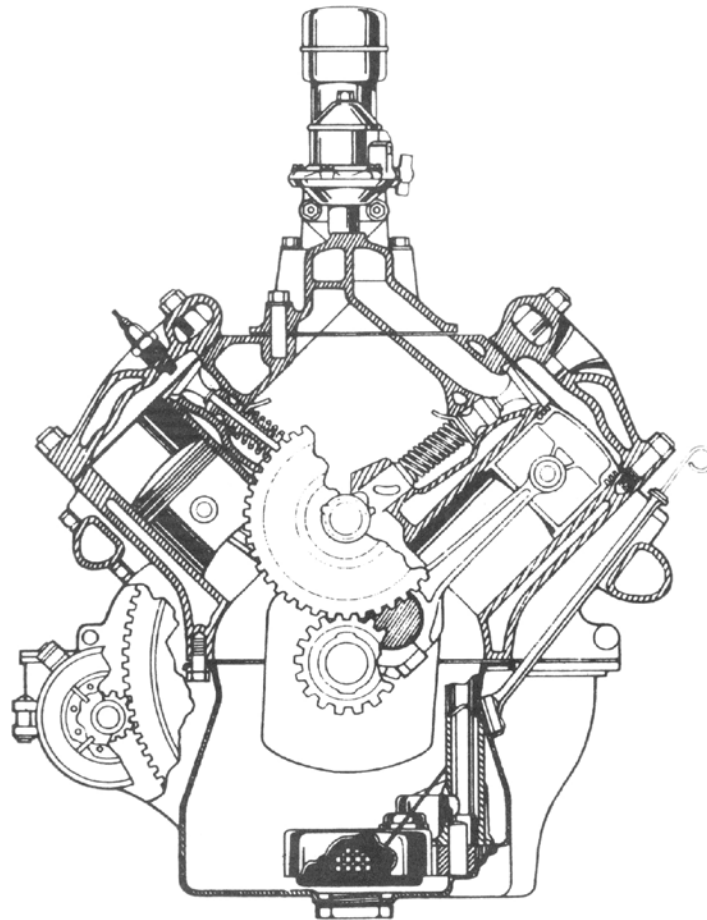




# Drive Lines

*Chapter #40*  
*Our 49th Year*  
*Visit Our Website*  
*"ValleyV8s.org"*

Sept 2020



**The Valley V8's**  
**9700 Farralone, Chatsworth, Ca. 91311**

# The Valley V8's

## 2020

President	Ernie Baily	805-433-5540
Past Presidents	Vaskin Hagopian	323-661-2044
Vice President	Jim Ellerbrock	818-437-0412
Secretary	Rex Jaramillo	213-706-3854
Treasurer	Joan Sapper	818-249-5686
Tours	Kenney Sapper	818-249-5686
	RichCarter	708-567-2393
Programs	Larry Caplan	818-363-2849
	Joe DiFatta	818-700-1939
Membership	Howard Brown	818-606-0267
	Joan Sapper	818-249-5686
Drive Lines	Robert Glucksman	818-618-1395
Prize Raffle	Steve Lehman	818-885-6938
50/50	Ken Sapper	818-380-5686
Ladies / Birthdays / Sunshine	Bobby Searl	818-353-6767
Name Badge	Karen Lehman	818-885-6938
Car of the Month	Jim Ellerbrock	818-437-0412
Web Master	Scott Dudrick	818-687-9836
Tech. Advisor	John Wolf	818-789-6201

Meeting: 1st Tuesday of the Month, 7:00p  
 No host Dinner, Starting at 6:00p  
 Rosie's BBQ & Grill, 8930 Corbin Ave.  
 Northridge, Ca. 91324

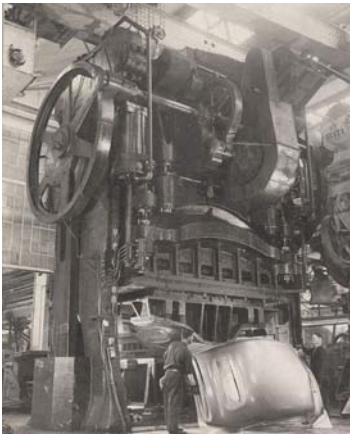
Visit our Web Site: [valleyv8s.org](http://valleyv8s.org)  
 Facebook: **Valleyv8s**  
 (<https://www.facebook.com/groups/579123315803014>)

