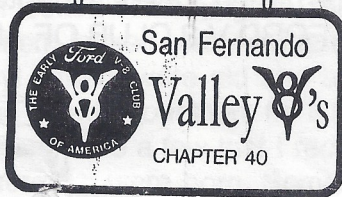
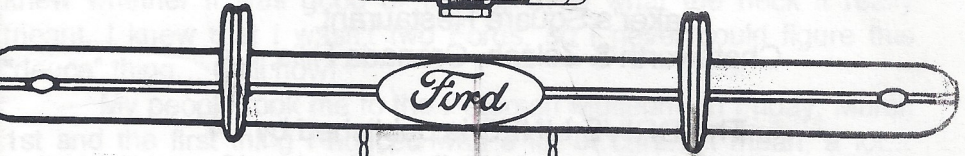
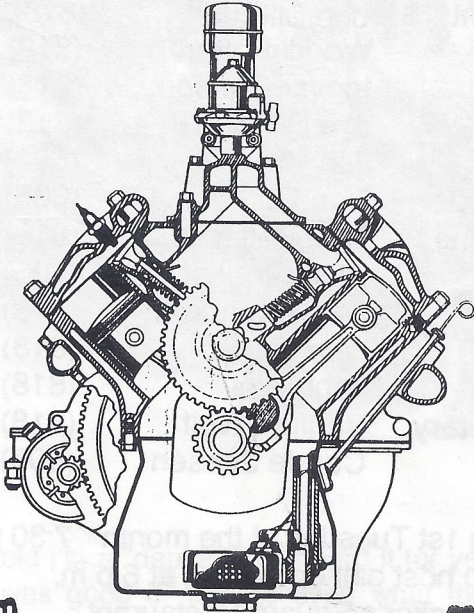




April, 2002

*"Our 32nd Year"*



*Drive Lines*

# The Valley



## 2002 Officers

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Vice President	Joe DiFatta	(818) 700-1939
Secretary	Wendi Potter	(818) 884-8019
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Programs	Don Durkee	(805) 495-5298
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Membership	Dick Stones	(805) 230-0070
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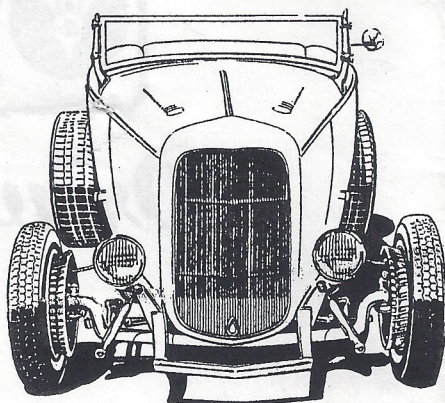
Meeting 1st Tuesday of the month 7:30 p.m.

No host dinner starting at 6 p.m.

Baker's Square Restaurant,  
Chatsworth & Zelzah, Granada Hills, CA

The DRIVE LINES is published by:  
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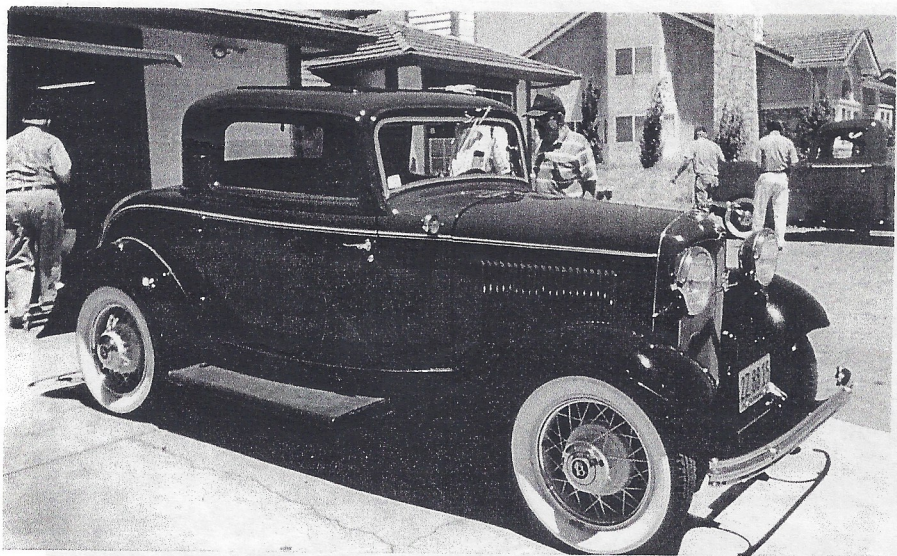
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# Deuce Day" at the Petersen Automotive Museum 1

## by "Little Ford"

*with encouragement from John Farrar*



I've been told I'm a "deuce." I've heard it for years and I never knew whether it was good or bad or even what the heck it really meant. I knew that I wasn't two Fords, so I never could figure this "deuce" thing... until now!

