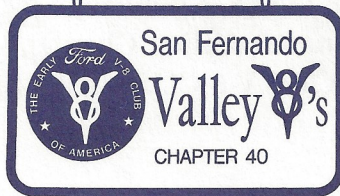
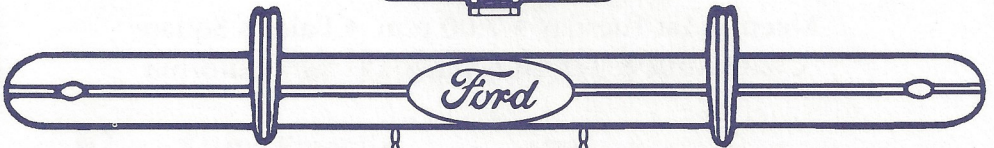
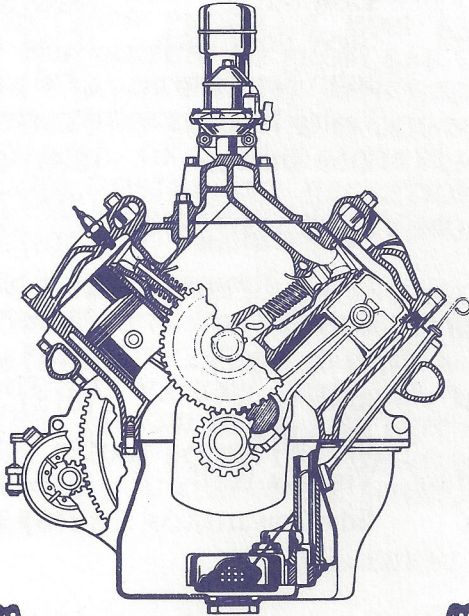




APRIL

2000

Our 30th Year



Drive Lines

The Valley

2000 OFFICERS

.....

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<i>Vice President</i>	Steve Boskovich	(818) 341-6876
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<i>Publisher</i>	Darryl Thomas	(818) 363-6914
<i>Membership</i>	Jerry Littner	(818) 597-9016
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<i>Tech Advisor</i>	John Wolf	(818) 789-6201
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<i>Social Secretary</i>	Virginia Wolf	(818) 789-6201
<i>Ladies Gifts</i>	Edy Cowan	(818) 366-5530

Meeting 1st Tuesday • 7:00 p.m. • Baker's Square
Chatsworth & Zelzah, Granada Hills, California

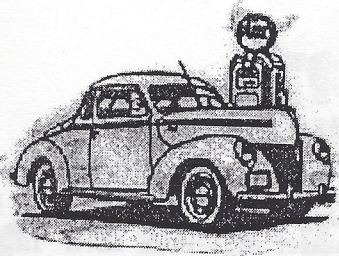
The *DRIVE LINES* is published by:
The San Fernando Valley, Chapter 40
of the EARLY FORD V-8 CLUB of AMERICA

Mailing Address:

VALLEY V-8's
10944 Oklahoma Ave.
Chatsworth, CA 91311



1940 Ford



BETWEEN DRIVES

SORRY TO HAVE MISSED THE FEBRUARY MEETING. I UNDERSTAND STEVE DID AN OUTSTANDING JOB COVERING FOR ME, AND CAL'S PROGRAM WAS EXCELLENT AS ALWAYS. WE JUST RETURNED FROM LAS VEGAS WHERE V8ERS MARSHA AND JOE DIFATTA RENEWED THEIR VOWS AFTER 40 YEARS. THE WEDDING WAS DOWNTOWN IN THE GRACELAND CHAPEL. OF COURSE ELVIS PERFORMED THE CEREMONIES AND HOSTED THE RECEPTION. HERES TO THE DIFATTAS, WISHING THEM FORTY MORE YEARS OF HAPPINESS.

