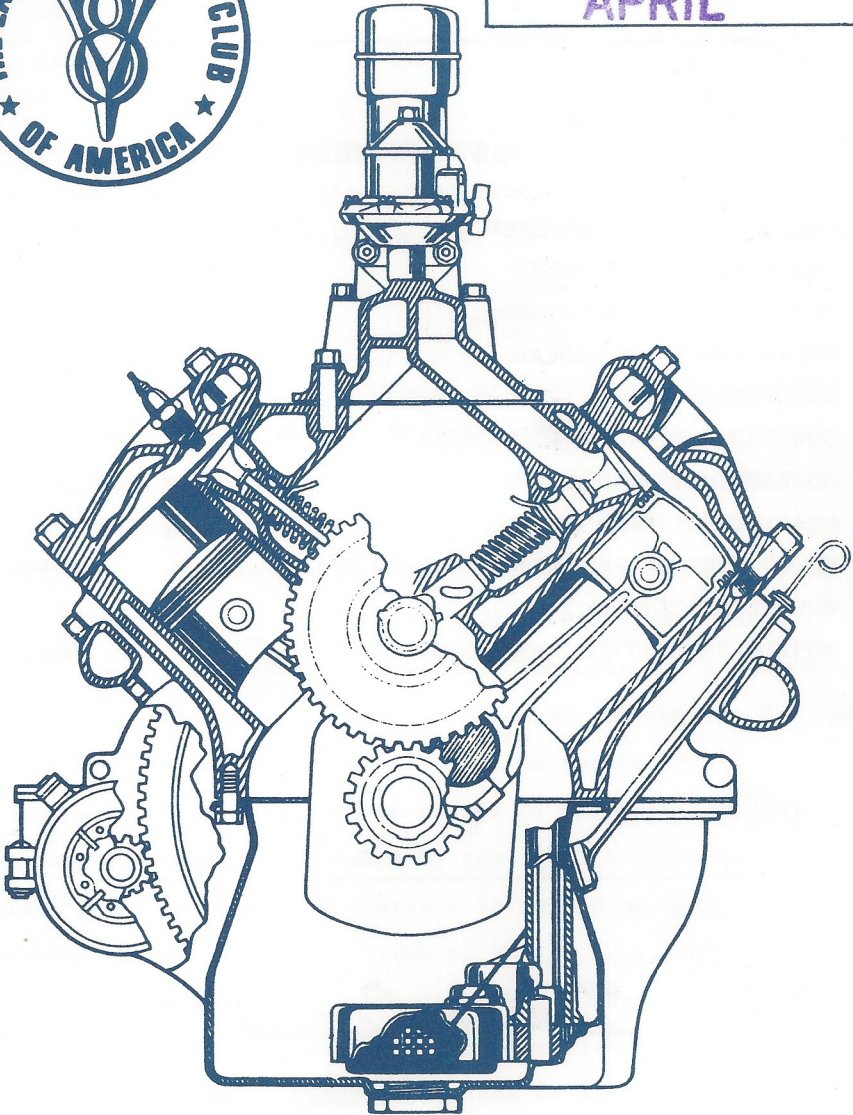




APRIL



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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

COVER/ROY JONES

Gerry & Bruce Blackwell
Newbury Park, California

April 1, 1987

John Kemmerer
Valley V-8s
P.O. Box 96
Reseda, CA 91355

Dear John:

I'm writing slow, as I know you can not read very fast. I understand that you can't seem to get the juices flowing this month and are having trouble coming up with ideas for your Drive Lines article. That's understandable since you just got back from vacation, your mind is probably still in Hanalei Bay. Or perhaps you're worried that Julie will get angry because you will probably cover everything that she plans to write about. Or maybe you just don't want to listen to Cris complain about how much homework he has, when you ask him to type your article.

I'll tell you what, why not just tell the members how hard I am working, planning the club's tours and activities for the year? - By the way, you blew it when you put out the calendar last month. Durkee's tour to Solvang is on April 25th and 26th not in May. Also you forgot to include the Pismo '40 Fest in September and also, you said John and Bonnie Busk were in charge of the September pizza night, before I even had a chance to ask them if they would do it.

- While I'm at it why do you continue to show Doug Peterson as the activities chairperson in the front of the Drive Lines? Please let everyone know that I am in charge of tours and activities.

You could also tell the members what a great job Don Dupree did with his presentation on ignition systems at our last meeting. Then you could thank Pat Berry for bringing the cake to the meeting and also don't forget about Virginia Wolf. After all she's the one

that, in addition to making coffee and serving refreshments, picks up the key every month and makes sure the place is straightened up after everyone else leaves. - You might also want to thank Jo and Jerry Veley for coordinating our rooms for the Western National Meet at Bend in August. - Don't forget to thank Russ Sylvis for getting those raffle prizes either. You then could conclude your article by reminding everyone that Don Durkee is going to be bringing the refreshments for the April meeting, when Bill Woods will give his talk on early Ford transmissions. And finally, you could pray that Dave Sanborn's article on John Wolf is ready to run.