My people took me to the Petersen Museum on Friday, March 1st and the first thing I noticed was a lot of cars... I mean, a lot... coming in and they all looked something like me. Couldn't believe my headlights. Some of them looked really modern, hardly at all like the old days. Really fancy! Others were old and beat up... really in sad shape, like nobody had cared about them for a long time and they had worked really hard. There were a few that I recognized from 70 years ago at the factory where we were born. Some of the old guys even looked like they were kids again. I even saw some cousins I recognized. One of them, a three-window deluxe couple like me came and parked next to me and we started to talk. That's when I found out what this "deuce" thing was all about. He told me it was people slang for '32 Fords and I have heard that "deuce" means two like in 1932." I asked him if it was an insult

and he said no it wasn't. In fact, he said, people started calling us "deuces" many years ago because we are so popular with hot rodders, customizers, restorers, and just plain people who are often called "car nuts." I think my people is one of those... a "car nut."



Anyway, back to "Deuce Day" at the Petersen. The people-part of our party was the next day, Saturday, March 2nd and it was planned to honor our 70th birthday. Wow! What a party it was! It pays to get old! More than 220 "deuces" of all shapes and colors came and brought their people with them. We all parked together on the top of the Petersen parking garage and while the people were gone overnight we had a real car-type party... the kind we had not had since we all sat in the factory waiting to go traveling when we were just kids. Old farts can still party-wild! Almost every different type of '32 Ford ever built was at the Petersen for our birthday party. There was a school bus, a tow truck, panel trucks, sedan deliveries, standard coupes, roadsters, sedans, a very rare roadster pick-up in bright red (I never ever saw one of those

before), pick-ups, cabriolets, a Victoria, a B-400, and even three 3 window coupes... counting me.



There was even a '32 Ford that was pretty hard to understand because he spoke with a really heavy French accent. He said he grew up in France. He looked kind of strange to me because he had suicide doors like me and yet he was a two-door sedan. Pretty weird! Overnight at the car party, before all the people came back, he told lots of stories about what it was like during the war in France. He said he hid out a lot from bombs, soldiers and tanks. He said he even did some undercover work with the French Underground...what ever that was. Sounds like pretty exciting stuff!

There was another '32 Ford there, a cabriolet type that had his steering wheel on the wrong side. His taillight was also on the wrong side too. Really goofy! He spoke with a heavy British accent and he was very, very reserved and didn't say much at all. I couldn't find out much about his background.

What was really strange was that there were lots of '32 Fords at our party that were just kids. Some of them really young. They seemed to look similar to us old guys, but most of them said they were "new" cars created to look like us old fellows. They said they had modern engines and even automatic transmissions. I always thought we were pretty modern with our V-8 engines and I never even heard of an automatic

4 transmission before. What does that do? I know people really made a big deal out of our V-8 engines when we were kids so what could be so much better than that? We could run circles around everybody else without even working up a sweat. Whatever! These new guys scoffed at that and said they were even faster and that they could easily run circles around us old geezers. Nevertheless, these kids were really good looking guys with really neat paint and wheels. Quite a few of them had even been in "Street Rodder Magazine," "Popular Hot Rodding," "Hot Rod Magazine" and even some other ones. There was even a whole row of these guys parked together and they seemed to be kind of stuck up. They really only talked to each other. Maybe they thought they were too famous to pal around with us regular guys. I asked one for an autograph and he just rolled his headlights and turned away. Whatever, we had fun anyway.

