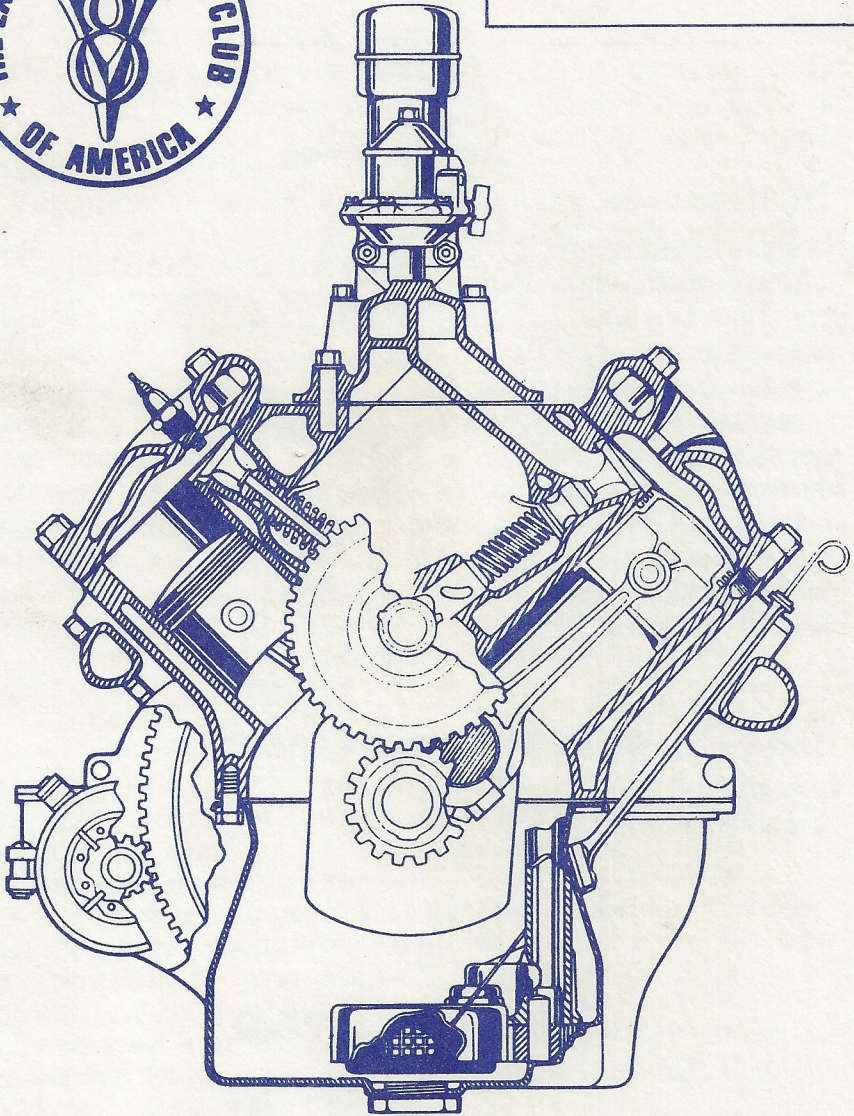


85

SEPTEMBER



Drive Lines

The Valley s

1985 OFFICERS

PRESIDENT, KENT LOWRY.....	368-9830
VICE PRESIDENT, DAVE SANBORN.....	986-9174
SECRETARY, BOB ROSE.....	362-4842
TREASURER, LARRY CAPLAN.....	363-2849
ACTIVITIES CHAIRMAN, AL SPENCER.....	761-1734
DIRECTOR, HISTORIAN, BEN DIFATTA.....	347-9305
ACCESSORIES, ERNIE BAILY.....	(805) 522-9674
MEMBERSHIP, TERRY SMITH.....	989-3119
FELLOWSHIP, REFRESHMENTS, HAROLD SELSON.....	789-1044
EDITOR, CHUCK MAIR.....	785-9413
INFORMATION OFFICER, BOB McCULLAGH.....	886-2644
PROGRAM DIRECTOR, JACK MILES.....	347-8617

VENTURA VENTURE CO-CHAIRMEN:

ED WARNOCK.....	346-7882
DON DURKEE.....	(805) 495-5298

Drive Lines

Published by

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

P.O. Box 96
RESEDA, CA. 91335

PRESIDENT'S MESSAGE

Our August meeting will be this coming Thursday, August 29th at 7:30 p.m. There will be a Board of Directors Meeting preceding the regular meeting beginning at 6:30 p.m.

