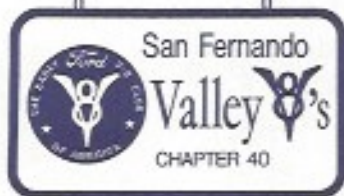
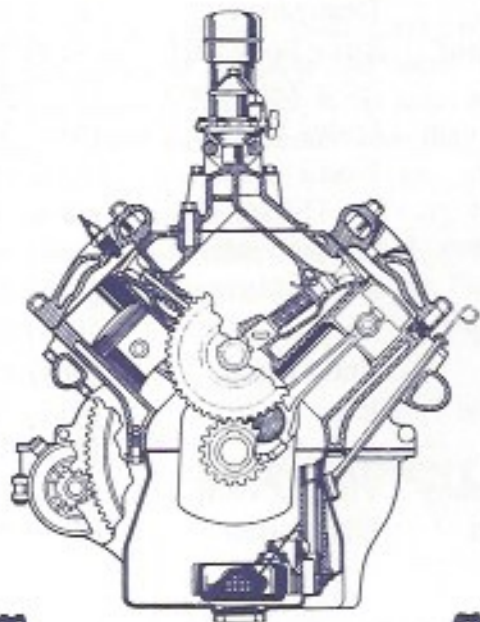




OCTOBER

2000

Our 30th Year



Drive Lines

The Valley

2000 OFFICERS

<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
<i>Tech Advisor</i>	John Wolf	(818) 789-6201
<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

October. Where did the year go? Well, Larry is off to Hershey, and Steve and Sue's End of Summer Barbecue is Sunday after the millennium car show in Van Nuys. At least we don't have to put our cars away until next summer like they do on the east coast. Steve is looking forward to next year. Anyone wanting to help would be much appreciated. Let's try to get the Fords out a couple more times this year and enjoy our prized possessions. Once again I hope you own more Fords than stock.

PRESIDENT DON

OCTOBER BIRTHDAYS

10/3	Tom Potter	10/15	Richard Mottern
10/3	Dave Sanborn	10/23	Lesley Littner
10/9	John Farrar	10/23	Bob Rose
10/12	Cheryl Stout	10/29	Cal Beauregard

THE EDITOR'S PAGE

By the time you receive this issue of the Drivelines I will be leaving on my annual trip to Mecca. In this instance the "promised land" is Hershey, Pennsylvania and the Fall Meet presented by the Antique Auto Club of America. My driving schedule each year is the same. I leave home *early* on Saturday morning, drive 950 miles, and spend the night in Tucumcari, New Mexico. On Sunday I have a short 700 mile drive to spend the night with friends in Springfield, Missouri. Monday's drive takes me to Erie, Pennsylvania. On Tuesday I arrive at Hershey by late morning to meet the first vendors moving in to set up at the swap meet. Of course this is all contingent on the "good lord willing and the creek don't rise."

The Pez 1940 Ford Pickup has been awarded to Darryl Thomas for his second place finish in the earlier "Hot Date" convertible contest. That concludes the newsletter giveaway contests for 2000.

In this issue we have included a story about our very own Cal Beauregard and his experiences while working for the Ford Motor Company. He really has done some amazing things!

If you have trouble with this month's teaser, the initials JM may help.

Thought for the Month: Ever wonder why we drive on the parkway and park on the driveway?

Larry



Program
for Tuesday,
October 3rd
at Baker's
Square

Lights! Camera! CARS!!

Most of us while watching a good old time movie, look at the old cars in the scenes, like in the movie "Pleasantville".

You wonder, how do they get "the old classics" on the set?

To tell us about the "in and outs" of the film business, will be our own Chuck Shubb.

Chuck has had a few of us members and our cars for these movies. At the last outing, 80 cars were together in the town of Orange . . . a real pretty sight!!

Chuck has been a member of our Ford Club since 1983, and president 1991 and 92.

P.S. Chuck, can also tell us about the catered gourmet food prepared at the movie shoots!

See you there!

Secretary's Corner...

Don Stout called the September 5th meeting to order at 7:27 p.m. Guests included Al Rohrer's brother-in-law, Floyd Ahlstedt and Betty & Dave Higby, past members and guests of Allan Franklin.