I looked around a little more and I found some other guys that I thought were pretty neat too. They called themselves "old hot rods." Some of them even had special plaques on their dashboards that said how fast they had gone. One of them showed me his plaque that said he had traveled 141.44 miles-per-hour on some dry lake bed back in 1941. Man! That's movin'. He had a really fancy flathead engine with polished aluminum heads and four Stromberg 97 carburetors. I was in awe. Some of his buddies even had superchargers and one even had Ardun overhead valve heads. Later I was surprised to find that some of the "old" hot rods weren't old at all. They were brand new and just made to look old. There was one, in particular, that was brand new, but to fool people, his paint had even been rubbed through to his undercoat to make him look like he had been around for a lot of years. He was a really nice guy, but when you tried to talk to him about the old days, he didn't have a clue. His people were the Kennedy brothers and it was their dad who made my woodgraining look like new about 30 years ago.

It was quite a party. Never been to anything like that before. A real surprise came when my cousin, the blue three-

window coupe that had been parked next to me, got a special award. His people, a guy named Ed Warnock, was handed a \$500 gift certificate from Bob Drake equipment by Bob Drake himself. That was for being the very best of all of us that were restored. He earned it because he looked even better than when I last saw him at our factory. He even told me how he was on a trailer and on the way to a Ford convention in Whistler, British Columbia about nine years ago. The big, powerful tow vehicle broke down somewhere around Gorman and his people got him off the trailer and he got to drive all the way to British Columbia and back. That's the kind of thing we like to do best. Seeing the world from a trailer is kind of boring. We like to get out and stretch our legs and show the world what we can do. We're "deuces" and that's something special!

My Denmans didn't fit the keyboard too well on the laptop that my people loaned me to write this. I'm not too good at this, but as far as I can remember, that's what happened at our 70th birthday party. Hope you came to celebrate with us. This is a special year for "deuces" and we're going to celebrate the whole time. Watch out, it's party-time!



### ED WARNOCK WINS!

Ed Warnock, as President Steve mentions in *Crusin'*, has received a great honor. Out of over 200 cars, his '32 roadster pickup won **first place**, and \$500, in the Deuce Day competition at the Peterson. You can see Ed coming in this bright red beauty. It is one excellent piece of work. This rare model is truly one to be proud of. Congratulations Ed!

## CRUISIN' WITH STEVE

Hello to all of you Ford V-8 Lovers. Sunday is St. Patrick's Day, a great time for corned beef, cabbage and green beer. It's also a good time to celebrate and drive those fabulous Early V-8 Fords. Deuce Day at the Peterson was fantastic. If I had a pocketful of \$\$\$, I could not have chosen just one to purchase. Only two models were not represented. Our own Ed Warnock took Best of Show with his 1932 roadster pickup. What a great car!!!

I am pleased to announce that Joe DiFatta will be our Vice President for the rest of the year. Thank you, Joe, for stepping in to complete our roster of officers.

The sign-up sheet for brunch at Paradise Cove on June 9 was passed around at the last meeting. See Joe if you missed it. Our Solvang tour for September 28 is full with 36 people signed up for the event.

Our annual auction is coming up in May. Be sure to save up all your unwanted items for this special meeting. Your participation helps to keep our club running.

Thank you to all of the Valley V-8 board members for the great job you are doing. This is a team effort that only works because of all the input from you.

See you at the next meeting! Steve

## **NEXT MEETING: Tue, April 2, 7:30**

**BAKER'S SQUARE, Zelzah & Chatsworth, Granada Hills**

### **WANTED, FOR SALE OR TRADE**

**For Sale:** 24 stud Edelbrock heads \$250, 2 carb Edelbrock manifold \$250. '54 Ford Tudor sedan, new engine, chassis resorted, many new parts. \$2200. Allan Franklin (818) 980-3666.

**For Sale:** Parts from a 1939 Lincoln Zephy: 2 front / 2 rear fenders \$350 ea. 1 rear deck \$100. Fenders great for a hot rod. Very good condition. Calvin Beauregard (626) 355-2739.

**Wanted:** rear fenders, front & rear bumper brackets, standard grille for '40 Ford pickup. Dick Stones (805) 230-0070



## THE NEW FORD V-8

7

The experts said, it couldn't be done, but defying all odds, Henry Ford himself, in complete secrecy, with three handpicked engineers, developed the automobile industry's first low priced V-8. It was so secret even his son Edsel did not know what his father was doing. Later, Edsel was brought into the loop and instructed by his father to design the car this new engine would power. The result was an automotive masterpiece that to this day is still one of the most sought after and popular engines of all time. .... the 1932 Ford.

