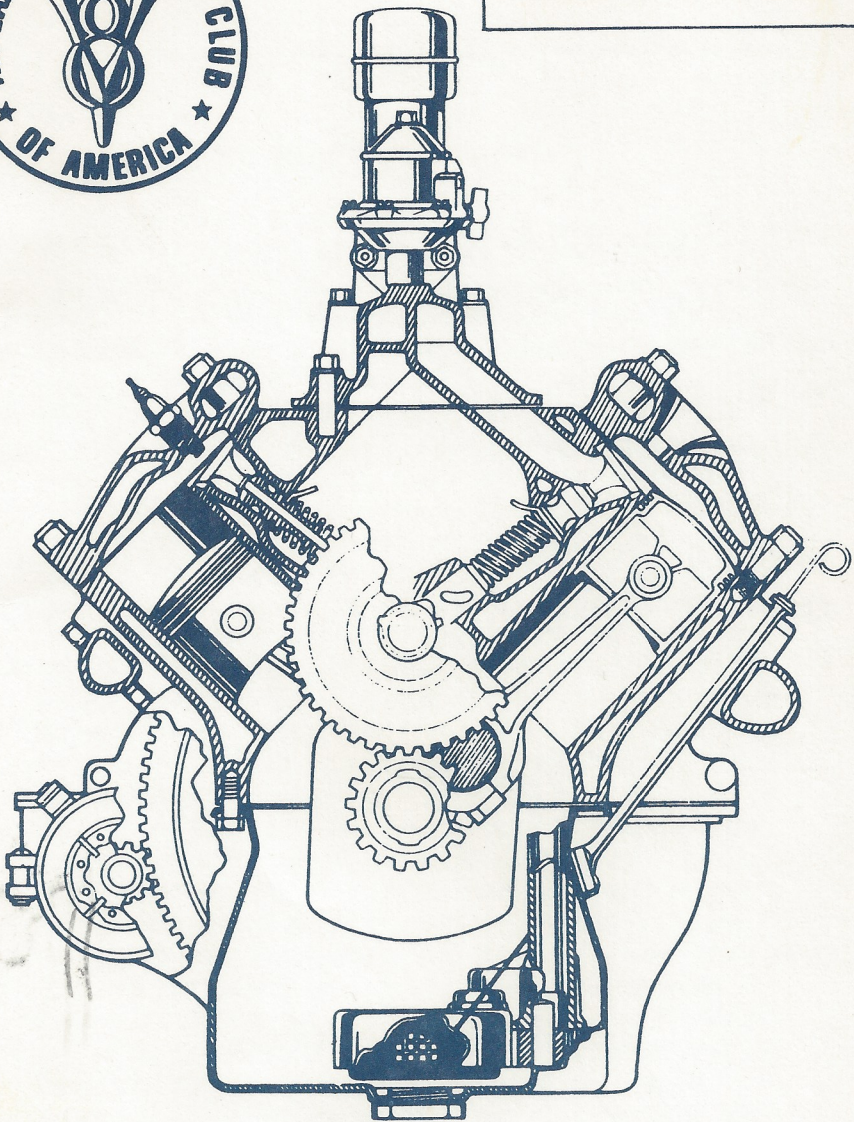


SEPTEMBER



*Drive Lines*

# *The Valley* 's

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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

# THE VALLEY V-8's

SEPTEMBER 1990

## PRESIDENT'S MESSAGE

Reno, it's hot; no, I don't mean the slots and gaming tables, I mean the weather! It was 100 degrees plus everyday. The weekend before the Western National Meet, an event called "Hot August Nights" was held in Reno. I can say that is an appropriate name. The first night, Monday, Aug. 6th, I stayed out in the parking lot at the Peppermill till 11P.M., and the temperature was very comfortable. I wandered among a vast array of Early Ford V-8's talking to many friends from other regional groups.

If they gave a lardluck trophy for towed vehicles, Blacky Blackwell would have been a good candidate. He had two breakdowns near Mojave with his towing vehicle before he finally rented a truck. On Tuesday morning Blackie had a few anxious hours playing with a defective starter on his concours car. All ended well as Blackie collected a Dearborn award on his newly restored Lyon blue 40 Ford convertible at the banquet Friday.