Ventura Venture was a smashing success! We had people from visiting regional groups and from National Headquarters tell us it was one of the nicest meets they had attended. Our success no doubt is due to the "quality people" in the Ventura and Valley V-8 Regional Groups. The cooperation between the groups was great-not once did I see any arguments or animosity between them.

A lot of people spent a lot of hours over the last year planning this thing, attending meetings, and making the necessary arrangements, and a lot of people spent a lot of time, during the meet attending things like registration, security, child care, tours, parties, banquets, and of course, the concourse. Ventura Venture ran like a well-oiled machine, and those things just don't happen by chance-they are the result of great planning and organization. The master planners and organizers of our meet were Don Durkee and Ed Warnock and it is to them we owe a lot of the success of our "Venture". Thanks, fellas!

At our August meeting we'll be showing slides from Ventura Venture. You will be able to see the Concourse Cars as well as some of the meet activities. Don't miss it!

Remember our Pizza Night/Annual Car Show on September 9th. This event replaces our Sept. meeting. See you there!

Happy V-Sing!
Kent

VALLEY V-8 VIEWS

Let me first of all thank Terry Smith for filling in as official secretary this month. Since I was filling in for Pres. Kent Lowry, Terry volunteered by request to take the job.

Don Durkee brought all kinds of VENTURA-VENTURE goodies for sale, and Ed Warnock gave us a run down of the planned activities for the event. I'm not going into details about the meet but for those of you unable to attend, you really missed a fantastic event. Fords, fun and friendship was the name of the game. Gordon Chamberlin put on a truly great exhibit of Ford memorabilia, John Deats was up to his usual professional presentation on the Columbia rear end; about 130 Ford products were judged in three classes; over 500 Ford people attended; and food and drink fit for kings & queens..... For all the facts and figures be sure to attend our monthly meeting scheduled this month for Thursday August 29th, 7:00 PM. No that's not a mistake, read it again.

Last meeting Ed Warnock gave a most informative presentation on '32-'53 engine block recognition. Though in many cases the changes were subtle, there nevertheless were quite distinctive features on many of the years.

Don Dupree brought a "Burn 'em Up Barnes" episode, enjoyed by all, and Bruce Blackwell failed to show up to win the club drawing of \$15.00.... That's about the first meeting he has missed. That's it for now, we'll see you Thursday Aug. 29th.....

Cars driven to the meeting:

Bill Culp.....	29	Roadster
John Busk.....	34	Roadster
Don Dupree....	34	Cabriole
Harold Selson..	36	5W Cpe
Whitney Rydbeck..	46	Taxi
Don Durkee.....	53	Merc.
Bob McCullogh..	41	Hupmobile ???

*Bob
Roe*

Highlights of Flathead V-8 Models

1932 Ford makes the flathead announcement, and production starts on the first of the V-8's. The favorite of both restorers and rodders, it is fast becoming the most expensive of the flatheads. The Tudor Phaeton, Convertible Sedan, and Roadster Pickup are unique to this year.

1933 Ford enters the styling race and continues to improve the V-8 engine. 1933 Fords are rarely seen today, possibly because the '33 underwent more production changes than any other year, and that makes it hard to restore authentically. Oddball of the year is the Victoria, a sort of Tudor without a trunk.

1934 Ford continues with a good thing in an effort to save on production costs and pass the savings on to the customer. Improvements in styling makes everyone forget the '33. Truly beautiful evolution, and the 4-cyl. models are finally dropped as the V-8 proves itself. Restoration is high buck; the most popular models seem to be the Phaetons and Coupes.

1935 Ford enters the yearly styling cycle completely, the Convertible Sedan re-appears in a new form and Ford dealers begin pushing accessories. Many sedans are still roaming the streets today, and the '35 is an excellent choice for a first restoration. The entire car is fairly basic with minor changes during the year.