Well that's enough club chatter for now, on the personal side, you probably won't recognize the house when you come by, as we have moved. There is a washing machine in the new house but it doesn't work very good. I put Bruce's V-8 jacket in it last week and pulled the chain. Haven't seen the jacket since. I'm a little disappointed, all the gals in the neighborhood have new dresses for Easter, but Bruce says he can't afford one for me, since he's still trying to find a dashboard for the roadster. (You can bet he's going to the Portland swap meet though.) He did say that he would buy me a new hat and drive me around the neighborhood in the Woody.

Speaking of Blacky, he has a new job. No more fires for him! He now has 500 people under him. (He cuts the grass at Forest Lawn.) Last week I went to the doctor's and he put a glass tube in my mouth and told me not to open my mouth for ten minutes. Bruce wanted to buy it from him right away. Thank goodness it only rained twice last week. Once for four days, and then for three days. On Monday it was so windy that one chicken layed the same egg four times.

I must go now as the plumber is here to fix the washing machine. It sure smells awful. - By the way don't forget about Doug Peterson's desert tour on April 4th and 5th. Have the members call me or Doug, if they need information on the tour..... Love, Gerry

P.S. I was going to send you the \$12 for our dues, but I have already sealed the envelope.

Valley V-8's
1987 Activity Calendar

First Sunday - Valley V-8's Monthly Meeting
Of each month 7:00 p.m. Mercury Savings
5201 Laurel Canyon Blvd.
Studio City, CA

April 4 & 5 - Doug Peterson's Desert Flower
Tour

April 10-12 - Dave Sanborn's Portland Swap
Meet tour

April 25-26 - Don Durkee's Solvang tour

May 3 - Annual Auction

Bob Rose's Tequila Willies tour

(Date to be announced)

June - '40 Ford Picnic

July - Pat Berry's Chili Cookout at
Wheeler Springs

August 4-8 - Western National Meet - Bend,
Oregon

September - Busk's Annual Pizza Night

September - Pismo '40 Fest

October - All Ford Picnic

October - Dave Sanborn's Quad Clubs' Breakfast

November 14 - Merle Norman - San Sylmar Tour

December 4 - Installation Dinner and Christmas
party - Al Spencer

Thanks to Gerry Blackwell for coordinating
our tours and events. - Contact Gerry for
details on any of the events.

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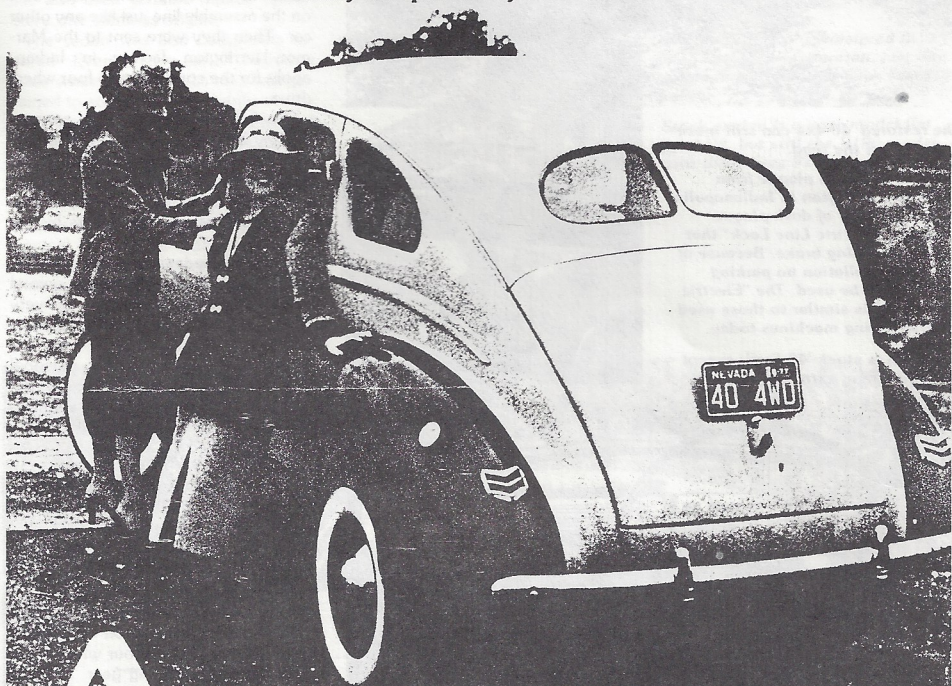
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Once upon a time . . .

'40 FORD 4x4

This beautiful gem from Marmon-Herrington
has been lovingly restored to glory by Dick Landfield at Fairway Ford

Story and photos by Bill Sanders



Ah, the macho world of four wheeling; big trucks with six inch lift kits and monster tires. Off road driving lights and roll bars. Well, maybe.

