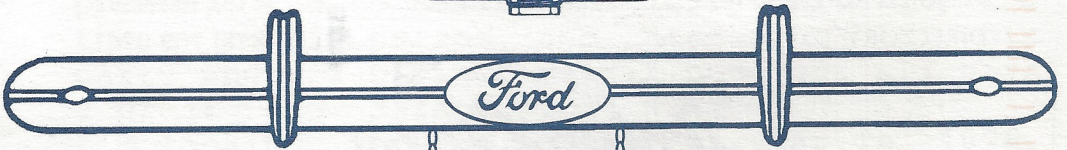
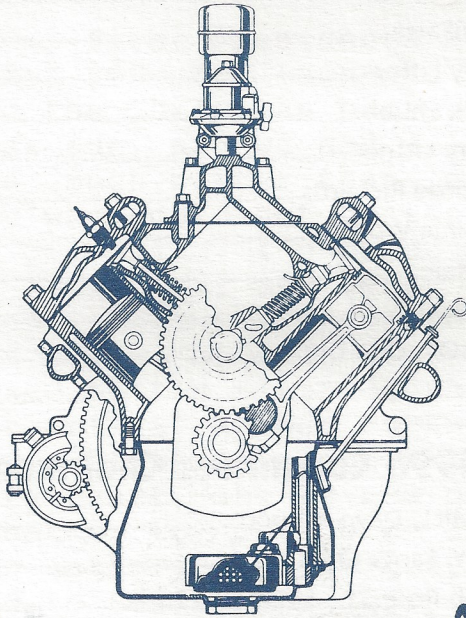




1996

JANUARY

Our 25th Year



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

The Valley V8's

PRESIDENT'S MESSAGE

January 1996

THE VALLEY V8'S 25TH ANNIVERSARY YEAR

I'll start my first Presidents message off by saying, THANK YOU to each and every member who attended the Christmas party, at the Smoke House, it was fun, and we had a lot of laughs, the food was much better than last years. To those of you who could not be there, you missed out on a good time. I'd like to thank Don Durkee for bring Mary and Henry to the party and swearing in the new officers, he actually had to do it twice, because Virginia Wolf somehow got missed on the first go round, (this has to be right off a Norman Rockwell page) so with no shoes on standing on a bench with her hand on Henry heart, she is now our Fellowship chairman. Thanks to our one and only Joe Di Fatta for gathering up so many great raffle prizes, and to Lesley and Jerry Littner for their raffle prizes, and hard work for this party and all of last year. I hope you all have a great and safe HOLIDAY SEASON.

I'm looking forward to a great year in 1996, Patti and I have already made reservations for the WESTERN NATIONALS, that will be held on Vancouver Island in August.

I have 7 tours and lots of activities planned for the club this year, please come and join us, you won't be disappointed.

Looking forward to seeing all you at our January 7th meeting.

Yours Truly,

Dick Smith

program for Sunday, January 7th, will be held at the

GLENDALE FEDERAL SAVINGS
21821 DEVONSHIRE, CHATSWORTH

TIRE KICKING 7:00 P.M.

MEETING 7:30 P.M.

All ladies in attendance will receive a door prize.

A small group of ladies will be chosen to be judges and pick a early FORD 1932-53 in the parking lot to receive the January Meets Trophy.

The name badge (JACKPOT \$20.00), is going to be changed, so that one of the members present at each meeting will WIN. If you were not at the Christmas party, the very first act as President, I declared ladies full members. Any ladies that do not already have name badges, will receive them at the first meeting they attend

Early FORD's driven to any Meeting, Tour, or Events will receive points, at the NOVEMBER MEETING, the member who has the most points will wins a \$100.00, the 2nd place will win \$50.00. (more details at the meeting).

PROGRAM FOR THE EVENING

A very special speaker one our own members. So come to meeting and have a good time.

THERE ALSO IS A FEW SPECIAL AWARDS TO BE GIVEN OUT, So now that your coming, bring your early FORD, get points, and possibly a nice Trophy. We also have a few important issuse to vote on.

New Editor Needs Help!!

like to see in our drive line?