THE CAR SHOW AT SUMMERSVILLE WAS A SUCCESS WITH A FEW VALLEY V8 MEMBERS ATTENDING. THEY THANKED US FOR OUR PARTICIPATION. I HAD A GOOD TIME TALKING ABOUT THE VALLEY WITH ALL THE CHANGES SINCE 1946 WHEN I MOVED HERE, AND HOT RODS OF THE 1950S. LET'S GET THOSE FORDS ON THE ROAD. THEY ARE FUN TO DRIVE AND YOU CAN MAKE SOMEONE'S DAY BY JUST SEEING IT ON THE ROAD.

PRESEDENT DON

APRIL BIRTHDAYS

4/7	Elaine Franklin	4/23	Bruce Blackwell
4/8	Bud Williams	4/25	Wendi Potter
4/11	Michael Munroe	4/27	Gerry Blackwell
4/21	Barbara Zabel		

ANNUAL AUCTION - MAY MEETING

PLEASE BRING AT LEAST ONE NICE ITEM TO
SUPPORT YOUR VALLEY V8S

THE EDITOR'S PAGE

Once again two of our members have answered the call to contribute original stories for the Drivelines. Al Spencer and Dave Sanborn have written some great material about their favorite things, early V8 Fords. If our luck holds we can have fun reading about our members experiences with their Ford V8s all year long. Please step forward and share your most memorable times with these vehicles. Starting in May we will include a picture with a caption for a Valley V8 member's first car. The car must be an Early V8. Let me know if you would like to see your first car in print.

The March Teaser "Hot Date Convertible" has garnered a lot of interest. I have received lists of the incorrect features on this model from a number of our members who want to display this beauty on their mantle. One of our members claims that this model accurately depicts a limited production prototype. I will accept your answers right up to the time of the award. I am still waiting for the ordered model to arrive in the mail so that it can be presented at an upcoming meeting. The April Teaser is waiting for you on page 15. This one will test your knowledge of when Ford *Giveth* and *Taketh* away many of our favorite features. Please send in your answers and we will publish the correct(?) answers and the name of our top expert in the May Drivelines.

Our newest sponsor, Daryl Fielder of West Valley Auto Color has offered all Valley V8 members a 10% discount on their auto body and paint supplies. For our raffle at the April Meeting he has given us a large container of Meguiar's Final Inspection Polish. Maybe this will end up on your garage shelf.

Thought for the Month:

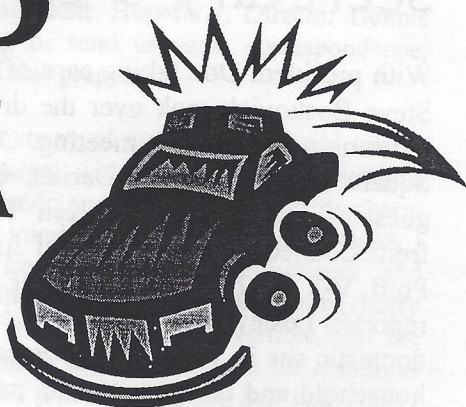
"It's nice to be important, but it's more important to be nice"

LARRY

**Program for
Tuesday, April 4, 2000**

CHP

CALIFORNIA HIGHWAY PATROL



Ford Member: "Officer, I couldn't have been speeding in my '40 Ford!"

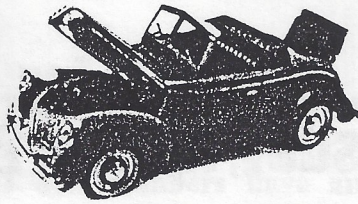
Officer Lydia: "No, most of you Ford members always obey the speed limit!"

Ford Member: "Then why did you stop me?"

Officer Lydia: "To tell you that I will be your speaker on Tuesday, April 4.

Ford Member: "It's sure nice to meet you. What will you be speaking about?"

Officer Lydia: "Well, being with the California Highway Patrol for 13 years and having numerous assignments in the Los Angeles/San Fernando Valley area, I will cover many topics and give you time to ask questions. By the way, I've been following a maroon '40 Ford Coupe ... someday I'll catch him!"