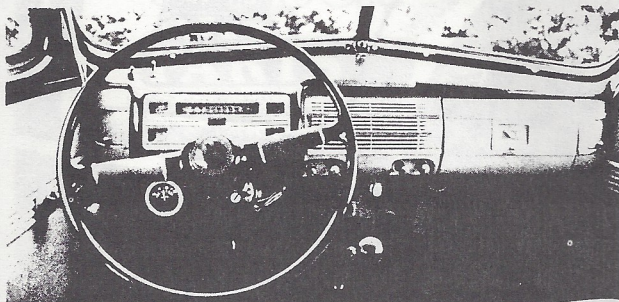
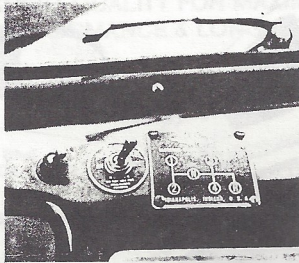
Once upon a time, in another galaxy, four wheeling could be less frantic, slower paced than the high flying, thundering rush of today. Four wheeling could be a genteel, relaxed means of transport to far away places and far away dreams.



The restored '40 4x4 can still move right out off the road.

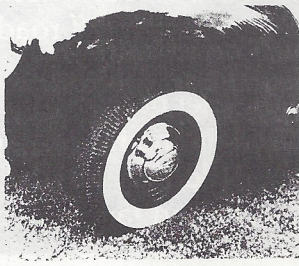
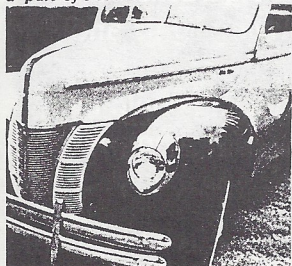
Car still has dash plaque from Marmon-Herrington in Indianapolis. Switch just left of dash plaque operates "Electric Line Lock" that replaces parking brake. Because of the 4x4 installation no parking brake could be used. The "Electric Line Lock" is similar to those used on drag racing machines today.

The dash is stock '40 Ford, except for a couple of extra gadgets.



To get new but original grille, bumpers and taillights, Dick Landfield went to "Ford Obsolescence," a part of FuMoCo.

Landfield was even able to round up a set of wide whitewall tires in 6.50x16-inch size to fit the '40.



That was before WWII and the Jeep changed four wheeling forever.

One man has relived that four wheeling dream. Dick Landfield, owner of Fairway Ford in Placentia, California found an old, beat up 1940 Ford four wheel drive sedan, built by Marmon-Herrington, and has completely restored it to its former beauty and function.

As you can see, four wheeling in the forties was done with style and grace, as well as a substantial amount of verve and spirit.

Back in 1940, the vehicles were built on the assembly line just like any other car. Then they were sent to the Marmon-Herrington factory in Indianapolis for the conversion to four wheel drive.

This 4-door sedan is one of approximately 29 that were built by Marmon-Herrington for Ford in 1940. Most were sold to Central American countries such as Guatemala and Panama to be used as army staff cars by the military.

Two of the sedans have been discovered so far in the U.S. The one owned by Landfield and a sedan delivery model that is in Colorado. The sedan owned by Landfield was originally built for Mr. Herrington's personal guide and hunting companion, Mr. A. Knowles, of Moab, Utah. Knowles sold it to another party in 1976, who in turn sold it to Landfield. Knowles had a mine near Moab and used the Ford 4x4 sedan to drive up to his mine until 1975.

The original selling price of the sedan was \$895.00 in 1940, and the four wheel drive conversion cost another \$795.00. Landfield still has the original parts catalog with prices from 1940.

The Marmon-Herrington conversion unit features full time four wheel drive and has truck running gear. A stock sedan frame is used and it has four leaf springs as a 4x4 truck has.

Because of the 4x4 installation, the sedan does not have an emergency brake. Instead, it uses an *electric line lock*, similar to those used on modern day drag racing vehicles.

When Landfield got the 4x4 sedan, the front differential ring and pinion were worn out, so he got a 1940 Ford pickup ring and pinion and machined the pinion to accept the existing companion flange, which worked!

The sedan has a pickup truck transmission and all gears are non-synchro, so you really have to fish for the gears and a little grinding is always part of the game.

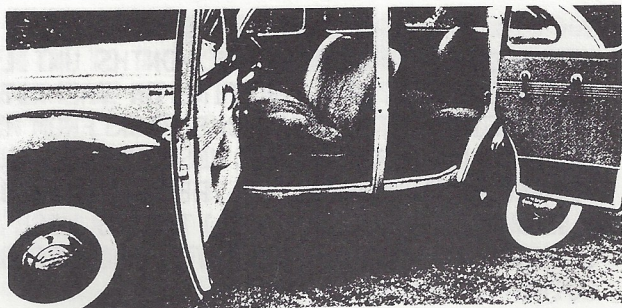
Everything in the '40 sedan is original except the engine, which is a later model V8 flat head. The engine is still the V100 model with Stromberg 97 carburetor that used to be so popular with hot rodders.

