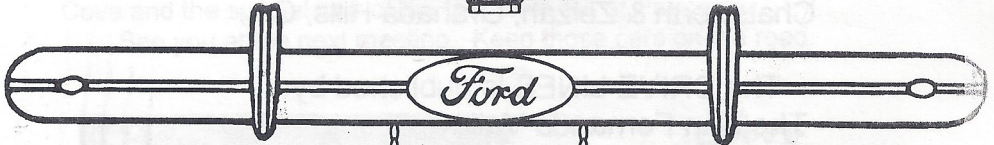
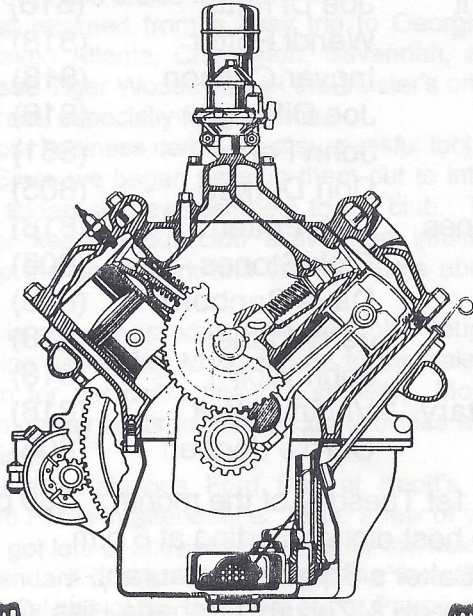






May, 2002

*"Our 32nd Year"*



San Fernando  
Valley 's  
CHAPTER 40



*Drive Lines*

# The Valley V's

## 2002 Officers

President	Steve Boskovich	(818) 341-6876
Vice President	Joe Di Fatta	(818) 700-1939
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	John Farrar	(661) 296-0087
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Tech Advisor	John Wolf	(818) 789-6201
Social Secretary	Virginia Wolf	(818) 789-6201
Ladies Gifts	Carole Jensen	(805) 491-3355

Meeting 1st Tuesday of the month 7:30 p.m.

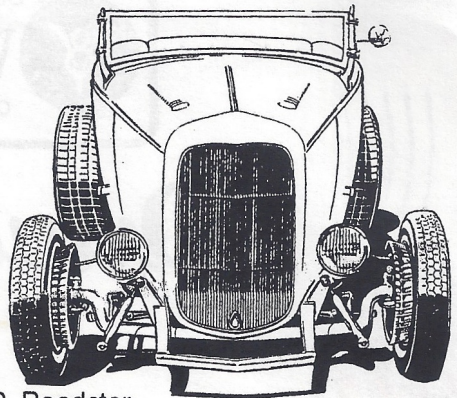
No host dinner starting at 6 p.m.

Baker's Square Restaurant,

Chatsworth & Zelzah, Granada Hills, CA

The DRIVE LINES is published by:  
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of the EARLY FORD V-8 CLUB OF AMERICA

Mailing Address:  
Valley V-8's  
10745 Delco Avenue  
Chatsworth, CA 91311



1932 Roadster

## Cruisin' With Steve

It sure seems like summer is just around the corner with the arrival of daylight saving time and nice weather. One more reason to polish the Early Fords and cruise the highways.

We have just returned from a busy trip to Georgia and South Carolina. We visited Atlanta, Charleston, Savannah, and Augusta. We were able to see Tiger Woods play at the Master's on the final day of play. What a treat, especially for golf fans.

It looks like our business cards are a successful tool for recruiting new members. Since we began passing them out to interested Ford owners we have added six new members to our club. This is a very important tool for keeping our club active and infused with new energy. Keep up the good work and talk to others about our great club.

Our auction is coming up soon. Please look through all of your treasures and bring something to contribute to the sale. This is an important function for our club's financial stability. Money from the auction is used to defray costs for many club activities and to support charitable institutions.