Secretary's Corner ...

With president Don taking care of family responsibilities, VP Steve Boskovich took over the driver's seat and did a great job running our March meeting. Guests joining us at Baker's Square included Gloria Darian, of Summerville Terrace, a guest of Joe DiFatta and Ken Terrio, Don Durkee's guest from Connecticut. Ken is Chief Judge, emeritus, of the Early Ford V-8 Club. The first order of business was officers' reports: Lesley let us know we're solvent and then, the domestic she is, told us how we can take care of many of our household and garage clean up problems, with nothing more than Coca Cola ... Ya suppose she owns some shares of KO? Durkee filled us in on the Edelbrock tour and Joe DiFatta told us about a get together, on 3/11, at the Summerville Terrace, a senior living community in Northridge. Larry Caplan reported that he has a new advertiser for the newsletter: Daryl Fiedler, GM of West Valley Auto Color, Inc. Daryl donated a PPG thermometer and humidity gauge that was auctioned off and subsequently presented to John Wolf, for his high bid of \$45. Larry also gave us some background on the "March Teaser," also known as the "Hot Date Convertible." Jerry Littner, told us to pay our dues, if we want to continue receiving the *Drive Lines*, to conclude the officers' reports.

We were saddened to learn of the passing of Jan Hardin. Our sincere condolences go out to Ed and his family, on their loss.

Joe DiFatta introduced the speaker for the evening ... our own Cal Beauregard. Cal was Ford Motor Company's representative in the New York area several decades ago. He gave an interesting talk of his first-hand experiences preparing for the Pope's visit, as well as sharing some of his memorabilia.

The meeting concluded with the raffle and name badge drawing ... won by Al Rohrer.

According to highly placed sources, this month at the National Board's Quarterly Meeting, the reapportionment of national directors will be a discussion item. Currently, the majority of directors hail from California. A change in the National By-Laws is required, to change this arrangement. Hopefully, Director Dennis will be at our April meeting, or send us some correspondence, explaining the ramifications of this proposal.

I have a great appreciation for many of our club members' talents and abilities: Jerry Jensen's talent with a treadle, Don Durkee's finesse with a spray can and Bondo and Blacky Blackwell's charm with the opposite sex, come to mind. But as much as any of these, I have grown to appreciate Larry Caplan's thoroughness and technical insight when researching a subject. Unfortunately, Larry came up short writing about the "Hot date Convertible," in the March newsletter. If he had gone a little farther with his resources he could have found an out of print publication *Bet You Didn't Know That*, by Charles Schwartz. In this 978 page hardback, published in 1957 Schwartz, describes the '40 Runabout Roadster as a "brilliant compilation of Ford's resourcefulness and desire not to be inhibited by space, time, or marque." Schwartz goes on to say that the 637 models produced were unique in that they were built on a 1938 Lincoln Zephyr frame, using '39 Ford convertible coupe rear clips, 1939 Ford Deluxe front clips and '39 Mercury convertible coupe bodies. The bumpers, hub caps and beauty rims were originally manufactured for the '38 Mercury, that never made it into production. The National Motor Museum mint's claim that "When they wanted to get to heaven, this is the car they rode in." came from the fact that the car was originally produced for use by the funeral industry as a flower car. However, when the European allies entered, what was to become World War II, the entire fleet was sold to France. They were used as staff cars, until the German Panzer divisions outflanked the Maginot Line and the Third French Republic was forced to surrender. Seized by the Nazis, and sent to Germany, the Fords were used by Hans-Otto Neubauer, as prototypes for the MB 300S, Cabriolet, before being destroyed.

