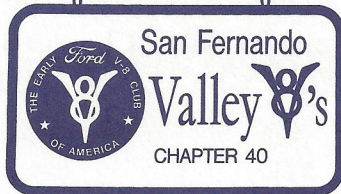
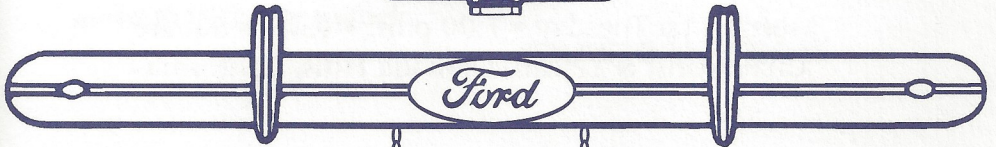
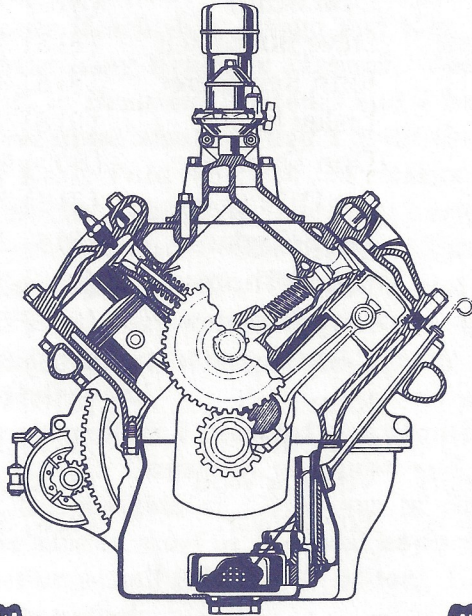




JUNE

2000

Our 30th Year



Drive Lines

The Valley

2000 OFFICERS

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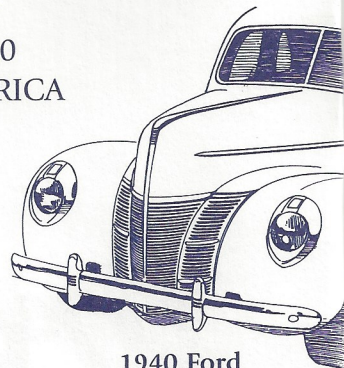
<i>President</i>	Don Stout	(818) 998-7054
<i>Vice President</i>	Steve Boskovich	(818) 341-6876
<i>Secretary</i>	John Kemmerer	(818) 843-2138
<i>Treasurer</i>	Lesley Littner	(818) 597-9016
<i>Tours</i>	Don Durkee	(805) 495-5298
<i>Programs</i>	Joe DiFatta	(818) 700-1939
<i>Editor</i>	Larry Caplan	(818) 366-9178
<i>Publisher</i>	Darryl Thomas	(818) 363-6914
<i>Membership</i>	Jerry Littner	(818) 597-9016
<i>Raffles</i>	Craig Lapair	(818) 893-1640
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<i>Accessories</i>	Al Rohrer	(818) 345-3721
<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

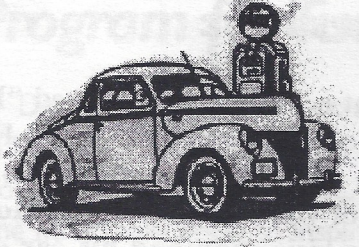
The *DRIVE LINES* is published by:
The San Fernando Valley, Chapter 40
of the EARLY FORD V-8 CLUB of AMERICA

Mailing Address:

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



1940 Ford



BETWEEN DRIVES

The June meeting must be close because I just got my monthly phone call from our editor. Cheryle and I finally got away this month to Laguna Beach, Key Largo and Key West in Florida, and even to Mandalay Beach in Oxnard. Joe, Marsha, Steve and Sue are off to Branson, Missouri and I hope many of you are planning vacations also. We had a great time in Florida but didn't see any Early Ford V8s; all the classics seem to be 1954 or later GM vehicles. The drive from Key Largo to Key West is spectacular if you like water. One bridge is 7 miles long and a 3 1/2 hour cruise with lunch. We could not believe all the Prowlers and PT Cruisers we saw in the Keys. On our way back to the Miami airport we saw a rental agency full of them for rent, just like Hollywood.