I heard that the Fabulous Ford Day at Knott's was a huge success with 1500 Fords in attendance. Hope a few of you were able to attend. We've got lots of activities planned for the next few months, so keep your calendars handy. Don't forget the Brunch at Paradise Cove and the special tour of the test drive out at Palmdale.

See you at the next meeting. Keep those cars on the road.



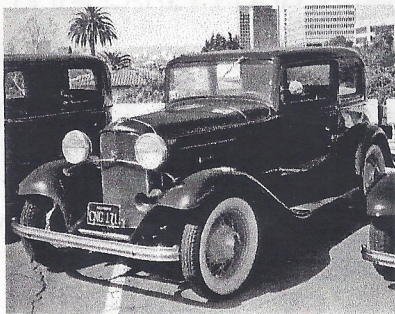
*Steve*

## May 7th Program: Annual Auction

As president Steve has mentioned, the biggest fundraiser of the year is coming up at our May 7th meeting. It is also a lot of fun! You can make money for the club AND buy some things you never knew you needed. Here's how it works: You bring anything of value to the meeting and donate it to the club. We sell it at auction to the highest bidder -- and who could do this better than Don Durkee? -- and the club gets the funds it needs. What can you bring? Just about anything of value. Some bring Ford parts. A little card saying what year it fits and what condition it is in would help. Valuable parts with a minimum bid are great. Mystery parts are OK too. Even a couple of bucks helps the club. Some bring a set of tools that don't fit your car (are they metric?). One of the gals might bring a set of towels that she never opened because they don't match the bathroom colors.

You get the picture. I found a bumper guard for a '46 that needs rechroming and a fan belt that might fit a flathead. When one of my teenagers was especially obnoxious the other day, I thought of putting her on the auction block, but she might have too much fun doing that and whoever bought her would probably bring her back on a couple of days anyway and then I'd be back where I started. Besides, she turned sweet the next day with stuff like, "You're the best Dad in the whole world" . . . . . You guessed it, she wanted money!

**MAY TOUR: "Back to Basics"** and the WILLOW SPRINGS RACEWAY. This is a really GREAT ONE! Be sure to put the date on your calendar, SUNDAY, MAY 25. Meet at Woodley Park at 8:30 AM. DEPART AT 9:00AM SHARP. See TOUR "BACK TO BASICS" article for details.



Shel Harriman's Victoria  
is the same model as the  
'32 test car.

## **TOUR: "Back to Basics," Follow the route of the original test of the new 1932 Ford Flathead V-8 and drive the Willow Springs Raceway.**

For our May Tour, we meet at Woodley Park at 8:30 am on Sat., May 25 and depart at 9:00am SHARP. Our first stop is the Mac Donald's at the 14 Freeway and Crown Valley Rd. in Acton where we will pick up members of some other clubs and have coffee. Then we drive out to join the exact route of the original 1932 V-8 endurance test. We will go once around the route that it followed many times (it is now paved and much smoother). The test car, a 1932 Victoria, completed 33,000 miles in 33 days to prove the ruggedness and reliability of the new V-8 engine.

In addition, watch for these interesting things along the way: Stop: SR-71 "Blackbirds, the fastest winged aircraft ever built." Cruise by the world famous "Skunk Works" where many "cutting edge" military aircraft were first built and where they are still refurbished.

...Drive by the "Aerospace Walk of Fame" in Lancaster with monuments and tributes to legendary figures in aviation and space.

...Stop at Willow Springs International Raceway, known as the "Fastest Road in the West." We will see touring car racing and also BMW racing on another track. WE WILL ALSO SEE THE BEST PART OF THE VIDEO ON THE '32 FORD V-8 TEST ON THE BIG SCREEN AT THE RACEWAY. Willow Springs is used by Jaguar, Mercedes, BMW and other manufacturers to test new designs. We will have lunch at the Trackside Café at Willow Springs. If all goes well, we will be driving our V-8s around the racetrack.

