

Drive Lines



Apr 32

Chapter #40

Our 52nd Year

Visit Our Website

" ValleyV8s.org "



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

The Valley V's

2023

President	Jim Ellerbrock	818-437-0412
Past Presidents	Ernie Baily	805-433-5540
Vice President	Bill Greene	818-606-2874
Secretary	LOOKING FOR A VOLUNTEER	
Treasurer	Joan Sapper	818-326-9685
Tours	Ernie Baily	805-433-5540
Programs	Larry Caplan	818-363-2849
	Joe DiFatta	818-700-1939
Membership	Howard Brown	818-606-0267
Drive Lines	Robert Glucksman	818-618-1395
Prize Raffle	Steve Lehman	818-885-6938
50/50	Ken Sapper	818-326-1286
Ladies / Birthdays / Sunshine	Bobby Searl	818-353-6767
Name Badge	Karen Lehman	818-885-6938
Car of the Month	Members	
Web Master	Scott Dudrick	818-687-9836
Tech Addv	Jerry Case	

Meeting: 1st Tuesday of the Month, 6:00p

Visit our Web Site: valley V8s.org

Facebook: **Valley V8s**

(<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

**For more photos of Club Events,
Please check out Web & Facebook sites**

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	2019-2022
Jim Ellerbrock	2023 - ????
Ethel Merman	1896 - 2023

Our Next Meeting
4 Apr 32

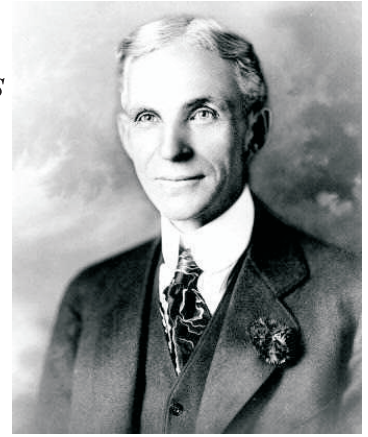


HELLO FELLOW MEMBERS

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

And now for some
 "Pressing" News



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From The President

Message from Prez Jim Ellerbrock



Thanks to all who attended the March 7th Meeting. The Secretary and Program Director positions are still open. Anyone? Looks like the weather is not being cooperative for encouraging car tours. Hopefully things will improve next month so we can have an outing of some kind. Ernie is currently on top of this. Jerry Case has a friend who is selling a 1952 F100 Pickup. If interested please contact Jerry for details.

We were again honored to have Phil Hall and Jerry Littner present at the last meeting with news from the National Club. Per Jerry, our recommendation on extending the year of the cars to 1962 to accommodate the Y-block was not well received. Per Howard's suggestion, they did agree to modify the way that we are charged for the electric database for the magazine. Jerry and Phil also had info on the cash drain the National was having in publishing the magazine. Their plan is to raise dues to balance off for the loss of membership and advertisers. More to follow.

Howard reported that our Club Membership Roster is now at the printers and will be available soon.

Vice President Bill Greene has finalized the details for the Christmas/Holiday Brunch. It will be on Sunday, December 3rd at the Woodland Hills Country Club. Save the date. Contact Bill for more details.

A thank you goes out to Rob for inviting Jim Houston and Lynn Mills as guest speakers. They are a husband and wife team that currently have a publishing company doing children's books but their claim to fame is that they were vintage racers. Starting off with various British Cars such as Austin Healey and Sprites, Ford Cortina's, etc. They both had very interesting stories of racing incidents and strategies that they used. One of them was that the smaller British engines performed best at high RPMs where the Cobra's was down in the power range. Thanks again to Jimmy and Lynn for their insight and stories. If anyone has an idea for future guest speakers, please contact any of us.

See you next meeting

Prez. Jim

On a Sad Note

Matthew Ellerbrock

Val and I lost our son Matthew earlier last month. It was very unexpected. He was 36. Losing a child is a very tough thing to go through at any age, but it also brings back very enjoyable memories.