The only car show flyer I received this month is for the June 11th Classic, Rod & Custom Car Show and Chili Cook-off, sponsored by the Knights of Columbus in Simi Valley. We seemed to have missed most of the local happenings being gone so much. I better e-mail this to our editor. Hope you all own more FORDS than stock.

PRESIDENT DON

JUNE BIRTHDAYS

6/2	Harold Johansen	6/9	John Kemmerer
6/3	Jerry Jensen	6/14	Darryl Thomas
6/6	Don Stout	6/16	Cliff Vess
6/7	Larry Caplan	6/23	Chuck Mair
6/7	Al Spencer	6/23	Al Rohrer
6/7	Karen Lowry	6/24	Barbara Sadd
6/8	Rose Gott		

THE EDITOR'S PAGE

This month's feature story is about a deuce coupe named "Little Ford" and was submitted by John Farrar. John and "Little Ford" have been inseparable for almost fifty years and his story is correctly titled as a "Saga." Those of you who go on the "Hooky" tour June 7th will have a chance to visit John and his car at his Acton home.

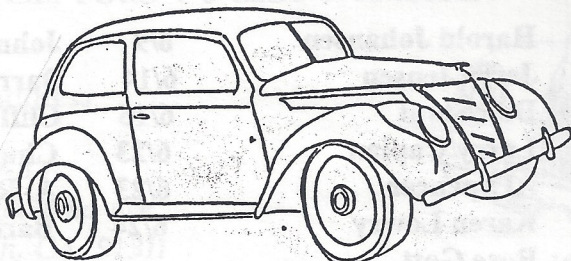
We need your story relating to an important Early V8 in your past to share in a future issue of the Drivelines. Every Valley V8 member has a story to tell and we can turn your informal copy into print.

Our teaser for June is another chance for our readers to examine an "authentic model" of a 1940 Ford vehicle which has been licensed by the Ford Motor Company. Obviously the purpose of licensing these model makers must be to collect royalties and not to insure accuracy. Anyway we are going to order one of these models to award to the member submitting the most complete list of incorrect features. Our quest to punish the scoundrels who have failed to deliver the "Hot Date Convertible" ordered from our March Teaser is proceeding. The Postmaster is attempting to track down the National Motor Museum Mint. Could the June Teaser be another model by these same people using a new name? Let's hope not.

Lastly you should find that the June Drivelines print quality is improved by making each copy directly from the original.

Thought for the Month from Yogi Berra:
"You can see a lot by watching"

