



Chapter #40

July 2025

DRIVE LINES



CAR OF THE MONTH

1932 Ford Highboy

Owner Ken Sapper

PRESIDENT'S MESSAGE: from Rex Jaramillo



Hello Valley V-8's Club members —

Greetings, and welcome to our July Club Newsletter. We had a most excellent meeting last month Saturday June 14, with good attendance. Thanks to all who were there: keep up the 'good work' and invite your interested friends to our next meeting, car people or otherwise: all are welcome!

The guest speaker for our June Club meeting was Mark Tapio Kines: a renowned historian: but not just any history: this was about street names! Mark gave us quite an overview and background about street names in the San Fernando Valley, quite interesting to say the least! Mark has a website which is chock full of even more information on the subject. Here's the link for his website: <https://lastreetnames.com> But be forewarned: it's like a good book: once you start reading, it's a challenge to put it down! Thanks, Val Ellerbrock for setting this up for us.

Next Meeting: Saturday July 12: This promises to be most interesting: what's it like to serve as a driver at a Mecum Auto Auction: yes, the team of Jim Ellerbrock and Howard Brown will be sharing their driving and vehicle staging adventures from the latest Mecum Auction in Phoenix, Arizona. Be prepared to anticipate, laugh heartily, maybe even weep! as our Drivers share their adventures backed by a slide show. We'll be sitting on the edge of our seats for this one: a must-attend meeting for sure!

Suggestions? Please email or call me or one of the Board members if you have suggestions for making our Meetings and our Club even better: we're here for you.

-Rex J.
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The Valley V8's

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It was discovered that several members were left off the 2025 Valley V8's Roster. We are printing them on labels that you can attach to your copy. Labels will be available at the meeting. If you are unable to attend, please reach out to Val Ellerbrock or Howard Brown to receive a copy.

Meeting opened by President Rex Jaramillo with Pledge of Allegiance.

Guests welcomed: David, who wanted to hear our speaker; Phil and Paula, the Jaramillo's guest; Ruth, Maxine's guest. Our speaker was introduced, Mark Tapio Kines, who will give our program today titled, "Naming of San Fernando Valley Streets".

THOUGHTS AND PRAYERS going out to member Monty Goff who is back in the hospital with serious leg issues.

TOURS – Ernie is planning a driving tour to the infamous Calico Ghost Town for July 19, with a stop at Peggy Sue's Diner just north of Barstow. Plans are to meet at Knollwood Country Club. More definite plans will be given at our next meeting, July 12th.

Ken Sapper was also recognized as going to the most car shows!

OFFICER'S REPORTS –Dispensed with due to our time restraints.

UPDATE ON STATE AB 712: The bill has passed in the Appropriations Committee, is now in the Assembly. Jay Leno is involved in helping this measure to pass which would change the year of cars requiring smog certification on cars later than 1991. This proposal is still in the works, according to Rex.

PROGRAM – Our speaker, Mark Kines, began with explaining his interests in how the streets in and around LA got their names, and particularly for our benefit, the San Fernando Valley. It's been a 5-year project, and he has created a most interesting web site in which he has "solved mysteries, debunked myths, exposed scandals, and revealed history," as explained in his own words. See for yourself at: www.LAStreetNames.com. I noticed in his current site he has as his Featured Major Street: Duquesne Avenue in Culver City and Featured Offbeat Street: Jaboneria Road in Bell Gardens. Mark would welcome any calls should you want any help in finding info on your street of interest.

AWARDS PRESENTED:

Name Badge: Craig Lapair

Ladies' Raffle: Valerie Ellerbrock and Karen Lehman

50/50: Craig Lapair (super lucky day for Craig!)

Steve's Raffle Table – many excited winners!

Meeting was ended 11:15 am by President Rex

Car of the Month

Ken Sapper's 1932 Ford Hi-Boy

Ken's hobby has been owning and driving a late model stock car at Saugus Speedway and other tracks near and far for over 32 years. He was initiated into the West Coast Stock Car Hall of Fame for his outstanding achievement and dedication to stock car racing.

After selling his last race car in 2008, he became the owner of his 1932 Highboy. Fortunately, most hot rod builds aren't marked by tragedy and true crime before finally reaching a glorious ending. Although Ken and Joan Sapper are now basking in the glory of their '32 Ford roadster, it took one heck of a journey to reach that point. After finishing the highboy of his dreams many years ago, the car was stolen, then recovered, but tragically destroyed in the process. Instead of licking his wounds and giving up, Ken decided to build the roadster a second time, this time using a Brookville steel body to replace the badly damaged fiberglass shell. Dominator Street Rods stepped up to the challenge, Enhancing the roadster with a custom cowl, hood, grille, shell, and roll pan. Power comes from a small-block Chevy mated to a 700R4 overdrive and a Speedway quick-change rearend.

