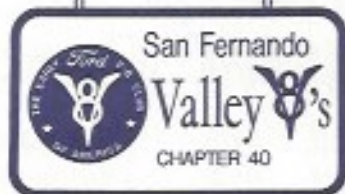
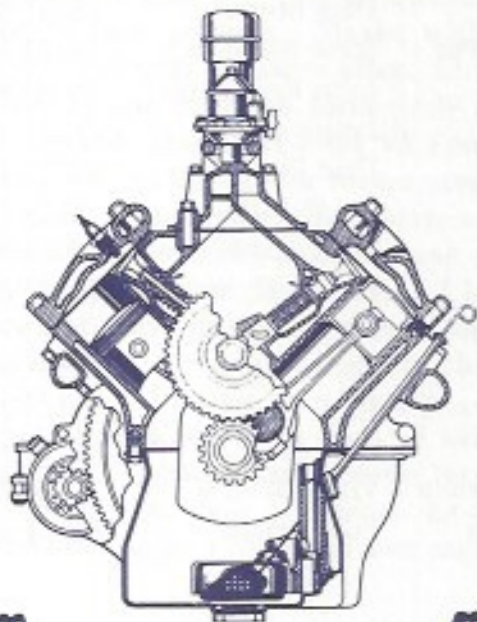




SEPTEMBER

2000

Our 30th Year



Drive Lines

The Valley

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<i>Publisher</i>	Darryl Thomas	(818) 363-6914
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<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

September will arrive on time this year as scheduled. For most of us it will not be soon enough. Maybe with some cooler weather we can get the Fords out more often. Most of us spend long hours preserving our cars and fortunately for us related items are also preserved. The Early Ford V8 Foundation seeks these items to preserve and display for future generations. They are currently soliciting donations for obtaining a museum facility. We could all help with the building fund or maybe help in securing the Piquette Plant if that's to be. I know many of our members are not members of the foundation. It is very reasonable at \$10.00 a year which includes the Foundation News, or \$250.00 for a lifetime membership. Some of our Valley V8 members belong and have donated items as well as money. Other regional groups have made large donations. What about us? I would like your comments. Looking forward to the meeting and once again I hope you own more Fords than stock.

PRESIDENT DON

SEPTEMBER BIRTHDAYS

9/6	Suzanne Case	9/16	Barbara Simpson
9/7	Tomy Thompson	9/18	Dick Smith
9/11	Patti Smith	9/20	Bob McCullagh
9/11	Edy Cowan	9/26	Jack Brittain
9/13	Ann Caplan	9/30	Debby Farrar

THE EDITOR'S PAGE

This month's featured stories take place in West Los Angeles during the 1940s and 1950s. V8 Member Dick Stones tells us about his first Ford V8 which was in a 1929 Roadster Pickup. His experience of buying an incomplete roadster and then purchasing a second car to get the parts needed to finish the project was repeated many times by other teenage hot rodders of this era. A second story telling about two well known landmarks with businesses operated by the Heyler family was made possible by Dick Stones who found the historic brochure. I also grew up in this region and have related my experiences with the Heylers and the Richfield Service Station shown in a great 1940 picture.

Some good news to report is that the June Teaser 1940 Ford Pez Pickup Truck has arrived and is ready to be presented to the winner of the contest to find the incorrect features. It turns out that nobody sent in their list of incorrect features. Therefore, I am giving you all a second chance to win this truck by bringing your list to the September meeting where it will definitely be awarded.

Thought for the Month: "Sometimes it is easier to get forgiveness than permission." This one may help some of you who are thinking about buying another Ford V8 and are unsure how to tell your significant other.