Larry



Program for Tuesday, June 6, 2000

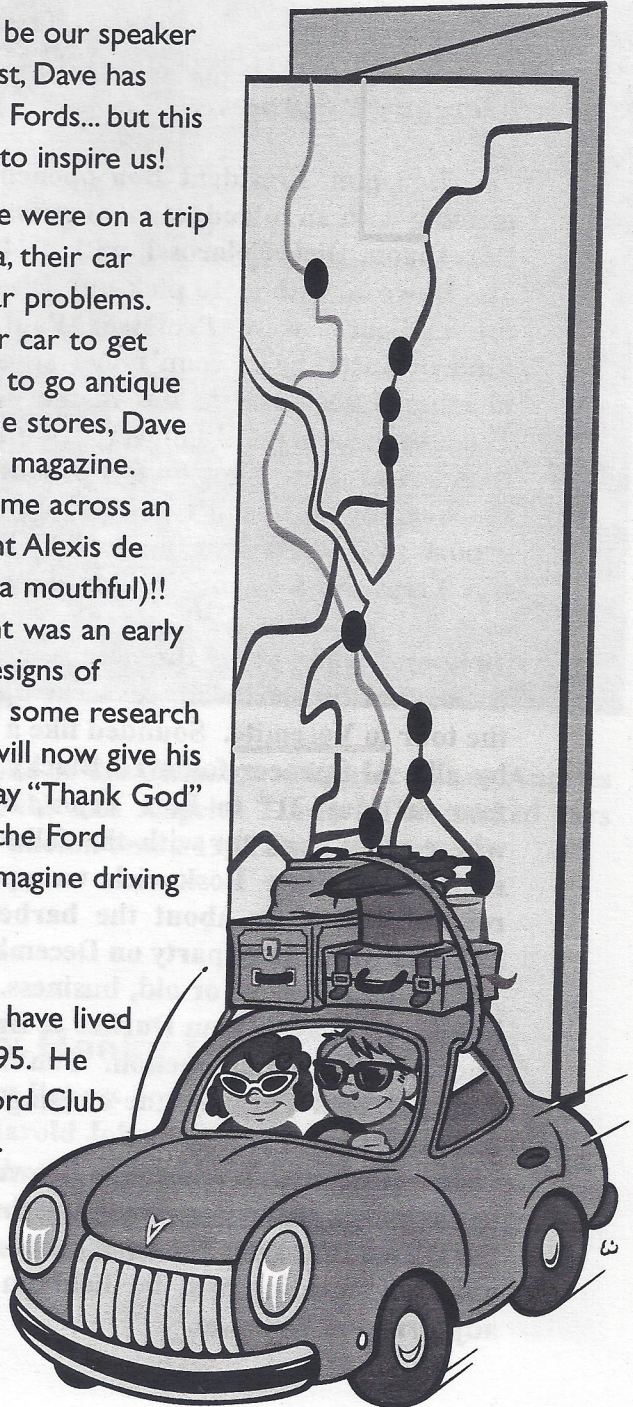
Dave Sanborn will be our speaker on June 6th. In the past, Dave has spoken about 1935-36 Fords... but this time he is really going to inspire us!

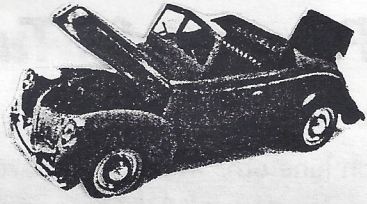
Dave and Christine were on a trip in Northern California, their car (a modern car) had car problems. While waiting for their car to get repaired, they decided to go antique shopping. In one of the stores, Dave found an old "Esquire" magazine. While reading it, he came across an article about the Count Alexis de Sakhnoffsky (isn't that a mouthful)!! Well anyway, the Count was an early designer in arts and designs of automobiles. Dave did some research about the Count and will now give his findings ... I can only say "Thank God" the Count didn't own the Ford Company ... can you imagine driving to our meeting in your SAKHNOFFSKY car!!!

Dave and Christine have lived in Northridge since 1995. He was president of the Ford Club in 1986, joining in 1982.

Be sure and bring a guest!

— See you Tuesday,
June 6th





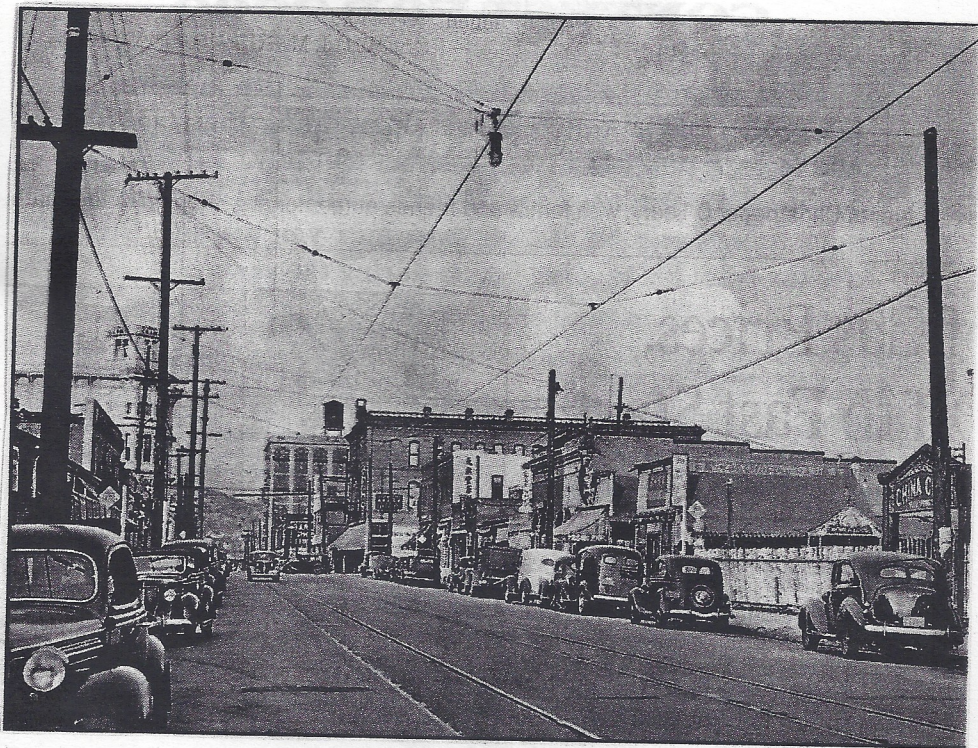
Secretary's Corner...