Drive Lines is Published by  
 The San Fernando V8's Regional Group 40  
 of the Early Ford V8 Club of America  
 9700 Farralone, Chatsworth, Ca. 91311

### 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 Golt	1999
Don Stout	2000
Steve Boskovich	2001-2002
Joe DiFatta	2003
Wendi Potter	2004
Ken Sapper	2005-2006
Steven Batesole	2007
Harry Baker	2008-2009
Dave Bergman	2010
Randy Watson	2011-2012
Steve Boskovich	2013-2014
Stan Miller	2015
Don Durkee	2015
Vasken Hagopian	2016-2018
Ernie Baily	2019-????

**Our Next Meeting**  
**UNKNOWN 2020**



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"Valley V8 Club"



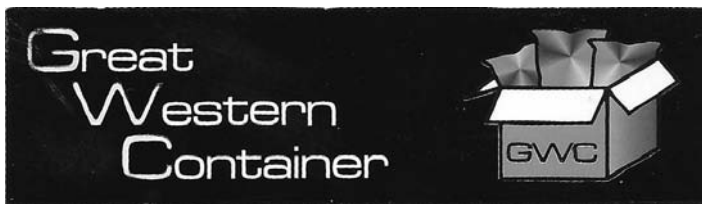
**CHAPTER 40 -- SAN FERNANDO VALLEY V-8'S CLUB  
MONTHLY MEETING MINUTES FOR  
No Meeting, No Minutes.....**

## HELLO FELLOW MEMBERS

We would like to know more about You, Your Car...  
So, What I would like from our members is a picture of you  
with your car, with a small story. (1 Paragraph)  
That way, We get to learn more about our members, & we  
can put a face to a name & car

Please make all submissions to ether  
"Drivelines" at madmodelr@aol.com, or  
"Drivelines" 9700 Farralone Ave. Chatsworth, Ca. 91311

Thank You  
Rob Glucksman, DL Editor



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# Member Bio

## *From The Farm to Ford V8s*

By *Jerry Jensen*

When I was a 6yr old boy growing up on a farm near Farmington, Minnesota, my father bought a 2 year old Washington Blue 34 Ford four door. That started a life long love affair with the automobile. I can remember riding to town and seeing the Ford Greyhound on the radiator cap leading the way. Now in California, I was 16, my father taught me to drive the families 39 Ford Tudor. The following year my father passed away and the 39 became mine.

By 1950 I decided "New is Better" and traded my 39 in on a New 50 Ford Club Coupe. The war in Korea broke out on June 25th and at the time little did I realize my life would be altered for the next 4 years. I enlisted in the Air Force in October and started A&E school on January 2, 1951. December found me aboard a troop ship bound for Japan and then to Korea. I was assigned to the 18th Fighter-Bomber Wing which was flying the WW2 P-51 Mustangs, Based north of Won Ju and 35 miles south of Bomb Line. On May 1st my Squadron was transferred to the 51st Fighter Wing based at Suwon. They made me a crew chief on a F-86 Sabre Jet, the best Jet Fighter in the world. By October my F-86 became a Ace, shooting down its fifth Mig-15.

I arrived back in the states in December, now without a car, my misguided mind thought I should have a 46-48 Ford Convertible. I ended up with a 48 Mercury Convertible which I drove to Tyndal AFB at Panama City, Florida. my new assignment. The Mission of Tyndall AFB was to train pilots to fly the all new F-86D, for the Air Defense Command. At the time I was not exactly in love with the 48 Merc and one day while driving in Panama City, I spotted a 51 Mercury Coupe on the Mercury dealers used car lot. And in short order I said goodbye to the 48 and drove back to Tyndall in the 51 Merc.

I was discharged from the Air Force in October 1954 and back to California, to look for a job. I worked for Northrup in Palmdale for several months until I found a wonderful job at Douglas Aircraft as a Experimental Flight Test Mechanic. In the late summer of 55 the "New is Better" syndrome hit me again and I traded my 51 Merc in on a New 1955 Ford Convertible.