...We will continue on the original test route to the Exotic Feline Breeding Compound (The Cat House) where we'll see (close up) leopards, tigers, lions, and others. The available T-shirts say, "Support Your Local Cathouse" which you can buy to impress your neighbors.

...Above the Cat House, you can see the ruins of the famous Tropicana Gold Mine that began in 1896.

...This will be a full day of touring and a lot of fun. We've ordered spectacular weather for the occasion.

**LEAVE MAY 25th WOODLEY PARK, 9 am SHARP**

## Welcome New Members!

**Scott and Rochelle Doudrick** are looking for a '38 or '39 pickup. Scott is a space project engineer at JPL and the new members live in La Crescenta. Great to have you with us!

### Don't forget! ....The next meeting is --

May 7<sup>th</sup> 7:30pm, Baker's Square, Zelzah and Chatsworth. Come early and have dinner with us.

## Late Breaking News

John Farrar has just confirmed that his video on the '32 Ford V-8 test run will be shown on the big screen at the Willow Springs track when we get there on May 25th. Also, there is a very good possibility that the 1999 Ford powered Panoz that we saw at Fabulous Fords may make the run with us. This should be a great tour! See the article on the Panoz in this issue on page 15.

## Why a V-8? The Background

*This is the first of two articles on the history of the Ford V-8.*

*By John Farrar*

After a production run in excess of 15 million units, the Ford Model T, upon which the Ford empire was built, almost caused its demise. The Model T, by 1927, had been upstaged by its contemporaries. The director of this epic, Henry Ford, was not altogether blameless. Almost certainly, his dogmatic resistance to change must have been pleasing to other auto manufacturers.

Not exactly a stylish car, the Model T nevertheless, was a sturdy and reliable vehicle. Its 176 cubic inch engine produced a mere 20 horsepower, which was way behind the competition. Other manufacturers were producing stylish cars with six cylinder engines. Competition was springing up everywhere and many were using Ford's mass-production methods.

The first hit to Ford came in 1927 when new car registrations were down by nearly a million cars and Chevy out sold Ford for the first time. Ford had been shut down for much of the year putting 60,000 employees out of work, while the company tried to get the new Model A into production. In fact, it was almost 18 months since the last Model T was produced when and the new Model A rolled out.

## Why a V-8? (continued)

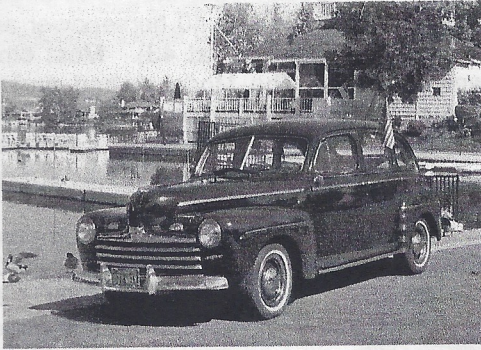
Model A, was seen by many as already obsolete. The engine was still a primitive four cylinder, though now with 40 horsepower and a top speed of 65 mph (Model Ts topped out at 43). Most other engines were 50 horsepower or more. The Model A had archaic lubrication, poor breathing and a small diameter crankshaft that lacked counter-balancing which made it vibrate at many speeds. It did have lots of torque due to its 200 cubic inch displacement and was snappy because of the car's lightweight.

Despite its primitive character, the Model A found favor for a time with the motoring public. It was reliable and cheap at \$550 in 1928 (\$490 by 1931) for the most popular model, the Tudor sedan. By 1929, sales were back on top again by more than half a million registrations over Chevy. The battle was on. The competition was sure that the Ford giant could be beat. Plymouth almost trebled its market share and other makes began to climb during 1929. Chevy's six, was priced between \$595 and \$725 which made it the lowest priced six in the marketplace. However, in 1929 the market peaked as a result of the start of the Great Depression and the stock market crash in October. In 1930, a year marked by a \$29 million advertising investment, Ford sales grew 5% of market share, but total Ford production fell by 250,000 units. By 1931, Ford sales fell by another half million and Ford again lost out to Chevy. While Ford's production was down 50%, Chevy's drop was negligible.