At 7:40 p.m. President Don opened the May 2, 2000 meeting with an introduction of guests. Guests included Bob Dixon, Dick Colarossi, with a '40 convertible, and Jim Dawson, with a '40 pick-up. Disguised as guests, in the audience, were Professor Paul Kirk and Mary Finley. Gotta be a coon's age since they were at a meeting. I see their names in the new roster, so they must be members. Whatever, it sure was good to see them. Just sorry I got hung up with the excitement of the auction and didn't get to talk to them. Officers' reports were next on the agenda. Lesley Littner gave the Treasurer's report, followed by Joe DiFatta. Joe says he's planning a "Let's play hooky" day for early June and will give us the details, as soon as he knows them. Blacky Blackwell was next up, with a report on the tour to Yosemite. Sounded like a good time was had by all. Al Spencer followed Blacky, to tell us about a tour on May 21st to Fort Tejon, by way of Filmore, where we'll hook up with the folks from the Ventura region. VP Steve Boskovich wrapped up the reports reminding us about the barbecue on September 23rd and the holiday party on December 3rd.

There was no new, or old, business. Following a short break, auctioneers Don Durkee & Bruce Blackwell conducted our annual auction. You'll have to wait for Lesley's report, at the June meeting to find out how we did.

Steve Boskovich's name was drawn, but he forgot his name badge. Prior to adjourning the meeting, Don told the crowd that since the first Tuesday in July is the 4th, our July meeting will be held on the 11th. Meeting adjourned at 9:39 p.m.

... John Kemmerer



This 1939 street scene of the Chinatown district of Los Angeles appeared recently in the Los Angeles Times. The parked cars include a 1936 Ford Phaeton and a 1935 Ford Sedan.

Let's Play Hooky Day-- June 7th

- Leave from Bakers Square at 9:00 am sharp.
- Drive to Harold Johansen's in Agua Dulce
- Lunch at the 49ers Grill in Acton
- Continue on to John Farrar's in Acton
- Info contact Don Durkee at 805-495-5298