In the summer of 56 I met Carole, the love of my life in Tucson, Arizona. A year later we were married in Hollywood, Florida. After exacty 5 years with Douglas Aircraft I was laid off when the DC-8 Flight Test Program ended. While unemployed I put in my application to the Los Angeles City Fire Department. After 7 weeks being out of work, I landed a job at Lockheed Engineering Flight Test Division. With the ups and downs of the Aircraft Industry, I say "Not for Me" I then joined the L.A. City Fire Department in February 61. I then stayed with in the LAFD for next 28 years.

After 7 years of daily use, some of the seat seams were coming apart on my 57 Ford Fairlane 500 hardtop. So I went to several upholstery shops for prices on a Tuck & Roll job. The figures quoted were beyond my budget, so I bought a "How to" book and a sewing machine and went to work. The job turned out so well that I had people asking me to do work for them. I stumbled into a part time business that I pursued for next 30 years. In the late 1960's, I upholster a 1918 Buick, the first antique auto I ever worked on. The Buick then wins top awards at shows and opens the door to many people with elderly Autos.

Working on other peoples vintage Iron makes me want to own one myself. So I decided the vehicle I will acquire is a 1939 Ford Convertible Sedan. They are not easy to find and I spent a long time looking for one. Finally in 1973 I find one in Ventura that fits my budget. Unfortunately the car is a basket case and short a few important parts like the engine, radiator and grille. In 1974 I join the "ValleyV8's club and find that there is a world of knowledge in the Membership.

In 1976 Jack Miles calls me from the Harrahs Swap Meet in Reno, asking me if I was interested in a half interest in a low mile all original 39 Ford Deluxe Tudor. I said yes even though I haven't done any work on the Convertible Sedan as yet. The engine in the Tudor isn't good enough to take on tours. So a year later I buy Jack Miles share of the tudor.

During the 70's and early 80's a large part of my part time business was Packards, Pierce Arrows and the like. The most notable customer was Phil Hill, the only American to win the World Driving Championship. I did a couple of the Packards for him and one of those Packards has been in the Jay Leno Collection for many years.

In late 1978 I realized I would never get my Convertible Sedan restored unless I stopped working on other peoples cars. So that's what I did. The restoration was completed in early 1981 and taken to the Western National Meet that year in San Mateo. It received a Best In Class Award and was one of one of three cars

## Member Bio *Continued*

nominated for Best of Show. I did not win and that was the last Best of Show awarded at a National Club Meet. If you want to know why, ask Ed Warnock. The following year we took the Convertible Sedan to Olympia, Washington for the Western National Meet. We were given a Dearborn Award as well as the Artesian's Choice Award which was the unofficial Best of Show Award. During the 1980's I acquired 2 more restoration projects, a 1939 Convertible Coupe and a 2nd 1939 Convertible Sedan. Club members voted to host the Ventura Venture Western National meet along with the Ventura Regional Group in 1985. I was honored to be asked to be the Chief Judge for the meet. A lot of hard work by many members resulted in a very successful event. Following my retirement from the Fire Department in 1988 I became President of the Valley V-8's for 1989 and 1990. I completed the restoration of the 1939 Deluxe Tudor in 1990. It was awarded the Dearborn award at Reno and Robert Park.

I noticed a vacant spot in my garage. What better to fill it with a 1949 to 1951 Mercury convertible. After a long search I find a 1951 in Arizona. The 1951 needs work, so it sits. The 1994 earthquake causes extensive damage both in the house and garage. After 2 years of repairs we sell our house and move to Santa Rosa Valley in Ventura County. I complete the restoration of the 1939 Convertible Coupe in 2001 and the 2nd Convertible Sedan in 2005. They both win multiple Dearborn Awards. I completed the restoration of the 1951 Mercury in 2014, it takes a Dearborn at the national meet in Thousand Oaks.

In the final analysis, I would not have been able to enjoy this great hobby without the full support of Carole, she is the best. The Ford V-8 may be what bonds our club together, but it's the people that makes this club great.