Henry Ford knew that something had to be done quickly, something that would catch the imagination of the buying public just as much as the Model T had done 24 years earlier. The massive Rouge River plant at Dearborn, just 15 miles from Detroit, was now the world's largest manufacturing complex and covered 1,200 acres. Mr. Ford had a habit of wandering around this plant and spending time talking to employees. If a man showed promise and wasn't negative, Ford would keep an eye on him and often take him away to work on some pet project. Such was the case with Emil Zoerlein, a German immigrant. Ford liked him and eventually put Zoerlein to work, along with two other engineers he personally selected, on a top-secret project, the development of a single casting V-8 engine.

*You will find Part 2 of this story in the next Drive Lines. We will look at the design of the first single casting V-8 and how it started its 21 year production run.*

## Editor's Grille



Our '46 Ford at the  
Westlake Marina.  
Photo by Jerry Littner.

## So. Cal Regional Group Has a Web Site

The Southern California Regional Group of the Early Ford V-8 Club of America has opened up a web site. At our site you'll find a general description of our club, our charter, list of officers, events, calendar, membership applications and much more. We think the highlight of the website is our gallery of cars with many of our members providing photos of their early Fords, Mercurys and Lincolns. Let us know what you think.

<http://clubs.hemmings.com/socalearlyfordv-8/>

The webmasters are --

Chuck Deldine -- [40fordv8@gte.net](mailto:40fordv8@gte.net)

George Garrett -- [Oldfordman@aol.com](mailto:Oldfordman@aol.com)

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## Flatfire At Fabulous Fords

Is Ron Main the ultimate Flathead builder? He brought his flathead powered record breaker to Fabulous Fords at Knott's Berry Farm last week to show us what the fastest flathead in the world looks like. A Valley V-8s club member, Ron has been doing some remarkable work. As you probably read in the April 4 edition of Old Cars, the guy who calls himself a recycled teenager drove a '46 Ford flathead (with more than a few mods) 295.305 mph at Bonneville Speedweek last August. "Flatfire", as he calls the orange carbon fiber streamliner, gets some of its immense power from a 22 psi crank driven Vortech supercharger and from machining and polishing every bit of internal metal that offers any promise of increasing power output. This mill maxes out at 6500 rpm which, Ron says "...is about as tight as you want to turn a side valve motor." We'll buy that one.

Flatfire is, in the words of the Old Cars article, "no casual dabble in speed." It is fidelity of purpose, spawning one of land speed racing's most ingenious and innovative approaches to attack the straight line in many years. "One key to the success of this engine design is that the engine breathes in reverse. The ports have been swapped which becomes obvious when you note eight exhaust pipes rising out of the top between the intake manifold ports. "We even built one engine with 14 exhaust pipes," says Ron. "There



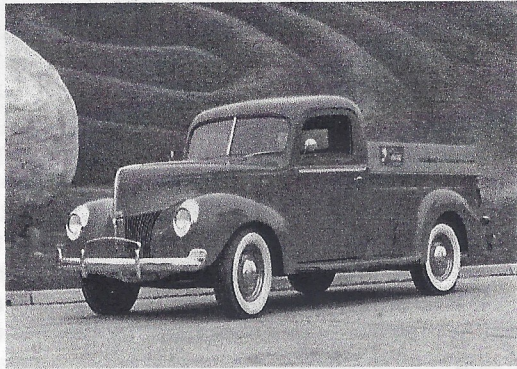
were 6 dummies on the bottom of the block where the exhaust used to be." Ron's headed for 300 mph. Not bad for old Henry's potboiler! "We push everything to the limit," Main said. "The challenge is to get everything to work in concert and at full potential at the same time."