What would you

When *Dick Smith* said yes to being President, he asked if I would be Editor? What, me a new member, I don't know anybody, well maybe a few!

Chuck Mair, Tom Sawyer, and Grant Lippert through Rotary for 20 years or so. *Joe and Marsha DiFatta and Brother Ben & Isabel* for 35 years and *Dick Smith* for 41 years.

Chuck Shubb, Lee Wright, Bill Nolan, Jerry & Lesley Littner & Cal Beauregard through Cruz Nights and car shows.

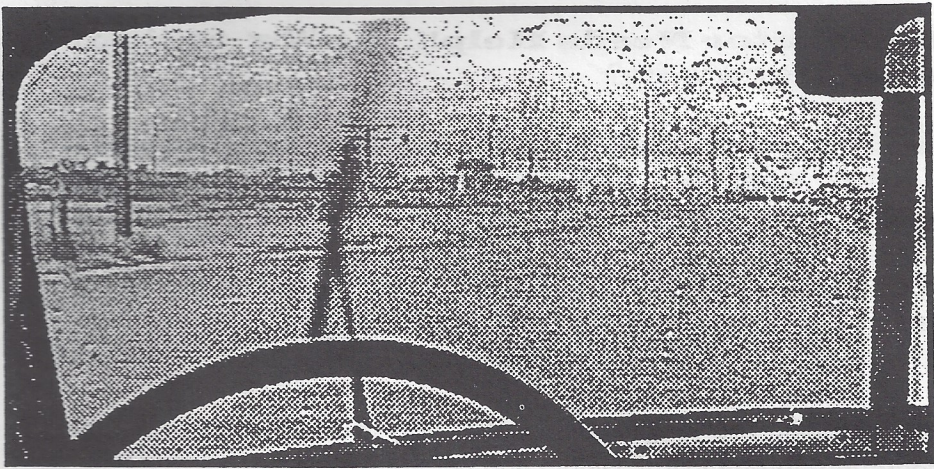
Jerry Case and Rus Sylvis for car repairs and *John & Virginia Wolf* are fellow Van Nuys High School Alumnus.

In fact, 33 members joined the same year, or after, I did with 52 members before. So, I said yes to *Dick* and hope to support *Dick* and *Patty* to the fullest; and oh yes, I bought a used car from *Ralph & Linda Hubbard*, but that's another story about a '40 Ford!

Don



DUES ARE DUE!



"LOOKING AHEAD"

JANUARY:

7:00 PM January 7, 1996 MEETING
7:00 PM January 23, 1996, Officers Meeting
10532 Gerald Ave., Granada Hills

FEBRUARY:

7:00 PM February 4, 1996 MEETING
9:00 AM February 18, 1996, Meet at Woodley
Park, Tour to C&G in Escondido Pot Luck & BBQ

MARCH:

7:00 PM March 3, 1996 MEETING
9:00 AM March 31, 1996, Meet at Woodley Park,
Wild Flowers Tour and Pot Luck.

APRIL:

7:00 PM April 7, 1996 MEETING
10:00 AM April 21, 1996, Meet at Millies Rest.
in Van Nuys, Brunch & garage tour in Pasadena
7:00 PM April 23, 1996, Officers Meeting all
members invited, all you have to do is let us
know your coming 3 days in advance.

MAY:

7:00 PM May 5, 1996 MEETING & AUCTION.....
9:00 AM May 19, 1996, Meet at Woodley Park,
Wrightwood Tour & Picnic

JUNE:

7:00 PM June 2, 1996 MEETING
4:00 PM June 23, 1996 PAST PRESIDENT'S
DAY Pot Luck & BBQ at Joe Di Fatta.

JULY

7:00 PM July 7, 1996 MEETING

11:00 AM July 21, 1996 Meet at Woodley Park,
Carpenteria Beach Party Pot Luck & BBQ.

AUGUST:

August 5-9, 1996 WESTERN NATIONALS VANCOUVER
ISLAND

7:00 PM August 18, 1996 MEETING

SEPTEMBER

7:00 PM September 1, 1996 MEETING

10:00 AM September 10, 1996, PEPPERMILL
Brunch.