Another hard luck guy is Dennis Keene. After working a number of years to complete his 32 standard roadster, a transmission problem popped up, and Dennis didn't even get to drive his roadster to the meet. Maybe next year, Dennis.

Shel Harriman toured to Reno in his 32 Victoria as did Dudley Ochsner in his 38 convertible sedan and Ralph Hubbard in his 38 Fordor. No problems were reported by this group.

Al Spencer ran into a heavy rain storm driving up, and Christine Varney reports that the 40 Woody isn't exactly water tight.

We have a real tough guy in our club After only two weeks since bypass surgery Lloyd Paschel made the trip to Reno with Donna driving their motor home. That's what I call tough!

The concourse was held Wednesday, inside the Reno Convention Center. Over two hundred Early Fords, Mercurys and Lincolns were in place by 9:30 A.M.. This was the first time I had seen a meet with concourse and touring cars parked together. I think it is a good idea. According to Jerry Emery, it was exactly an even break; half the cars were point judged, and half were touring class. There were several benefits having an indoor concourse; it is clean, it is cool, and when it rains it is dry; like Wed. afternoon when we had a brief rain storm.

Thursday morning, there was a tour to Virginia City. I didn't go as I have been there a couple of times before. I elected to visit The Harrah Car Collection instead. The new building on the bank of the Truckee River is very nice; and the collection is displayed in a manner where it is easy to get a good view from several angles. It is a very good collection, however, it is a mere shadow of it's once tremendous size. Most of the high dollar and unique vehicles were sold several years ago when the Holiday Inn became owner of Harrah's collections.

Upon entering the banquet room on Friday evening and seeing the terrific table centerpieces; Jerry Veley and Gerry Blackwell began an intensive search for the elusive marker on a chair or under a place mat that would indicate the winner

of the center pieces. Searchers were informed shortly after the banquet began that winners of the center pieces had previously been selected in a drawing by registration numbers; which stopped much hunting.

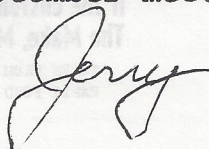
Dave Sanborn received another Dearborn Medallion for his 36 Roadster, which scored a perfect 1,000 points; one of three cars to do so. Art Bjornstad also received a Dearborn Medallion for his 40 Ford convertible. Don Durkee, after driving to all three national meets in his 50 Ford Club Coupe, got a Dearborn award too. Pat Berry, in his hat, was a busy man taking pictures during the banquet.

I am a believer in positive thinking; so I imagined myself winning the raffle prize of the Hawaiian vacation, and walking up to the podium to pick up the envelope. Well, I did walk up to the podium to pick up the envelope; but I did it for the winners, John and Virginia Wolf, who had left for home on Thursday. I counted 17 Valley V-8 members and their ladies at the meet, a pretty good turnout.

It is the time of year when we have to start thinking about club officers for 1991. Your current staff have all served two or more years in their offices and most may choose not to run again. Please contact me or any club officer if you would like to hold one of the offices in 1991.

Don't forget Dave Sanborn's Breakfast tour to the Peppermill Restaurant on September 23rd. There will be lots of friends, early Fords and a good time. Be there!

See you at the September meeting.



## CALENDAR OF EVENTS

- Sept 2 Regular meeting, Mercury Savings,  
Magnolia & Laurel Canyon, 7:30 PM  
Tire kicking at 7:00
- Sept 9 Swap meet at Veteran's Stadium,  
Long Beach
- Sept 23 Dave Sanborn's 5th Annual Breakfast  
Tour to the Peppermill Restaurant.  
Meet at 9:00 AM, Sept 23rd at Balboa  
Park, Balboa & Burbank Blvd. Tour  
leaves for Pasadena at 9:15 sharp.
- Oct 7 Regular meeting, Mercury Savings
- Oct 7 21st Annual Early Ford V-8 Club  
All-Ford Picnic at Lapalma Park in  
Anaheim.
- Oct 11-13 AACA Eastern Division National  
Fall Meet at Hershey

### **LIFE OF A PARTSMAN**

I work behind the counter  
In an automotive store,  
Sometimes I am called a "genius"  
Sometimes I am called much more.

I claim I am no Mechanic  
But, when the job goes sick,  
The Mechanic comes and asks me  
What makes the darn thing tick.

I'm supposed to know the numbers  
Of bolts, nuts and gears,  
For every car that was ever made  
For more than fifty years.