*It seems to me that this is a pretty good formula for life as well as flathead racing....and just as hard to achieve. ....TP*

## Car of the Month, Don Durkee's '40 Pickup

Four years ago, this guy calls me from Malibu to look at a '40 pickup that had been hit in the rear. The damage was quite extensive. He asked me to write an estimate on the truck for his insurance company. The pickup was in very original condition except for the damage on the rear. I told him I would not charge him for the estimate if I could have the first chance to bid on the pickup if he decided not to fix it.

It was a year later before I ended up with the wrecked truck. That one was green with a green interior. After I bought the green truck, my friend Dan Krehbiel told me about a red truck wrecked in the front. It had a new repro bed, a Columbia and a fresh hot rod flathead.



*Photo by Jerry Littner*

I decided to buy it. Now, I had two '40 pickups, but neither had a good frame. I started looking for parts including a frame. By the time I was finished "looking," I had five '40 pickups, 3 to rebuild, and two for parts.

So I decided to fix the worst of the bunch first which was the red one. It turned out to be one of the best driving flatheads I ever had and it doesn't look bad either. It has a Detroit Motor City flathead column shift, a Columbia 2 speed rear end. I can drive it anywhere at 70 miles/hour without over heating. I have driven the truck for two years, including a trip to Fresno with temperatures over 100 degrees and it did not overheat.

## Car of the Month *(continued)*

When I put the truck together, I painted the glass pack mufflers red to match the truck and put Edelbrock decals on them. After 2 years of driving, the painted mufflers still look like new.

Quite often when I am driving it, lady joggers will stop me and tell me what a pretty truck I am driving. I still don't know if they stop me to tell me the truck looks pretty, or they just want to talk to the driver.

Iowa Country Boy

*It's both Don. The pickup without you just wouldn't cut it. . Great truck but driver and lady joggers missing.....TP*

## Upcoming Events

SATURDAY, MAY 25 -- Back to Basics Tour along the '32 test run to Willow Springs Raceway. Meet at Woodley Park at 8:30am, leave at 9:00 SHARP

SUNDAY, JUNE 9 -- Brunch Tour to Paradise Cove. Meet at 9:30 Woodley Park. Call Joe DiFatta for details (818) 700-1939

SATURDAY, AUG.17 Camarillo Mansion and Airport Tour. Call Jerry Jensen for details, (805) 491-3355

SATURDAY, SEPT. 28 -- Overnight to Solvang, Sold out.

FRIDAY - SUNDAY, NOV. 1 - NOV.3 -- Joint tour (with Ventura Club) to Montecito - Sequoia Resort. Call Jerry Veley or Blacky Blackwell for information. (661) 268-0040.

POMONA SWAP MEET AND CAR SHOW -- Sundays, April 21, June 2, July 14, Aug. 25, Oct. 13

## For Sale, Wanted, Trade Etc.

For Sale: 1/4" Merc Crank, 10 under rods, standard crank w/ bearings.  
All for \$450 OBO. Aluminum cam gear. \$50 OBO.  
Vic Cohen. (818) 763-2680.

Wanted: '40 pickup fenders, rear bumper brackets, good standard grille. Dick Stones, (805) 230-0070

For Sale: 1939 Lincoln Zephyr Fender / trunk lid. Good shape.  
Cal Beauregard (626) 355-2739

## Birthdays In May

1 <sup>st</sup>	Ron Cowan	26 <sup>th</sup>	Craig Lapair
11 <sup>th</sup>	Virginia Wolf	28 <sup>th</sup>	Emily Rosso
11 <sup>th</sup>	Sue Boskovich	30 <sup>th</sup>	Dudley Ochsner
19 <sup>th</sup>	Paul Kirk	31 <sup>st</sup>	Judy Shubb
21 <sup>st</sup>	Larry Keene		

### *Did You Know ?...*

In the 1920's, Henry Ford learned of a process for turning wood scraps from the production of Model T's into charcoal briquettes. Ford then built a charcoal plant. E. G. Kingsford, a relative of Fords, selected the site for the new plant and Ford Charcoal was renamed Kingsford Charcoal. Today, Kingsford is the leading manufacturer of charcoal in this country making over a million tons of wood into charcoal each year.