Officers' Reports were short. Lesley Littner was on vacation, but assured Don, when she left, that there is plenty of money in the treasury. Don will check on the condition of the treasury, when she gets back. VP Steve Boscovich sent around a sign up sheet for the Bar B-Q, at their home on September 23rd.

There was no old or new business to discuss. Following a short "parking lot break," Joe DiFatta introduced Past National President, Ralph Hubbard, as our speaker for the evening. Ralph spoke on the Western National Meet, that was held in August. He told us how a club with little experience and not a lot of time to plan, put on a fantastic meet in Albuquerque. Ralph also told us that Jerry James and the folks from the Baldy View region have stepped up to the plate and volunteered to put on a 2001 "no frills" Western National Meet, in Pismo Beach, next September. The other good news for the evening was that Ralph rejoined our club. So add him and Linda to your roster. Their numbers are: 320 Glen Summer Road, Pasadena, CA 91105 (818) 568-0122.

George Richards picked-up 40 bucks, as the lucky name badge winner. Meeting adjourned at 9:04 p.m. ...Short Board of Directors' meeting followed, to discuss Holiday Installation Dinner plans.

A special thanks to Virginia Wolf for volunteering to take the October minutes and get them to Larry, as Lin and I tour Hershey and the East.

There's an article in the current (October) issue of *S R Builder* about new flathead blocks available from Halibrand Engineering. According to the article the blocks were built in France, under design rights bought from Ford and have casting dates as late as 1987. "The new block features heavy duty main saddles and improved exhaust ports. Although the engines have been improved in many ways, they haven't been changed in dimensions ... the new engine casting has complete parts interchangeability with original flathead parts." ❀

Speaking of flatheads, on a recent expedition through my garage, to dig up some parts for the Ventura Club's upcoming annual auction, I once again tripped over the flathead from John Wolf's pickup. Someday it will grace the tudor. As I banged my shin and cursed the air (can't blame the boys, they're long outta here and common sense told me a long time ago not to try and lay it off on Lin), I was once again reminded that we have a lot of JUNK! ... On October 10th, it will be three years since I retired. Sometime around October 11th, of 1997, I put cleaning out the garage and getting rid of our junk, high on a priority list. To date I have accomplished the following: (1) blowing up the tires on the BSA bicycle, that I used in college. That's the first time the bike has moved since we arrived here, thirty years ago. (2) Dusting off an old football, signed by Sid Luckman, that hasn't felt air in forty years. (3) Digging out some old *Life*, *Sports Illustrated* and *Time* magazines that I picked up when the kids were born. Woulda bet they'd think it was a great idea, when they were old enough to appreciate them. (4) Rearranging the coupla dozen pieces of odd lumber, hardware, nuts & bolts, paint brushes and home repair tools that I keep forgetting we have, as I make a trip to the hardware store each time a new project starts. (5) Almost throwing my jump boots in the trash. Sweated too hard To Whom It May Concern: earn them. Can't throw them out. Besides, I can always use some more footwear, to go with the pair of shoes I have for working on the car; sneakers I have for doing lawns, the boots I'm saving for when I go fishing, the pair dedicated for the Bonneville salt and my brogans, in case it snows. Then there are my everyday sneakers, my gym sneakers, sneakers for climbing on the roof and the pairs that were too cheap to pass up. (6) Reading many old copies of *Popular Science*, before I throw them out. This leads to a complete work stoppage; Ever wonder how asphalt tile is made, or how a one armed bandit works, or what Gus is up to at the Model Garage? ... January '52 issue.

I'm filled with good intentions, though. Last year I loaded up the truck and got a space at Pomona, with Dennis Keene. Sold a lot of stuff too. But so did a lot of other guys and I came home with more than I took.

In my own tactful, compassionate way, I've tried to explain to Lin that the garage is not a staging area for the Good Will. That was received with about as much gusto as when I told the boys "Some day this will all be yours."

John Kemmerer

✱ (See pages 12 and 13. Editor)



The Early Ford Club of America

August 2000

Dear *Non,*

Following are highlights from our July 29, 2000 National Board meeting:

- The Board is continuing to locate the founders of our club with the intent of honoring them for their contribution.
- The advertising yellow pages in the National Roster have not proved to be a club benefit and will probably be discontinued.
- Book status
 - '32 book. Reprint being worked on. No publication date.
 - '37 book. Approximately one-half done.
 - '38/'39 book. Acquiring original production pictures.
 - '40 book. Updated reprint now available.
 - '41-'48 book. In progress.
- Director Reapportionment. A two-thirds vote was required for passage (8 votes) and the measure failed by a 7 to 5 vote.
- National Meets
 - 2001 Central June 13-17, sponsored by the Kansas City Regional Group in Branson, MO.
 - 2001 Eastern June 4-7, in Connecticut.
 - 2001 Western None scheduled.
 - 2002 Western None scheduled.