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

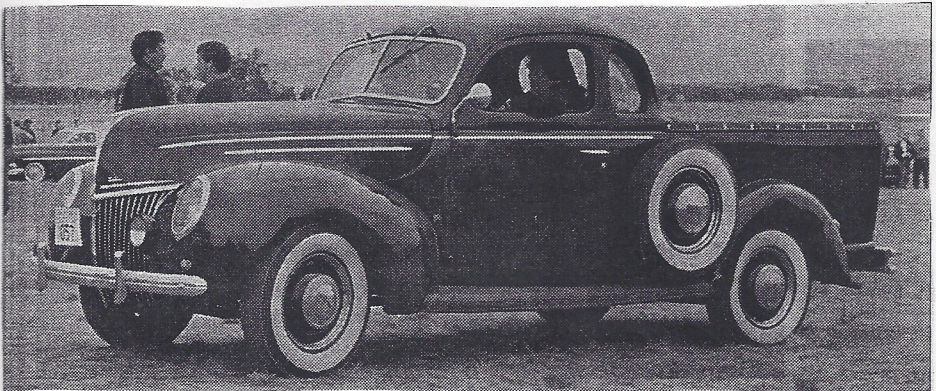
JUNE UPDATE

MEMBERS WITH 7 OR MORE POINTS

Cal Beauregard	8 points
Blacky Blackwell	15 points
Steve Boskovich	7 points
Joe DiFatta	12 points
Dave Gott	9 points
John Kemmerer	7 points
Tom Potter	12 points
Dick Stones	10 points
Dick Smith	11 points
Don Stout	6 points
John Wolf	10 points

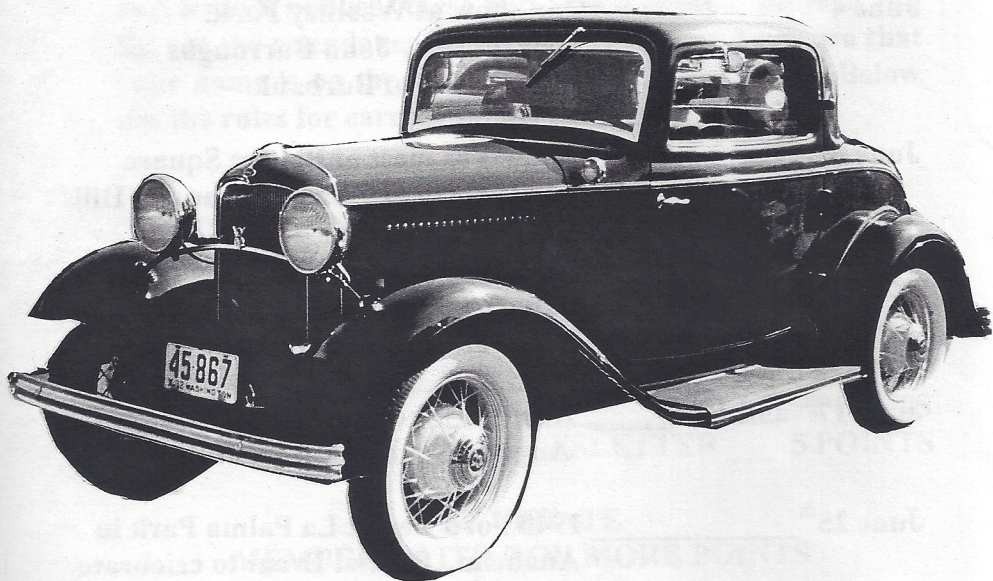
CALENDAR OF UPCOMING EVENTS

- June 4th** _____ **Car Show at Woodley Park.
Sponsored by John Burroughs
High School of Burbank.**
- June 6th** _____ **Valley V8s meet at Bakers Square
Chatsworth at Zelzah, Granada Hills**
- June 7th** _____ **Let's Play Hooky. Leave from Bakers
Square at 9:00 AM Sharp. For info
Call Don Durkee at 805-495-5298**
- June 17th and 18th** _____ **Roadster Show and Swap Meet at Los
Angeles County Fairgrounds**
- June 25th** _____ **1940 Ford Day at La Palma Park in
Anaheim. Special Event to celebrate
The 60th Anniversary of the 1940 Ford**
- July 11th** _____ **Valley V8s meet at Bakers Square
Chatsworth at Zelzah, Granada Hills**



1939 Ford coupe utility, a.k.a. ute

The Saga of "Little Ford"



Most of you have met "Little Ford." He's a 1932 Deluxe Coupe, probably more commonly known as a 3-window deuce coupe. He's been a significant part of my life for 47 years. He was already old enough to vote when I met him. Here's how it all began.

I was 14 years old and coming home from school in a rickety old Ford school bus when out of the window I saw a beat up and battered 1932 Ford coupe sitting rather forlornly on a used car lot. In those days my parents and I lived in Highland (California) and this dumpy little used car lot was on Baseline Street just east of San Bernardino. I couldn't wait for my dad to get home so I could tell him about what I saw. I didn't know how much it would cost, but I had money saved up from selling newspapers and working at other jobs after school.