I'm an Engineer and Machinist  
And what not, Oh My Lord.  
I'm supposed to be an Edison  
Combined with Henry Ford.

But life would be a pleasure  
And I'd grin from ear to ear,  
If the customer would only tell me  
The Make, Model and Year.

Ford in the future



Tonight's table decorations, cars & stands, were designed and assembled by Curtis Parisi and Jon Scobel.

...the original ...

9881-552-218  
The car will remain on display at Eastern Sierra Motors at 1440 North Highway 8 in Bishop during January.



# Fifth Annual

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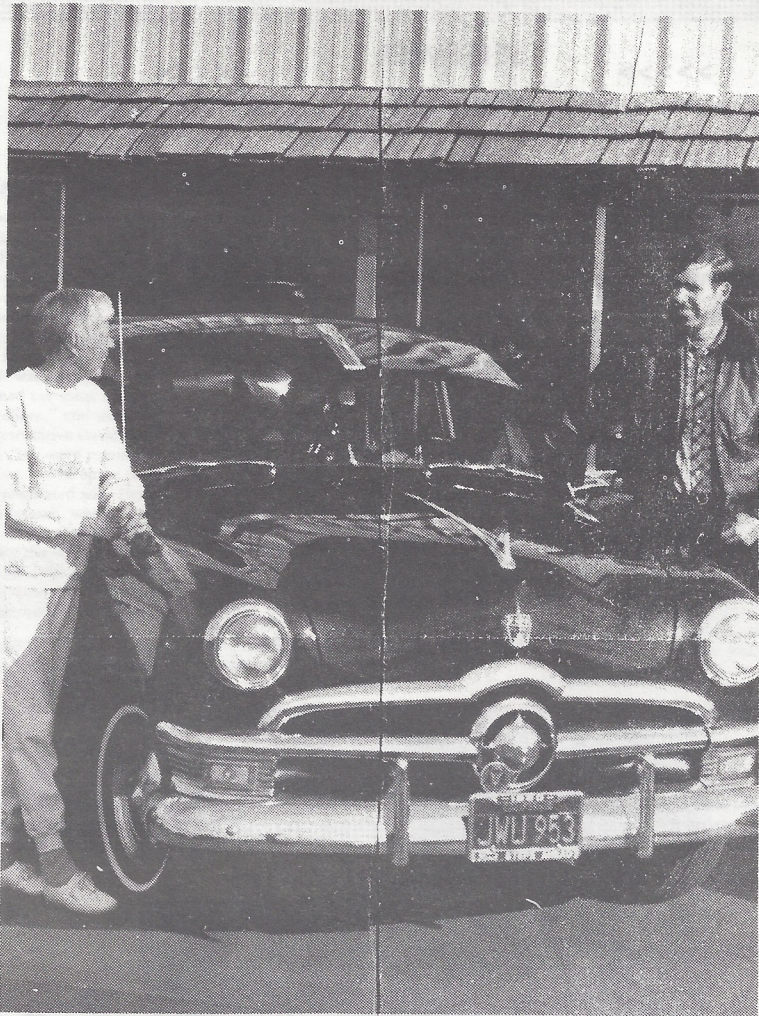
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# Ford in his future



Pat Berry of Big Pine and his mother, Irene Richardson of Westminster, admire the 1950 Ford Pat has restored and has on display at Eastern Sierra Motors on Highway 6 in Bishop.

Pat bought the four-door sedan in 1983 and drove it, as is, four years. In 1987 he restored the 40-year-old six-cylinder 95 horsepower three-speed overdrive and then headed for Bend, Oregon and the national Ford owners meeting.

He said the Ford, which has 104,000 original miles on it, gets about 21 miles per gallon on the highway. He values it at \$5,000.

The car has a Midland Maroon stock paint job, same as the original.

The car will remain on display at Eastern Sierra Motors at 1440 North Highway 6 in Bishop during January.

>>>>>  
>>>>>>>>>>

SEPTEMBER  
BIRTHDAYS

<<<<<  
<<<<<<<<<<<<

September 7 - Tony Thompson

September 13 - Ann Kaplan

September 15 - Marti Luening

September 24 - Diane Chamberlin

September 28 - Jerry Veley



Happy Birthday to All of you.