1936 What can you say? Ford makes a styling hit and the '36's popularity is still going strong even today. Almost as much in demand as the '32, even the commercial offerings are nice to look at. Abundance of information makes restoration easy, scarcity of parts and accessories makes it hard.

1937 Streamlining enters the picture and Ford puts the headlights in the fenders instead of on them. An interesting new model is the four-place Club Coupe, forerunner of modern-day Coupes. Last year for the Roadster. Many '37's are still around at reasonable prices and they are good bets for the future.

1938 Marks the first major differentiation between Standard and Deluxe models, as Ford tries to appeal to a wider market. Last year for the Phaeton and all open models are scarce. Inexpensive parts, comparatively speaking, make the '38 a restorer's dream, but many aren't bitten by the looks. Last year also for mechanical brakes and the 21-stud engine.

1939 Ford makes a comeback with improved engine, styling and juice brakes. The era closes for open cars as 1939 is the last year for the rumble seat and the Four-door Convertible. Strangely, Ford offers no four-place convertible this year, a style it had offered since late 1936. A nice-looking car and easy to drive, not a bad choice for investment.

1940 Ford realizes its mistake and brings back the convertible, to the everlasting joy of restorers and rodders everywhere. Good looks make the '40 a sales leader, and the '40 fantastic survival rate is probably for the same reason. The Deluxe's die-cast grille is the most vulnerable part of the car.

1941 The "Fat Ford" era begins. Take a look at some other makes and you'll see that Ford is just following the trend. The line is expanded to three distinct models: Standard, Deluxe, and Super Deluxe. The entire car is bigger and restorers find that assembly line methods and styling changes make them more complicated and harder to restore.

1942 The outbreak of WW2 curtails production of the 1942 models, so they are rare today. A few "blackout" models, sans chrome, are made for military use and are also very rare. Surprisingly, if you do find a '42, it will probably be fairly complete, and therefore easy to restore. Parts are hard to find, though. A six-cylinder model is introduced this year too.

1946 At the end of fighting, everybody revamped their old models for a demanding public. Color came to the fore, especially in interior options. The 1946 Ford sold fast and there are plenty around today for the low-buck restorer with an eye toward the future. One unusual model was the wood-bodied Sportsman convertible.

1947 Minor modifications as the Ford machine increased output for a still hungry public. Nothing new or unusual was introduced, although the Sportsman was added to the Mercury line. Very few were made. Ford, as well as other manufacturers, wasn't going to change a good thing until the public stopped buying.

1948 The end of a basic body style that lasted six years. Changes again were minor, big ones that come to mind are the loss of the locking steering column and the addition of a piece of chrome on the decklid. Suspension was nearly identical to the '32, and while improved, people were getting tired of two springs. Ford was listening. . . .

1949 At last! A completely new model featuring flowing lines, integrated grille and fenders, new suspension and a re-vamped V-8. While the '49 looks plain compared to later offerings, it was a sensation at its introduction. 1949 Fords seem to be hiding these days, as few are seen on the road. Increasing in popularity, many would be surprised at the price a good convertible brings.

1. Top-of-the-line, and a new face in Detroit. The 1958 Edsel Citation 4-door hardtop, with a high-torque V-8, and body sculpturing, nevertheless was a sales failure—an irony that makes this model now desirable.

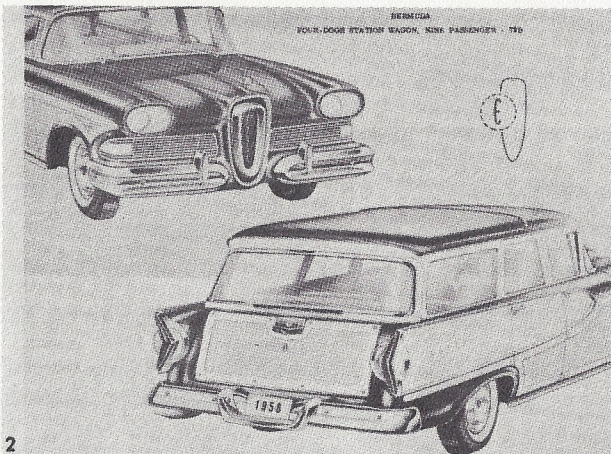
2. Perhaps the most beautiful design feature of the '58 Edsel station wagons was the taillight assembly—a much sought-after unit to customizers of 2-seat Thunderbirds and Rancheros. The Bermuda 4-door wagon in the Edsel, however, had light-colored wood inserts (imitation) which detracted from normal wagon appearance.