When dad got home I told him we had to go back and see that little car right away. For some reason, he agreed and away we went. The little Ford coupe was still there and it was priced at \$150 which was a lot in 1953 for a car that barely ran. Nevertheless, I had to have that car and convinced my dad it was essential to my life and would be a great "father/son" project.

We bought the car and mom came down to the used car lot with us so we could get our newly acquired project car home. Remember, I was too young to legally drive. Once we got this little critter started, the engine actually sounded reasonably good. When turning left the rear end made grinding noises and you could look through the floor at the ground and through the roof at the sky, blocked only by a layer of chicken wire. The upholstery consisted mostly of scraps of cloth over bare springs. It was a real "cream puff." Oh yeah... the radiator leaked like a sprinkler and the car had been painted with what looked like house paint... perhaps several times.

This was the beginning of my involvement with early Ford V8s and it's never stopped since. Our first undertaking was to take the radiator off and have it repaired and that was as far as my dad ever got with our "project." A few days later, while the radiator was still being repaired, my father was severely and permanently injured in an auto accident on the way home from work and laid in a coma for more than nine months. Mom and I picked up the radiator and I put it back on the car alone with tears in my eyes. Other parts of the car were pretty ragged; including the right front fender that looked like it had been used as a battering ram. Our own Blacky Blackwell recently found a classified ad in the May 1954 issue of Rod and Custom Magazine that I ran looking for a fender for my little car. Even yet, when I work on Little Ford I somehow can feel the presence of my father alongside me. Thinking back, I recall it was my mom who began to call the little Ford coupe, "Little

Ford." To this day, that name has stuck. Sometimes I think it even answers to it.

To make a long story as short as possible, it's hard to condense 47 years, I managed to get my little Ford running and looking pretty good and I used him for years. I polished my driving skills by touring up and down the rows in an orange grove next to my house and when I finally got my driver's license, both Little Ford and I were ready to go. And go we did... all over the place. We went to high school together. We went camping all over the San Bernardino Mountains. Of course, we managed to spend some time at the local A&W Root Beer hangout and the original McDonalds on E Street. Back then, hamburgers were 10 cents and a thick milk shake was 15 cents and the McDonald brothers hadn't yet sold out to Ray Kroc. There weren't any McDonalds franchised all over the country.

When I went off to college I bought a Volkswagen and Little Ford began to spend a lot of time in the garage. Time went on and I went to graduate school and Little Ford continued to wait and wait. Finally, about the time the Early Ford V8 Club began in the mid-1960s, I started working on Little Ford again and my staff got me a membership in the Club as a surprise. Little Ford's body came off with a monster lift I built and I took his engine and chassis completely apart... down to the last nut and bolt... and virtually started over. I had begun scouting parts at swap meets and had gathered up 18-inch wheels at Long Beach and a proper horn in Reno. I still hadn't found a good right front fender all these years later. By now I had a little son named BJ and even at three and four years old he was helping me rebuild Little Ford. Once again there was a "father/son" project going. Anyway, by 1972 we had all the mechanical work done and the chassis looked like new. The body was another story. We hadn't touched that yet.

One day a phone call came from an executive recruiter and after long negotiations and a number of trips, I went to work

for the Boeing Company and we were moved to Seattle, Washington. Little Ford's body was put back on his chassis temporarily for his trip to Seattle. When I reported to work after getting moved, I found out, much to my surprise and shock, that I was now the director of marketing for the Middle East for Boeing. Boeing had never sold an airplane over there and there wasn't even an office. That's not what I was recruited for by a long shot! Anyway, being out of the country most of the time for the next few years, Little Ford, once again, began a long wait in the garage.

I was based in Beirut, Lebanon and traveled the entire Middle East and North Africa. We were successful in that every airline (23 of them) ended up buying 100 percent Boeing fleets. Gradually, however, things were getting pretty wild and Beirut was an increasingly hot spot to be. Finally, it all came apart and my hotel where I kept a flat was blown up... while I was there! I got smuggled out of Lebanon to Damascus by a Palestinian friend with the help of the Syrians. I came back to Boeing in Seattle and wrote my resignation in two words: "I quit!" Now I was back home and it was time for Little Ford again.