When Landfield started his restoration project he went to "Ford Obsolescence" which is a little known part of FoMoCo. He got original equipment parts in many cases, such as new taillights, grille, bumpers, exhaust system, brakes and wheel bearings. He also used genuine mohair upholstery, the same as original.

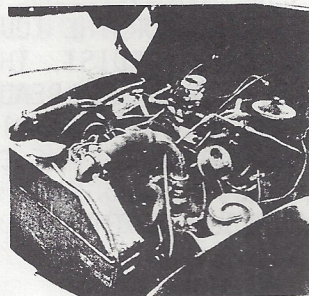
The sedan was also completely re-wired. Even a new set of Firestone wide whitewall, 6.50x16 tires was obtained to add the final authentic touch.

For our photo session everyone tried to dress up in their best 1940's clothes to also add some authenticity.

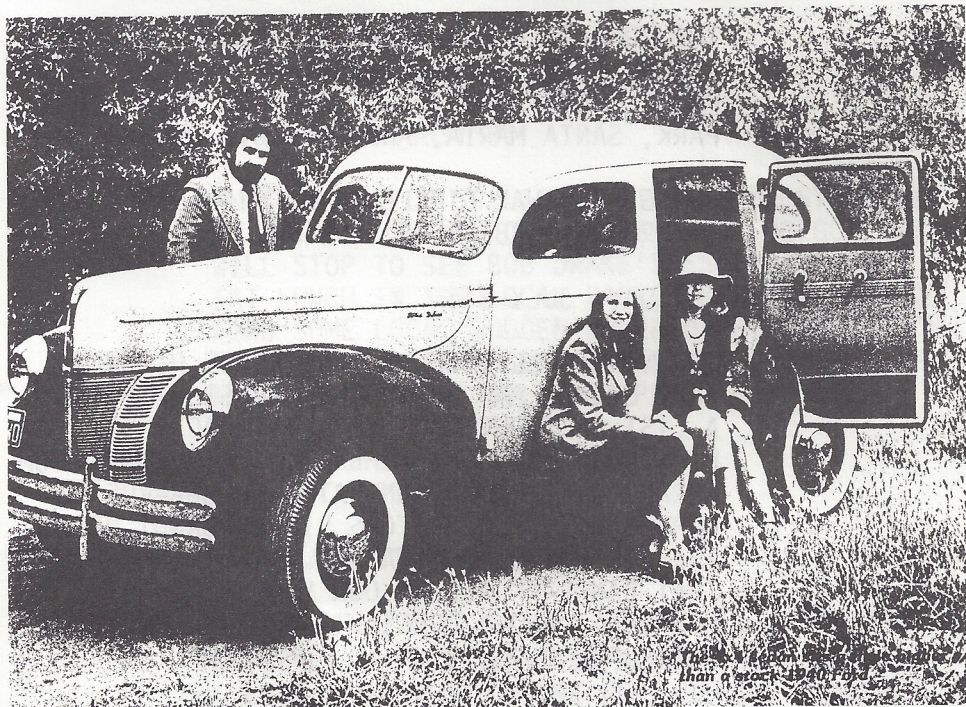
So, if you happen to see a beautiful 1940 Ford sedan driving around Southern California, and if it has the original beige paint with dark brown fenders, and if it sits just a little higher than a 1940 Ford sedan should, be sure to take a second look. Who knows?



The interior was upholstered in mohair during restoration, just like original. Note all that back seat leg room!



Stock engine is a later model flat head V8, but still the V100 model with Stromberg 97 carburetor.



There's more leg room than a seat in the '40.

TOUR TO BEND

By: Jay Harris

WELL NOW IT'S JUST 3 1/2 MONTHS UNTIL WE DEPART FOR BEND, OREGON, AND 'PUTTING ON THE RITZ'. I JUST GOT MY CONFIRMED RESERVATIONS BACK FROM THE INN OF THE SEVENTH MOUNTAIN - THE HOST HOTEL. THEY STILL HAVE PLENTY OF ACCOMODATIONS REMAINING, BUT FOR THE MEET I WAS REGISTRANT # 150 - THAT'S HIGH FOR SO EARLY. I SUGGEST THAT THOSE OF YOU WHO ARE SERIOUS ABOUT GOING TO BEND ACT NOW.

FOLLOWING IS MY ITINERARY FOR THE TOUR TO BEND AS PUBLISHED IN LAST MONTH'S FORDIST. THANKS TO BUD AND BARBARA WILLIAMS, WHO HAVE ALREADY MADE ALL OF THEIR RESERVATIONS AND DISCOVERED WHILE DOING SO THAT THE MOTEL 6'S I HAD SHOWN HAVE CHANGED THEIR PHONE NUMBERS, THE NEW AND CORRECT PHONE NUMBERS ARE PRINTED IN THIS ISSUE OF THE FORDIST.

FIRST DAY: - THURSDAY, JULY 30:

THE TOUR WILL DEPART FROM THE SHILO INN, POMONA (SAME AS LAST YEAR) AT 8:30 AM, AND PROCEED NORTH ON I-10, STOPPING IN NEWBURY PARK, SANTA MARIA, AND SAN LUIS OBISPO.