For our April meeting, John Farrar is bringing us a video of original Ford footage on the development, production and testing of the '32. Our May tour will retrace the actual test route where a 1932 Victoria was run day and night for more than 33,000 miles in 33 days. We will meet early on the morning of May 25, to retrace these roads and more. Save that date and watch for details.

**Do not miss the April meeting commemorating  
the seventieth anniversary of the 1932 Ford V-8**

---

### JERRY TELLS THE PAINT STORY

*What paints were used on Fords and other car?*

Jerry Jensen does his research very thoroughly and his talk at our March meeting reflected this. Jerry gave us a great chronological run down of Ford painting progress. Did you know that car bodies were: laquered in 1923, baked in '27, primed and hand sanded (two coats) in '32, and enameled and baked in '33. The Ditzler Paint Company started offering metallics in 1935, acrylics lacquers in '56, acrylic enamels in '66, urathane in '71, and base coat/ clear coat in '77. Some of the major causes for these changes were an advancing understanding of chemistry, better and faster production techniques and the Environmental Protection Agency. There were about 50 other things I didn't have time to write down but it was all fascinating and, as you can imagine, very well organized. THANKS JERRY!



**FROM THE RIGHT SEAT – MINUTES for MARCH**

Date: March 5, 2002 Meeting Place: Bakers Square  
 Meeting Leader: Steve Boskovich Car Count: 16  
 Start Time: 7:30 p.m. Adjournment Time: 9:20 p.m.

Introduction of Guests: Sal Piscopo/new member, Bill Robinson, and Harold Fredrickson. Welcome friends.

President's Notes: Steve Boskovich

A special thanks goes to Joe DiFatta for stepping up as the new Vice President. Thank you again to CQ Auto for all your donations. Remember the May meeting is the Annual Auction. Don Durkee will be the auctioneer, so save your old and new and donate them to the annual fund raiser.

Treasurer's Report: Ingvar Carlson

The treasury is looking good. We are in the black again. Keep buying those raffle tickets. The 50/50 is especially helpful in keeping us in the "black".

Editor's Comments: Tom Potter

We are featuring the "Deuce" for the next few issues of the Drivelines. It is the 70th Anniversary of this automotive engineering breakthrough of 1932. Do you know anyone with an unusual experience or story to share about a '32? We are looking for stories and pictures. Please contact Tom at (818) 884-8019

### Recent Events

The Petersen Museum Tour featured over 220 cars, Deuces for "Deuce Day". We saw '32s from unrestored originals to wild rods. 21 of the 23 models produced were available for viewing. Ed Warnock received a 1st place for best restored and was awarded a \$500 gift certificate. Congratulations Ed!

Upcoming Tours: John Farrar & Joe DiFatta. Some events include **Sun. April 14 Fabulous Fords Forever!** 10-3 Knott's Berry Farm, Buena Park. \$25 preregistration to show your car.

**Sat. May 25 "Back to Basics"** A historical tour of the '32 Ford original flathead engine test site.

**Sun. June 9** The 3rd Annual Paradise Cove Brunch Tour.

**Sat-Sun. Sept 28-29 Solvang Tour** \* Sold out

**Sun. Dec. 8 Annual Holiday Party;** Sportsman's Lodge

**Membership:** Dick Stones

Final call for membership dues if you want your name to be in the 2002 Club Roster.

**Upcoming events** (In addition to our club's activities)

Sun. Apr. 14 Fabulous Fords Forever at Knott's Berry Farm  
Show cars enter 7-10 am only. Advance registration only. Must be received by March 29. \$25 / car. (562)862-9311.

Sun. Apr. 14 -CHVA Spring Fun Car Show and Parts Exchange  
Autry Museum of Wstrn. Heritage; 8-2 call (818)889-1087

Sun. Apr. 21 -Regents 10th Ann. Car Show; La Reina High Sch.  
Thousand Oaks; call (805) 495-6494 or Paul (818) 586-1546

Sat. Apr. 27 -Canoga Park Cruzin' Tunes Car Show; Sponsored by  
Canoga High Sch. Music Dept. 9-3 call 347-7554

Western Nationals, Park City Utah. July 2-6 For Harris Tour info.  
call (706) 728-0311 to order tour details and application.