Matt was born in Northridge on January 12th 1987. Growing up he had an early interest in cars. He had many Hot Wheels and toy models. Just after he learned to talk at 18 months, he memorized the symbols of many makes and could identify them on the street as well as in magazine articles. One of the times that I remember is when I had just purchased my '55 Ford. He was in his car seat in the back and he was just learning how to put words together. I was trying to get the car to start to get it out of the garage. When it fired I heard this voice from the back, "Yeah, old car start". Matt was also intrigued with the TV show Knight Rider. He would wear out a set of shoes in a week in his little fiberglass car pretending to be Michael Knight. He would spend hours going up and down the driveway and side walk talking into his watch which was his pretend communicator.

We will have a "Celebration of Life" for him on Friday April 14th at St. Euphrasia in Granada Hills.

Prez. Jim

Chapter 40 -- San Fernando Valley V-8's Club
Monthly Meeting Minutes for
Tuesday March 6, 2023

7:00 pm Meeting called to order. President Jim Ellerbrock launched the meeting by welcoming everyone. He then led us in the pledge of allegiance.

Guests: Rob Glucksman introduced guests, our speakers for the evening: Jimmy Houston and Lynn Mills.

President's Comments: President Jim then invited Jerry Littner to share thoughts about the Club's attendance at the National meeting in San Diego a few weeks ago. Our own fearless five trekked to San Diego for this meeting: Bill Greene, Howard Brown, Ernie Baily, Jim Ellerbrock, and Scott Doudrick all braved the Board to share concerns, thoughts, and ideas about the Ford V-8 Club, present and future. Chief among these ideas was allowing later model Fords into the 'fold'. Jerry said that their ideas were turned down. He continued, mentioned that National lost almost 60 thousand dollars last year, that's a lot of \$bread! Reasons: They lost two of their top advertisers, who are going digital. Printing and mailing costs have increased. And we're losing members due to cost of living, old age, and so forth. One way of shoring up the revenue loss will be an increase in membership dues. Starting next year, dues will be hiked to \$45 a year, which will include a bi-monthly (every other month) printed Ford V-8 Times magazine. Dues will be \$25 for members who choose online, digital-only, delivery of the Magazine.

President Jim then invited Phil Hall to share some thoughts about the same San Diego meeting. Phil is the renowned past-president of the V-8 Club, National level. He mentioned that, as a cost-savings measure, the V-8 Club National Roster will be available online in digital form, then will be available in printed form next year, and every other year thereafter. During the same National Meeting in San Diego, discussed earlier, the present National V-8 president was asked the question: 'Given the present conditions and situations with our Club, how long do you think it will last as a National Club?' The Chief Judges' National membership dropping by 600 members. At this rate, given the facts and the mind set of the presiding National president and his Board, Phil thinks we'll last six more years at best. So it's wait and see. At this time, National is doing a members' audit to get a more accurate number of National membership. Phil then gave an overview of the National Board structure: It's made up of regional areas, the lower 48 states, and Alaska. The board positions run for a 3-year term. Finally, Phil again encouraged us to get involved both at a local level and National level. And Phil may run for National President again next year, cheers!

Officer's Reports: All OK.

In Memory Of: It's been a year since our friend and Club member Don Stout passed away. We deeply miss his quick wit and true car-guy mindset and persona: he was a good man and the real-deal. Rest in peace, dear friend and Club brother.

Club Events and Tours Ernie Baily: Ernie shared information about various upcoming car activities: No shortage of events with Spring just around the corner for sure!

Early Ford pickup for sale: Jerry Case has a friend who is selling a '52 Ford F100: It's reportedly in nice condition, has an original 8BA flathead, 3-speed with overdrive. If interested, call Jerry at (818)989-5211 or (cell) (818)205-4451.

F100 pickup quick note: The F-Series was launched in 1948, and was first known as 'Ford Bonus Built.' Back in the day, this early series pickup was known simply as the 'F-1.'

