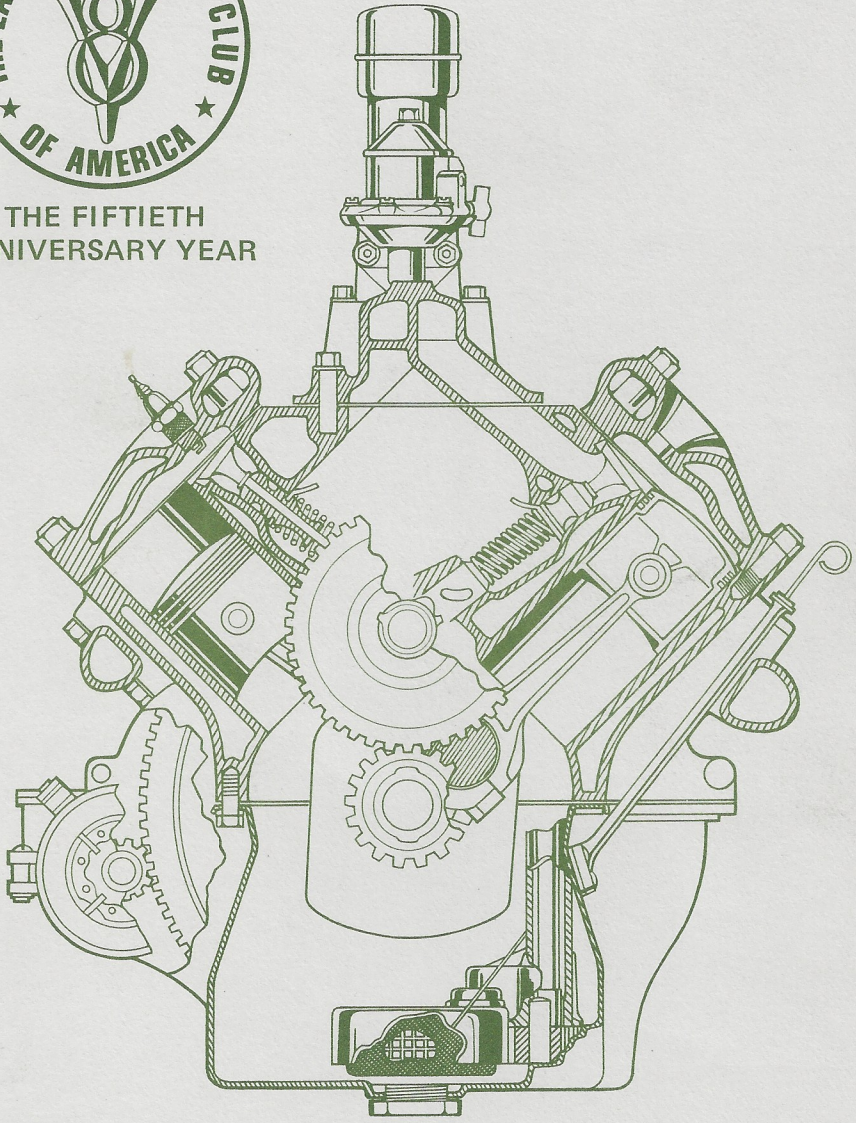




THE FIFTIETH
ANNIVERSARY YEAR



Drive Lines

The Valley

1982 OFFICERS

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Drive Lines

Published by

SAN FERNANDO VALLEY CHAPTER 40
of the EARLY FORD V8 CLUB of AMERICA

P.O. Box 96
RESEDA, CA. 91335

PRESIDENT'S MESSAGE

Here we are into October. Our meeting on the 3rd is one of our most important in that we are nominating the 1983 officers from the floor. Those not gathered from the floor will be picked by our nominating committee (the Board of Directors). Don't let it scare you away because if you're not there, you might be nominated for something.

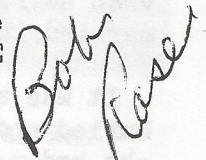
You're tired of hearing me say it, but it's up to all of us to contribute to the club, and serve in some capacity when called upon. All of us are busy and can think of reasons why we can't spare the time, but that is no excuse as we all have something to offer.....

At our October meeting we'll discuss our plans for the all Ford picnic, FORD FUN DAY, Sunday October 10th at LaPalma Park in Anaheim. Let's show the other groups being represented that The Valley V-8's do things big. We'd like a nice showing of cars and guests. We plan to meet for breakfast, meet the Ventura Group, and tour to Anaheim. Details in this issue of DRIVE LINES.

We are now taking reservations for our annual Christmas party and awards banquet on Saturday Dec. 4th at the SADDLE PEAK LODGE in Malibu Canyon. It will consist of a buffet dinner, open bar, visit from Santa, awards presentation, etc, etc. It's \$25.00 per couple. Contact Bob Rose, 362-4842, Paul Kirk, 342-4703 or Ed Warnock, 346-7882, for reservation information, or send \$25.00 to our Post Office box 96, Reseda, Ca., 91335. Deadline for reservations will be announced.