MOTEL: MOTEL 6 6 BROADWAY CIRCLE, KING CITY 93930
PHO 408-385-5000

SECOND DAY: - FRIDAY, JULY 31:

TODAY WE WILL TAKE AN OLD 2-LANE HIGHWAY INTO CARMEL AND SPEND THE DAY SIGHTSEEING. A LIST OF SIGHTS AND LOCAL ATTRACTIONS WILL BE INCLUDED IN THE TOUR PACK. I HAVE ARRANGED ACCOMODATIONS AT SVENDSGAARDS IN CARMEL WITH PROPRIETORS BILL & SANDI WEST. THIS IS ONE OF JUST A FEW MOTELS IN CARMEL THAT CAN PARK ALL OF OUR V-8'S ON THE PREMISES, AND A SPECIAL AREA WILL BE SET ASIDE FOR OUR USE.

MOTEL: SVENDSGAARDS INN P.O. BOX 1900 CARMEL 93921
PHO 408-624-1511

THIRD DAY: - SATURDAY, AUGUST 1:

TODAY WE WILL HEAD FOR SAN JOSE VIA HIGHWAY 1, THEN ON TO THE SMALL COMMUNITY OF WOODSIDE WHERE WE WILL TOUR A 36,000 SQUARE FT MANSION CALLED FILOLI, WHICH WAS BUILT IN IN 1916. THEN ON TO SAN FRANCISCO, ACROSS THE GOLDEN GATE BRIDGE AFTER A DRIVE DOWN FAMOUS LOMBARD ST (GREAT FOR PHOTOGRAPHS!), AND ON TO RED BLUFF FOR THE NIGHT.

MOTEL: MOTEL 6 20 WILLIAMS AVE RED BLUFF 96080
PHO 916-527-9200

FOURTH DAY: - SUNDAY, AUGUST 2:

TODAY IS A GREAT SIGHTSEEING DAY TO LOOK FORWARD TO. WE WILL TOUR THROUGH LASSEN NAT'L PARK, WHICH OFFERS SPECTACULAR SCENERY, LAKES, MOUNTAIN PEAKS, AND EXCELLENT TOURING. WE WILL THEN TRAVEL ON TO YREKA FOR THE NIGHT.

MOTEL: MOTEL 6 1785 SO. MAIN ST. 96097
PHO 916-842-4111

FIFTH DAY: - MONDAY, AUGUST 3:

ANOTHER DAY OF SCENIC TOURING IS IN STORE AS WE SET OUR SIGHTS ON GRANTS PASS, OREGON. WE WILL STOP TO SEE BOB DRAKE'S ESTABLISHMENT, EAT LUNCH IN THE LOCAL PARK, THEN HEAD OUT TO FIND SOME LOCAL WOODEN COVERED BRIDGES, WHICH OREGON HAS DONE SUCH A FANTASTIC JOB OF PRESERVING. TONIGHT WILL BE SPENT IN EUGENE.

MOTEL: MOTEL 6 3690 GLENWOOD DR 97403
PHO 503-687-2395

SIXTH DAY: MONDAY, AUGUST 4:

TODAY WE WILL TAKE SCENIC ROUTES 126/242 EAST, STOPPING AT HARRIS WAYSIDE ALONG THE WAY FOR ONE LAST REST STOP ON THE ROAD BEFORE REACHING BEND AROUND NOON.

JOIN US - YOU'LL BE GLAD YOU DID!

PROFILE OF A FORD ENTHUSIAST

As told to Dave Sanborn
by Virginia Wolf

People such as John Wolf along with a combination of other factors contributed to Southern California leading the national Hot Rod movement following the Second World War. The war opened the eyes of the rest of the country to Los Angeles' many benefits: wide open spaces, near ideal weather, a young dynamic population and an embryonic industrial base. These factors created the opportunity for an automotive oriented society. John took the opportunity and became a "go fast" movement leader.

The time and place was right for John to emerge as an auto enthusiast. He was born in Hollywood, California in 1931. In 1936 he moved with his family a few miles North to Sherman Oaks in the San Fernando Valley. There he studied at Dickens Street Grammar School and Van Nuys Junior and Senior High Schools. The Valley had wide-open spaces as it grew into an urban center serving the burgeoning Los Angeles complex to the South. This setting created an environment for John's interest in the automobile.

Ford's specifically attracted John early in life since they were fast, plentiful and his family's car of choice. This relationship with Ford's has persisted to today. He built his first flathead Ford engine when he was 14. Like many innovators he learned by doing. If it didn't start or run right, he did it over and over until it did. During his school years he did a lot of street drag racing with his father's 1941 Ford Pickup.

In 1949 he received a '40 Ford Coupe as a

high school graduation present. This began in earnest his lifelong racing avocation. He first raced at San Fernando and Saugus drag strips. Then he purchased a 1936 Ford Coupe for drag racing and dry lakes speed trials. The '36 Coupe had several engines including a 249 cubic inch flathead which was raced at Bonneville attaining the top speed in its class of 135 mph in 1951.