3. Refined look of stylish radiator-grille was marred by lines of various thickness converging at all angles. What could have been a great design was caught up in fuzzy economics.

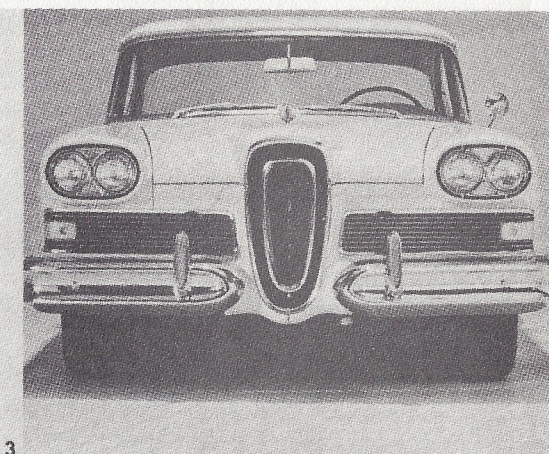
4. The '59 Corsair became the top-of-the-line, in a major re-shuffling within the marque.

5. Stylists, smarting from the below-par sales performance of the entire Edsel experience, fitted circular taillight housings, but the '59 Edsel still suffered from a high bellline.

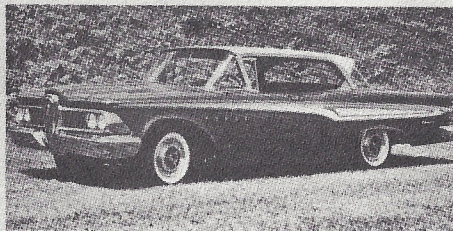
6. If a contest were held for the "best looking station wagon rear ends of all time," the Edsel would be in the running for both '58 and '59.



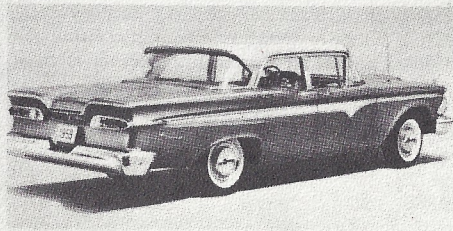
2



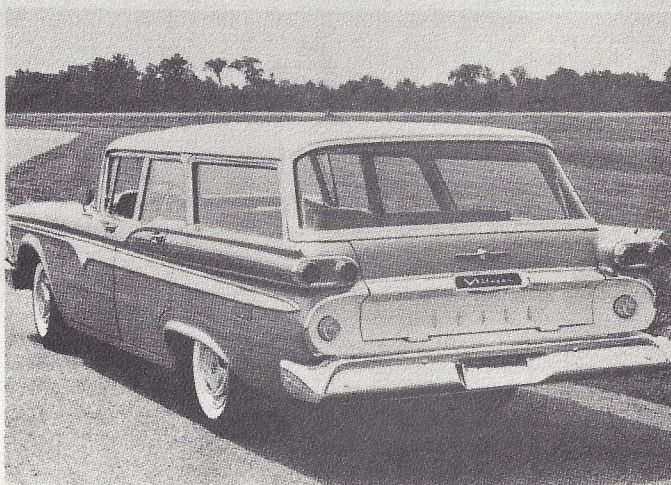
3



4



5



6

Place
Stamp
Here

**Karen Lowry
17501 Orna Drive
Granada Hills, CA 91344**

1950 Major mechanical improvements marked the 1950 Fords. To catch up with GM's hardtop offerings, Ford introduced the Crestliner mid-year, featuring a vinyl top and two-tone paint. We should mention here that the big difference between these and earlier models is the ability to drive at freeway speeds without modification. The restorer finds that these models are extremely complicated machines to work on in comparison to the simpler models of the past.