... For additional information and details used for these notes, Log on to:
betyoudidntknowthat/40fordrunaboutroadster@aprilfool.com

John Kemmerer

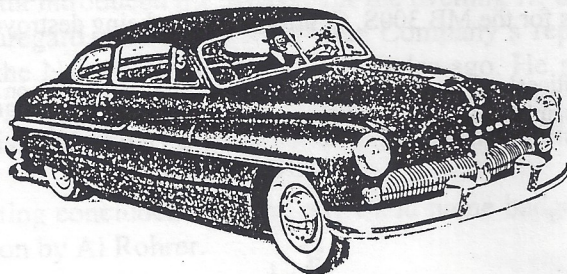
MOST ACTIVE MEMBER CONTEST FOR 2000

Once again we plan to find the most active member for the year. David Gott will be maintaining the standings and we will publish these numbers monthly. Be sure and fill out the attendance sheets each month and be sure that your name is on the list for each tour you attend. Below are the rules for earning points during the year.

ATTEND MEETING _____	1 POINT
BRING A 1932-53 FORD TO A MEETING _____	2 POINTS
ATTEND A TOUR _____	1 POINT
BRING A 1932-53 FORD ON A TOUR _____	2 POINTS
ORGANIZE A TOUR _____	5 POINTS
GIVE A PROGRAM _____	5 POINTS
PREPARE THE MONTHLY NEWSLETTER _____	5 POINTS

APRIL UPDATE MEMBERS WITH 3 OR MORE POINTS

Cal Beauregard	7 points
Steve Boskovich	4 points
Joe DiFatta	8 points
Dave Gott	3 points
Chuck Mair	3 points
Tom Potter	4 points
Al Rohrer	3 points
Dick Smith	4 points
John Wolf	4 points



CALENDAR OF UPCOMING EVENTS

- April 2nd _____ Car Show at California Car Cover.
DeSoto at Nordhoff. Canoga Park
- April 4th _____ Valley V8s meet at Bakers Square
Chatsworth at Zelzah. Granada Hills
- April 9th _____ All Ford Day at Knott's Berry Farm
Buena Park
- April 16th _____ Pomona Swap Meet at Los Angeles
County Fairgrounds
- April 28th to 30th _____ Spring Tour To Yosemite. Contact
Gerry Blackwell 661-268-0040
- May 2nd _____ Valley V8s meet at Bakers Square
Annual Auction Night
- May 21st to June 4th _____ Jay Harris Southwest Tour 2000.
Contact Jay Harris 760-728-0311

ASK YOUR TECHNICAL ADVISOR

Each month we will print the response to the best question of general interest submitted to our technical advisor. Please address your questions directly to John Wolf at 818-789-6201

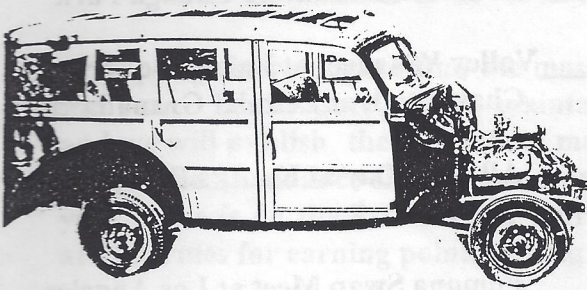
Question:

My car has hydraulic brakes which need servicing. The brake pedal feels "spongy" and the pedal goes nearly to the floor. What needs to be done?

John's Answer:

First pull off all the wheels and inspect the brake linings for adequate thickness. While the drums are removed be sure that the wheel cylinders are not leaking. For 1939-41 vehicles adjust the brakes by setting the shoe adjustment nuts and the lower anchors. For the 1942 through 1948 vehicles, the brake adjustment only requires setting the shoe adjustment nuts. If the pedal is still "spongy," bleed the brake system of air.