John's career was centered around automobiles- also primarily Fords. Right out of high school he worked for Sturtevant Motor Parts for one year. Then he went to Wray Bros. Ford in Van Nuys in 1950. There he worked as a service writer until he was drafted into the Army in 1952. He trained as an airplane and engine mechanic at San Marcos Air Force Base in Texas. There he and several other California fellows started a drag racing club. One of the places they raced was on a dirt quarter-horse race track outside San Antonio.

The weekend before he was shipped overseas he took three Fords to the Saugus drag strip. Three trophies resulted: one with his '36 Ford Coupe, another with his original '40 Coupe and the third with his fathers '41 Ford pickup. In Korea he served as a helicopter mechanic and became the only person to do zieglowing and magnafluxing of helicopter and rifle parts. He was discharged as a corporal after two years service.

Upon returning he continued his Ford oriented career with Wray Bros. In due time he became service manager at his Ford dealership. In 1954 Virginia Loiselle, his High School sweetheart, and he were married. They have two daughters, Janette and Diana.

In 1961 John became interested in hydro plane racing after building a 266 cubic inch Chevrolet engine for a friend's 266 hydroplane.

His engines were so successful that between 1961 and 1967 he built numerous engines for seven different boat racing classes. In 1967 the Southern California Speedboat Club awarded John the "Keith Black" perpetual trophy for Outstanding Achievement in Engineering.

After his engine building success he decided to own a boat. So he purchased an 18 foot- 5 liter (302 cubic inch) hydro built by Ron Jones in 1969. It was a pickle fork cab over Methanol-Alcohol fuel powered boat called the "Going Thing". He belonged to the American Power Boat Association and raced all over the U. S. from Seattle to Florida and also Canada. In 1972 he broke the world's 5 liter class speed record at Parker, Arizona, which still stands at 152 MPH.

For the past 10 years he has been a volunteer mechanic on his boyhood friends unlimited hydroplane. Bob Patterson's hydro is powered by a post war Allison Airplane engine. It is raced throughout the U. S., Canada and Mexico. Over the years John built seven world record holding engines.

Wray Bros. was John's uninterrupted place of employment until it was sold in 1976. Then he was moved to Gateway Ford in Van Nuys and stayed there until 1978 when he retired. While working for Ford he earned the Ford "Silver Medallion" Award for outstanding achievement.

He is presently in partnership with Bill Brandenburg in a 27-T modified roadster powered by a 255 cubic inch turbo charged Ford, which they run at Bonneville dry lakes. To date their top speed is 229 miles per hour.

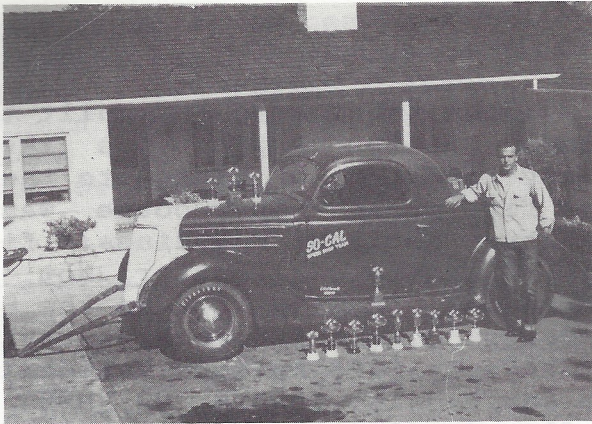
John has two 1940 Ford Coupes which he restored. One is maroon having a turbo charged

flathead. John fabricated and built the engine himself. The engine was installed without any cutting or damage to the inner fenders or fire wall. This coupe was featured in two national magazines: first in the April 1978 issue of Popular Hot Rodding and the second time in 1982 in the Swedish magazine Power. At the Orange County International Raceway 1978 Antique Nationals John raced the car. It turned 92 MPH in 15 seconds flat. At the same event, in its first car show, the car won the Judges Choice award.