The Board asks that Western area Regional Groups consider hosting a National Meet in 2001 or 2002. It's not too late to put together a bid. In addition, the Board needs candidates to run for National Director. Contact Sharon Foster to have your name placed on a Registry of those available to serve in case of a resignation.

- The 2001 National Installation Banquet will be hosted by the Inland Empire (WA) Regional Group in the Santa Rosa/Napa area on January 18, 19, 20, 2001.
- The Board approved the Charter of the Queensland Early Ford V8 Club, Regional Group 157, of Australia.

Happy V8ing,

Alennis

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

1951 Merc. engine, rebuilt. 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

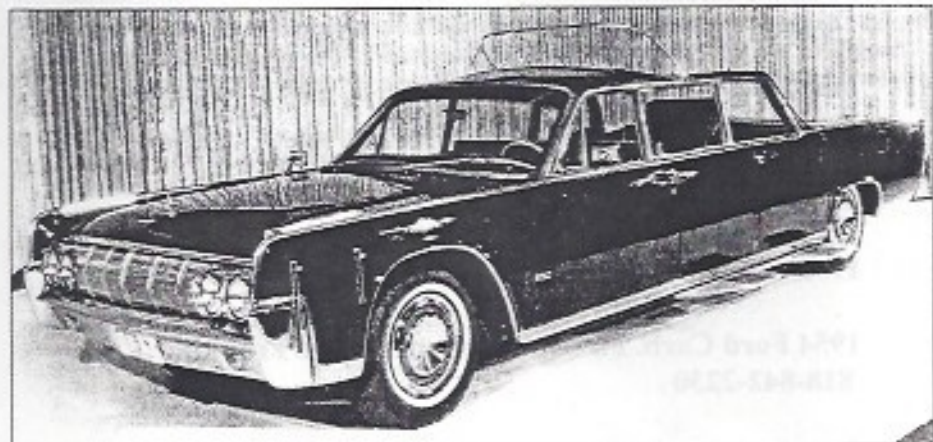
1939 Hubcap Darryl Thomas 818-363-6914

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

THE AMAZING CAL BEAUREGARD

As you would expect, many of our Valley V8 members have great stories to tell about their experiences with Ford vehicles of bygone years. However there are few who can match stories with Cal Beauregard. Although Cal has three Early V8 Club recognized cars, his claim to fame is surely tied to his experiences as a Ford Motor Company manager responsible for providing special vehicles for transporting high profile visitors.

One such story takes place in 1965 when the Pope is visiting New York and Henry Ford II insists that a special Lincoln Limousine be provided. This vehicle must have many special features including a Papal chair that can be elevated, runningboards for security personnel, special windscreen and bubble top and an elaborate sound and lighting system powered by an independent power supply. Although all of this had been determined four months in advance of the Pope's visit, the corporate red tape took many weeks. By the time everything was agreed upon Cal and his staff were left with ten days to complete all the installations and modifications! But of course there would be no story if they failed to deliver so you are correct in assuming that the vehicle was completed in time.



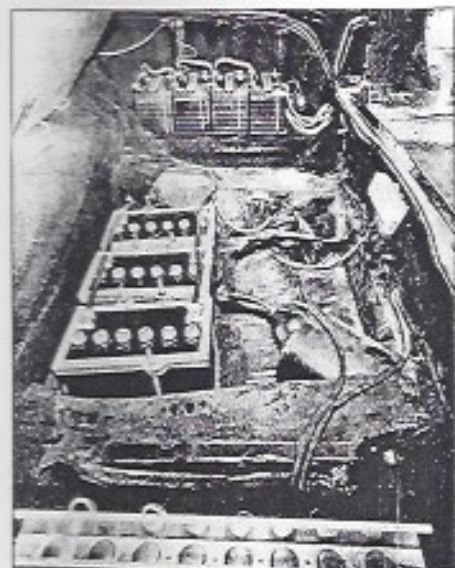
The Lincoln after the ten day stretching program.