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## From The Right Seat

Date: 4-2-02 Meeting Place: Baker's Square, Chatsworth. Meeting Leader: Steve Boskovich. Car Count: 12. Time: 7:30pm - 9:20 pm. Introduction of Guests: Jack Abrams from Valencia, Jack Holtwick (has a '41 Pick-up) Treasurer's Report: Ingvar Carlson. The treasury is looking good. We are in the black again. Let's keep building it up. See Annual Club Auction below. Upcoming Tours: John Farrar & Joe DiFatta

**Apr. 14** Knott's Berry Farm-Fabulous Fords Forever. // **Apr. 20** Blacky's Garage & Pot Luck Lunch 10am // **May 25** "Back to Basics" Tour, Willow Springs // **June 9** Paradise Cove Brunch: Woodley Park 9:30am // **July ?** Carson Museum // **Aug. 17** Camarillo Tour & lunch at the Camarillo Airport // **Sept. 28-29** Solvang Overnight // **Oct. 31-Nov. 2** Ventura Club Sequoia Fall Tour // **Dec. 8** Annual Club Holiday Party; Sportsman's Lodge

Program: John Farrar showed an interesting and informative video of the making of the 1932 Ford V8 ("The Deuce"). Car of the Month: Don Durkee's Red 1940 Pick-up Truck. From wreck to restored to re-restored. It's a beauty! See feature story inside this issue of Drivelines. MAY: Annual Club Auction! Bring anything of value to auction. "Mystery" parts to household furnishings. All are of value. Proceeds benefit the club. Don Durkee will be Auctioneer.

Raffle winners: Ladies (2): Nancy Beauregard & Judy Shubb; Name Badge: No Winner; 50/50 drawing: Joan Sapper

(Minutes submitted by Wendi Potter, Secretary with assistance from Carole Jensen.)

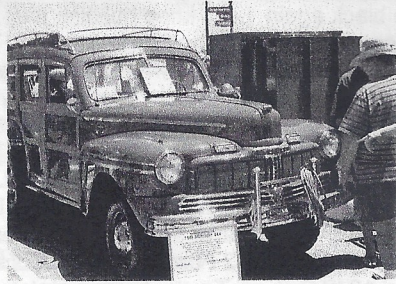
### Program for the April Meeting -- John Farrar

*We got a chance to see some great old footage on the development of the '32 V-8 courtesy of John Farrar at our last meeting. Some of it was grainy and hard to see, but much of it was truly 1930's style photojournalism and in itself was historical.*

*The main story, of course, is related to the development of the Deuce, particularly the single casting V-8 which was an "it can't be done" project that was done. We're still driving the resulting engines which are amazingly good considering their vintage. Can you get some great power out of them? See the Flatfire story in this issue to find out what can really be done with these little devils when someone (like member Ron Main) really puts his talent to work. How about 295 mph and getting faster? We'll get to relive the past and go forward to the future all on one day including Willow Springs and outer space. Thanks, John for the great program. We're looking forward to the May 25 tour.*

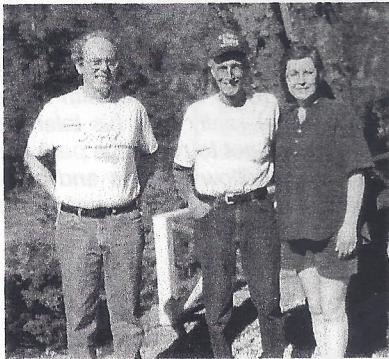
## 1946 Marmon-Herrington Mercury 4 X 4

The photo at the end of this article is a 56-year old version of our ubiquitous SUV and restored to beautiful shape. This Marmon-Herrington conversion of the '46 Merc woody was built for and driven by Don Bleitz, who is often thought of as the most prolific bird photographer of his day. Driven for almost twenty years, it was used throughout the United States for rough terrain work to get that perfect picture of an unusual bird. The body was custom converted by Coachcraft of Hollywood for Mr. Bleitz and included an extra fuel tank, an ice chest, a water tank under the floor and a reinforced rear bumper.