Christmas Party latest Information: Bill Greene our illustrious vice president is in charge of the upcoming 2023 Christmas party: It will be held on Sunday December 3, 2023. The celebration will be in the same room, and will feature the same most excellent food menu. Bill can take check deposits for the Party any time. Send to: Bill Greene 11314 Encino Ave. Granada Hills, CA 91344.

Club Membership Roster has gone to printer. Thanks to Howard Brown for all the work hustling us for Club dues, also for updating the Roster.

Fliers for Car Events: Steve Boskovich brought in some fliers with information about upcoming car shows and events. Thanks, Steve.

Break called: 7:30 pm

Meeting Resumed: 7:45 pm

Name Badge Raffle, Karen Lehman: This raffle was won by Dick Colarossi. Thanks for handling, Karen.

Birthdays and Anniversaries: President Jim then honored the March Birthday people and noteworthy

Chapter 40 -- San Fernando Valley V-8's Club
Monthly Meeting Minutes for
Tuesday March 6, 2023
CONTINUED

anniversaries. Joe and Marsha DiFatta recently celebrated 63 years of wedded bliss, congratulations you two!

Program for the evening: We had guest speakers Jimmy Houston and Lynn Mills, a unique husband and wife team. They have an interesting background together: Over the years, they've established themselves as proven track racers and auto racing historians. They also own Cosworth Publishing, and Lynn presently authors children's books. Additionally, they create and host websites pertaining to auto racing including NASCAR, historic Formula One, and Trans Am racing. And they 'practice what they preach', they race together! Over the years, they've owned and raced many different cars, mostly British, including Austin Healey Sprite MK I, Sprite MK III's, and Ford Cortina's. Jimmy's first 'bit-by-the-car-bug' moment was as a young kid: he saw his first Lotus Elite in traffic one day, love at first sight. A few years later, he ended up buying a new Austin Healey Sprite Mk III in 1966. The tires lasted 4,000 miles, so the Sprite was evidently driven briskly. Back to that love-at-first-sight car: ten years after seeing his first one, Jimmy finally drove a Lotus Elite. He said it was fun, but the fiberglass body made for an interesting drive: Jimmy likened it to driving in a 'sound-cage', very loud. Jimmy and Lynn then shared interesting stories about time on the track vintage-racing. Lynn learned how to race-drive at Riverside Raceway in an amateur-restored Lotus Elan. She started in F-production, but quickly promoted to the E-group, a faster class. Driving experience behind the wheel and strategy seemed to be fundamental to the success of this husband and wife team. One year, Lynn had a race at Firebird Raceway. At the time, she was driving a Ford Lotus Cortina. Her closest competitor was a lady driving a Porsche 906, which had a significant horsepower and racing attributes advantage over Lynn's Cortina. However, Lynn's experience and strategy prevailed, and she beat the Porsche soundly. Sadly, the Porsche struck a bale and lost a door in the process of being trounced.

One of Lynn's best race accomplishments was at Palm Springs one year. Her class had 40 vintage race cars. Because she timed in as one of the faster drivers, Lynn was in the front row. All started OK until the green flag lap, then her car died. After what seemed like an eternity, she got it started and pulled back onto the track. Slowly, lap after lap, she made progress, passing car after car until she was behind the leader, who was driving an Allard. Now the Allard had an early 1950's 331 cu. in. Cadillac engine, so there was huge horsepower and torque advantage compared to her little 1275cc Austin Healey Sprite (78 cu. in.). She tailed the Allard for a time, and, finally, she unleashed her skill and cunning. On the last lap, she passed that powerful Allard and won the race, way to go, Lynn! Another noteworthy event for this remarkable duo was at Willow Springs short track, where they were hired by Ferrari to give rides to potential Ferrari buyers. Yah, life's harsh!

Jimmy and Lynn shared numerous other stories about their lives and racing exploits. They've had some of the most fantastic opportunities and experiences in the land! All told, it was a very entertaining evening, thanks, both!

Long Beach Grand Prix: Interested in attending the Race, in mid-April? Bill Greene has just the ticket: A 4-day pass including pit access. For only \$300 per ticket, sounds like a super deal. Call Bill for more information. (818)606-2874.