Larry

Program for Tuesday, September 5, 2000 at Baker's Square

(Day after Labor Day)

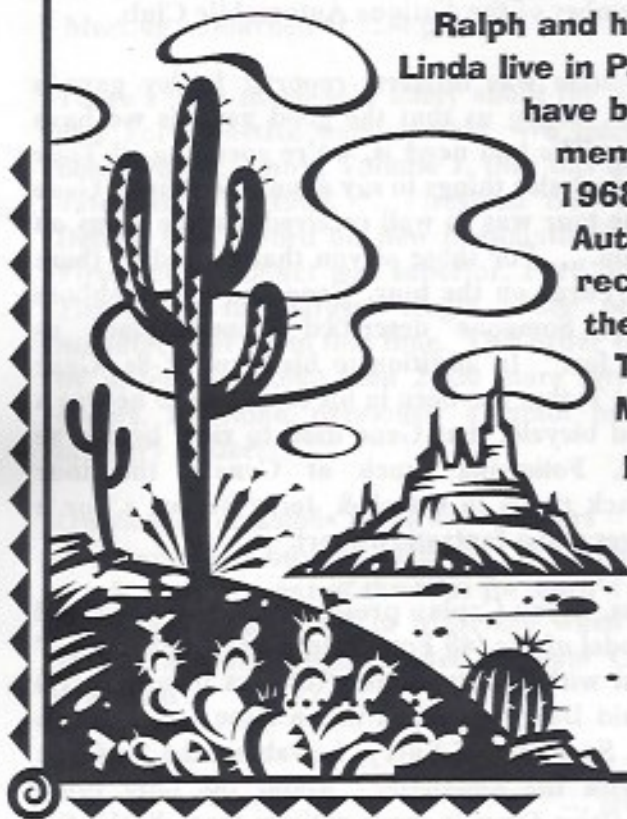
I hope you have enjoyed our programs this past year...and as everything else, they get better.

... and now, Ralph Hubbard, former member and friend of our group will present our September program. Ralph will speak about the Western National Meet in Albuquerque, New Mexico and his travels along Route 66.

Ralph and his lovely wife Linda live in Pasadena and have been a Ford member since 1968. Ralph is an Auto Appraiser and recently appraised the cars for the Towe Car Museum.

Bring a friend.

— See you
Tuesday,
September
5th, the day
after Labor
Day!



It was a hot August night and there were too many great looking old Fords in the parking lot to get a quick count, before we headed for the air-conditioned back room of Baker's Square. Inside we found the usual motley group: The Wolfs, Smiths and Cowens at one table, Di Fatta, Boskovich and Stout, at another, Jensens, Littners and Blackwells in the middle, next to Rohrer and Stones. Lee Wright, Caplan and Brittain, against the wall. And, Zabel, Wilson, Johansen and Zecher, along the back windows. You could walk in to the place blindfolded and know where three-quarters of the folks are sitting. Kinda like going to church, or temple.

President Don called the meeting to order at 7:37 p.m. First order of business was an introduction of guests. "Two Timers" were Caplan's son, Gregory, and The Paschal's granddaughter, Kilaine, with Jason Crawford. ... Ya come a third time guys and we start collecting dues. Tom Sawyer also brought a guest, Don Mathis, owner of a flathead powered Model A and a member of the Antique Automobile Club.

The next agenda item was officers' reports: Lesley gave a Treasurer's report, telling us that the good news is we have money in the bank. The bad news is, we're spending it! Tour guy, Don Durkee, had nice things to say about the tour to Gene Wilson's. Said the tour was so well received that he plans on doing it again, soon. ... For those of you that missed it, there were eighteen old Fords on the tour. Gene and his neighbors were great hosts. Someone described Gene's place as "something to die for." In addition to his many V-8s, Gene showed us a Model T, that has been in his family since he was a kid and a restored bicycle, that Gene used to ride, before he learned to drive. Following lunch at Gene's, the tour meandered the back roads to Carol & Jerry Jensen's, for a tour of their garages and a fantastic dessert.

Under old business, Larry Caplan presented Blacky Blackwell with a die-cast model of the '40 Ford "Hot Date Convertible," for coming in first with twenty correct (or was it incorrect?) answers. Larry said Darryl Thomas was a close second, with nineteen answers. Speaking of Larry, howabout the fantastic job he's doing with the newsletter? About the only thing missing from the *Drive Lines* is more articles from YOU! So,

let's support Larry by getting your personal articles and/or anecdotes to him.