OCTOBER

7:00 PM October 6, 1996, MEETING

9:00 AM October 20, 1996, Meet at Woodley
Park, Tour of San Sylmar. (A MUST)

NOVEMBER

7:00 PM November 3, 1996 MEETING

7:00 PM November 12, 1996 Officers Meeting
10532 Gerald Ave., Granada Hills

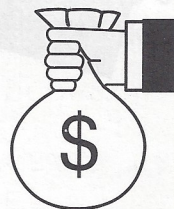
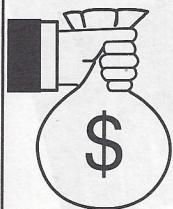
POMONA

January 7

Super Ford Jackpot

\$20.00

Could Be Yours!



Ho Ho Ho !!!

By Mrs. Claus

Approximately 50 Ford members and guests attended the annual holiday party at the Smoke House in Toluca lake. As you entered the room, our Ford officers were there to greet us. The dining room was decorated festively and there were goodie bags for everyone, including a poinsettia plant for lucky winners. Prayer was given by Joe DiFatta. Lesley and Jerry Littner provided a fun game which required each table to have a table monitor to keep record of their table.....something to do with Nouns, Pronouns, Decorating trees.....even Santa enjoyed the game.

President Jerry gave thanks to all and presented Plaques to the 1995 Officers. Certificates of Appreciation were presented to Dave Sanborn, Joe (Bel Air) DiFatta, Virginia Wolf, Don (Ford) Durkee, Russ Silvas, Cal Beauregard, Patti Smith, Gerry Blackwell, and even to Santa (Lee Wright) Claus.





Don Durkee was called on to induct our new 1996 Officers, but before he did the inducting, he introduced both Ed Warnock and Ralph Hubbard. Both Ed and Ralph are Past National Presidents. Don did a great job and presented our new President Dick Smith to the group. Dick gave us his "Wants & Needs" (Wish List) for 1996. Looks like we'll be setting up some neat tours and meetings. Dick did emphasize that he would really like our ladies joining us at the meetings and tours. There will be many surprises in 1996!!

Lesley Littner, Patti Smith and Santa ran the raffles. Lots & lots of prizes - a great evening.....Thanks Jerry, Lesley, Patti and Dick. It was one of our greatest parties.

Lesley Littner
Director of Public Relations
Catherine Carson
Executive Director

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December 4, 1995

Mr. Joe DiFatta
Valley V-8 Ford Club
c/o DiFatta Graphics, Inc.
27642 Ave. Hopkins
Valencia, CA 91355

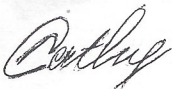
Dear Ford Club Members:

What a wonderful surprise to receive your large box of toys to be used as holiday gifts for our clients! The stuffed animals, toy trucks, Mr. Potato Head, Power Ranger and the board games are certain to bring smiles to our clients' faces.

As I discussed with Joe, we work with teens, families, adults and seniors. Some of the toys will be given directly to our teens, and the others will be distributed to our adults so that they may give them as gifts to their children. Our adults are especially grateful, as they live on extremely limited budgets, and often lack the extra funds to provide gifts for their children.

Thank you again for your fantastic support and generosity. Because of you, our clients will have a most happy holiday season, and we wish the same for you and yours!

Sincerely,



Catherine Carson
Director of Public Relations



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At left, the Zenith **WALKER**. Modern veneer of imported Alaska teak. Hand-crafted in Herculon blonde finish. "Big B" size GANT CIRCLE SCREEN.

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PRINCES, PRESIDENTS, POTENTATES AND POPES



photos courtesy of Cal Beauregard

CAL BEAUREGARD REMEMBERS

by H.V. Hutchings

Calvin Beauregard is a car guy. He drove his first vehicle (albeit a pedal car) at the tender age of four. And cars have proved the catalyst for his lifetime of amazing experiences. His name sounds as though it might be the product of a creative casting director. But, I assure you, it is Cal Beauregard who is the creative thinker. Throughout his career in the automotive industry, that creativity, along with Cal's debonair and gracious manner, has served him very well. This is but one vignette from *Princes, Presidents, Potentates and Popes*, the experiences of Calvin S. Beauregard, as told to H.V. Hutchings.

