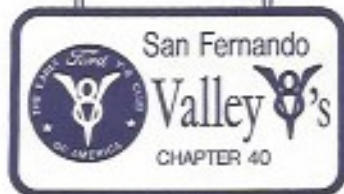
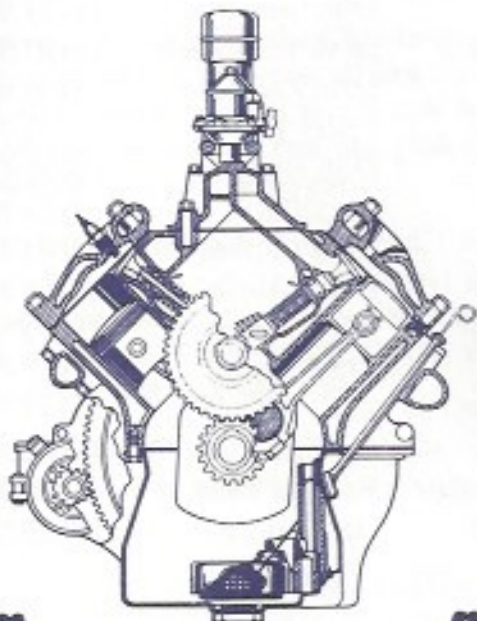




DECEMBER

2000

Our 30th Year



Drive Lines

The Valley

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

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



1940 Ford



BETWEEN DRIVES

December is fast approaching and the Christmas party is upon us. Where did the year go? I hope you all had a good year and next year will be even better. I want to use this last column to thank all the members who helped run our club this year and recruit some more help for Steve next year.

Larry did the Drivelines this year. He and I will help next year's editor all we can. The article on our next president and his cars was great, something we can continue next year with the help of a few members. I will start off with a story of my cars if next year's editor will ever volunteer.

Once again thanks to all for a great year, it was most enjoyable. Hope you all own more Fords than stock, and your vote counted.

President Don

DECEMBER BIRTHDAYS

12/6	George Richards	12/16	Larry Barr
12/8	Ron Batesole	12/19	Shirley Richards
12/9	Nancy Beauregard	12/27	Donna Paschal
12/11	Shel Harriman	12/27	Nancy Batesole
12/15	Ken Sapper	12/30	Gary Glass

THE EDITOR'S PAGE

In case you didn't notice, this is the December Drivelines and I have completed my mission for the year. I hope these issues have provided you with some interesting articles about our members and some new knowledge about the vehicles we all treasure. I know that there has been a distinct leaning towards the 1940 Fords this year for which no apology should be necessary. Most likely your 2001 Editor will favor another year Ford vehicle and lean in that direction.

This final Drivelines for 2000 also becomes the first issue in thirty years to contain twenty pages. This should help to offset the missing January issue and also allows us to publish several stories that were submitted by our members during the last month. This issue includes articles by Lloyd Paschal, Ed Warnock and Darryl Thomas.

Check out the 1939 photo on page six. This 1937 Woody was used by the Auto Club to monitor traffic on Figueroa Street. Let's hope they didn't encounter any low bridges or sudden stops.

The December Teaser should get the attention of our 1947-8 Ford experts. Have you ever seen an original car with one of these Arvin heaters installed?

Since this is also our Christmas issue, there are some interesting holiday cartoons included as page filler. These cartoons were provided by Jim Edison of Indiana and come from a Ford factory mailing to dealers for Christmas 1939. Guess what year Ford they were trying to talk people into buying as a holiday gift?

Thought for the Month: Don't look back. Something may be gaining on you.

Larry

Valley V-8 Holiday Party Sunday, December 3, 2000

Odyssey Restaurant, Atlantis Room
15600 Odyssey Drive, Granada Hills

hors d'oeuvre and no-host cocktails 6-7:00 pm

Entertainment 7-7:30 pm

Dinner 7:30 pm

Bring an unwrapped toy for a girl or boy

Cost is \$25.00 per person

A portion of each ticket will go towards our charities —
Angel Flight and Fish of West Valley

Call Steve Boskovich for Reservations (818) 341-6876
and dinner selection Beef Salmon



Holiday Home Tour...