There was no new business. President Don let us know about The New Horizon's Autumn Festival and Car Show on October 21st, sponsored by the San Fernando Valley Association for the Retarded. ... See Don for details and more information about this worthy organization. Following a short break, Joe DiFatta, recognized Donna and Lloyd Paschal, who gave us a colorful presentation about their experiences on the recent Jay Harris tour to Arizona and Colorado.

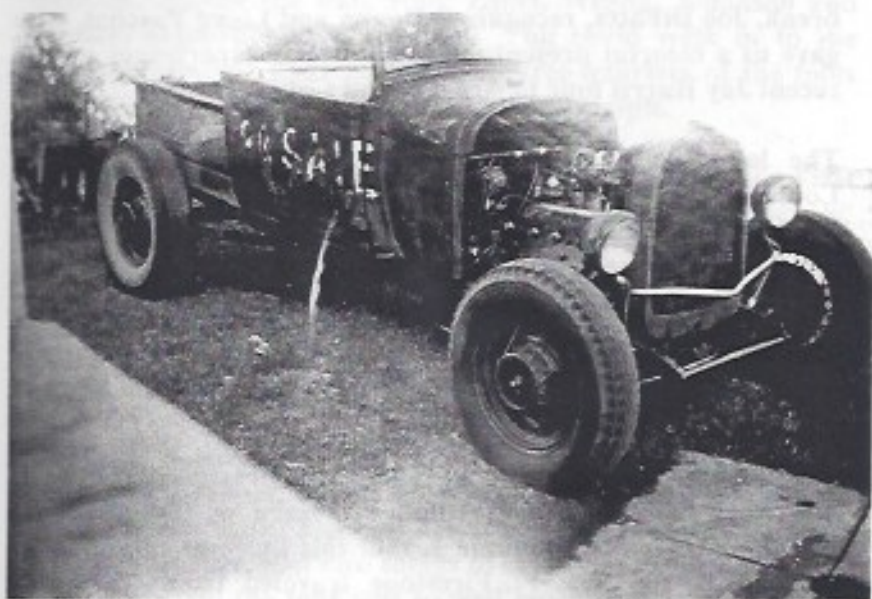
The ladies raffle was won by Lesley Littner and Karen Lohman. The raffle was like a Chicago election, in reverse ... instead of stuffing the box, our raffle lady sweetened the odds, for some of the gals, by putting only half the ticket stubs in the box. Gary Glass' ticket was drawn for the name badge drawing, but he wasn't wearing it.

Meeting adjourned at 9:34 p.m.

There's been much said lately about the Firestone Tire recall and Ford's active participation. We learn in David Lewis' book, *Ford Country*, Volume 1, that this business relationship dates back to 1906. "...Firestone traveled from Akron to Detroit to sell Ford his new pneumatic tires. Convinced that Firestone's product was superior, Ford ordered 2,000 sets of Firestones, the largest single order placed by an auto manufacturer up to that time. This order was quickly followed by orders for 4,000 then 2,000 more sets. Thanks to these orders, Firestone, previously a minor producer, became an industry leader.

On various occasions there were rumors – none factual – that Ford wished to buy out Firestone. Firestone often supplied as much as 65 percent of the tires for Ford's new cars. And the dynasties were united in Marriage when Martha Firestone, Harvey's granddaughter, wed William Clay Ford, Henry's grandson."

MY FIRST EARLY V8 WAS A 1929 FORD ROADSTER PICKUP!!



The year was 1949 and I was fifteen years old. My friend Jim and I went to the junkyard in Santa Monica to look for a part for his roadster. While walking around the yard, I spotted what was left of a 1929 Ford roadster pickup. The remains consisted of a body, frame, front end and rear end. There was no engine or transmission. I remember feeling my heart beating just a little bit faster when I asked the attendant, "How much?" He said, "Fifty dollars." I gave the man the fifty dollars and now I had the truck. Jim and I went home and got a chain to pull this beauty home.

When I got home and looked over my purchase more carefully, I found that I had also bought a steamer trunk that was hidden in the truck bed. I took out the trunk and opened it and found a twenty dollar bill. Now that was a cool 40% rebate!