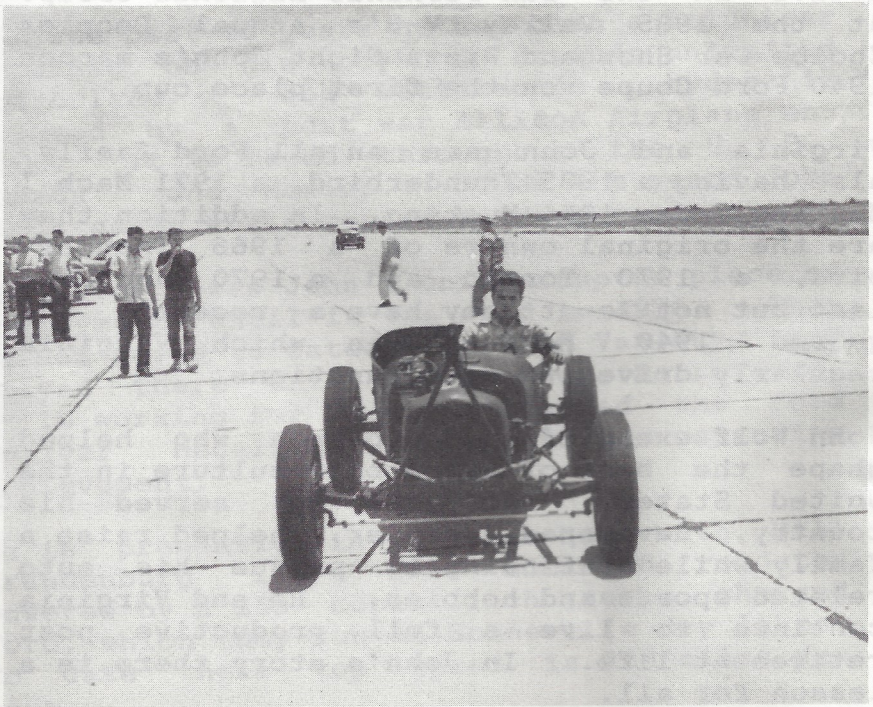
John and Virginia are members of the Early Ford V-8 Club of America. And, they are very active in the San Fernando Regional Group. At the 1985 Valley V-8's annual Peoples Choice Car Show and Pizza Night John's maroon 1940 Ford Coupe won the first place cup.

Virginia and John are an all Ford family, also having a 1985 Thunderbird, a 1971 Mach I Mustang and a 1966 Mustang. In addition they are the original owners of a 1966 Thunderbird, a 1970 Torino and a 1970 Ranchero. Last but not least they have a recently acquired 1940 Ford Sedan which Virginia regularly drives to club functions.

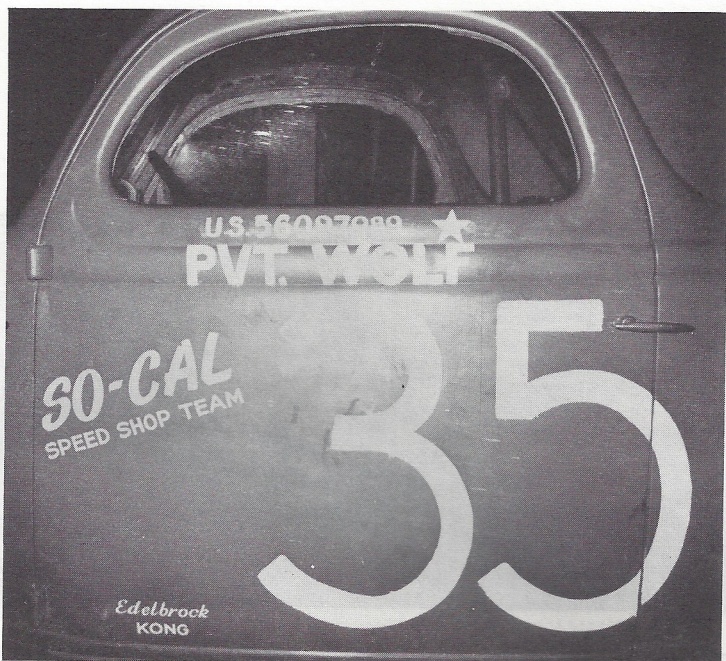
John Wolf exemplifies a person who helped shape the best of automobile culture in the United States. He grew up, served his country, developed a career, helped raise a family while continuing to pursue his auto related sports and hobbies. He and Virginia continue to live a full productive post retirement life. In John's story there is a lesson for all.