Little Ford's body came back off the chassis and the final part of the restoration began. LeBaron Bonney supplied the interior. Bob Kennedy had already done the woodgraining, before I left California. Some parts, like the steering wheel, came from Bob Drake before he even moved to Grant's Pass, Oregon from Canoga Park. Other items came from Dennis Carpenter. My son, BJ, and I did virtually all the restoration ourselves and we finally did find a reasonably good fender! We painted the body the original Winterleaf Brown and the wheels and pin striping were done in Tacoma Cream. It took about two more years and Little Ford was finally ready for his debut. With great ceremony and fanfare he was introduced to the Puget Sound Region of the Early Ford V8 Club and he went on many, many tours and trips. He also won a lot of trophies. His

first year out he went to the Forest Grove Concours d'Elegance and even won in his class there.

Due to being gone so much of the time overseas, my marriage had crumbled and there had been a divorce. BJ, Little Ford, and I continued on alone. BJ was by now in high school and he and his girl friend used to ride in the rumble seat as we went on tours together. His girl friend is now his wife and we still talk and laugh about our times together with Little Ford. One day we took Little Ford to see my dad who was now in a nursing home. He took a ride and had tears in his eyes as he stroked the dashboard with his hands.

Eventually BJ moved out to go to college and now Little Ford and I were alone. Then, one day, quite by chance, I met a young lady named Debby at a social event in Seattle. We hit it off immediately and began seeing each other. She had two children, ages 6 and 8. Guess what? We eventually got married and now there were two more children growing up and going on tours in Little Ford's rumble seat. Finally, a few years ago, we were able to move back to Southern California and quit shivering and dried out. We used to say: "Happiness is seeing Washington in our rear view mirror."

...the '32
...rebuilt from front to rear.
Tony Rea Raton, New Mexico

...need suggestions
for restyling late Chevy pickup. See "Top
Chopping" in this issue. Send ideas to ROD
& CUSTOM, 4949 Hollywood Blvd., Holly-
wood 27, Calif.

NEEDED! Left window regulator in good con-
dition for '32 Ford three window coupe, one
right front fender in good condition for same
car. John E. Farrar II, 100 East Base Line,
Highland, Calif.

(Continued on Page 66)

ROD AND CUSTOM, May, 1954 59

The 1954 Ad for "Little Ford's Needed Parts

Our daughter, Jamie, is now attending the University of Colorado School of Pharmacy and our son, Ryan, is a second year student at Cal State Northridge. Even BJ and his wife are back in Southern California. He's working for The Getty and she's getting her doctorate at UCLA. All of them have fond, albeit sometimes cold, memories of many trips in Little Ford's rumble seat in the Pacific Northwest.

Ryan and I now do repairs and maintenance on Little Ford, including rebuilding his flathead V8 engine again. Little Ford is still a "father/son" project and I can still feel my dad with us looking over our shoulders.

Debby and I also work on Little Ford together and we thoroughly enjoy taking trips in it. Many of you have been with us as we went to Julian last year, up the coast to Hearst Castle, to Dana Point (where Little Ford won second place in the closed touring class), and so many other places. We expect to be traveling together with all of you for years to come and enjoying every minute of it! Back in '94, Debby and I even won the Regional Great American Race in Little Ford. Little Ford will always be a central part of our lives. I'm a very fortunate man! I have a wife who loves cars as much as I do, three beautiful children whose lives have been enhanced by the old car hobby, the pleasure of having had Little Ford in my life for so many years, and the enjoyment of our wonderful friends in the Early Ford V8 Club and Valley V8s. Now Little Ford's "official" picture from Dana Point is on our wall and graces my laptop computer screen.

Little Ford helped raise our kids and one day he'll probably be helping us to raise grandkids. By now he's pretty good at it! We haven't figured out what we'll do for our 50th anniversary together yet. Has to be something special! Maybe he'll tell us!