At intersections
Look each way
A harp sounds nice
but it's
hard to play
BURMA-SHAVE

RALPH FROILAND
is his name
and the food
for October
is his game
BURMA-SHAVE



FORDS, 1949 to 1953

The issue concerning admittance of the '49-'53 era Fords will be brought to a vote by all members of The National Organization. Details at our regularly scheduled meeting, Oct. 3rd. If you don't belong to the National, you have no say, now aren't you ashamed you didn't join????????? You should be.

DOWN MEMORY LANE . . . AND BACK

During the last year, Drivelines has brought out some dusty pictures from bygone years of the Fords we used to own . . . and, in most cases, wish we still did. This month's feature is about an old Ford which has been recently traced to its present owners.

The car is a 1929 Ford Roadster which began life with a simple little four-cylinder engine and served her first owner faithfully until shortly after WWII.

At this point, she was purchased by Bud Hand, a young man who overcame a polio disability to later open and operate a large sports car service center in Santa Monica. Shortly after Bud Hand acquired this roadster, he undertook a major project to turn her into a then-popular A-V8, the basic idea being to combine the light weight and good looks of the roadster with a modern 85 horsepower Ford V-8 engine. By the late 1940s, the roadster was being used for everything from vacation trips to Yosemite to timed high speed runs at Muroc Dry Lake. Somewhere around 1950, Bud replaced the original engine with a full race '48 Mercury and began competing in the Wednesday night Sepulveda street racing activities which originated out of the old Clock Restaurant in Culver City.

Shortly thereafter, Bud sold the car to a resident of Venice, California, Joe Harkey Jr.. Joe used the car for his remaining high school years, and then stored the car in the rear of a hot rod shop at Venice and Arlington Blvds., while he went off into military duty.

Although Joe had big plans for the little roadster when he returned home about 1954, he very shortly was married, with a child soon to arrive.

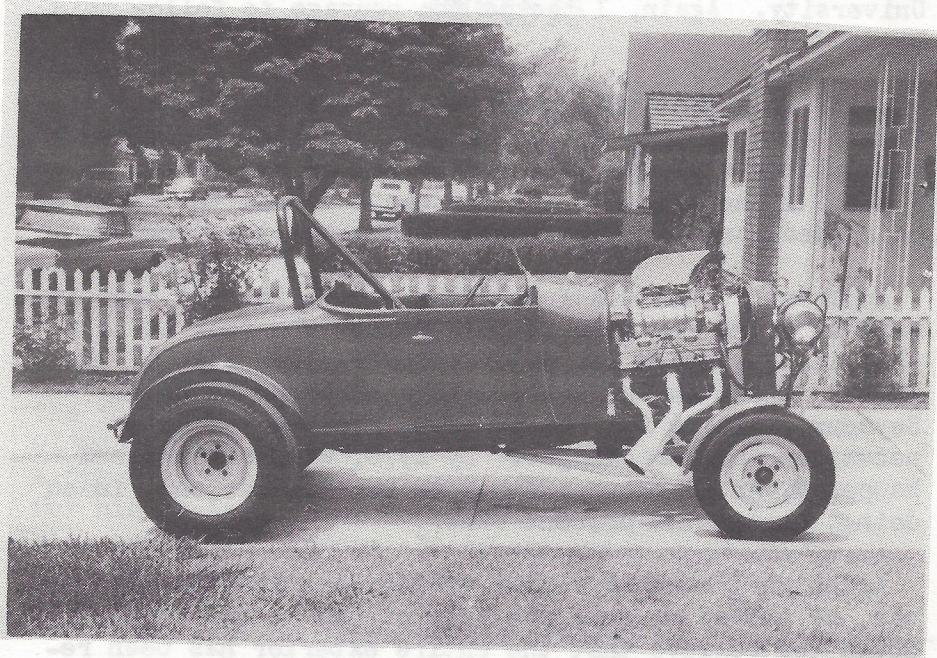
It was about June, 1955 when I spotted this little gem buried under a canvas cover in the machine shop where she had rested during the last several years. I was waiting to pick up the spindles for my '40 convertible and casually asked if the roadster might be for sale. The shop owner said that Joe needed to sell the car to pay some bills, and gave me his phone number.

Very soon after, I met Joe, who became the proud new

owner of four one-hundred dollar bills, and I towed the little roadster home behind the '40 Ford.

Between 1955 and 1959 I used the car in organized drag racing throughout Southern California. The car was raced, using several different modified flathead engines.