We will be cruising in our "Classics" to 3 Ford members homes. Spencer's (hors d'oeuvres), DiFatta's (light dinner) and Boskovich's (dessert). Homes will be open to view their Christmas decorations. Plus Christmas caroling at the Boskovich home with Ford member Art Charlap-Hyman at the piano.

When: Sunday, December 10th

Time: 4:30 pm

Where: Home of Al & Ruth Spencer
3948 Goodland Avenue, Studio City
off Ventura Blvd. (3 blocks east of
Coldwater Cyn.)

Cost: \$5.00 per person to help defray the
cost of food and soft drinks.

RSVP: Joe DiFatta • (818) 700-1939





Secretary's Corner...

Excitement was in the air as we drove up to Baker's Square, for the November meeting. It was election night and they just announced that George W. Bush took Florida. ...By the time we walk out of the meeting, the final projections will be in and we'll know who'll be leading the country for the next four years.

President Don called his final business meeting to order at 7:37 p.m. Jeff Hamlin, a guest of Gary Glass and owner of a '32 roadster, was introduced, as our only guest for the evening. Gregory Caplan no longer qualifies as a guest. Lesley Littner gave us a run down on our income and expenses, as well as a quick lesson on deficit spending, as she assured us we're ok in the money department. President elect Steve Boskovich was next up, reminding us about the holiday party and installation dinner, at the Odyssey, 6:00 p.m., on December 3rd. Call Steve, if you want to come, but haven't signed up. Steve has many of the positions on the Board filled for next year, but told us he's still looking for a vp, treasurer and editor. Also he needs volunteers for raffles, accessories and ladies gifts. Steve wrapped up his remarks by acknowledging the fantastic job that Gerry and Bruce Blackwell did on the Fall tour to Placerville. His kudos were enthusiastically seconded by all who were on the tour.

There was no old business discussed. Under new business, Joe DiFatta filled us in on a Holiday Home tour that he has put together for December 10th. The tour will start at the Spencer's at 4:30PM and will proceed to the DiFatta's and Boscovich's.

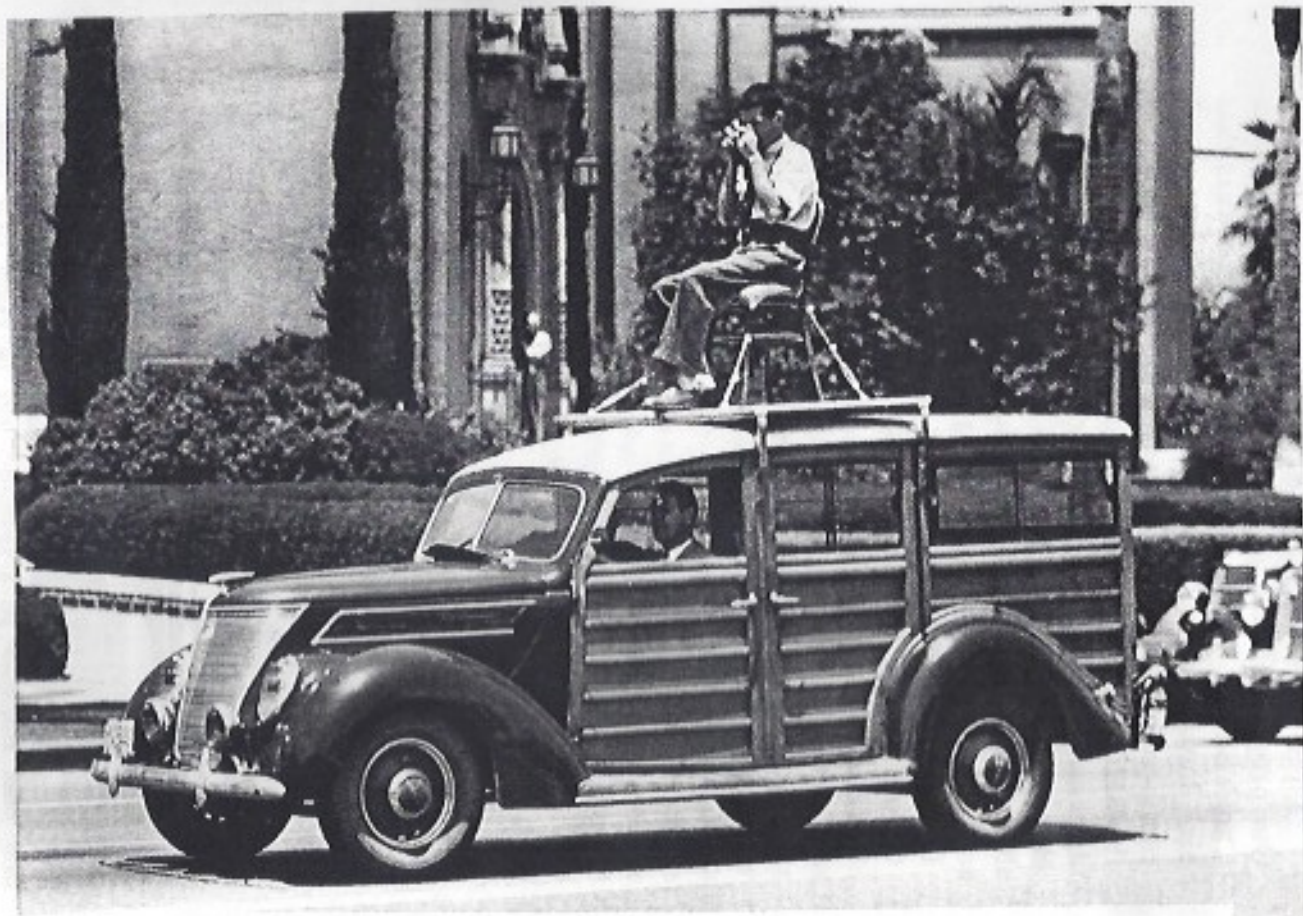
Our program for the evening was provided by past pres Chuck Shubb. Chuck owns about three dozen cars that his business provides for movies, videos and commercials. He gave us some amusing anecdotes on the industry. In addition to his own cars, Chuck has used many Valley V8 member's cars in productions that, among others, include: 13th Floor, Annie, Buddy, Nixon, JAG, Providence and Winchell.

