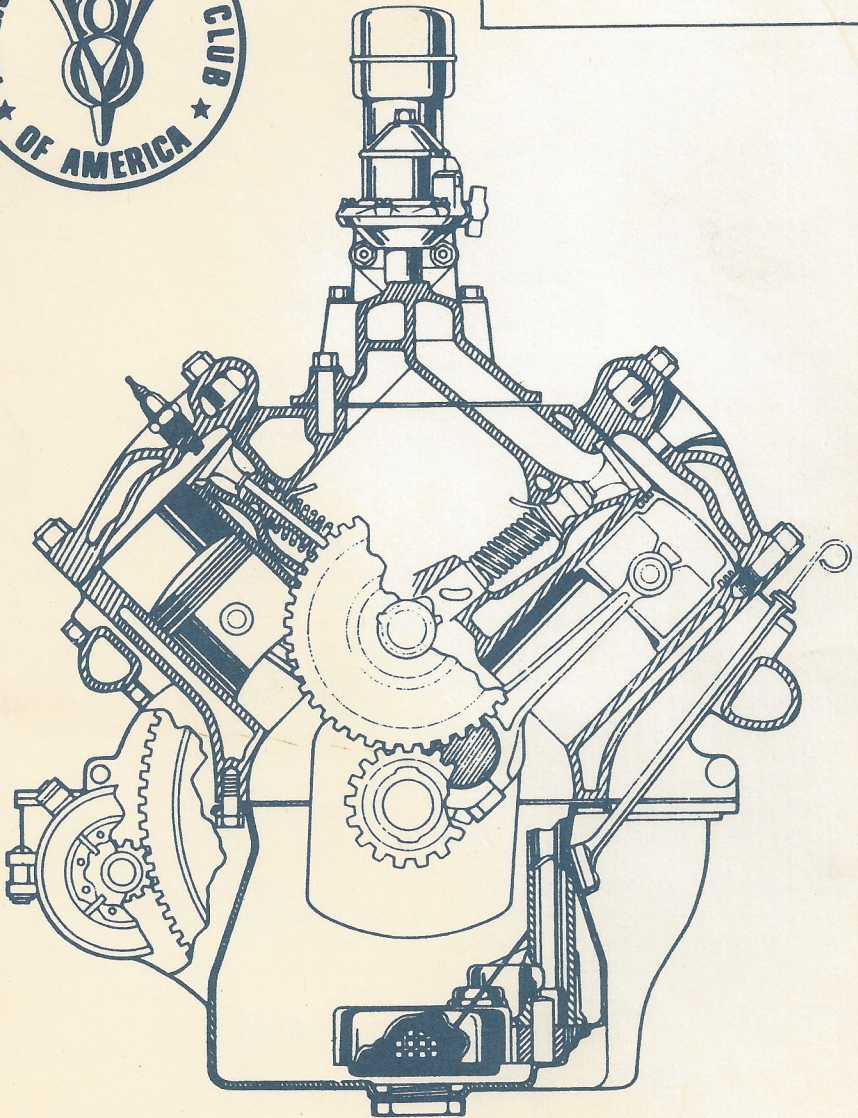




JAN



Drive Lines

The Valley 's

1988 OFFICERS

PRESIDENT, DUDLEY OCHSNER.....	793-5104 / 446-1206
VICE PRESIDENT, JERRY JENSEN.....	886-5711
SECRETARY, JULIE BLACKWELL.....	(805) 499-1021
TREASURER, LARRY CAPLAN.....	363-2849
ACTIVITIES DIRECTOR, PAT BERRY.....	848-5466
DIRECTOR/HISTORIAN, BEN DiFATTA.....	347-9305
ACCESSORIES, ERNIE BAILY.....	(805) 522-9674
MEMBERSHIP, TERRY SMITH.....	989-3119
FELLOWSHIP/REFRESHMENTS, VIRGINIA WOLF.....	789-6201
EDITOR, CHUCK MAIR.....	785-9413 / 786-5008

Drive Lines

Published by

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

P.O. Box 96
RESEDA, CA. 91335

COVER/ROY JONES

VALLEY V8's January 1988 President's Message

As your incoming President, I want to spend a moment thanking John Kemmerer for his interest and assistance in making the presidential transfer as easy as possible. John has taken the time to apprise me of the required duties and provided me with a number of items including the national by-laws which will be quite helpful as we go along. I appreciate this help from John and will not doubt be calling him throughout the year.