Two weeks later I bought a 1936 Ford Fordor sedan for seventy-five dollars. This car had a good engine and transmission to use in the 1929 roadster pickup. Afterwards, my dad told me to get rid of the donor sedan hulk; so I cut it up with a torch and took it to the dump! I still feel pangs of guilt over this deed today.

My dad and I made motor mounts and transmission mounts, found a steering box from a 1939 Mercury and clamped everything together. We towed the whole thing over to Ekhart's Welding at Sepulveda and Pico in West Los Angeles and had them arc weld it all together. After I brought it home the engine and transmission were installed, the brakes were rebuilt and the car was brought back to life. Next, I shortened the bed by two feet, installed a dropped axle and fit in a 1936 rear spring. Later, I changed over to big and little tires to give it that "just right" stance and my dad contributed a roll of grey vinyl fabric to cover the seats. Finally, I put on a coat of primer and the pickup looked pretty good and ran real strong. This was my first car project and it included a lot of help from my dad. I remember those times as being great fun and wish I still had that truck today.

DICK STONES



THE HEYLERS OF WEST LOS ANGELES

Many Valley V8 members are natives of the Los Angeles region and remember the history of this area during the 1940s and 1950s. I grew up in the Cheviot Hills area of West Los Angeles and was quite surprised when member Dick Stones showed me a brochure printed in 1980 by the Heyler Company.

The Heyler Company consisted of a small wood building located on the south side of Pico Boulevard near Manning Avenue and was one of the early real estate firms in the area beginning in 1927. Another family member, Jack Heyler, operated a Richfield Service Station across the street which opened in 1937. Both these businesses survived into the 1980s but are absent from the landscape today. I remember going by these businesses each day on my bus ride home from Overland Elementary School. Later as a teenager I would often buy gas and visit my friends who worked in the Richfield Station. The picture of Heyler's Service was taken in 1940 when gasoline was seventeen cents a gallon. In this picture you can see that the customers stayed in their cars while the attendants actually provided service! If you look closely you will see a "full dress" 1935-36 Ford Convertible Sedan, a 1935-36 Cabriolet, a 1936 Sedan, two Ford Roadsters and a hot rodded open sedan.

While your car was being serviced you could go next door to Jonny's and get a terrific hamburger for ten cents. Those really were the "good old days."

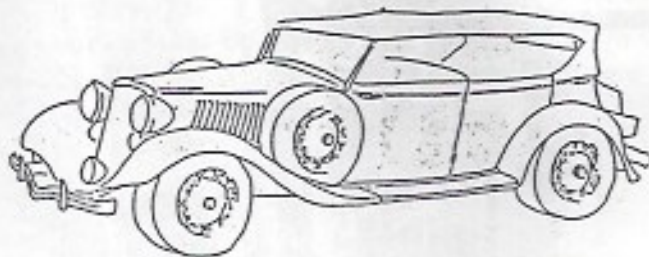
Editor



"Fill 'er up" Heyler's Service Station
Pico and Parnell Avenue — 1940 — Gas- 17¢ a gallon

CALENDAR OF UPCOMING EVENTS

- September 5th Valley V8s meet at Bakers Square
Chatsworth at Zelzah, Granada Hills
- September 23rd Annual Summer Barbecue at the home
of Steve and Sue Boskovich.
- October 3rd Valley V8s meet at Bakers Square
Chatsworth at Zelzah, Granada Hills
- November 2-4 Fall Classic Tour to Placerville with the
Ventura V8s. For Info Gerry Blackwell
661-268-0040
- November 7th Valley V8s meet at Bakers Square
Chatsworth at Zelzah, Granada Hills
- December 3rd Annual Holiday Party at the Odyssey
Restaurant. 6 PM, Save This Date!