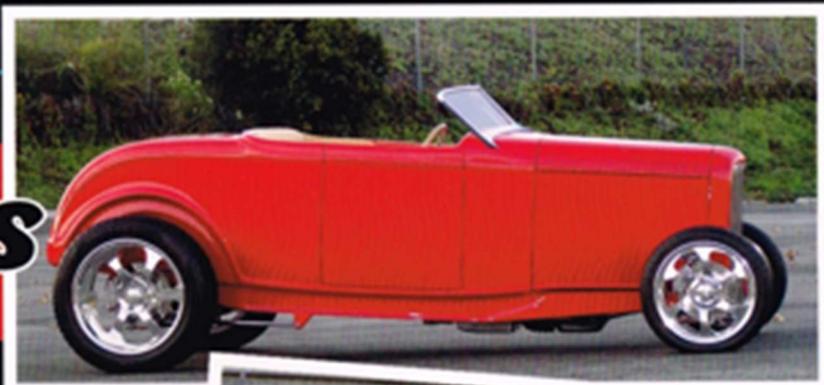
(Reprinted from 2023 Grand National Roadster Show with permission of Ken Sapper)



THE STORY OF

Precious

The 1932 Ford of Ken and Joan Sapper



"Precious" is the rebirth of the 1932 Ford hi-boy owned by Ken and Joan Sapper. Originally a fiberglass Deuce, it was unfortunately stolen and damaged heavily. The decision was made to take the remains to Dominator Street Rods for a frame-up rebuild using a new Brookville steel body. The crew at Dominator performed numerous custom upgrades and the net result is an exemplary combination of classic styling, contemporary technology and a contender for the 2023 America's Most Beautiful Roadster trophy.



Builder—Dominator Street Rods
Steel Brookville Roadster Body

Suspension—Front Control Arms by Dominator Using
Front and Rear Sway Bars by Speedway Engineering

Quick Change—Speedway Engineering, Super Max

Shocks/Springs—QA1

Fasteners—ARP Automotive Racing Products

Brakes—Wilwood Engineering

Interior—Ron Mangus

Paint—PPG Torch Red

Wheels—Bonspeed

Horsepower—Small Block Chevrolet w/Imagine Injection

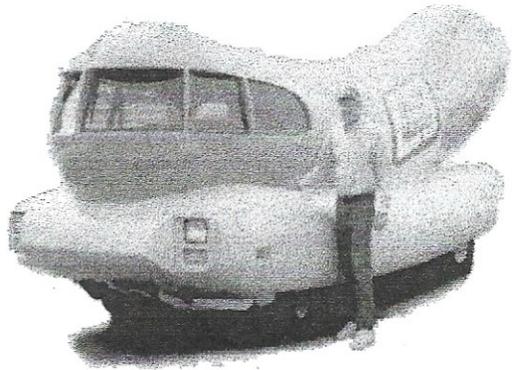
Transmission—700R4

Cooling—C&R Aluminum Radiator

Body Modifications by Dominator:

- Custom cowl for DuVall windshield frame
- Aluminum hood and side panels
- Hidden door hinges
- Custom front grill shell
- Custom hood side panels
- Rear roll pan
- Set all body panel gaps

Ken Sapper Three Time Track Champion Gets Ride of A Lifetime!

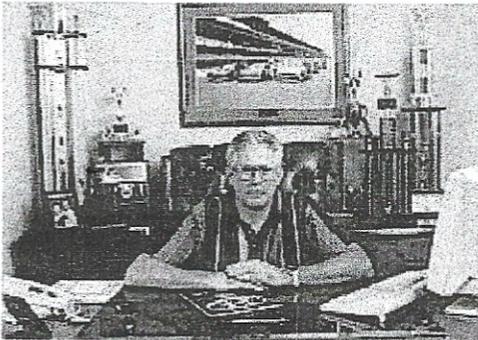


Sylmar, Ca. Feb 1, 1998

Kolokai Racing announced today that Ken Sapper was now the full time driver of the famous Weinermobile. "This like a dream for me " said the veteran driver.

" I didn't want to say any thing about before it was for sure, but now I can tell the whole world "

"Ken was our first choice I'm glad we could get a driver with his experience," said Oscar Mayer, President and head wiener of Oscar Mayer. " We asked a lot of drivers before Ken said yes. "



Ken Sapper hard at work

When Ken started racing, a long time ago, he probably never figured he would be driving anything like the world famous Weinermobile. "It is hard for me to grasp what an effect this will have on my driving career" said Ken taking a brief moment away from his duties as president of Speedway Engineering. "This job

keeps me pretty darned busy, but a chance like this comes around only once in a lifetime."

As happy as Ken seemed his crew took a somewhat different view of his good fortune.

Scott Crosby, Ken's longtime Crew chief, was over heard saying " As long as the beer is cold and everybody stays the hell out of my way I don't give a crap what kind of pile of junk Ken wants to drive I'll work on it. And where is the damn 7 11 around here!"