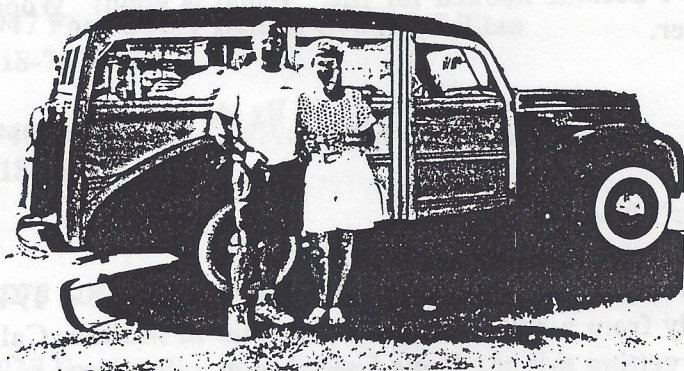
HOW I MET MY OTHER LOVE



As a young boy I once asked my father if he would like to purchase an old car and restore it together. Well, no luck trying to get an early start in the old car hobby. I had to wait and wait until after I had graduated college, got married, and had our first child. After a couple of years of learning how to raise a child I was ready to search for the perfect car to restore. We had recently moved to Los Angeles and Ruth was pregnant with our second child so what better time than now to start restoring an antique car. I could work on my hobby at home and be with the family while the kids were young and growing.

What kind of car should I get? I didn't have much money to spend and I wanted a car with running boards that was a "little different". One day there was an antique car swap meet very close to my home. I decided to go and look around a bit. I noticed a cute wooden body mail truck. I measured it and ran home to check the garage. Nope, this would not fit in the garage. A couple of months later while checking through the Los Angeles Times classified section I spotted an ad for a 1940 Ford Woody. It was in the San Luis Obispo area and I made arrangements to see the car right away. I was in love before ever getting to San Luis! This car needed a huge amount of attention but it met my criteria and was the type of car that I would like to restore. After trailering the car home and taking a parts inventory it was clear I needed so many parts that it would be cheaper to buy a second 1940 Ford Woody.

Sure enough in several months I spotted another ad for a 1940 Ford Woody and went immediately to check it out. All of the doors were off and stuffed into the rear of the body. It was missing the motor and transmission but it had all the missing parts for the first Woody. Another plus was the option to use the best parts from both cars to complete the restoration.



Well, I worked and worked and worked on that Woody. Some evenings I would work past midnight and during some periods I got so frustated that I would quit and take a break for a few days or even a few weeks. During the restoration and bleaching of the wood, Ruth kept remarking, "my bleach is always disappearing". Than she realized that bleaching the wood meant using a mixture of Clorox and TSP, which was coming from her laundry room.

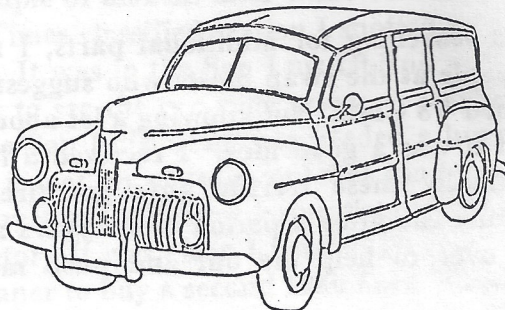
While I was searching for additional parts, I ran into some very nice people at the swap meets who suggested that I join the Early Ford V8 Club. Not knowing a lot about these cars, I decided that it was a good idea. I received a lot of tips and help, and finally these terrific guys got tired of me not completing my car after a period of six years and several of them came over to help me out and push me over a few hurdles.

We finally took our Woody on the maiden voyage around 1980, The car ran great and I truly enjoy driving it. I have always been glad that I joined the Early Ford V8 Club. We have had some great trips and get togethers. I also have had an opportunity to meet some super individuals and I am still thankful for everyone who offered help, patience and assistance. I still look forward to old car get togethers, tours and other events where I can still enjoy driving the Woody. I guess I became hooked for life. Wood is good! Woodies are forever.