POPE Paul VI had served over 30 years as the Vatican's Secretary of State prior to ascending to the Papacy. He was, therefore, especially motivated to utilize the diplomatic and very visible powers of the Papacy to encourage world peace and understanding between peoples and nations. As the tensions increased around the world in the mid-1960s, Pope Paul VI chose the United Nations as his forum.

Dateline: June 1965. *New York Herald Tribune*, "Ford Motor Company to Provide Papal Limousine" reads the head-

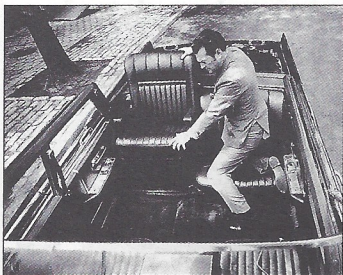
line. But it is the behind-the-scenes story that interests us.

The car which would carry the Pope around New York City in four months from this announcement hasn't been conceived, much less built! The responsibility for this as yet non-existent vehicle, as well as the entire motorcade, rests with the Transportation Manager attached to Ford's New York Public Relations office, Calvin Beauregard. And to complicate matters — not only would the Pope, numerous Cardinals and dignitaries need to be provided with trans-

portation, but President Lyndon Johnson and his entourage would also be in New York City, necessitating still more vehicles and logistical planning.

During the initial planning for the Papal limousine, it was intended to create an open car utilizing a Ford LTD limousine. The full-frame construction of that car would simplify the customizing process. However, Henry Ford II was adamant that the more elegant and prestigious Lincoln — built on a unitized platform — be used.

Prior to 1963, the Cincinnati, Ohio,

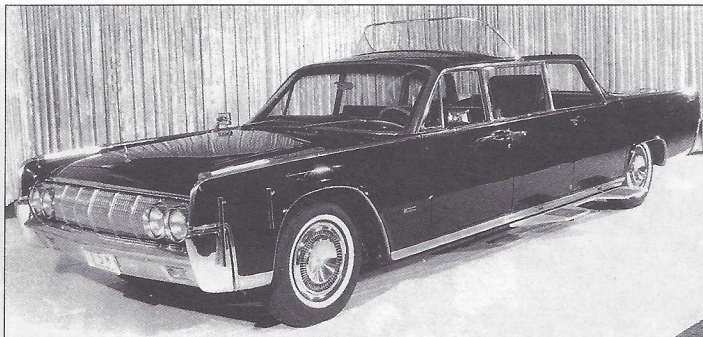


company of Hess and Eisenstadt had built the majority of the custom and stretch limos for Lincoln-Mercury. That year the corporation announced it was changing vendors. Lehmann-Peterson of Chicago, Illinois, was named to fulfill the special coachbuilding needs for Lincoln.

By the time the specifications for the Papal transportation reached George Lehmann and Bob Peterson they did not have the luxury of months, or even weeks, to construct the limousine. Those specifications required more than just stretching a chassis. Provision for carrying security personnel required runningboards and grab handles. The Papal chair, nearly throne-like, required the capability of being raised or lowered as situations demanded. Lighting needed to be created to flood the interior so that the Pope could easily be visible to the crowds, and a public address system was also required. Amplifiers and speakers had to be integrated into, and powered by, the limousine. An on-board power supply, separate from the engine, but capable of operating these systems, had to be devised and installed. Minor, by comparison, but equally important, was the addition of front fender-mounted flag holders. The passenger compartment would need to be fitted with a flying-bridge type of windscreen to protect the Pope when the clear bubble top, which also had to be designed and built, was removed.

As with any large corporate structure, weeks were lost while the project was discussed and paperwork circulated around Ford headquarters. Ultimately, Ford sent a team of engineers to augment Lehmann-Peterson in order to complete the conversion. The only Lincoln available was the prototype 1964 Model 53A which Lehmann-Peterson had used to construct their Executive Limousine Program car for Ford. The car, after the initial alterations, had a wheelbase of 160 inches and was a whopping 250.3 inches in length (nearly 21 feet long). The required modifications and installations were completed in an amazing ten days and the car was delivered to New York City on October 3.