CARS AND PARTS MARKETPLACE**CARS FOR SALE:**

1936 Ford 5-Window Coupe \$15,000 and 1941 Ford Club Coupe \$15,000 Jack Kelejian 818-996-3744

1964 F100 Pickup with 3/4 Ton Running Gear. 351 W Engine. Needs Paint. Mike Munroe 818-789-7225

1977 Lincoln Continental \$2,700
Cal Beauregard 626-355-2739

PARTS FOR SALE:

Used 710x15 Whitewalls. Four for \$100. Engine Stand \$25. Don Durkee 805-495-5298

Used ring and pinion sets. Columbia Parts and Repair Service. Dan Krehbiel 909-302-5922

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

1979 Ranchero Tailgate. Dick Colarossi 818-341-3121

1951 Ford engine. Steve Boskovitz 818-341-6876

PARTS WANTED:

1939 V12 Heater Shutoff Valve and 1974-79 Ranchero Tailgate. Cal Beauregard 626-355-2739

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

1939 Hubcap Darryl Thomas 818-363-6914

1954 Ford Carb. Firewall Linkage. Allan Franklin 818-842-2230

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

SEPTEMBER UPDATE MEMBERS WITH 17 OR MORE POINTS

Blacky Blackwell	23 points
Joe DiFatta	18 points
Don Durkee	22 points
Dave Gott	17 points
Tom Potter	25 points
Dick Stones	20 points
Dick Smith	21 points
John Wolf	20 points

ANNUAL END OF SUMMER BARBECUE

Saturday, September 23rd at 4:00 PM

At Home of Steve and Sue Boskovich

Please Bring an Appetizer, Side Dish or Dessert.

Sign-Up Sheet Will Be At the September Meeting

FALL CLASSIC TOUR 2000

Destination: Placerville, California

Dates: November 2nd through 5th

This year's tour is four days and three nights.

November 2nd at the Angels Inn Motel in
Angels Camp. 888-753-0226
(Note corrected phone number)

November 3rd and 4th at the Cary House Hotel
In Placerville. 530-622-4271

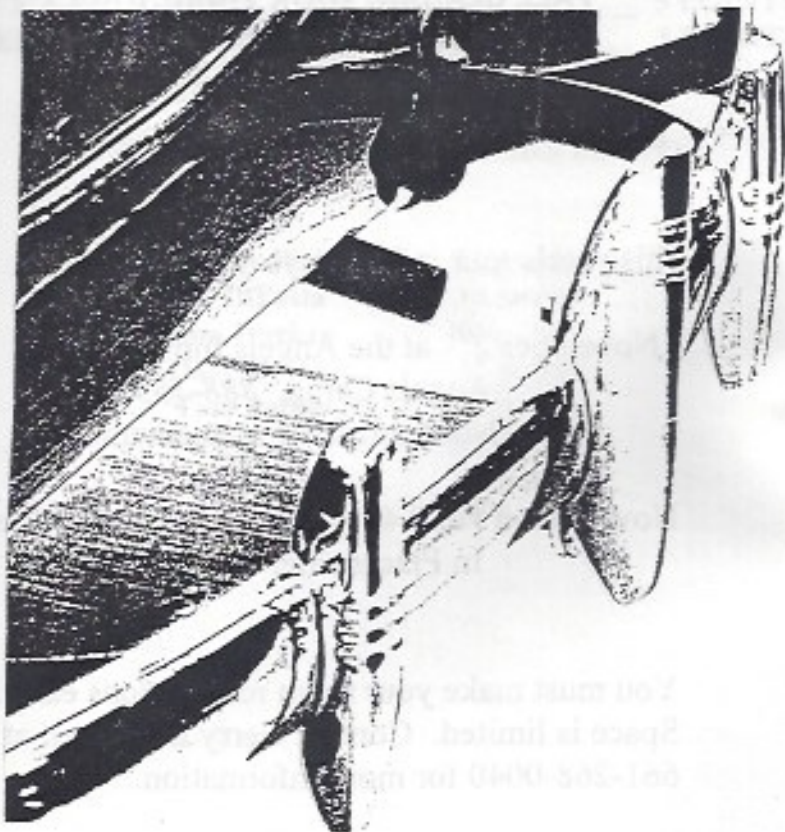
You must make your room reservations early.
Space is limited. Contact Gerry Blackwell at
661-268-0040 for more information.