**Car of the Month:**

In honor of the Deuce Anniversary  
Dick Stones' '32 Roadster. See story on next page.

**Program:** The very knowledgeable Jerry Jensen gave a fascinating presentation on the evolution of auto paint. "You can have any color you want, as long as it's black" was the quote from Henry Ford that Jerry opened with. Paint and paint type has changed a great deal over the years, mostly due to pollution and EPA standards and the many advances in paint chemistry. Thank you Jerry. I sure learned a great deal.

**Raffle winners:** Ladies (2): Carole Jensen & Wendi Potter  
Name Badge: None, \$40 next time. 50/50 Drawing: Bob Zucker  
*(Minutes submitted by Wendi Potter, Secretary)*

**BIRTHDAYS IN APRIL**

- |                     |                                |
|---------------------|--------------------------------|
| 4.7 Elaine Franklin | 4.23 Bruce "Blackie" Blackwell |
| 4.8 Bud Williams    | 4.25 Wendi Potter              |
| 4.11 Michael Munroe | 4.27 Gerry Blackwell           |
| 4.21 Barbara Zabel  |                                |

**NEW MEMBERS**

We are happy to announce that Sal and Kathy Piscopos joined and attended our last meeting. Welcome to you both!

**Calendar April,- Dec, 2002**

- April 14, Fabulous Fords Forever. Knotts Berry Farm. See details in From the Right Seat, (Secretary's notes). Preregistration required by March 29. (562) 862-9311.
- April 20 Tune-up day at Blackie's Garage. Bring tools and get your flathead running right for all those summer tours. 10 am. 32509 Agua Dulce Cyn. Rd. (North on the 14 Fwy. L on Agua Dulce Cyn. about 1 mile on left side (661) 268-0040. Pot-luck lunch. Bring a dish and your own meat. The BBQ will be hot. SEE MAP P.13
- May 25, "Back to Basics". John Farrar leads us on a tour of the '32 Ford test site designed to prove the new V-8 was tough. This tour is the centerpiece of our April meeting!
- June 9, Joe DiFatta leads us on our 3rd Annual Brunch tour to Paradise Cove. This is a relaxed tour through beautiful Malibu Canyon to the beach. Food is great. Good chance to get to know some of our new members.
- July Tentative tour of Rock House and Lake Hughes.
- August 17 "Adolfo Camarillo Mansion" and Camarillo Airport tour organized by Jerry Jensen. Camarillo and Santa Rosa Valley are always cooler than other areas in August in case your flathead is not air conditioned
- September 28 - 29, Tour to Solvang lead by Joe DiFatta. San Marcos Pass is a good spot to let that V-8 show its stuff.
- October 1-3, Tentative Tour to Sequoia, see Joe Di Fatta
- November Tentative tour to Glen Oaks, apple pie & much more
- December 8, Christmas Holiday Party at the Sportsman's Lodge. Make you reservations now.

## CAR OF THE MONTH – DICK'S CREAM PUFF

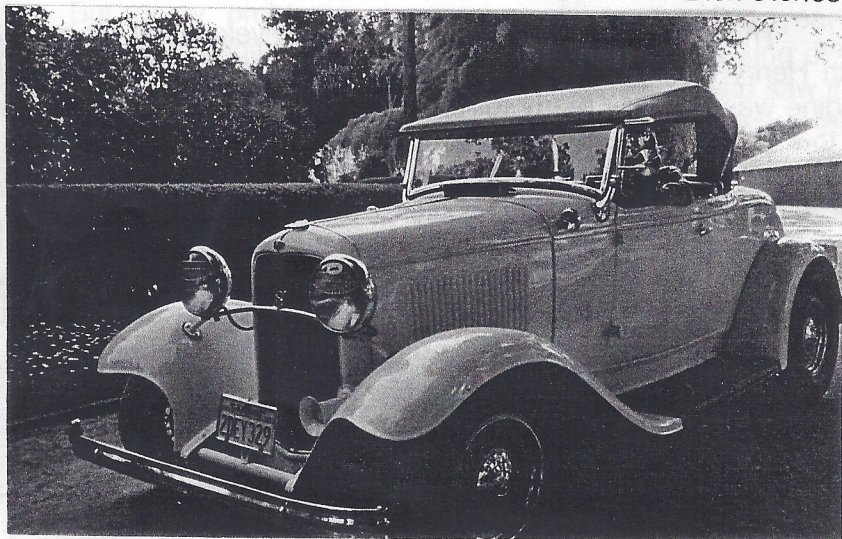
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In 1986, my cousin, Jim Gustafson and his partner went to the Doug Champlin Fighter Air Museum in Mesa Arizona to purchase a Great Lakes biplane. While they were looking around the museum, they spotted something under the wing of a P-38 fighter. It was a 1932 Ford Roadster.