1951 Absent since 1934, the Victoria makes a re-appearance, this time as a hardtop. Three different transmissions are offered: stick, overdrive and Fordomatic. An interesting sidenote is that no Sedan Deliveries were made during the 1949-51 period. Collectible models include convertibles, Crestliner, Victoria and Station Wagons. Wagons only came in a two-door version.

1952 Another major styling change, which history will judge. Introduction of both Tudor and Fordor Station Wagons. The '52 model marks a heavy transition for Ford and a demarcation point for most restorers. Opinions may vary in the future, but few will praise the styling today. The car will definitely become collectible, and the flathead V-8 still has appeal.

1953 And the end of a long run. Ford's Golden Anniversary models mark the last year of the flatheads as time takes its toll. The flathead V-8 at this point has lasted 21 years and is ready for graceful retirement. In collector's circles, the '53 will be valued as it's the last in a long line and is the end of an era.



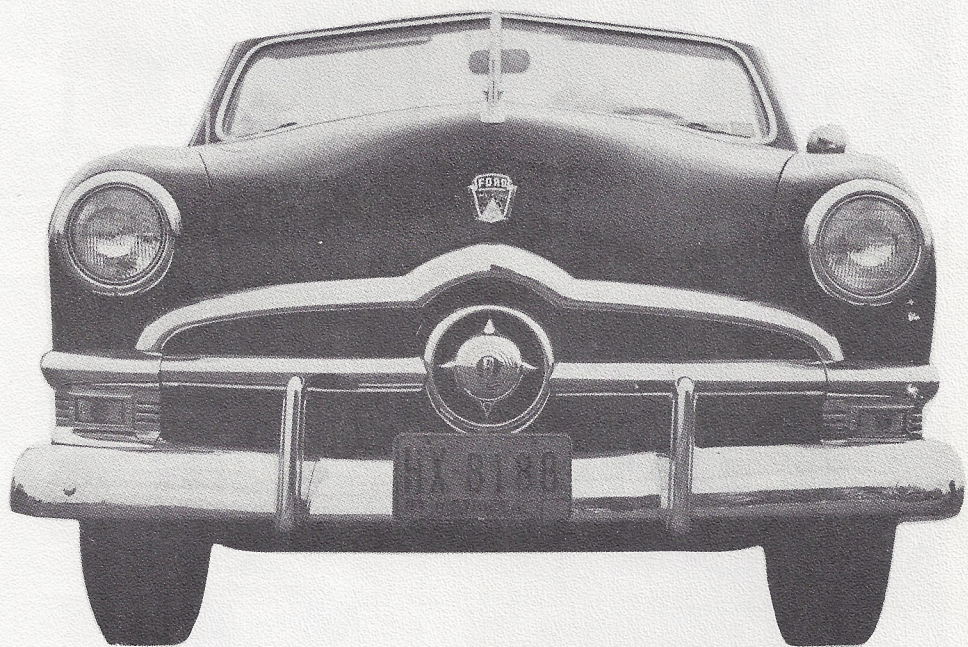
DICK MAIR VALLEY V-8 CLUB RED BLUFF, CALIFORNIA

COMING EVENTS

- Thursday, August 29 -Valley V-8 Meeting-7:30 p.m.
Board Meeting-6:30 p.m.
Ventura Venture slides
- Sunday, September 8 -Pomona Swap Meet
- Monday, September 9 -Pizza Nite/Annual Car Show
Round Table Pizza-6:30 p.m.
Corner DeSoto & Roscoe
Canoga Park
- Wednesday, October 30-Valley V-8 Meeting
- October -Fall Tour
- November 2 & 3 -Annual Oso Flacco Tour
Info: Jim Brittain
805-482-5417
- Friday, November 22 -Valley V-8 Meeting
- Friday, December 6 -Annual Christmas Party
and Installation Banquet

Wanted:

V-8 Times Issues Prior to 1973
Claude Yates
518 S. Ohio St.
Anaheim, Ca. 92805



1950 FORD Custom Convertible Coupe

Cost: \$1,948.