Ladies door prizes were won by Nancy Beauregard and Carole Jensen. The name badge drawing was won by first time winner Bob Zecher.

Many thanks to Patti Smith for the great job she did on last month's secretary's report.

John Kemmerer





The Auto Club Monitors traffic on Figueroa Street during 1939

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

FINAL 2000 RESULTS MEMBERS WITH 23 OR MORE POINTS

Blacky Blackwell	27 points
Joe DiFatta	26 points
Don Durkee	26 points
Tom Potter	33 points
Al Rohrer	23 points
Dick Stones	28 points
Dick Smith	27 points
John Wolf	28 points

Our winner for the year is Tom Potter and the runner-up was a tie between Dick Stones and John Wolf. We will honor these winners at our Awards Banquet

CONFESSIONS OF A REFORMED STREET RACER

My high school experiences in 1950 were always exciting. Every day was cherry pink and apple blossom white. All the girls were pretty in their sweaters and skirts, and if you were a car nut, the only thing that mattered were the drag races down the city streets. This was a time when there were no sanctioned drag strips in Nebraska, so all the racing took place on the streets.

Most of us had cars and raced each other, taking care not to "choose off" someone who could blow your doors off. We all knew who was really fast and who just talked fast. Fortunately these cars were not very high powered and could not go fast enough in a couple of blocks to be dangerous (or so we thought).

Now this all leads up to a guy who had this bad 1941 Buick Century. It came with dual carburetors and was rated at 160 horsepower. He was ruling the streets of Lincoln, Nebraska and so far nobody could beat him. Of course this just choked us Ford guys to no end.

I had just swapped a set of tires for a 1933 Ford coupe with a worn out engine and a lot of rust. I removed the rusty fenders and running boards to create a car that threw mud and crud over anything that got close.

Well one day, on the main street of town, the Buick and I squared off. I had him for a short while but by the time we reached the stoplight at 33rd Street he was ahead. He stopped, but I sailed on through with both feet on the brakes. Luck was with me although that race cost me an engine.

Since I worked part time for the local Ford dealer as a "gofer," I was able to buy an engine from a 1946 Ford for \$225. That was a *lot* of money in 1950! With a lot of help from the real mechanics in the shop, the '33 was soon driveable and I was ready to take on the Buick again. I challenged him to a race in front of the high school at noon the next day.