John Wolf and '36 Ford



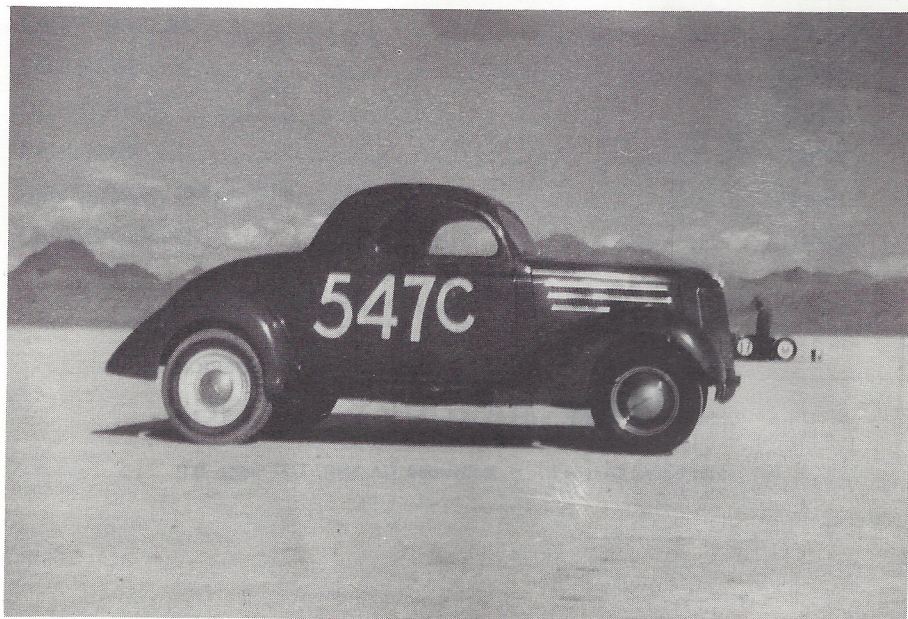
Texas Airfield - 1952



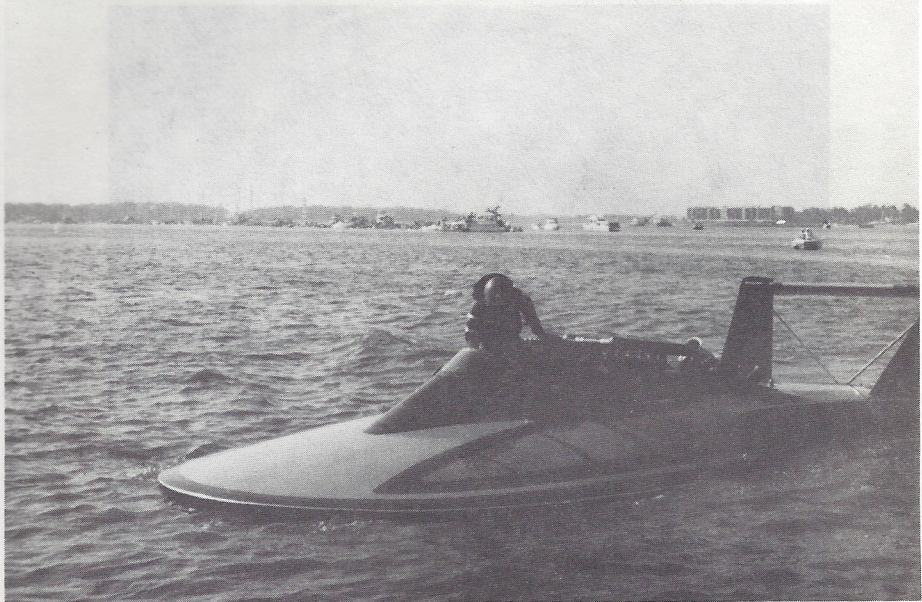
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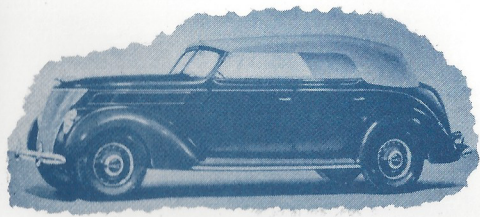
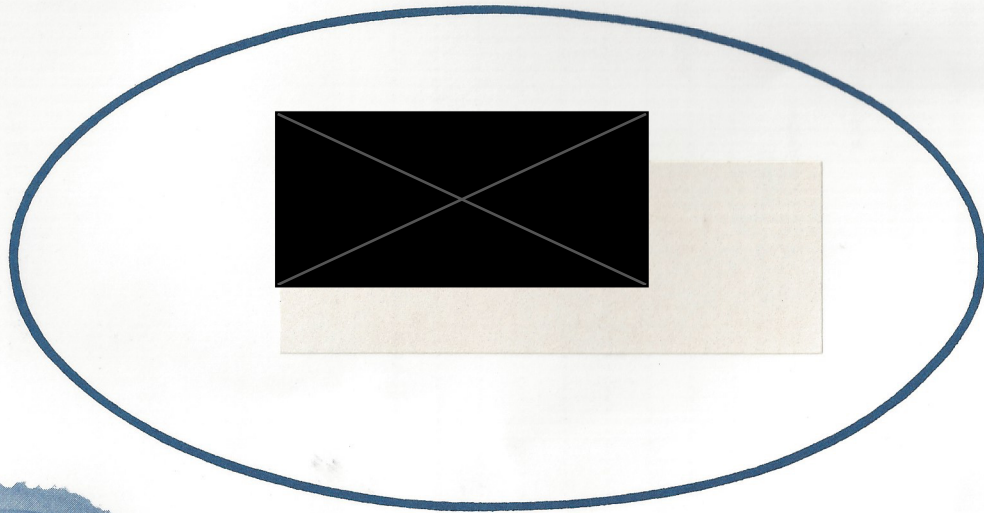
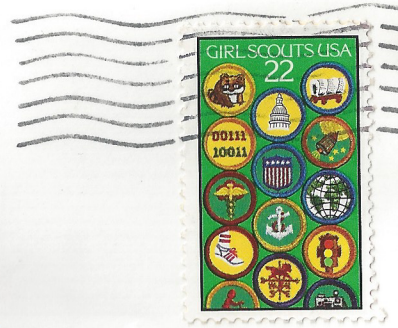
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The Valley  **'s**

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50th Anniversary