The drive train is four-wheel drive, a 4-speed Ford truck transmission with Marmon-Herrington transfer case, constant velocity front hubs adapted to a 1939 Ford differential, backing plates and brakes. It has lateral mounted elliptical front springs and a stock (torque tube) '39 Ford rear end. 15-inch open bolt pattern truck wheels are used to clear the front hubs.

Marmon-Herrington conversions of this general type were not particularly rare in trucks of this vintage, but it seems that only four '46 Mercury's were so equipped. Dave Holmes of Santa Monica owns this beauty, which may be the only one remaining in running condition.



### Dick Smith

*Dick is shown here in a recent picture with wife Patti and Larry Caplan near his new home in Redding, CA where he is reported doing well.*

## A Day at Blacky's Garage

Beautiful weather and 17 early Fords! Larry Caplan gave a great talk on coils. We test many of them. Then we learned how to "mic" breakdrums. If it's over .080" out, it's junk! Then 14 early Fords were off to tour the Agua Dulce Winery with tasting to follow. Back at Blackwell's we had a sumptuous pot luck-BBQ. Blacky's garage seems to have one sign and a gas pump for every brand made 60 years ago! Thank you Blackwells! We'll be back.



*Gerry keeps track of Blacky on a garden tractor. Ford powered no doubt.*



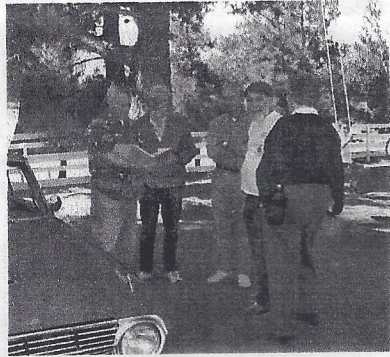
*The troops fell in.*



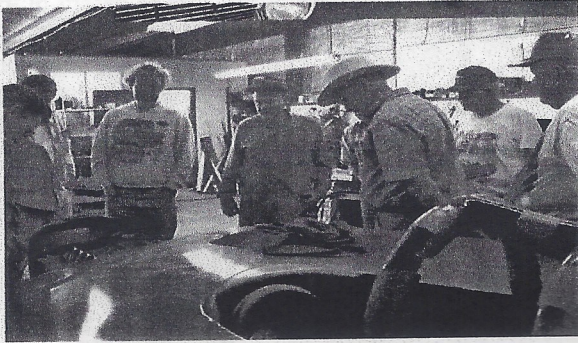
*Your editor and your publisher discuss the next twenty-five issues of Drive Lines which someone else will produce while they sneak away to Arizona.*

## Blacky's Garage (continued)

*Mike explains why he has brought an overhead valve Ford to the meeting.*



Ingvar's '47 came in on a flat bed and, at last sighting, no one could seem to get it started. But it was only Saturday. Blacky and others still had all day Sunday.



Larry Caplan gives a great seminar on coils and how to test them. Joe finds out that the coil he tried to tell us was good was really rotten. Says he'll send it back to Florida.



## Have You Driven a Panoz Lately?

*Tom Potter*

We are being treated, on May 25th, to a trip back in history to the "cutting edge" design testing of the early Ford V-8. It is of interest to look at one aspect of today's "cutting edge" as well, and this story is about a father and son who are making history with another Ford based car with the blessing and full cooperation of the people from Dearborn.

Don and Danny Panoz are Irish Americans, who originally started building two-seater custom sports cars in the late 1980's in Ireland. Much has changed since those early days, but the concept has remained about the same. Their sleek low two seater has a formed aluminum frame, a front-mid engine Ford V8 driving independently sprung rear wheels, an aluminum and composite body with nimble, tight suspension.

