



January 2024

DRIVE LINES



CAR OF THE MONTH

1940 Ford Coupe

Owner: Craig Lapair

January 3, 2024

Message from the Prez

Happy New year everyone. Thanks to all who attended the “Holiday Party” at the Woodland Hills Country Club. A big “Thank You” to VP Bill Greene and Ruby for organizing the event and to Steve and Sue Boskovich for purchasing the items and running the Raffle.

Also, thank you to all those who attended last night’s monthly meeting. As mentioned, anyone who is interested in running for a club office please notify a current officer so your name can be placed on a ballot. (Note: if no one is interested, the current officers will continue). I have been in contact with Dan Castellini, the new president of the Palamar Mountain chapter (#148). He was reaching out to all of the Southern California clubs to find out what their issues are. He said that his main issue was declining membership. This was an issue with all that he had been in contact with. We concluded that some of the rules set out by the “National” should be relaxed to attract younger members. We as a club are making moves toward this. Present at the meeting was Stan Miller and his grandson, Spencer. Spencer is a student enrolled in an automotive program at Pierce college. He said that the program is on the grow with a lot of enthusiasm in cars. Spencer was offered a membership to our club. He accepted. Please offer our warmest welcome to him as he will be offering ideas from a younger point of view.

In the Drivelines is again the 2024 Club membership renewal form. Please return it with the dues as soon as you can.

Ernie has been talking to various members on future driving trips. He is also looking into setting up a booth at Pierce College Vintage Market.

The Speaker at our next meeting on Feb. 5th will be Karen Lehman who will be showing a video on “The Dwarf Car Museum”. These are scaled down replicas of classic cars fabricated by Ernie Adams.

See you next meeting,

Jim Ellerbrock

The Valley s

2024

President	Jim Ellerbrock	818-437-0412
Vice President	Bill Greene	818-606-2874
Secretary/Treasurer	Joan Sapper	818-326-9685
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A Tale of Two Forty's

My first forty Ford was purchased in 1978 from the Los Angeles edition of the Valley News and Green Sheet. It was advertised by Patsy and Freddy Miller of Chatsworth. They were friends of my father from the '50s. My father knew Freddy from Van Nuys High. I called about the car and went to look at it. I mentioned my father's name (Jerry Lapair) and Patsy talked with me, then put Freddy on a call from Hawaii. They were asking \$5,500 and I paid \$5,000. My father and I brought the car home. It ran, but the brakes were locking up. Over the next months, I fixed the brakes (new master cylinder, brake shoes, wheel cylinders, brake lines and hoses). The flathead was a 59A with iron heads that I got from John Wolf (who was also a long time friend of my father's).

In 1984 the stock running gear was changed (Currie 9" Ford rear end narrowed to 54 $\frac{3}{4}$ ", pumpkin centered with 3:50 gears). The stock suspension was replaced by a four link, Halibrand wheels were added. A '67 Chevy 327 (270 HP) was installed, along with a Turbo 350 automatic transmission. A '65 Mustang steering gearbox replaced the original and a '67 Pontiac tilt steering column was added. The front axle was replaced with a 4" dropped axle. A Posie's front spring with reversed eyes was also installed and the wishbone was split.

My second Forty Ford was bought by my father in 1951, just before his 16th birthday. It was his second car; his first was a '35 Chevy Standard coupe. He drove his '40 Ford to Van Nuys High from 1951 to 1953. My mom gave me the car in 2014 after my father passed.

Craig Lapair



CAR OF THE MONTH

Craig Lapair's 1940 Ford Coupe



A message from our Membership Coordinator

It's that time again; time to renew your Valley V8 membership.

PLEASE NOTE

We are making a change in our membership renewal process this year. Since Joanie Sapper as our treasurer receives all funds, we will now be mailing membership renewals **directly to Joanie** and she will send the application/renewal forms to me so I can update our membership list.

Please send your renewal form with your check to:

Joan Sapper
2948 Mary St.
LaCrescenta, CA 91214

We are missing a lot of birthdays on our spreadsheet. A reminder to all members to update the birthday fields on our renewal form when you pay your dues 😊

Thanks,
Howard Brown
Membership Coordinator



**The Valley V-8's
Membership Application & Renewal Form
To renew your membership or
join our club, please fill out this form
and follow the instructions at the bottom**

**SAN FERNANDO
VALLEY V8's
CHAPTER 40**
www.ValleyV8s.org
https://www.facebook.com/groups/
579123315803014

Name: _____ **Birthday Month:** _____ **Day:** _____

Spouse: _____ **Birthday Month:** _____ **Day:** _____

Address: _____ **City:** _____ **State & Zip** _____

Phones - Home _____ **Cell** _____ **Work** _____

Email: _____

Occupation: _____

Year Joined: _____

Early Ford V-8 Vehicle(s) Owned - if same as prior year write "NO CHANGE"

