

Drive Lines

The Valley 's

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Drive Lines

Published by

SAN FERNANDO VALLEY CHAPTER 40
of the EARLY FORD V8 CLUB of AMERICA

P.O. Box 96
RESEDA, CA. 91335

Presidents Message

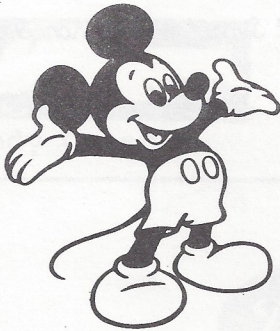
It is July 1983 already and this year is better than half gone. Hey you guys I haven't seen many old Ford V8's in the parking lot these last few meetings. Some of you must have V8's that run so lets drive to the meeting. I, myself, miss seeing the cars in the parking lot. I just love that tire kicking and talking with fellow V8'ers.

I'm sorry everyone received their Drive Lines late last month. I am partially to blame because I always wait until the last minute to do my president's message. Here it's one week before the meeting and I don't have it done yet. This meeting Ed Warnock will tell us a little about judging. He will actually judge a car in the parking lot before the meeting starts.

It will not be as thorough as the national concourse but it should be very educational. We will have a mystery car for the judging.

Ernie has volunteered to have a movie for us, so we should have a fun meeting to attend for July.

Prez Don



Come to the
Valley V8s Family Night

JULY 3rd

See

WALT DISNEY'S

"THE ABSENT MINDED PROFESSOR"

Secretary Sez...

The June 5th meeting of S.F.V. V-8's promptly started to roll at 7:30 P.M. Head count for a change was sparse and many reasons were offered for the phenomenon. We might do better in July; we could invite the SouthGaters to drop in on their way home from the Santa Paula Airport meet held earlier in the day July 3rd.

Kent Lowry is doing a bang-up job, searching, pleading and conning some nice people out of some good merchandise. He had over \$75.00 worth at retail at this meeting--lots of winners--so let us show some appreciation to these suppliers and buy something. Tell them who you are--their names are elsewhere in this pamphlet.

John Deats held sway during the bulk of the evening and his forte was "Columbia" (not the music, but the gear for the rear . His presentation was convincing; he left no doubt he was a maestro. If anyone should behold a problem in this area, there is no doubt whom they will seek out for help!

Your secretary through the courtesy of Mercedes showed an interesting flick of Pebble Beach Concours and the accompanying Laguna Seca Antique Car Races of a few years back. It was hardly a surprise as to which marque won; but nevertheless the entertainment factor was high.

Your Obedient Secretary, Ed Konecko



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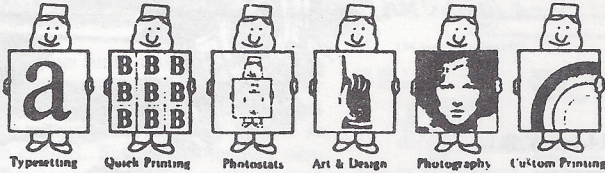
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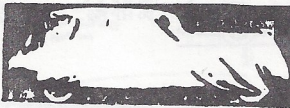
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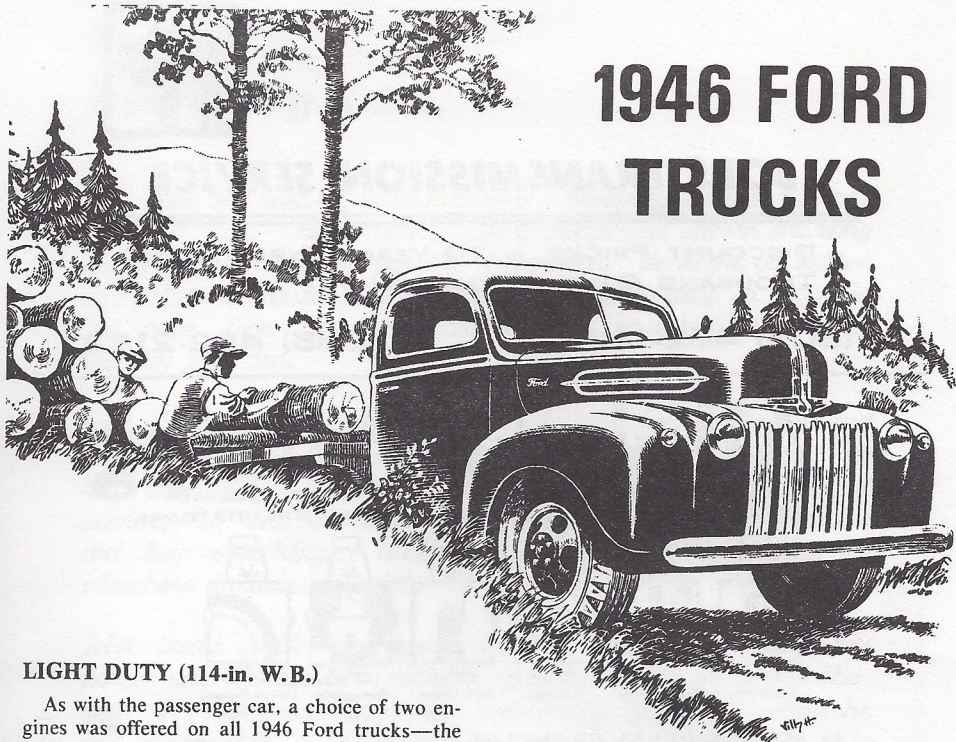
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1946 FORD TRUCKS