But to Beauregard's discerning eye, it wasn't ready to make a public appearance on the fifth. Certainly new tires



Facing page: Cal Beauregard with the Papal Lincoln, completed in record time at the behest of Henry Ford II. **This page, above left:** Throne chair could be raised for processions and parades. **Above:** Lehmann-Peterson stretched stock Lincoln to this configuration in an astonishing ten days! **Below left:** Finished car came out at just under 21 feet long with 160-inch wheelbase. **Right:** Removable roof had both clear and solid sections.



were needed (can you imagine having a flat with the Pope as your passenger?). The engine needed a fresh battery to complement the banks of auxiliary batteries installed in the trunk to power the interior flood lights and p.a. system. The car, which at the time had approximately 100,000 miles on the odometer, was fully serviced including new belts, hoses and fluids. Empire Lincoln-Mercury, the New York City dealership, and Lincoln-Mercury's Service Engineer, Jim Fowler, helped Cal make certain the Papal limousine would be ready when the Pope's aircraft touched down at JFK on October 5.

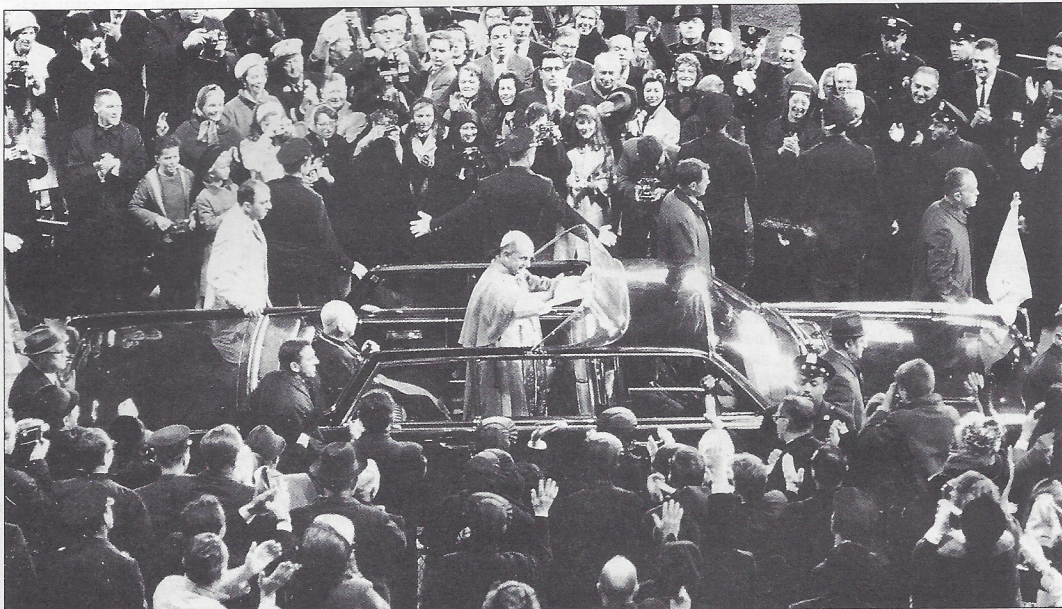
New York City was experiencing unseasonable weather; even for October, 28 degrees Fahrenheit was cold. Pope Paul rode in his special limousine part of the time, but sometimes just he and Cardinal Spellman would be in one of the smaller "bubble" cars and the spacious Papal car would be occupied by seven Cardinals. One of the most dramatic and memorable moments with the Pope in his special vehicle occurred that evening. The Pope conducted Mass in Yankee Stadium. It was dark when the service was completed and the Pope had one more stop, at the Vatican Pavilion at the World's Fair, before returning to JFK for the flight back to Rome. When Pope Paul VI entered the limo in Yankee Stadium, he got into an open car in full public view. The car emerged from the stadium onto the streets of New York 18 seconds later and the Pope was riding

under the clear top bathed in the soft glow of the interior floods.