Jim asked Doug if he wanted to sell the car and before you know it a deal was struck and "Cream Puff", as she has been called came to live in California. Other than a new transmission, clutch, wheels, tires and some rewiring, this '32 is the same car we bought in 1994.

Don't talk to me about selling this car....."Cream Puff belongs to Diane and she says, "Sell? Are you nuts? Never!"

Dick Stones



Blacky's Garage (661) 268-0040  
32509  
Agua Dulce Cyn. Rd.

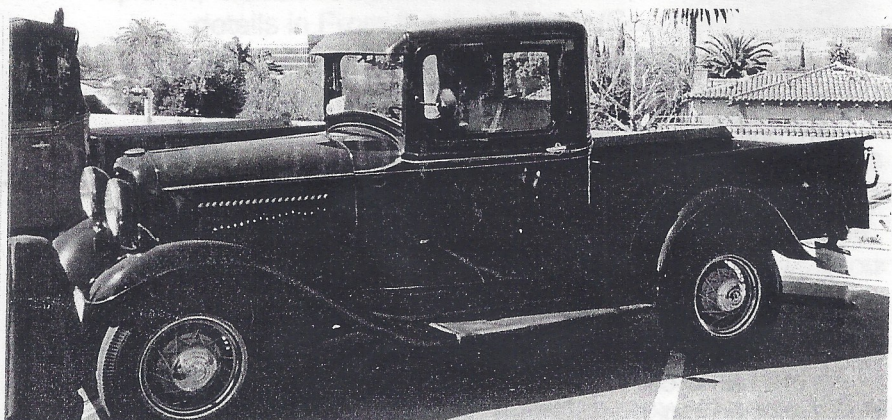
North on 14 Fwy.  
Off at Agua Dulce Cyn.  
Left under bridge

14 Fwy

## THE EDITOR'S GRILLE

### *The First Low Priced V-8*

*This is the first of three factual articles on Deuce production.*



*OK, it's not the Editor's truck. It's hard to even see the grille. Since my Ranger got totaled last month, this is the '32 replacement I wish I had.*

The original Ford V-8 had been in development since 1929 with Henry Ford's blessing. It is commonly acknowledged that the engine was not truly ready for market. Ford was losing many sales to low priced GM cars with their overhead valve 6 because it was offering only a 40 HP flathead four as competition. So, Henry decided that the new engine should be rushed into production.

The new 90 degree V type eight was amazingly complex for its time. It was a rugged engine which developed 65 horsepower from 221 cubic inches. Over the years it grew in size and power, but many of the key design elements remained in place through 1953. In short, the new V-8 created a revolution which lasted well beyond its 22 years in production and became synonymous with hot rodding through the 1950's.

Charlie Sorensen earned the title "Cast Iron Charlie" for his innovative "single casting" work which gave Ford the first and only V-8 in the low priced field for decades. It is claimed that Sorensen didn't want the job Henry gave him, but since Henry owned the company, he had little choice. Beyond the casting itself, credit for the ingenious engineering in the flathead V-8 goes to Emil Zoerlein, Carl Schultz and Ray Laird who designed it in secret. The project was so

secret, as you already know, that Edsel Ford, who was President of the Ford Motor Company was unaware of the design for over a year.