The vehicle used was a 1964 Lincoln Prototype with over 100,000 miles already on the odometer. In addition to all these special modifications it was also necessary to fully service and replace any worn parts to avoid the ultimate corporate embarrassment of a breakdown during the Pope's motorcade through New York.



A much younger Cal Beauregard stands beside the finished limousine awaiting the Papal visit.

Because of the limited time to make all the modifications there were several shortcomings to this near miracle. The bubble top was not fully operational and a team of Cal's assistants had to install the top on the fly. The way it happened was that the Pope climbed into an open limousine in the middle of Yankee Stadium and proceeded to the tunnel leading out onto the New York streets. While the vehicle was slowly moving through the tunnel the top was installed using portable screw drivers. When the vehicle emerged onto the street several minutes later the onlookers and media were astonished to see a fully installed bubble top over the Pope.



These photos show the Papal chair installed and the battery farm housed under the trunk lid to power the many added features.

You can read more about the Amazing Cal Beaudard by obtaining a copy of Special Interest Autos of December 1995.

FALL CLASSIC TOUR 2000

Destination: Placerville, California

Dates: November 2nd through 5th

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

CALENDAR OF UPCOMING EVENTS

- October 3rd Valley V8s meet at Bakers Square
Chatsworth at Zelzah, Granada Hills
- October 15th Pomona Swap Meet at the Los Angeles
County Fairgrounds 6AM to 2PM
- 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!
- December 3rd Pomona Swap Meet at the Los Angeles
County Fairgrounds 6AM to 2PM

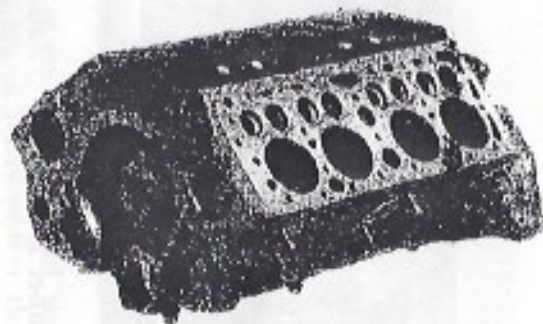


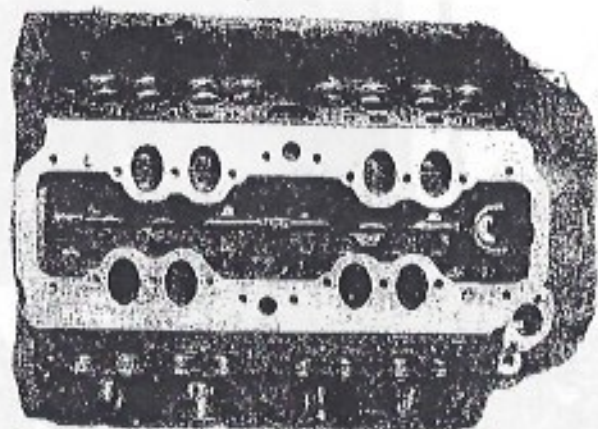
Halibrand

LIMITED TIME OFFER!

"New Generation Flathead"

- Built under SAE specifications by European manufacturer for Military applications.
- Casting dates on blocks up to 1990.
- Parts interchange with Ford engines.
- 59AB style rear...8BA style front.
- Block can be built as either model.





Benefits of Block

- Castings are 30 lbs. heavier than original, dense with no porosity and believed to be cast steel.
- Decks are thicker.
- "Beefier" thread bosses in Water Jackets.
- Intake ports are flattened on top runner for better flow.
- Exhaust ports have smooth and rounded runners for better flow around cylinders.
- Larger and stronger main caps.
- Truly the best engine for maximum horsepower!

Build a new Flathead that is 30 lbs. heavier from our block, specially priced at only \$1,500.00! We also have individually priced parts to match the block.

Call Halibrand to order your *"New Generation Flathead"* today!