Year Make Model Body Style

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Body</u>	<u>Style</u>

For Regional Membership: Send a \$35.00 check - payable to: Valley V-8's

Mail check to: Valley V8s C/O Joan Sapper, 2948 Mary St. La Crescenta, CA 91214

If you have any questions please call 818-606-0267 Email: brngarage@gmail.com

NOTE: For us to meet insurance requirements, a Regional Group Member MUST also be a member of the Early Ford V-8 Club of America. Minimum membership is \$35.00 per year. Please contact me for mailing information or <http://www.earlyfordv8.org>

Mecum Redux

About a year ago, Jim Ellerbrock and I worked at the Mecum Auto Auction in Las Vegas as auction vehicle drivers. I had previously worked at a number of auctions for a smaller company, but this was my first time at Mecum and Jim's auction 'initiation'. Neither of us were certain what to expect. It went pretty well; we got to drive a lot of interesting cars, we met a lot of interesting people, and we even got paid for it! Getting paid was a new experience; the previous company gave drivers a t-shirt, a hat and lunch. The quality of cars and the organization of Mecum was a marked improvement over the other company.

This year we were much more comfortable because of our previous experience. Somehow, it didn't start as well as we hoped. We arrived on Wednesday (the auction was to take place Thursday, Friday and Saturday) for driver check-in. We had a minor issue right away; we got to the convention center (North Hall where the auction is held) but couldn't find our way into the proper parking lot. We went around and around (after the first time, the GPS lady seemed to lose her mind; she kept rapidly repeating "make a left turn, make a right turn, make a u-turn"). We decided to find our hotel because we knew the way from the hotel to the convention center lot. Hooray, that worked!

We got checked in as drivers, renewed some acquaintances and went to the hotel to recover from the 5 ½ hour drive. Next morning we were at the driver's meeting at 8:30 and got our instructions. Since we were 'veteran drivers', Jim and I, and many of the other veterans were each assigned to show a 'rookie' how to do things. This was fun; the 'rookie' drove and we gave instructions. It was particularly interesting for me because the car we were assigned was a LARGE mid-60's Lincoln limousine. Besides being large and clumsy, very little on the car worked correctly; none of the power windows worked, the driver's power seat didn't work, various interior pieces were loose; at least it ran OK. We got thru the first drive and checked in with each other as the day went on. I guess I did an OK job of training; he later told me he felt comfortable the rest of the day and enjoyed himself.

Another interesting aspect of not being a 'newbie', was that we knew all the 'administrative' people, so it was a much more comfortable working

Mecum cont'd -

environment. This also made it easier for us to sometimes pick the cars we wanted to drive rather being assigned to cars. As a result of my choosing, I got to drive a wide variety of cars, ranging from a 1921 Lincoln, to a 1923 T-bucket with a supercharged small block Chevy, a 1937 Lincoln Zephyr 4 door cabriolet, a custom 1937 Ford convertible and many more. When I say drive, I mean I was behind the steering wheel. Unfortunately, some of the owners apparently lose interest in the vehicle as soon as they decide to sell it; a number of cars wouldn't start, or if they started couldn't move under their own power, so they went to the auction block on the end of a tow rope behind a golf cart. Some of the other vehicles had red warning tags indicating various maladies, such as NO BRAKES (malady??). They had to go to the auction block, so we had to drive them; in most cases, the parking brake worked and we didn't go very fast, but some cars were a real adventure. All in all, I think I drove about 30 different cars, a couple of them multiple times. Jim and I both had a great time and we're planning on a repeat performance next year (maybe somewhere other than Las Vegas?).


Submitted by Howard Brown



Mecum cont'd -



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2948 Mary St.
La Crescenta, CA 91214

Another visit to SEMA

For the few who may not know, SEMA stands for Specialty Equipment Manufacturers Association. This is an automotive trade organization and they put on a HUGE show every year at the Las Vegas Convention Center. The show is open ONLY to members of the automotive trade. I was fortunate a number of years ago to have a friend who owned an auto parts store and he 'pretended' that I was an employee of his, hence a 'member of the trade'. Ever since my first entry, I have been 'grandfathered' into the show (I get an application in the mail) and most years since that first one, I have attended the show. I went again this year after a couple of years of no SEMA show due to COVID. I have always enjoyed seeing the multitude of new automotive products as well as cars/trucks specially constructed for SEMA to show off products. This year was different.

I was surprised at the overwhelming number of modified pickup trucks. Raised (to the extreme that you could look under the truck without bending down and see someone on the other side), 30" wheels, crazy paint jobs, etc. In addition to the preponderance of trucks, there were a lot of 'electric conversion cars'; converted from internal combustion power plants to electric motors, in most cases made to be easily installed without major changes to the vehicle. This meant they could be easily re-converted back to their original form; interesting, but not very exciting. In past years, I've attended SEMA for the full run of the show; this year, after 1 ½ days, I was done. I came home early and unless something motivates me next year, I won't be returning. Oh well, it was a nice run.

Submitted by Howard Brown

Sema cont'd -



Valley V8 Birthdays



January	1	Sandy Norris
January	6	Robin Pomeroy
January	13	David Crockett
January	28	Jerry Littner
January	29	Blake Wilcox