By Al Spencer

Editor's Note:

Several years ago I purchased the remains of a 1940 Ford Woody from a car collection being sold in Malibu, California. After getting this car home I also made up an inventory of the missing parts. I invited Al Spencer to come and take a look at this Woody. Was he surprised when he saw it and realized that this was the same woody that he had used for parts twenty years ago and had sold after completing his car. Later I sold this Woody to another V8 enthusiast in Kent, Washington who has restored it. Those of you who attended the 1999 V8 Meet in Dana Point may have seen this spectacular Lyon Blue 1940 Ford Woody which was judged a perfect 1000 points. *And now you know the rest of the story.*



CARS AND PARTS MARKETPLACE

CARS FOR SALE:

1940 Ford Deluxe Coupe. No engine. \$6000.
Joe Heard 626-796-6810

1947 Ford Super Deluxe Coupe. Lillian
818-767-5769

1940s and 1950s Cadillacs Ed Cholakian
818-361-1140

PARTS FOR SALE:

1938 Ford radio. Cal Beauregard 626-355-2739

1951 and 1957 Ford Automatic Transmissions \$95
each. 1957 Ford spindles, backing plates with brakes
\$95. Kent Lowry 805-988-1331

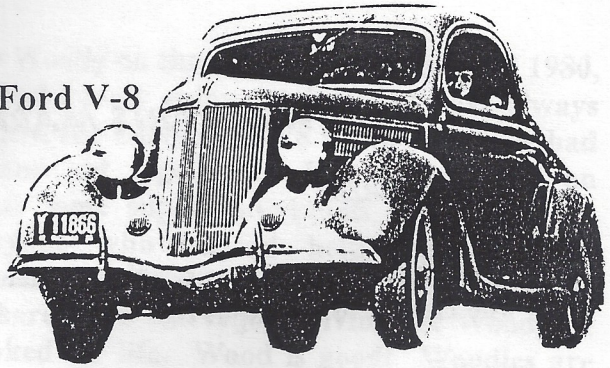
1937/1940 Rims Darryl Thomas 818-363-691

1947 California Plates restored. DMV clear. \$325.
Joe. 818-349-2869

1950 California License Tab NOS \$35. New oversize
chrome license plate frames. Joe. 818-349-2869

Adapter for C4 transmission to 1949-53 flathead.
Complete including starter. \$400. Heater for 1951
Ford without controls. \$100. Vince Barisic.
530-622-8273

My First Early Ford V-8



As a nineteen year old, in the spring of 1959 I sat on top of my world. I had a perfect 1956 Chevy, a fox for a girlfriend and a high paying union job pulling veneer on the green chain for Bohemia Lumber Company in Culp Creek, Oregon. Then the bottom fell out of my life. I got laid off with the rest of the graveyard shift. I attempted to get another job in the Eugene area. I found one wrapping newspaper bundles Saturday nights for the Eugene Register Guard at minimum wage. That job did not support a girlfriend and car even though I still sponged off my parents for room and board.

I turned the 1956 Chevy over to a used car dealer in exchange for him paying off the bank loan. Goodbye to my fantasy of having built equity in the car. It also quickly became apparent that Cindy loved the car more than me. She left for a guy with a new wide track Pontiac.

I needed transportation. A friend said he knew a guy who had a prewar Ford for sale. I swallowed my pride and slunk off into the night on a city bus to look at the car. It turned out to be a 1936 3-Window Coupe. It had original Washington Blue paint showing through the few places on the body without primer over Bondo. The owner's mother had installed a vinyl interior over the original upholstery. Maybe she had a few beers as she worked because no seam looked straight. The 59AB engine leaked about as much oil as it burned.

But it ran and the tires held air. I asked how much. He said \$300. I replied all I have is \$250 - the truth. He sold me the Ford and I drove home a reluctant owner.

A few weeks later I got a job in Portland working as a mail clerk for Pacific Power and Light Company. Every weekend I drove the Coupe to Eugene to help put out the Sunday edition of the newspaper. I made the one-way trip of about 120 miles with only two stops to put in a quart of oil. The rods knocked but the engine kept going. The more I drove that car the more I fell in love with it.