Crew member and psychic advisor Joe Landy was oddly quiet at first, but after he got going we were sorry we asked. Here are is just a small sample of what he had to say; "I always knew that Ken was destined for greatness...I raised him from a pup...Always check for full throttle and give it more toe out..."

Engine builder Vince "liz-zard" Vacido took a more careful approach " I kind of like the shape. What cam do they have in this thing it? "

Ken summed it best when he said " The first time I go sailing into the corner at full speed you can be sure I will be thinking "Wow I'm driving a big weenie!"

Valley V8's - Roadside Americana

By Scotty Cramolini

July 2025

Since we all drive vintage V8 Fords that were once familiar with the Sunday drive, road trips, unique simple eateries, Drive-Ins, Motels and eclectic roadside architecture, I thought I'd highlight some of those memories with a "once a month" bit of nostalgic trivia in our newsletter.

This is the 5th in a series of that fun and simple era of "Roadside Americana" that we all had the privilege of growing up in; and sadly, which has long passed away.



Valley V8's - Roadside Americana

By Scotty Cramolini

There's no question these warm summer evenings evoke special memories of the Drive-In theaters we all visited in the late 40s - 70s. Whether as little kids in the back of a station wagon drifting off as our parents watched a double feature or you attended as a teenager with your girlfriend or buddies stuffed in the trunk, they were fun times indeed.

The Drive-In theater actually got its start as an outdoor "Sit-In" (technically called Airdromes) in Honolulu, Hawaii at the turn of the century, as Hawaiians and Haoles alike were itching to watch the new moving pictures outdoor in cooler evening air. However, the first authentic Drive-In was invented by Richard Hollingshead in his New Jersey driveway. He experimented with a 16mm projector on the hood of his car, the car speaker behind an old sheet hung on a tree and developed a ramp system to accommodate the cars parked in front each moviegoer so as not to block anyone's view. His system was patented and he opened the first Drive-In Theater on June 6, 1933 in Camden, NJ. California and its booming "365 day good weather car culture" would get their first Drive-In (The Pico Drive-In) a little over a year later, on September 9, 1934. As Hollingshead noted "...the Drive-In theater transforms the ordinary motorcar into a private theater box". Later, the ubiquitous snack bars, playgrounds and other entertainment would be added to encourage the draw of moviegoers.

Sadly, rising real estate prices of land where the vast acreage of Drive-In's were located, and home movies via the VHS (and later DVDs), doomed the industry.
It was truly the end of an era.

Credits: portions derived from, "The American Drive-In Movie Theatre"
D&S Sanders, 1997



CAR SHOW & PinUp Contest



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- Limited to 100 classic cars
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- Please apply by July 5, 2025
- Admission fee: \$20

SCAN TO REGISTER



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Giant...
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Swap Meet

Lots of Ford
Flathead Stuff

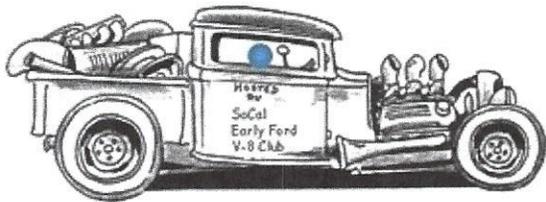


Saturday, August 9, 2025



The only place that you're going to find Early Ford stuff is at a swap meet like this - put on by Early Ford V-8 Club Folks
Car & Truck Parts - Accessories - Tools - Literature, Books & much more

7212 Melrose Ave, Buena Park



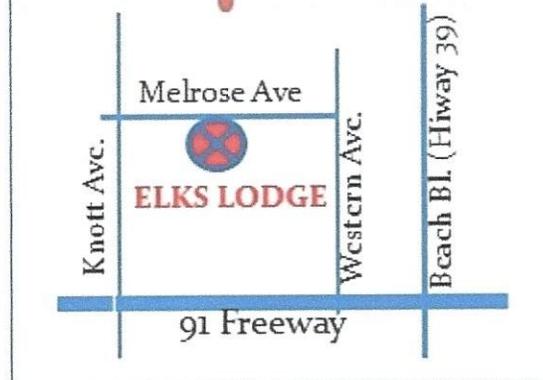
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Dealer
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7:00 AM

Open to
the Public
8:00 AM

Spaces \$25.00 each - Admission \$2.00 per adult at the gate

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Call Tom McLaughlin Ph. 714 998-4528
or Gary Zimmerman Ph. 714 726-8384

coffee and donuts will be on sale

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Valley V8 Birthdays

July	3	Andrea Timar
July	10	Ed Iskendarian
July	12	Art Rybin
July	15	Stan Miller
July	17	Gerard Buck
July	20	Maxine Ostrian
July	20	Vic Timar
July	23	Steve Boskovich



**Our next meeting will be on Saturday
July 12th at Lulu's in Van Nuys
Meeting starts at 10:00 AM
Come early and enjoy breakfast before**