Please let us know when your Birthday is !

Your Name: \_\_\_\_\_

Your Birthday: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_

Spouse's Birthday: \_\_\_\_\_

Fill out the above information and mail to:

Virginia Wolf  
13024 Hartsook Street  
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## Henry Ford's Garage Sale Nets \$1.2 Million

Cleaning out Henry Ford's garage took a bit of doing. But after the sale was over, the Henry Ford Museum at Dearborn, Michigan, had over \$1 million in its coffers.

"It was simply time we cleaned out some of our collections," said museum representative David Wojack. "We were running out of room." The space problem originated with Henry Ford himself, who was an avid collector of Americana. During the height of his career, he came to understand the impact of his Model T car on American life and de-

*A 1922 Joswin town car being hauled away by its new owner after being sold for \$90,000.*

cidied he wanted to preserve the things he knew would soon be gone or changed dramatically. Nothing seemed to escape his interest. He collected egg beaters and houses, spinning wheels and cars.

Hundreds of items went up for bid, but the big ticket item from the auction was a 1922 Joswin town car, which went for \$90,000. The car contains an engine made by Mercedes and had a remarkable level of workmanship. "It is a magnificent automobile with brocade interior, gold-plated hardware and inlaid wood," said Randy Mason, a curator at the museum. "The Joswin is of great in-

terest to collectors because so few were made."

Items of not so noble variety were put up for bids as well. "The telephones we had sold like wild," Wojack noted. A 1910 wall phone brought bids that ranged from \$15 to \$1300 and a 1915 locomotive was recorded at having sold for \$3400. Ordinary household items, like vacuum cleaners, went up on the block along with gas street lamps, motorcycles, industrial engines and more. The final \$1 million total came as a surprise to museum heads. "I'd say we were very pleasantly surprised," said Wojack.

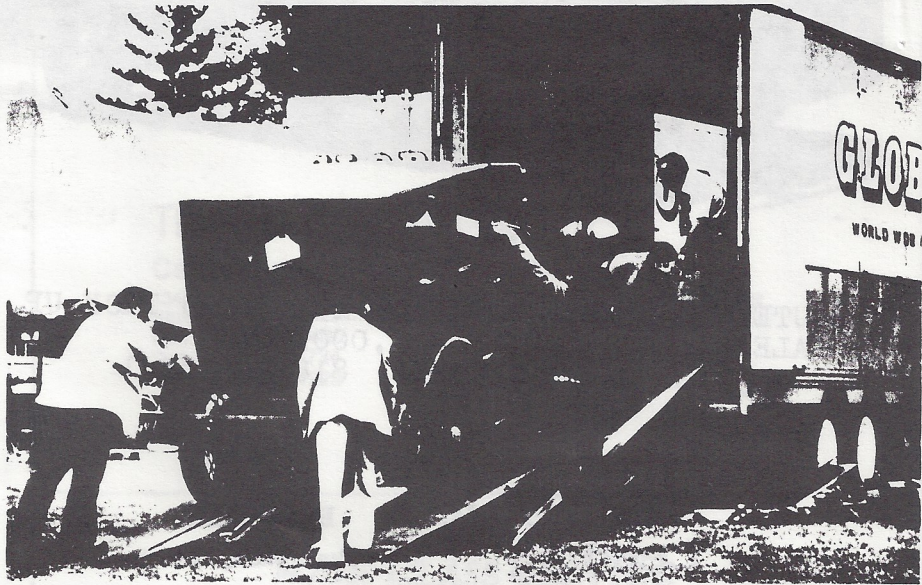
The sale was a tribute to Ford's insatiable desire to

preserve the products of American workmanship.

That desire was whetted long ago when the inventor and his wife had an argument over a rhyme in a McGuffey reader. To settle the argument, Ford set out to find the rhyme, buying up every McGuffey primer he could find. And so it went until his death. Now the museum carries on the collecting. "We just bought a Volkswagen Beetle for the museum," said Wojack. "Even though it wasn't made in this country, the Volkswagen had a great impact here."

One wonders what Henry Ford would have thought of a VW on his lot?