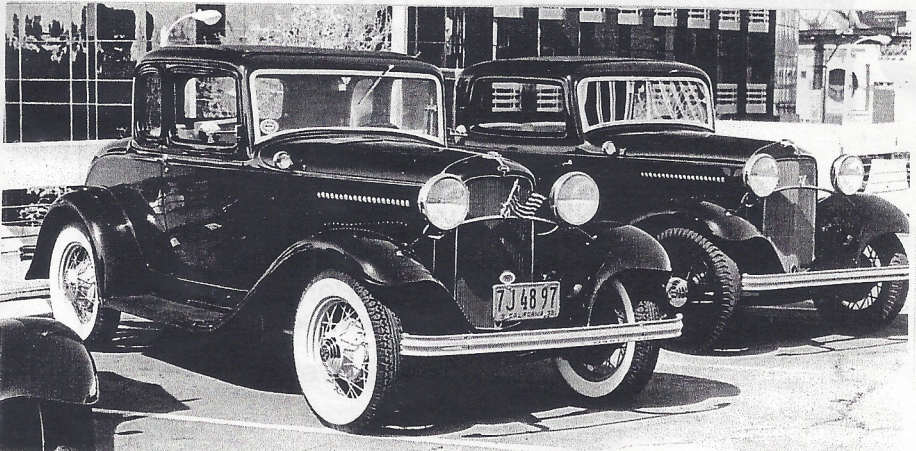
On March 31, 1932, the first Ford V-8 was unveiled and the general public saw it on April 2. The four cylinder "Model B" which had a 50 HP version of the model A engine was sold along side the "Model 18" V-8.

The V-8 Tudor sedan (standard, \$450 and Deluxe, \$500 ) was the most popular model with over 75,000 sold. At over 48,000, the two passenger coupe was second. Surprisingly the Model B was priced \$ 50 higher and sold over 40,000 Tudor models.

But, as with many "cutting edge" designs, the V-8 had growing pains. It was labeled an "oil burner" by many, particularly because the original cam shaft did not have true bushings. In many examples, the cam had poor lubrication and poorer oil pressure. Early blocks tended to crack and cooling was a problem which was to plague the design throughout its life.

But many problems were overcome in the first year of production. The engine went on to prove itself to be the king of the low priced field particularly among younger enthusiasts who saw it as a test bed for countless power boosting mods. A generation was to grow up wanting the power and performance this engine could deliver. It was truly the first car which lured thousands into automotive interests that were to last a life time. TP

*Based on: Ford Chronicle, Flammang, J and Lewis, D., 2000 Edition*





## 16 OUR NEW EXPERIMENTAL CENTERFOLD

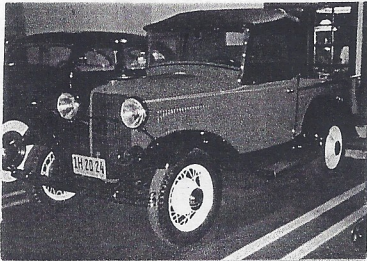
This issue of Drivelines is commemorating the seventieth anniversary of the Ford V-8 engine with a full color centerfold of selected "Deuces". The number of the car on the centerfold matches the description shown below. All cars shown are 1932 Fords. Many are stock and have won Dearborns. (You wanted a sweet young thing in a bikini? Naw, cars are better!)

1. Deluxe 3 window.    2. Deluxe Tudor.    3. Deluxe 3 window coupe.
4. Deluxe Station Wagon    5. Deluxe Roadster    6. Roadster pickup
7. Victoria    8. Panel delivery    9. High-boy Roadster

Do you like it? Is it worth it? Tell us! Tom and Dave

### THANKS FOR THE PHOTO SHARING

We would like to give special thanks to the members who shared their photos of Deuces: Blackie Blackwell, John Farrar, Shel Harriman and Dick Stones/. TP



Dick Colarossi  
Richard Colarossi

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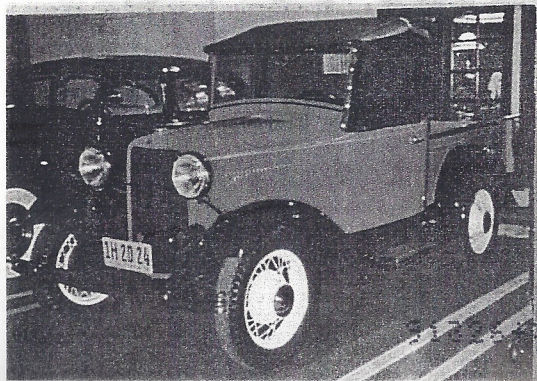
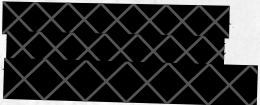
## PAST PRESIDENTS

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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
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 Keen	1998
Rose Gott	1999
Don Stout	2000
Steve Boskovich	2001

# The Valley s

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