1-800-824-7947

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

OCTOBER UPDATE MEMBERS WITH 19 OR MORE POINTS

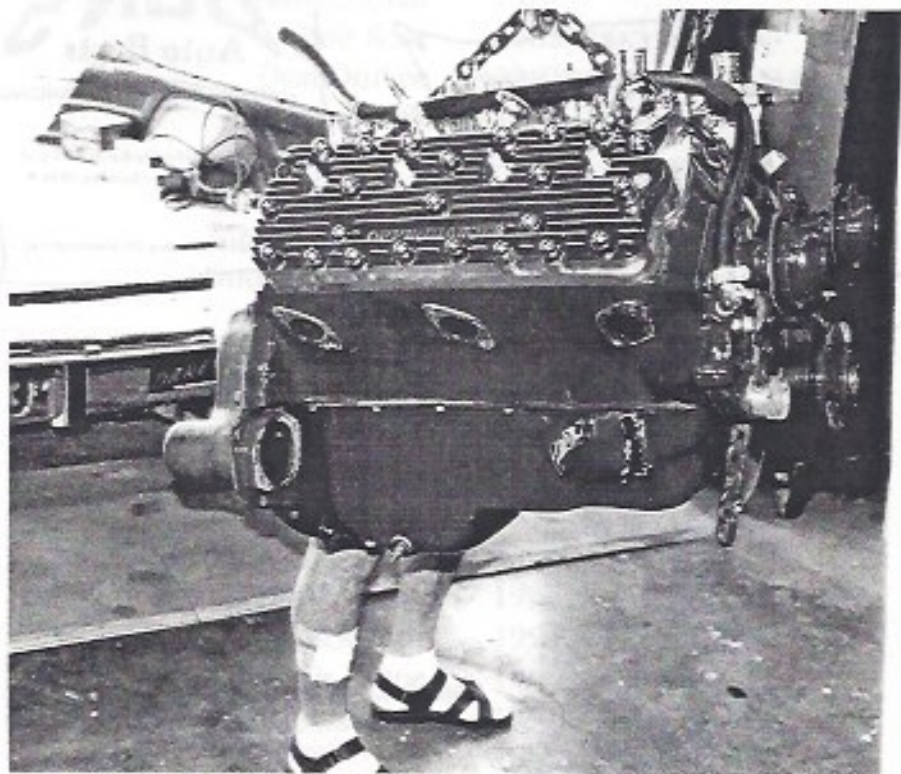
Blacky Blackwell	25 points
Joe DiFatta	20 points
Don Durkee	22 points
Dave Gott	19 points
Tom Potter	27 points
Dick Stones	22 points
Dick Smith	23 points
John Wolf	22 points

EARLY FORD V8 TEASERS

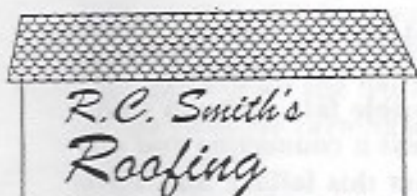
This section is intended to tap the combined knowledge of our members and solve some of the mysteries of the Early Ford V8 world.

October Teaser:

The October teaser proves once and for all that the Ford Flathead V8s really do have legs. Unfortunately this particular V8 met with the worst possible fate that can come upon a flathead engine..... she has sent a connecting rod out the side of the oil pan. It appears that this failure may have been responsible for secondary damage to the right leg (note bandage). Our question is; "What Valley V8 member of long standing has provided the lower extremities for this photo?"



THESE ADVERTISERS SUPPORT THE VALLEY V8S



Roofing & Waterproofing - Complete Maintenance Service

6707-D Lindley Ave., Ste. 199, Northridge, CA 91325
Lic. #356650

BOOKKEEPING
ADMINISTRATIVE SERVICES

INCOME TAX
PREPARATION

LITTNER FINANCIAL SERVICES

LESLEY A. LITTNER

5051 BLACKPOOL AVE.
OAK PARK, CA 91377



(818) 597-9016
FAX: (818) 597-9145

• ANTIQUE CARS •
ED HARDIN INSURANCE

Business • Life • Health • Aircraft



Call us for your insurance needs!

(818) 363-7864

DON'S
Auto Parts

MACHINE SHOP and BALANCING

Monday thru Friday 8 a.m. to 7 p.m.
Saturday 9 to 6 - Sunday 10 to 4

10241 Woodley (At Devonshire)



DARYL FIEDLER
General Manager

WEST VALLEY AUTO COLOR

7008 Topanga Canyon Blvd. Canoga Park, CA 91303
818-883-7090 Paper-818-776-6203

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

10944 Oklahoma Ave. • Chatsworth, CA 91311



1950 Ford