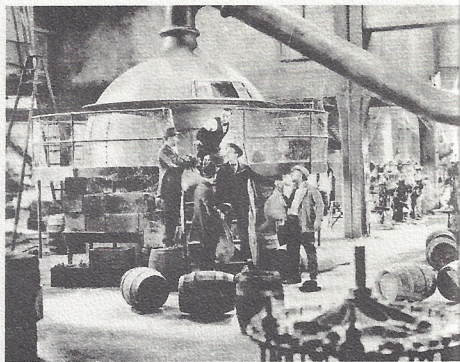
In 1949 Henry Ford II took control of the Ford Motor Company from his more conservative and rigid grandfather, Henry Ford. Henry II realized that FoMoCo (as the company was called) needed a more competitive car and called in an outside design consultant named George Walker. The Walker team enlisted the help of the Studebaker design team, Loewy Studios. One can see a similarity between the '49 and '50 Ford "bullet-nose" grill and the '50 Studebaker grill. The new Ford design was well received. Ford built over one million cars in 1950, the most since 1930.

The '50 Ford offered buyers the famous 100 horsepower flathead V8 engine, a favorite with hot rodders.

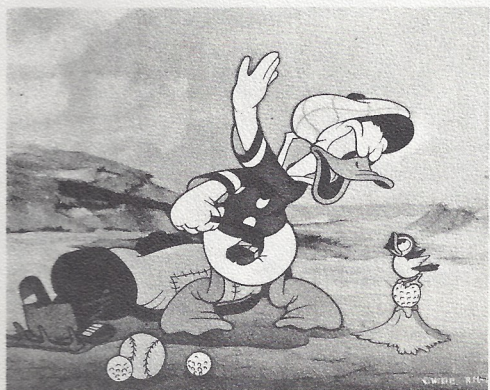
FROM THE SILENTS TO THE TALKIES



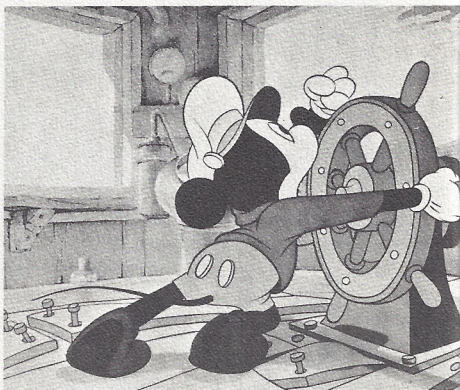
Eddie Cantor and Louise Hovick in "Ali Baba Goes To Town"



Jimmy Durante and Buster Keaton in "What! No Beer?"



Walt Disney's Donald Duck in "Donald's Golf Game"



Walt Disney's Mickey Mouse in "Tugboat Mickey"



James Cagney in "Footlight Parade"



Henry Fonda and William Powell in "Mister Roberts"

DON'S Auto Parts

MACHINE SHOP and BALANCING

Monday thru Friday 9 a.m. to 8 p.m.

Saturday 9 to 6 - Sunday 10 to 4

Domestic &
Foreign
Parts & Supplies



894-6441

10241 Woodley (At Devonshire), Sepulveda



NEW &
RECONDITIONED

NO. HOLLYWOOD BATTERY

HIGHEST QUALITY FOR MAXIMUM
PERFORMANCE & LONG LIFE

Correct 6 Volt Sizes
For Early V-8's

10748 Burbank Blvd.
No. Hollywood, Ca. 91601
(818) 766-5530

AUTO
TRUCK
MOTORCYCLE
MARINE

CANOGA AUTO PARTS


Serving You Since 1955

RICHARD MATHIESEN
Manager

- DOMESTIC
- FOREIGN
- PAINT & BODY SHOP
SUPPLIES

340-1536

21422 SHERMAN WAY, CANOGA PARK, CA 91303

The Valley  **'s**

P.O. BOX 96 – RESEDA, CA 91335

VAN NUYS CA 91464
PM
26 AUG
1985