This may sound ordinary, but it isn't. Automotive conformity has been broken and a custom American sports car has proven itself repeatedly at both LeMans starting in 1996 and Laguna Seca. In the early 1990's, Ford 302 V8s were the base power plant. Today the Atlanta, Georgia built cars are powered by the 4.6 Liter Cobra modular DOHC 32-valve Ford V8. Working through a five speed, close ratio transmission and an independent rear suspension (modified from an S-type Jag?), today's Panoz products are screamers. The most recent model, the Esperante, is equally forgiving on freeways and winding country roads. Zero to sixty is an impressive 5.1 seconds and the car tops out at 144 mph, which is also impressive.

Reviewers think there are three secrets to the car's appeal. The Panoz is a grown-up automobile which meets safety, emission and durability requirements. Part of this is due to its generous use of Ford components with a frame and body that aspire to aircraft standards of reliability.

Second, Panoz factory is not a hobby shop, but a manufacturer with production coming off the line every day. The first production run of 400 cars is already spoken for. Finally, the Esperante has been developed by enthusiasts who are willing to take the trouble to build a car that lasts. It comes with a 3-year/36,000 mile warranty and can be serviced by 4,800 Ford and Lincoln/Mercury dealers nationwide.

## Panoz (continued)

On May 25, we will have a chance to see the Esperante's predecessor, the 1999 AIV model in action. Come with us on the "Back to Basics" tour at which you can meet Jay Beynon for a look at his "not-back-to-basics" car. This beauty is a real step into the future. This car is a cutting edge vehicle while being very much a daily driver. OK, it's too much fun to be a *daily* driver. LA freeways are not fun even in a Panoz. See you there.

## Thank You from the Editor

It takes a lot of help to get a Drive Lines together. Jerry Littner, Shel Harriman, Blacky Blackwell and John Farrar have been very generous in sharing photos. Jerry particularly has taken photos of many of our cars with truly professional results.

Many of our articles and support materials were written by Jerry Jensen, Jay Beynon, Dick Stones, John Farrar, Don Durkee, Ron Main, Lloyd Paschal, Darryl Thomas, Ingvar Carlson and President Steve Boskovich.

I particularly want to thank Christine Varney and Dave Sanborn for their help in putting these issues together. As publishers, they are indispensable in getting the newsletter into shape and out to you. I am learning, but the curve is lower than I wish it were. Wendi and I have been word processing since the computer ice age, but this is a bit more demanding. I still don't scan in photos. Stan Bishop, editor of the Ventura Club's Steering Column says, "Just fire up Adobe Acrobat and go....." Huh?

Your reactions to our color centerfold in the last issue were very positive. Dave, of course, did the layout and it worked! Steve says that the club can probably afford a color centerfold about every other issue. Thanks to all of you for your input and support.

TOM

# The Valley

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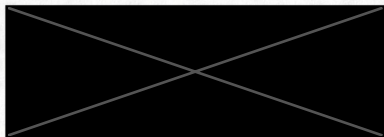
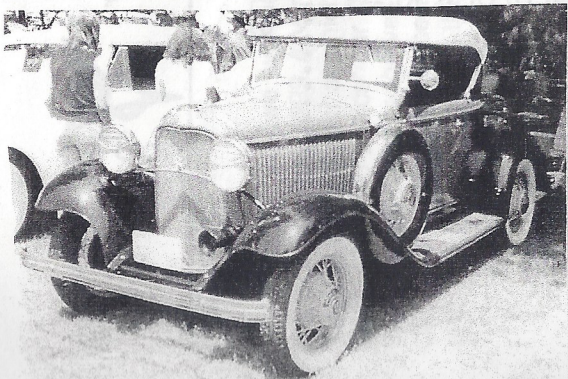
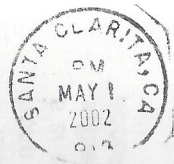
## PAST PRESIDENTS

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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

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