JOHN FARRAR

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

PARTS FOR SALE:

1938 Ford radio. Cal Beauregard 626-355-273

1939 Ford frame \$300; 3.54, 3.78 and 4.11 Ring and Pinion Sets; 1939-48 Backing Plates complete with hardware and shoes, \$100 for set; Brake Drums 1932-48. Columbia parts and repair service. Dan Krehbiel 909-302-5922

Flathead engines and parts. Jack Miles 818-347-8617

PARTS WANTED:

1940 Ford Clock. Craig Lapair 818-893-1640

1940 Pickup Hood and Left Rear Fender. Dick Colarossi 818-341-3121

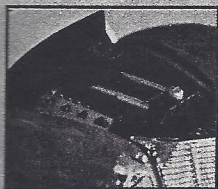
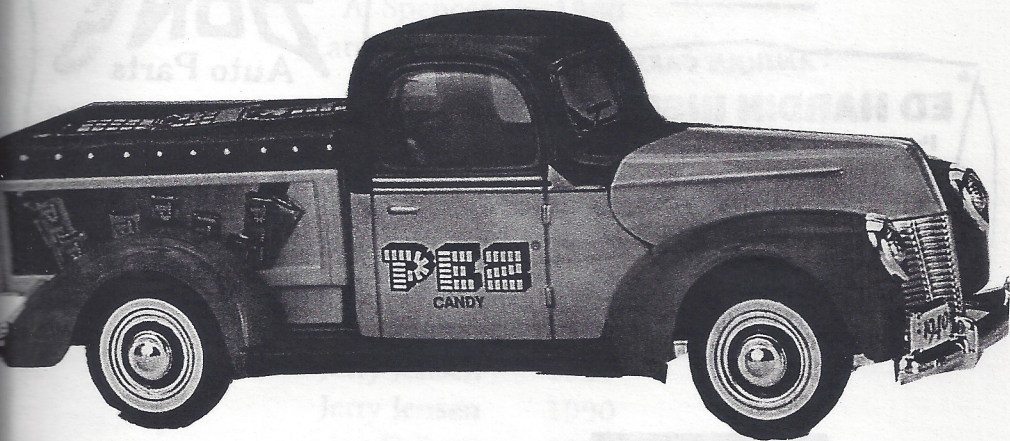
1934 Clock and Glovebox Radio. 1938-1942 Brake Parts. 3.54 Gear Set. Terry 213-861-5020

EARLY FORD V8 TEASERS

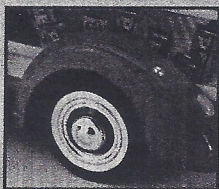
This section is intended to tap the combined knowledge of our members and solve some of the mysteries of the Early Ford V8 world.

June Teaser:

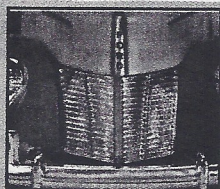
Our teaser for June is the 1940 Pez Ford Pickup Truck. This model is claimed to be authentically detailed and licensed by the Ford Motor Company. Your faithful editor has ordered one of these models and will award it to the Valley V8 member who submits the most complete list of incorrect features on this model. What are the odds that two of these model car suppliers are scam artists? Examine the ad below and send in your list to win this little gem.



Hood opens to reveal V-8 engine.




Gleaming chrome-like wheel covers.



Vintage signage and dashing grill.

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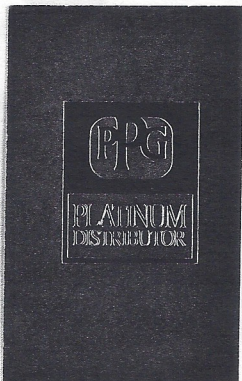
Call us for your insurance needs!
(818) 383-7864

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DARYL FIEDLER
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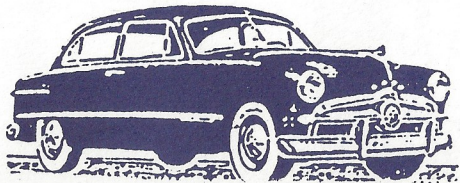
The Valley

PAST PRESIDENTS

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