That night the guys in the shop helped me prepare by draining the heavy lubricants from the rear axle and transmission and replacing them with lightweight motor oil. We put vaseline on the wheel bearings and removed the fan. The tire pressures were set to 50 pounds on the front and 25 pounds on the smooth rears. I was ready!

The next day half the school turned out to watch the big go. I got a good jump across the intersection and speed shifted to second gear perfectly. The '33 leaped like it had been stuck with a hot poker. I took high gear the same way. The Buick had met its match but *oh no*, I went through the stoplight again.

Lloyd Paschal



EARLY RECOLLECTIONS OF A FORD DEVOTEE

First Ford V8, first Ford or first car... where do we start? To keep things in perspective let's go in the opposite order.

I grew up in rural Oregon on a dairy farm near Eugene. Even at an early age it was well recognized that I was going to become a "motor-head." When I was about six years old my grandfather gave my brother and me a 1924 Star automobile. It didn't run and sat in the corner of the barn yard for several years. Grandpa taught me the names of the various parts of the car. I spent much time with my head under the hood or sitting behind the wheel, shifting gears and making noises like the sound of the motor. I alternated this activity with sitting behind the big steering wheel in our 1935 Ford V8 ton and a half truck where I practiced the coordination of the "double-clutch" to shift the straight cut gears of the four speed transmission.



The 1935 Ford Ranch Truck

When I was nine the Star was sold at a farm auction and my brother and I split the \$20. Shortly after that we moved across the state to a cattle ranch in Northeast Oregon twenty-five miles from Baker City. The faithful 1935 Ford truck made thirteen round trips across Oregon in 1946 to move the family and several horses. Originally orange with black fenders, we later painted the cab black and the stock rack red (with paint brushes.) My brother carefully lettered on each door "Warnock Ranch." I loved that truck and the tough little 85 horsepower V8 engine. My love for Ford cars and trucks hasn't wavered since.

A couple of months before I turned eleven, Dad bought a new CJ3 Jeep and within a matter of weeks I was taught to drive it. Soon after I soloed and would drive the mile and a half to fetch the mail.

The following summer I drove a horse-drawn hay rake during the hay harvest. I calculated that I drove our work horse, Captain, over 500 miles that season. I earned \$78.50 for my efforts. Flush with cash, I bought a 1930 Model A Ford Fordor sedan for \$65. The balance of my earnings went for a battery and a few tools. Late the next spring, when I was thirteen, I dropped the oil pan, pulled the head, removed the pistons and installed new rings purchased from Montgomery Ward. I put it all back together and after finally getting the distributor timed properly it ran again. After replacing the spark plugs, points and carburetor the little Ford ran quite well.

The summer hay harvest jobs supplemented by selling scrap iron, burlap sacks, cow hides (from home butchering) and other junk I would gather up from around the ranch provided the cash to fuel my Ford passion.

By the time I was fourteen I was not only operating everything on the ranch that had wheels and an engine but was also fixing and maintaining these machines. That summer I made enough to buy a 1936 Ford V8 pickup truck for \$425. It was a sweetheart and fast too! I alternated between the Model A and the '36 truck to drive the mile and half to the highway to catch the school bus for the 25 mile ride to junior high school. I missed that bus occasionally and would then drive myself to school.

Shortly after I turned fifteen I traded the Model A and \$150 for a 1940 Ford Deluxe coupe with a 1942 Mercury engine. Soon after I added a set of headers and dual exhausts to the coupe. On my sixteenth birthday I got my Oregon driver's license. During the next three years I added a 1936 five window coupe (\$75) and three 1932 Model B Tudors (\$20, \$35, \$50) to my fleet. In addition there was a wrecked 1940 standard coupe for parts, plus a 1936 cabriolet and 1934 cabriolet body.



Ed with his Model A Fordor



Ed with his 1940 Custom Coupe

During that period I sold the 1936 pickup. The last time I saw the little truck it was hauling a large load of scrap iron and appeared to have been mistreated. My 1940 Deluxe coupe got channeled, customized and refitted with an Olds OHV engine. The rear axle was replaced with a Columbia overdrive. In 1960 I drove the custom '40 with my new bride and five year old daughter to my first duty station in the Air Force at McGuire Air Base in New Jersey. Over the next 20 years I sold my fleet of Fords. Two of the '32 Tudors, the '36 five window coupe, and the '36 Cabriolet were all restored by V8 Club members. The other '32 Tudor was converted to a sedan delivery by a street rodder in the San Francisco Bay area. The '34 Cabriolet body was sold to a street rodder in Santa Barbara. The channeled '40 coupe sold to a soldier from New York when I left the Air Force in 1965. Do I wish that I had any of them back? Yeah, Dad's 1935 orange ton and a half truck with the black fenders. That's what ignited my love for the Early Ford V8s.