I also want to congratulate Al and Ruth Spencer and Gery Blackwell for the success of the Installation Dinner. The Summerhouse was attractive, comfortable and the food and service were excellent. More important, the attendance was very good. It was, in fact, a fantastic evening and I would vote for a return engagement at that location for December 1988.

For those of you who were not at the dinner, I would like to introduce myself. My name is Dudley Ochsner. I have lived in California since 1962. I am married to Julie and we have two children, both boys - Eric and Evan, ages 16 and 11. We live in Arcadia, California and I have my office in Pasadena. I own a 1938 convertible sedan which I bought at the Harrah's Swap Meet July 4, 1983. It was a complete running car but did need a great deal more work than I expected. I have made a lot of progress and plan to drive it on the January tour. Successfully I hope!

I am pleased about the January program. Dave Sanborn bought the new Sorenson tapes that were advertised in the recent V8 Times. Since we have a large number of 1940 enthusiasts, I would like to see us run the "Fords For Forty" tape which is fifty minutes long. I was worried about the January program, so I really appreciate Dave coming forth with this idea.

By the way, Pat Berry already has some excellent ideas for both local and overnight tours for the forthcoming year. Sounds like we will be shifting some gears and seeing some interesting places.

I am told that the Annual Parts Auction generally brings in some good revenue for the club. I believe it is in April which will be here much sooner than we expect. As you all move through the next year's swap meets, I hope you will keep an eye open for interesting parts that can be brought to the auction.

I am looking forward to participating in the leadership of the club this year. We have an excellent officer roster of seasoned people with experience in the club so I am comfortable to say that the high quality of our group will be maintained. Any suggestions or ideas will always be very well received.

I would like to have a meeting of the new officers at 6:30 p.m., prior to the meeting on January 3.

See you folks there,

Dudley

P.S. Please remember to mail or bring in your dues to the meeting.
DUES ARE DUE IN JANUARY AND PAST DUE IN FEBRUARY.

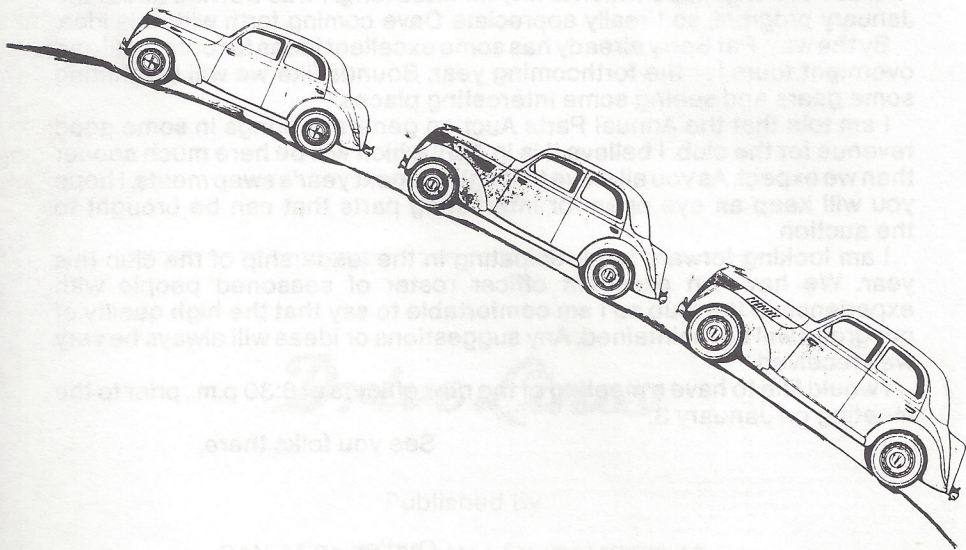
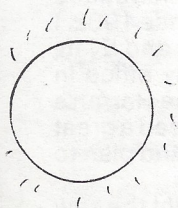
Well I got railroaded again this year. Some guys never learn. Guess I'll find out if this is a driving club or a meeting group, now that I am the Road Captain or Trail Boss.