By 1960, the quarter mile speeds attainable with the flathead could not match those possible with the new overhead valve engines. At this point, the car was torn apart and rebuilt using a 400 cubic inch Cadillac engine with Hilborn fuel injection, etc.. A year later I replaced that engine with a Supercharged Cadillac Engine, and continued to race with that combination until 1964 when I got married and retired the car. The picture shown below was taken in early 1965.



At this point, I needed money more than the car and sold the roadster. It was a sad day as I watched the little red roadster being towed off down the street, never to be seen again (I thought).

For 15 years, I often wondered what became of that car. Then, in August, 1980, at a swap meet in Pomona, I

spotted the exact fuel injection system shown in the picture. What a surprise when I told the vendor that same injector was on my car back in 1965! He said that he bought it from Reath Automotive in Long Beach with the blower. Somehow, I didn't have the courage to follow up that lead, and let it drop.

The next lead turned up at the Long Beach Vet's Stadium swap meet early in 1982. I was walking along, when I spotted the four red modified fenders off the roadster. At first I shrugged and told myself that they could have been off any car, but then I began scraping away the coats of paint, and found each color as expected.

This vendor told me he bought them from a man who lived directly across the street from Long Beach State University. Again, I lacked the courage to follow this lead.

Well, In August this year, when I was leaving the Model T swap meet at Long Beach State University, I noticed a man holding a garage sale with a lot of car parts. When I asked if he might be the man who had sold the fenders, he nodded, and I realized that I had hit the jackpot.


Apparently, the man I sold the car to in 1965 kept it several years and sold it to a fellow who took it to a shop in Long Beach for major changes. For most of the 1970s, it sat in the rear of this shop run by Doyle Seymour, waiting for the owner to produce the money necessary for the changes. By 1978, when nothing had happened, Mr. Seymour offered to buy the car and, in so doing, became the present owner.

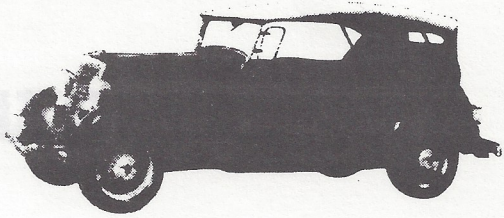
Although I haven't as yet visited his shop to view the car, he showed me some pictures of how it now looks. Would you believe that the entire exterior has been returned to the original 1929 condition, and the running gear is from a modern day Ford Pinto with a simple little four cylinder engine?

During the last weeks I have been wondering if I really want to go see my old car in person . . . I suppose I will, but I wish I could still see her as she was in the picture.

LARRY CAPLAN



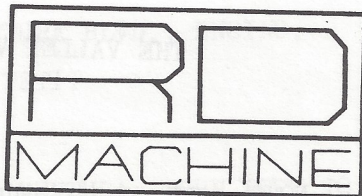
The Early Ford 
CLUB OF AMERICA



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Member JAY KERNS has moved and now resides at the following address: 18745 Napa, Northridge, Ca., 91324. He has bought a frame machine, and has rented a space in a body shop in Reseda, I have no address for his business, nor do we have a phone number. We will get it and inform all of our members of Jay's new venture. Contact him at the above address for all future dealings.



Ron Dunlop

8726 Remmet Ave
Canoga Park, CA 91304

THIRTEENTH



ANNUAL

ALL FORD PICNIC

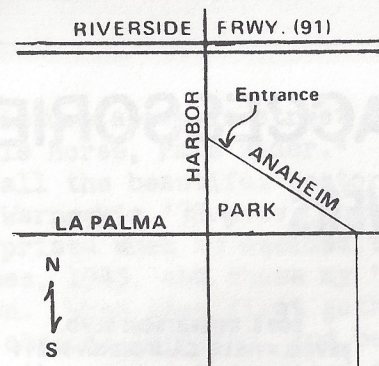
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IT IS LOCATED ON THE CORNER OF VENTURA AND PETIT
ONE LONG BLOCK EAST OF BALBOA

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- MEET AT 8:00 A.M. -



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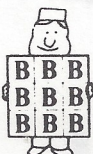
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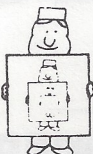
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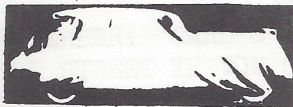
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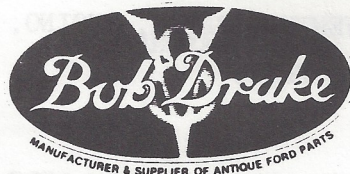
V-8 FORDS



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(213) 346-6199

Editor's Scrapbook



Picture above is street scene created for T.V. movie, "Pale Horse, Pale Rider." After the director looked at all the beautiful restored cars available, (including Ed Warnock's '39 conv. shown in third position), was I surprised when he decided to depict the reality of hard times, 1945, and chose my '40 sedan shown in front position. When they first gathered around the '40 hidden in an obscure location, and bellowed over their bull horn for the owner, I expected them to ask me to remove this "eyesore" from location!