50/50 raffle, Ken Sapper: The raffle was won by Blake 'Wealthy' Wilcox, \$55.

Prize Raffle, Steve Lehman: Many nice raffle prizes were won by many overjoyed people.

8:40 Meeting adjourned.



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Earl's DONUTS

Bad boy owners of cool cars feel almost like teens again at donut shop meetup in Chatsworth, Friendships forged over old cars, nostalgia and how times have changed

Friends and classic car enthusiasts gather at Earl's Doughnuts in Chatsworth every Thursday morning.
By DENNIS MCCARTHY |

PUBLISHED: March 4, 2023 at 6:45 a.m. | UPDATED: March 4, 2023 at 6:45 a.m.

Dennis McCarthy has the week off. Until his return, enjoy this Classic McCarthy column from July 14, 2022.
(Photo by Andy Holzman, Contributing Photographer)

If you remember when Earl Scheib was painting cars for \$29.95 any car, any color, no ups, no extras and gas was 31 cents a gallon, you remember these bad boys from high school.

They had black combs stuck in the back pockets of their tight jeans, a few dabs of Brylcreem in their thick heads of hair, and the coolest cars to ever cruise Van Nuys Boulevard in the 1950s and 60s.

Their combs and Brylcreem vanished with most of their hair in the 80s, but their cars never left them. Those bad boys from high school are still driving the coolest cars in the San Fernando Valley 65 years later.

My 57 Ford sold for \$2,300 new, now it's worth \$45,000 fully restored, says Steve Boskovich, who graduated from Canoga Park High School in 1958, and organized the cruise stop held every Thursday morning at Earl's Donuts in Chatsworth.

It started slow with just three or four cars six years ago, but took off by word of mouth. Now, an average Thursday morning has 15 to 20 cars showing up from 7:30 a.m. to 9 a.m. bad boys from high school talking carburetors and generators just like they did in auto shop and morning recess.

They're all in their 70s and 80s now, so recess is all day long. They park their Fords and Chevys, Studebakers and Dodges outside Earl's, and walk in for a donut and cup of coffee. None of them as teenagers ever thought they'd be hanging out together with their cars as senior citizens.

I'll be 83 in two weeks, Boskovich says to Ernie Bailey, who graduated from Canoga Park High in 1968, 10 years after Boskovich. At 65, he's one of the young guys in the group. He's president of the local Ford club, but he drove a black 55 Dodge to Earl's last Thursday.

It's cool, really cool, and a big part of my life now, hanging out with these guys for a few hours every week, Bailey says. I've come full circle. I almost feel like a teenager again in high school.

Their cars aren't novelties that they take out of the garage once a week for a spin. Not an expensive toy to show off. They're working cars, out there everyday when the weather's right, says Joe Di Fatta.

If it is 102 degrees, though, forget it, he says. Many of the cars in the 50s didn't have air conditioners.

They're all their own mechanics. They get their own hands dirty changing the spark plugs and oil. Nothing on their cars is computerized, so they don't have to take a second mortgage out on their house to get a tail light fixed.

Their wives put up with them and know if it's Thursday, come hell or high water, their bad boys will be at Earl's talking cars. Unlike their husbands, they're driving Toyotas and Teslas.

Truth is nobody's blowing their horn and giving the thumbs up sign to a Toyota, but a 57 turquoise and white Chevy? C'mon, that's timeless.

We get the hi sign all the time,& Boskovich says. People appreciate that these old cars are still on the road and how we're restoring and taking care of them.

Reminding the rest of us about America back in the 50s and 60s when anything was possible, and we were leading the way for the rest of the world.

If you own a classic car or just like talking about them, an invitation is open to drop by Earl's any Thursday morning and meet these old bad boys from high school. Earl's is located at 20429 Devonshire St. in Chatsworth.

Dennis McCarthy's column runs on Sunday. He can be reached at dmccarthynews@gmail.com.