There hadn't been time in the ten day construction period to mold a hard, clear bullet-proof bubble. The frame of the top was constructed and then clear vinyl was hand-stretched over it and another protective sheet was added. Thus the top assembly was relatively light weight and had its own structural integrity. That night as the Pope was driven out of the stadium via the vehicle tunnel, Bob Peterson and a crew stood ready, under Cal's direction, with the top and portable power drills. As the car passed slowly through the tunnel, they placed the top on and screwed it down firmly with the car moving steadily ahead. Cal recalls, with a smile, the amazed reaction of the onlookers, particularly the media. They were mystified how the conversion had happened so quickly.

This car and its illustrious passenger were destined to be part of circumstance and ceremony again three years later. Meanwhile the car was returned to Lehmann-Peterson in Chicago. The clear top was removed and carefully stored. The Papal interior was also removed and stored. The car, with a more standard interior, saw use as a Chicago parade vehicle and other official functions until....

Another June, this time 1968; Cal Beauregard receives a visitor. Pope

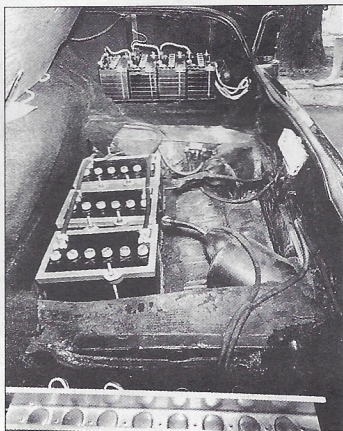


Above: The Lincoln glides sedately past the throngs in Yankee Stadium. **Below:** Bank of trunk-mounted batteries was needed for all the accessories and special interior lighting in the Lincoln.

PRINCES, POTENTATES...

Paul VI will be traveling to Bogota, Colombia, to attend the Thirty-Ninth International Eucharistic Congress. Could the Papal limousine be made available for him in Bogota?

Calvin in turn called George Lehmann. It was very nearly a re-enactment of 1965. Grace Lines had offered to ship the car to Colombia but the vehicle had to be at the dock in New York City in just 12 days. And a warehouse mishap in Chicago — the roof had collapsed under the weight of a previous winter's snow — had damaged the stored Papal interior. Again Ford engineers worked alongside Lehmann-Peterson personnel, with Cal's careful attention to the details. A few changes were made as work progressed. Bogota is built 8,000 feet above sea level; so the engine was specially tuned for the rare air. Spare parts and tools were gathered, "just in case," and that included a full set of new spare tires already mounted on 15-inch wheels. The Papal throne was reupholstered in black leather and installed along with new black mouton carpet. In 1965 the rear facing seat had been a bench the full width of the vehicle. It was decided in 1968 to add climate conditioning to the rear compartment. So between two rear facing seats a console was added which contained the air conditioning as well as some storage. This storage would find a very special use



during this trip. The Pope had blessed a number of small items which were to be used as gifts to certain people. These sanctified items fit nicely, accessible yet safe, in the console.

Cal drove the refurbished Lincoln limo to New York City. He and the car, properly documented, boarded the SS *Santa Maria* and sailed to Cartagena, Colombia. Unloading a 21-foot luxury limousine was not the normal order of business in Cartagena. Two fork lifts were needed to get the car safely onto the dock. However, two lifts of matching size and height were not available. While unloading went without incident, it was tense, uneven and rather jerky, recalls

Cal, who was in the driver's seat the entire time. In Cartagena the car was transferred to a Colombian Air Force C-130 and flown the 400 miles inland to Bogota.

The Papal limousine was a success with all of the people including other dignitaries in Bogota. It was such a success that Calvin very nearly had difficulty getting the car back home. At one point the Chief of the Army had confiscated the keys "for security reasons," except he never quite gave them back, to anyone! Cal's foresight and preparation had provided backup keys in multiple sets; so a potentially tense situation was avoided.

The route home involved loading the car onto another Colombian Air Force C-130 for a hop to Howard Air Force Base in Panama. Safely back in US territory, the adventure should have been over — but not quite. Hoof and mouth disease was an active virus in Colombia. To prevent its spread, the Papal limousine was quarantined. Cal and the other Americans accompanying the car flew home. Finally, two months later, the car was released, loaded into a sealed container and put aboard a ship bound for the New York Port Authority.