LARRY CAPLAN

MONTHLY CLUB RAFFLE

Our monthly raffle, so expertly handled by Kent Lowry is in a mild state of confusion at the present time. CAL AUTO STORES, a major contributor to our club has been sold and the new owner & President Bill Edmundson has now yet decided to continue the old policy. He told us to call him on October 11th for an appointment.. Hope we can make him see the light.

UPCOMING EVENTS

- Oct. 3 V8 Meeting at Valley Federal Savings
7:00 Board Meeting
7:30 Regular Meeting
- Oct. 3 Swap Meet, Pomona Fairgrounds
Info: (714) 547-5257
- Oct. 10 Swap Meet at L. A. County Fairgrounds by
Model-A Ford Club
Info: (714) 593-5423
- Oct. 16 Swap Meet, Santa Ana at Reason Buick Co.,
909 N. Grand Ave.
Info: (714) 738-4537
- Oct. 17 Swap Meet at Pasadena Rose Bowl
Info: (213) 423-3063

National V-8 News

Be sure to vote for your next National Director in the upcoming election. Also up for approval is the issue on admission of 49-53 Ford products into the V-8 Club.

Don't forget the Christmas Party, Dec. 4th at Saddle Peak Lodge. The ticket cost is a very reasonable \$25 per couple, available shortly from Ed Warnock.

There has been a change in location for the 1983 Grand National Meet in Dearborn, Michigan. It will be held at the Hyatt Regency Hotel during August 9-13. The room rate is \$55 a night.

Don't forget to renew your national and regional memberships!

ED WARNOCK

***** BIG TURN OUT AT PIZZA NITE *****

Our annual Pizza Nite affair at ROUND TABLE PIZZA was again quite successful. The location this year was new and several of the old veterans in the club claimed it was a little more ideal for our needs. At any rate, 53 cars entered our people's choice voting with about 13 more declining to enter. There were really some class vehicles entered, including member Ted Martin's 25 Dodge, Dean LaChasse's beautiful '49 Ford Convertible, Pat Maldihilig's '32 Pheaton, etc, etc..... far too many to list. The club received 15% of the take which means that Round Table Pizza made nearly \$900.00 off of us in that we netted (after expenses) \$112.96.

Trophy winners were: 1st Place...Jim Sullivan
'37 Offy midget
2nd Place...Pete Moreno
'56 Chevy Bel Air
3rd Place...Bob Rose
'41 Ford Convert.

On behalf of the Valley V-8s, we thank you one and all.

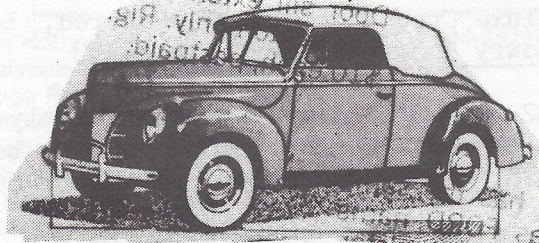
VERDUGO VINTAGE VEHICLES - REGION C.H.V.A.

*****CAR SHOW*****

7TH ANNUAL CAR SHOW - ANTIQUE, CLASSIC, SPECIAL INTEREST
SATURDAY OCTOBER 2ND

REGISTRATION 7:00 - 9:00 AM, SHOW 9:30AM - 3:00 PM

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La Crescenta, Calif



NEW MEMBERS ACQUIRED IN SEPTEMBER

George and Carolyn Pizzuto
1908 Canada Blvd
Glendale, Cal., 91208
(213) 765-1508/247-1388
Cabinet Maker

'46 Woodie
'47 Woodie

Carl and Helen Hilbers
2016 Pine Crest Drive
Altedena, Cal., 91001
(213) 798-9748
Engineer

'36 Phaeton

We wish to welcome back into the fold:

Bill Lash
9844 Wilber
Northridge, Cal., 91324
(213) 886-4693

'37 2 Dr.
'34 Pickup
'50 Coupe

MECHANIC, L.A. CITY SCHOOLS

ANTIQUUE LICENSE PLATE BILL #2187

Good news for vintage vehicle owners who wish to use their old plates. On August 19th, the bill passed the Senate, and hopefully by the time you read this Governor Brown will have signed it into law. Paul Kirk has all the details and will report at the Oct. 3rd meeting.

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'30 Ford 2 Dr. tan and black, body off restoration LeBaron-Bonney interior. Excellent condition.

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- Northridge, 8555 Reseda Blvd. (213) 885-8526
- Granada Hills, 17559 Chatsworth, (213) 363-9571
- North Hollywood, 6846 Lankershim Blvd. (213) 765-7731
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