LIGHT DUTY (114-in. W.B.)

As with the passenger car, a choice of two engines was offered on all 1946 Ford trucks—the 100-hp V-8 and the 90-hp Six. These included the same post-war improvements as explained in the section devoted to the passenger models.

Authorized standard Ford factory-built Light Duty Trucks included:

- Pickup Chassis w/Cab
- Panel Chassis w/Cowl
- Stake Chassis w/Windshield

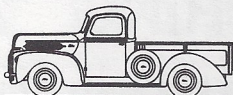
Outstanding features included: Long-lived 10" semi-centrifugal type clutch with 85.5sq. in. friction surface; Silent all-helical gear 3-speed transmission with blocker synchronizers to make shifting easy and silent; Powerful hydraulic brakes (162 sq. in. lining area); and rugged 3/4-floating rear axle. Sturdy disc wheels had wide, drop center 4.5OE rims for long tire life. Tire size was 6.50/16, 6-ply.

ONE TON (122-in. W.B.)

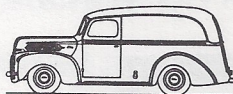
Main changes in the One-Tonner were: Larger clutch (123.7sq. in.) with provision for easier removal should service be required; Heavy duty 4-speed transmission; Full floating rear axle; Larger, more powerful hydraulic brakes (186.8sq. in. lining area); heavy 17" steel disc wheels with 6" (type 4.33R) rims. Tires were 7:00-17, 6-ply. Body styles were the same as for the Light Duty line except the Pickup was called the Express.

LIGHT DUTY TRUCK MODEL NUMBERS

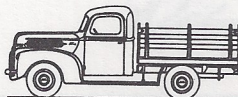
(For Convenience in Placing Orders or Referring to Body Types)



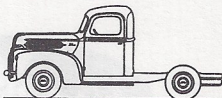
114 Inch Wb. PICKUP
 100 HP V-8 69C-83
 90 HP Six 6GC-83
See Page 55



114 Inch Wb. PANEL
 100 HP V-8 69C-82
 90 HP Six 6GC-82
See Page 57



114 Inch Wb. STAKE
 100 HP V-8 69C-86
 90 HP Six 6GC-86
See Page 59



114 Inch Wb. CHASSIS WITH CAB
 100 HP V-8 69C-81
 90 HP Six 6GC-81
See Page 61

Also Available:

Chassis with Cowl	Chassis with Windshield
100 HP V-8 69C-84	100 HP V-8 69C-85
90 HP Six 6GC-84	90 HP Six 6GC-85

HEAVY DUTY (134 and 158-in. W.B.)

Authorized factory units included:
 134" Stake 158" Stake
 134" Dump Chassis w/Cab
 158" or 194" School Bus Chassis
 134" or 158" Chassis w/Cab
 134" or 158" Chassis w/Cowl
 134" or 158" Chassis w/Windshield

Specifications were the same as the One-Ton except for: Optional 2-speed rear axle; Large, cast iron brake drums fused to steel discs (303sq. in. lining area); Drum type parking brake; Heavy tapered disc steel wheels with wide base 5.00S (7") rims; Shift-O-Guide Speedometer; Oil bath air cleaner; Oil filter; and Push button solenoid starting.

On vehicles equipped with the two-speed axle, a control button was provided in the center of the instrumental panel. When the control button was all the way in, the axle was in the low ratio. With the control button pulled out, the axle was in high ratio.