Upon arrival in the United States, the car was once again returned to Chicago and Lehmann-Peterson. Lehmann-Peterson went out of business in 1970, and the whereabouts of this particular car are unknown today — except in the memory and memoirs of Calvin S. Beauregard. ☺

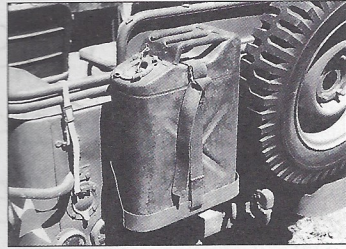
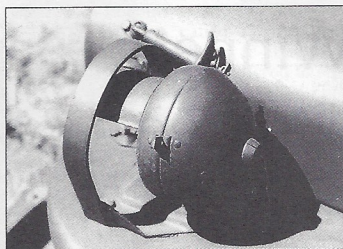
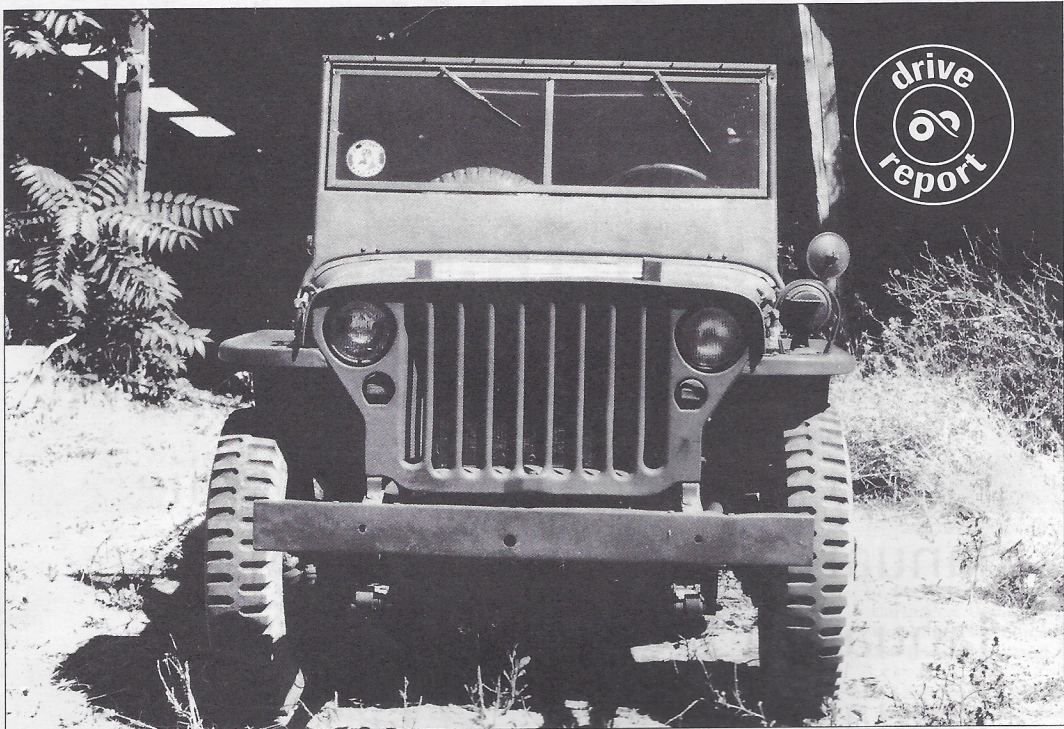
January

V8 Birthdays



January	3	Jean Welch
January	7	Lesley Mac Willie
January	10	Barbara Williams
January	15	Billie Kline
January	19	Jack Miles
January	19	Jim Winnett
January	24	Don Dupree
January	25	John Wolf
January	25	LuAnne Rohrer
January	28	Jerry Littner

1943 WILLYS JEEP



America's Secret Weapon

IT was a modest, straightforward little machine, and it cost the government only about \$900 per copy. Yet General George C. Marshall described the World War II jeep as "America's greatest contribution to modern warfare," and the beloved war correspondent Ernie Pyle called it "the greatest discovery of World War II," adding, "...good Lord, I don't think we could continue the war without the jeep. It does everything. It goes everywhere. It's as faithful as a dog, as strong as a mule, and as agile as a goat. It constantly car-



by Arch Brown
photos by Bud Juneau



ries twice what it was designed for, and still keeps on going. It doesn't even ride so badly after you get used to it...."