When my affluence increased I got more dependable transportation and stuffed a small block Chevy into the engine compartment of the Ford. I drag raced the car for a few years in the early 1960's. In the fall of 1963 I had finished upgrading the engine with a roller cam, 13.5:1 pistons, ported and polished heads, etc. I have no idea how powerful it was but it easily tore up the original Ford transmission. So I put in a Chevy four speed and a Chevy rear end with, as I recall, a 6.14:1 gear ratio.

My brother Mike and I took the 1936 Ford out for its maiden test run in its new configuration one rare clear moonlit western Oregon night. I drove with a seatbelt on. Mike rode in the passenger seat defenseless. We went onto a deserted country road about a half-mile from my house. First I went around a sweeping left turn at a reasonable speed. As the road ahead straightened out I put the pedal to the metal. I felt the engine surge with power as the car leapt forward. Then one of the struts holding the rear end to the frame broke. The car jumped into the ditch on the right side of the road. Fortunately the brakes worked. I rode the ditch as the car slowed. Then the front wheels hit the culvert for a driveway.

The car flipped into the air and tilted sideways to the right. I saw the passenger door open and Mike fall out. The car pivoted on the open door rolled over and somehow ended up on all four wheels heading the wrong way on the road. In those few seconds I knew I had killed Mike. Before the dust cleared he looked in my open drivers side window and asked if I was all right. I had not felt such relief. Mike had nary a scratch.

That ended my drag racing career. I repaired some of the damage to the car and stored it in garages expecting some day to restore it. In 1996 I gave up and sold it to a gentleman on the east coast. I don't know what he did with it. Does anyone know where I can find a nice running 1936 3-Window Coupe for \$250? Adjusted for inflation of course.

By Dave Sanborn

PARTS WANTED:

1946-48 Jack, Accessories, and assist straps with brackets Mike Ewing 818-360-1315

Horns for 1953-1954 Ford (any condition). 235
Chevrolet truck engine rebuilt block. Allan Franklin
818-842-2230

1940 Ford Clock. Craig Lapair 818-893-1640

1937-42 Generator with front bracket (not rebuilt)
Terry Colbert 323-664-2813

EARLY FORD V8 TEASERS

This section is intended to tap the combined knowledge of our members and solve some of the mysteries of the Early Ford V8 world.


April Teaser:

Our teaser for April will test your knowledge of 1932 through 1953 Ford V8 and Mercury Passenger Cars "Firsts and Lasts." Please send in your answers prior to the May Drivelines where the answers will be published.

1. What was the first year Ford offered a heater?
2. What was the last year for front suicide doors?
3. What was the first year for keyholes on both doors?
4. What was the last year for a locking steering column?
5. What was the first year for a trunk light unit?
6. What was the last year for engine anti-chatter rods?
7. What was the first year for the square voltage regulator?
8. What was the last year for the running board?
9. What was the first year for the front stabilizer bar?
10. What was the last year for floor parking brake handle?
11. What was the first year for battery condition gauge?
12. What was the last year for battery condition gauge?
13. What was the first year for the center bumper guard?
14. What was the last year for the 16 inch wheel?
15. What was the first year for four wheel cable brakes?
16. What was the last year for the phaeton?
17. What was the first year for the all metal roof?
18. What was the last year for the 60 horsepower engine?
19. What was the first year for 15 inch wheels?
20. What was the last year for the convertible sedan?

Good Luck !!

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The Valley

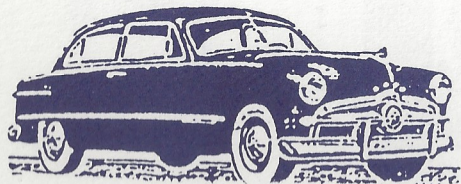
PAST PRESIDENTS

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Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Marsraje	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
Jerry Jensen	1990
Joe DiFatta	1991
Chuck Shubb	1992
Chuck Shubb	1993
George Richards	1994
Jerry Littner	1995
Dick Smith	1996
Chuck Mair	1997
Dennis Keene	1998
Rose Gott	1999

The Valley 's

10944 Oklahoma Ave. • Chatsworth, CA 91311



1950 Ford