— Theo Price



Formerly  
Chick Hart  
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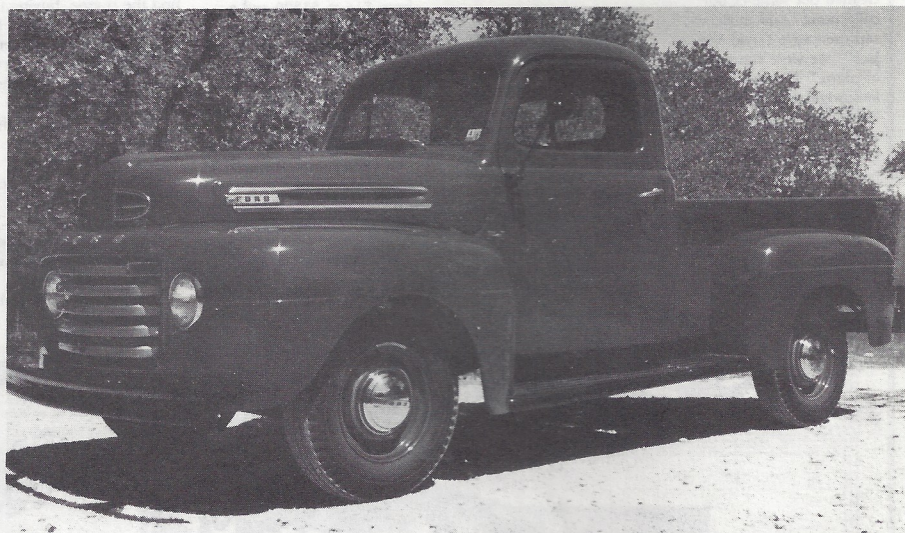
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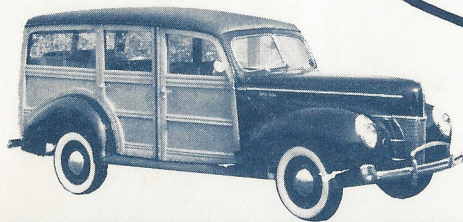
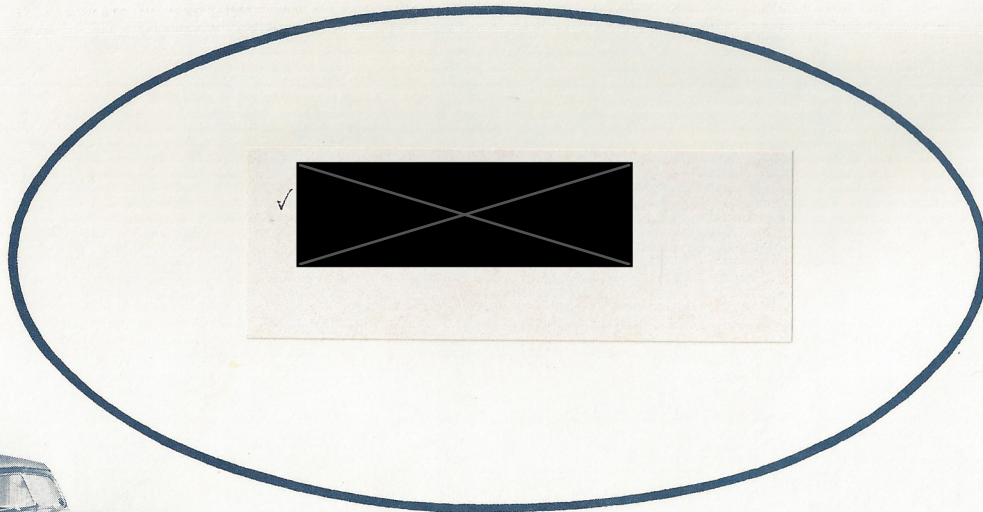
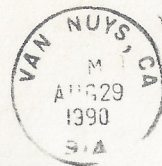
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DON DURKEE.....	1974
ED WARNOCK.....	1975
JOHN BUSK.....	1976
CHIP WERSTEIN.....	1977
STAN MASRAJE.....	1978
BOB DRAKE.....	1979
BILL CULP.....	1979
AL SPENCER.....	1980
LARRY CAPLAN.....	1981
BOB ROSE.....	1982
DON DURKEE.....	1983
PAUL KIRK.....	1984
KENT LOWRY.....	1985
DAVE SANBORN.....	1986
JOHN KEMMERER.....	1987
DUDLEY OCHSNER.....	1988
JERRY JENSEN.....	1989

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