EARLY FORD V8 TEASERS

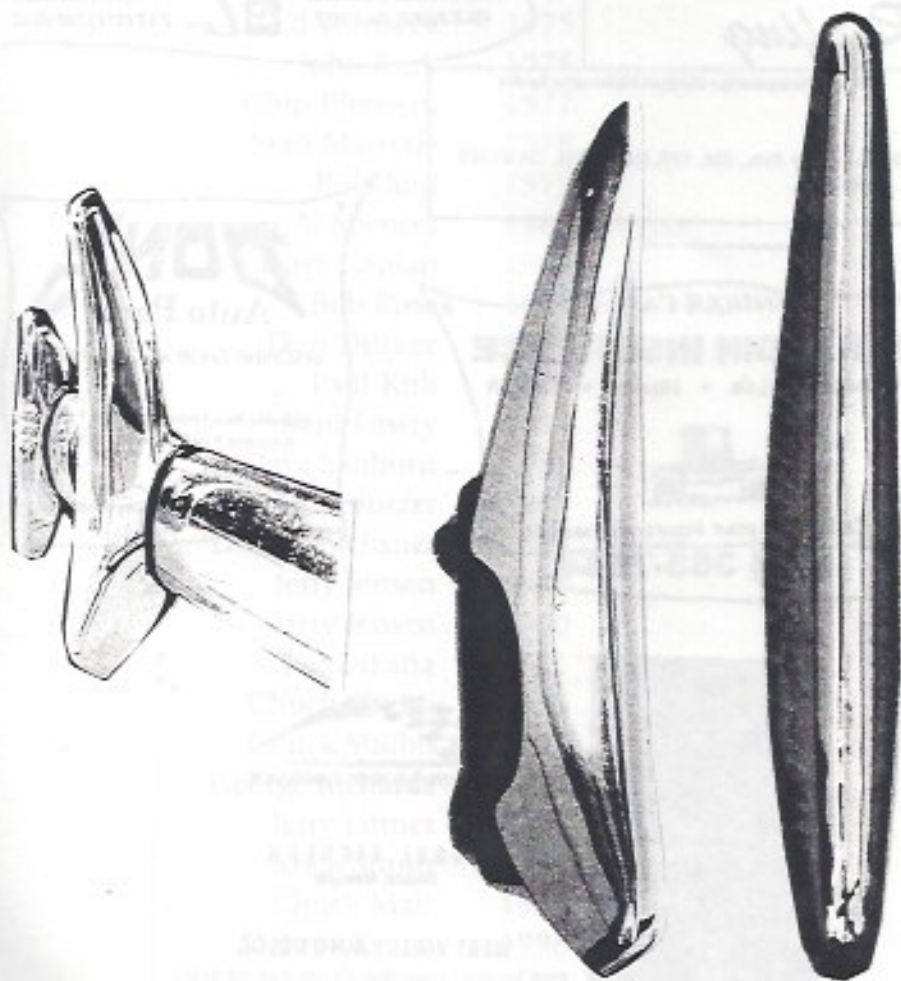
This section is intended to tap the combined knowledge of our members and solve some of the mysteries of the Early Ford V8 world.

September Teaser:


The September teaser is a Ford factory photo showing a prototype 1940 Ford coupe with an accessory rear center bumper guard. The Dealer's Showroom Album describes this accessory and an artist's sketch of a different style guard is included. A poll of the Early V8 Club's 1940 experts has failed to find anyone who has seen a guard like that pictured below. There are others who believe that this design was never produced and the guard shown on the following page is in fact the correct (and very rare) 1940 accessory.



The three pictures below show what may be the actual 1940 accessory rear guard that was sold through the Ford dealers. Several of this style guard have been removed from 1940 Fords during the 1950s and reside in the Gordon Chamberlin collection. The guard shown below was found by your editor at the Hershey Swap Meet during 1999. The one photo shows it installed on a rear bumper where it is less than a perfect fit. Can any of you shed some light on this unsolved mystery?



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The Valley

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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

10944 Oklahoma Ave. • Chatsworth, CA 91311



1950 Ford