ED WARNOCK

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

1954 Ford Customline Fordor. Original owner.
Marilyn Sears 909-659-2966

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

PARTS FOR SALE:

1946-48 Ford Parts. Too many items to list. Including
NOS sheet metal. Best Offer applies to each part.
John Good 818-894-4771 eves or 818-713-3307 days

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

1951 Merc. engine, rebuilt. Jack Miles 818-347-8617

1946-48 flathead engine. Needs rebuilding. \$200.
Gary Glass 805.660-3601

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. 1953
Mercury engine used complete. 1935-6 Horn assembly
Dick Colarossi 818-341-3121

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

CALENDAR OF UPCOMING EVENTS

- 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
- December 10th Christmas Tour to Member's Homes. More Info on Page 3 and at November Meeting.

THE IDEAL CHRISTMAS GIFT FOR
ALL THE FAMILY!



NEW
1940 FORD
V-8

Come in Today!

MY FIRST CAR



Darryl's 1939 Coupe in 1984

In 1959, I went looking for my first car. I searched all the junk yards, looking for the perfect car with lasting style and appeal. I almost bought a 1941 Studebaker Champion coupe from a yard on the north side of the Chatsworth Reservoir. I finally purchased a non-running 1939 Ford Deluxe coupe which was listed in the classified section of the Daily Greensheet. The price was \$90. It had no grille, no transmission cover and no gauges. It came with a later Ford flathead engine and the fan was chopped to avoid cutting into the upper radiator hoses. It also had oversized mufflers and was known at the time as the junker with the truck mufflers and I bought it!

I fixed it up to run. I first purchased a running 1941 Ford Tudor sedan and exchanged engines. I spent the following: 1941 car \$50, transmission cover \$16, fuel pump \$1.69, radiator \$6, carburetor \$3.95, two used tires \$8, generator \$12, and voltage regulator \$3. I had pipes put on those mufflers for \$15. I ran around the valley for several years in that car. The cops would stop me all the time to check out the car, then they would say "ok kid, nice car." I bought a second 1939 Ford Deluxe coupe to get the dash and fenders. This one cost \$50 and still I needed a grille. Later I came across someone selling off parts from a complete 1939 Ford. I think that I made a "once in a lifetime" purchase when I bought a grille and windshield together for \$5. Eventually I ended up with a complete car after collecting parts from six additional cars over a period of several years.



The Coupe During Restoration

In 1964 the 1939 Ford coupe was placed into a backup role after I bought a 1956 Chevrolet Bel Air. I actually tried to sell the Ford several times during the 1960s for \$600 but there were no takers. Then life happened for the next twenty years. I got married, went off to graduate school, got divorced, bought a boat and went off sailing in 1984. All this time the Ford was under some tarps in my mom's back yard. I was next living primarily in Hawaii and restoring the car as time permitted when I was back in California. Just this last month I took it to its first showing at the New Horizons Car Show. I still have some things left to complete the restoration.



Restoration Nearly Complete 2000

My major regret at this time, reflecting back on all those cars I used for parts, is that I didn't keep the other 1939 Ford coupe. The property where I left it was later acquired for the expansion of the CSUN campus. Most likely the city hauled it off to the crusher! It was a pretty nice body with the seats and bumpers stuffed inside. If only I.....

Darryl Thomas

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.

December Teaser:

The December Teaser shows a very unusual accessory hot water heater that was offered starting in 1947. This recirculating design was claimed to provide "an abundance of hot air for heating and defrosting." The unit was supplied by the Arvin Company and was listed under Ford Accessory part number 6A-18455A. The heater was only available through the dealer service sales department and apparently was not a factory installed option. It is very unlikely that you will find one of these units installed in a 1947-8 passenger car. However, if you look around you may find one in another vehicle of this era as this design Arvin heater was used in some Chrysler products and also sold on the aftermarket.



Part No. 6A-18455-A

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General Manager

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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 's

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1950 Ford