(Note: Sensing a publicity bonanza, Willys-Overland copyrighted the name "Jeep," spelling it with a capital "J." The wartime version, however, pre-dates the

copyright and is correctly spelled in lower case.)

Probably no other inanimate object has ever inspired the affection that America's G.I.s lavished upon this sturdy, versatile little machine. It has been said that the bond between the soldier and his mechanized steed was akin to the relationship between the World War I cavalryman and his horse. In one of the best of his famous wartime cartoons, Bill Mauldin depicted a burly top sergeant covering his eyes, as he took aim with a .45 at his mortally wounded jeep.

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AL SPENCER

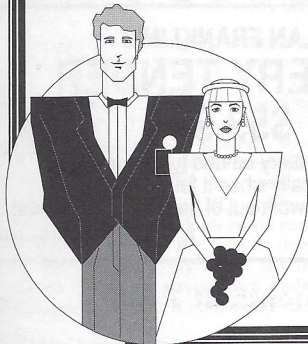
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Congratulations to

Carlos Wilhelm on his marriage to

"Belinda"

They were married in December



The Valley V8 Ford Club

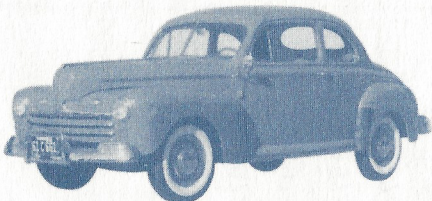
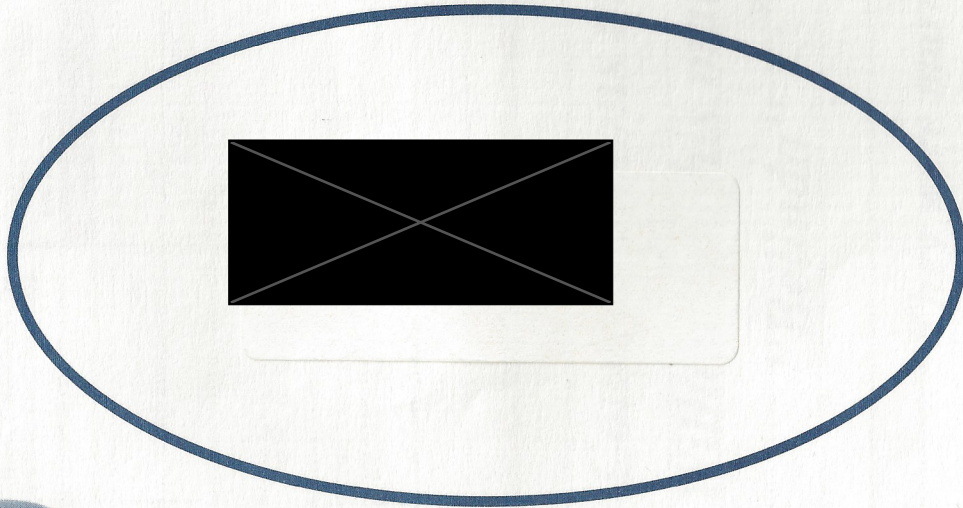
PAST PRESIDENTS

JIM ROWE.....	1971
DOUG PETERSON.....	1972
DON DURKEE.....	1974
ED WARNOCK.....	1975
JOHN BUSK.....	1976
CHIP WERSTEIN.....	1977
STAN MARSRAJE.....	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
JERRY JENSEN.....	1990
JOE DiFATTA.....	1991
CHUCK SHUBB.....	1992
CHUCK SHUBB.....	1993
GEORGE RICHARDS.....	1994
JERRY LITTNER.....	1995

Meetings are held on the first Sunday of every month at 7:00 p.m.

The Valley 's

5051 BLACKPOOL AVE., AGOURA, CA 91301



1946 Ford Coupe

91305-10049 13