Ford baked enamel finish was used on all cabs and truck bodies; also on hoods, fenders and other sheet metal parts. Ford enamel offered exceptional weather-resisting properties, and was known as synthetic resin enamel. Surfaces of fenders were chemically treated to resist rust before the enamel was applied.

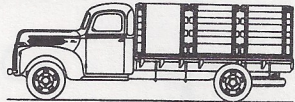
SEDAN DELIVERY

There was also a 6½-foot Sedan Delivery on the 114-inch wheelbase with passenger car grille and fenders. Wheels were curved disc (4.00E) rims, and

used 6.00-16 4-ply tires.

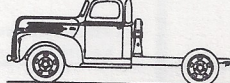
All told, Ford offered over 100 trucks to the public.

HEAVY DUTY TRUCK MODEL NUMBERS (For Convenience in Placing Orders or Referring to Body Types)



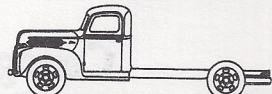
134 Inch Wb. STAKE		158 Inch Wb. STAKE	
100 HP V-8	69T-86	100 HP V-8	698T-86
90 HP Six	6GT-86	90 HP Six	6C9T-86

See Page 109



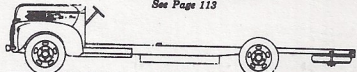
134 Inch Wb. DUMP CHASSIS WITH CAB		69U-81 Dump
100 HP V-8		6GU-81 Dump
90 HP Six		

See Page 111



134 Inch Wb. CHASSIS WITH CAB		158 Inch Wb. CHASSIS WITH CAB	
100 HP V-8	69T-81	100 HP V-8	698T-81
90 HP Six	6GT-81	90 HP Six	6C9T-81

See Page 113



158 Inch Wb. SCHOOL BUS CHASSIS		194 Inch Wb. SCHOOL BUS CHASSIS	
100 HP V-8	698T-School Bus	100 HP V-8	694T-School Bus
90 HP Six	6C9T-School Bus	90 HP Six	6C4T-School Bus

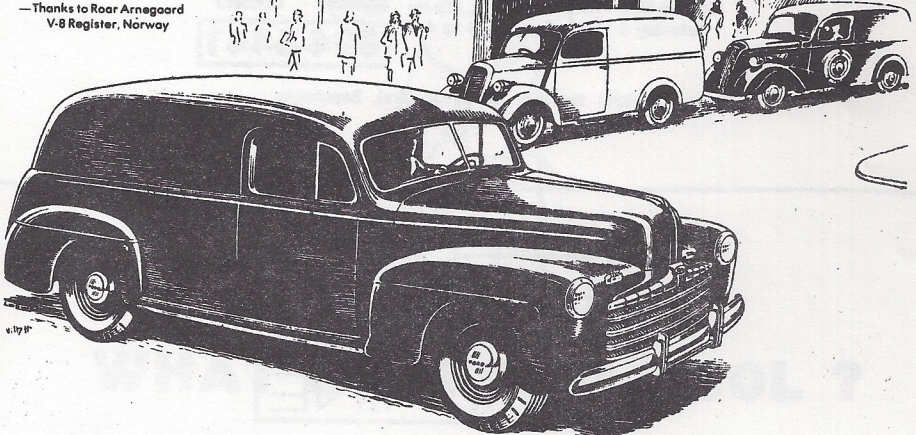
See Page 115

Also Available:


Chassis with Cowl		Chassis with Windshield	
100 HP V-8-134"	69T-84	100 HP V-8-134"	69T-85
158"	69T-84	158"	698T-85
90 HP Six-134"	6GT-84	90 HP Six-134"	6C7T-85
158"	6C9T-84	158"	6C9T-85

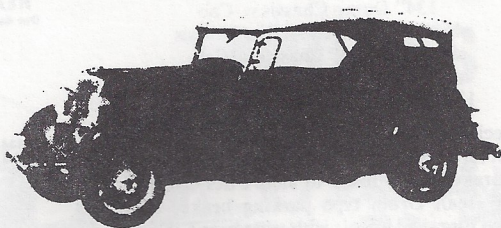
See Page 116

—Thanks to Roar Arnegaard
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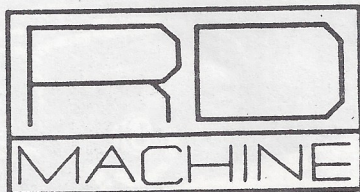
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