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# From The President

Hello Everyone,

Hope everyone is doing well! I had hoped to report about the Wrightwood Car Show, but like a lot of events it was cancelled. So on to the next Car Show. The next Car Show I'm hoping to attend is the Roam'inRelics 39th Car Show Spectacular on Sept 13th at Arroyo Vista Park in Moorpark, Ca (Contact Mark 805-796-1671).

As most of you know after reading the July/August issue of the V8 Times our own Jerry Littner has stepped up to put his name on the National Club ballot to become the California/Southwest Director for the National Early Ford V8 Club. All the years that I have known Jerry he has always been one to step to bat for our club. As you all know he loves to talk, so along with his "Gift to Gab" and his desire to make our club better, he now will apply his enthuseasum and passion for old Fords to the hole Southwest Region of the Early Ford V8 Club. So on behalf of the Valley V8's, we wish him all the best. I also recieved the notes from the National club board meeting and they have now appointed a new Legal Adviser, Michael Rowe of Minden, NV. They have firmed up the 2021 Western National Meet at South Lake Tahoe on June 13-17th 2021. The 2022 Western National Meet, Wentatchee, Wa on July 11-14,2022 continues in planning stage. A National Driving Tour for 2021, the 48th annual Texas tour April 16-18, 2021 sponsored by the Big Country RG#122. They have done the National Director Elections(which includes our own Jerry Littner) .Please submit your ballots which was in your latest National Newsletter.

Thats about all I have at this time. Everybody Take Care!

Your Prez

## *The Crown Victoria Affair* (Episode 2)

By *Howard Brown*

Well, since last month's episode in this saga, brake parts have been purchased. The rear brakes were an adventure unto themselves. I took the rear tires off, took the right side rear brake drum off and the brake shoe return springs fell on the floor! Both springs were broken. Then I went to the left side and the brake drum refused to come off. After many attempts at persuading it off (lots of cuss words!), I went to the last resort, heat. I took my torch and gently heated the brake drum in the area adjacent to the hub. After a few minutes, there was a soft 'cracking sound' and the drum came off (with another broken return spring). I removed all the old parts (springs, brake shoes and wheel cylinders) from both sides, cleaned everything up and installed the new parts, including the flexible brake hose. Then came the front brakes. I had removed all the operating parts of the left front brake when I originally got the car, because the brake was stuck and I couldn't move the car. I removed all the old parts, cleaned everything up, and installed the new parts. Then came the real adventure! Each of the front brake drums had at least one broken wheel stud, so I took the drums to my friendly, local parts store/machine shop and asked them to replace the broken studs and run a thread chaser over the remaining studs to clean them up. When I went to pick up the drums, the new studs had been pressed into the hubs as I asked, but the hubs had NOT been re-installed into the drums. Also, they informed me that they didn't have the proper thread chaser to clean up the remaining studs. I was NOT HAPPY! I took the pieces to another machine shop (where I have had previous good experience) and asked them to finish what the first shop didn't. As I was about to leave everything there, they informed me that the first shop had BENT THE BRAKE DRUMS in their attempt to assemble things! I left everything there in the hopes they could straighten the brake drums and put everything together. They called me later and said they were unable to straighten the drums. I called around and located a pair of used replacement brake drums (At \$85) apiece), but when I went to pick up my original pieces, they had been assembled! They looked straight. I installed the drums and rotated them to inspect for straightness; they looked OK! I then installed a wheel/tire on each drum and again rotated them, thinking the larger diameter of the tire would make it easier to see any 'wobble' cause by a bent brake drum. So far, so good; I didn't see any wobble. Now everything is assembled and I am ready to bleed and adjust the brakes. After that, I think I am ready for a very short (to the end of my cul de sac and back) test drive. This car has only moved 20 feet under its own power (in my storage area) in 25 years! The first test drive should be exciting (I certainly hope in a good way!). Results of the test drive and continuing '55 Ford adventures in episode 3. Stay tuned

Thanks Howard

**JERRY LITTNER SAYS...**  
**BE SURE TO VOTE FOR ME AS YOUR NEXT**  
**EARLY FORD V-8 CLUB NATIONAL DIRECTOR**  
**REPRESENTING: CALIFORNIA/SOUTHWEST 1**  
**LOOK FOR THE BALLOT IN THE MOST RECENT EDITION**  
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**THANK YOU KINDLY FOR YOUR VOTE !**