I like driving my car every weekend, so it would be great to have a bunch of friends following behind. This year we will try to co-op with the rides of some of our other clubs in the area and make more picnic outings this summer.

I hope than Don Durkee and Doug Peterson can be convinced into putting on their nice tours again this year.

Well, enough for now, I'll see some of you at the January meeting. Until then, keep the batteries on those flatheads charged!!

Pat and his 50'



ONE IF BY LAND

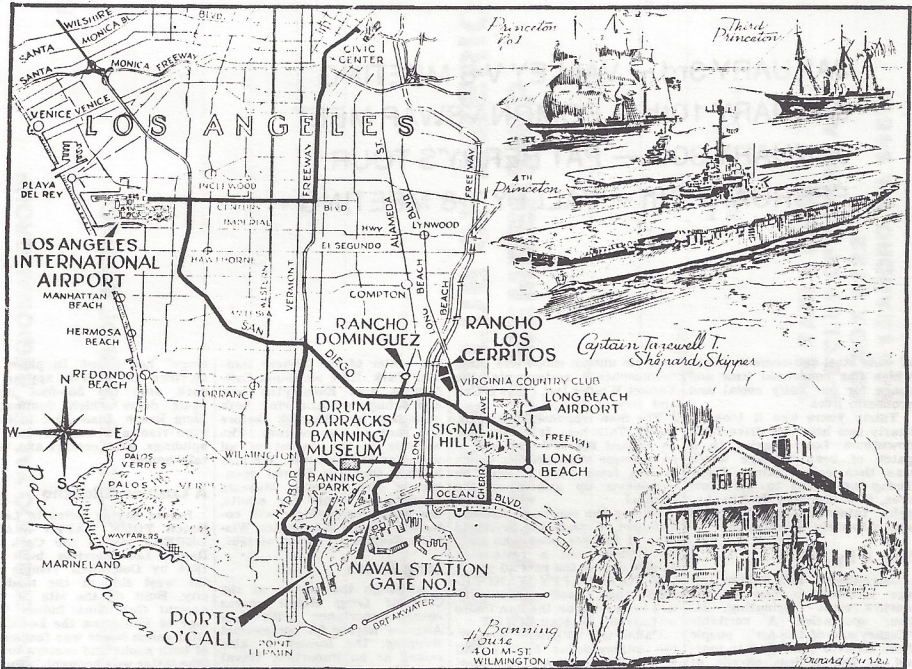
by
SLIM BARNARD

Courtesy of your Southern California Ford Dealers

MAP No. 151

EXPENSES

Gasoline	\$1.08
Airport Parking (per car)	.50
Lunch	3.20
Museum	.50
Toll to cross bridge (per car)	.25
Total	\$5.53



TRAVELOGUE

☆

Transportation Is King

Of all the world's metropolises Greater Los Angeles is perhaps the most dependent on transportation. Since the early days of the Spanish padres, Southern California has "grown up on wheels." And all three modes of transportation: Land, Air and Sea center in our back-

yard. Our intricate freeway network has brought every nook and cranny of the Southland virtually "around the corner" from each other.

Los Angeles International Airport, third busiest sky harbor of the world is an international aerial cross-roads. And the twin harbors of Los Angeles at San Pedro and the City of Long Beach play massive roles in world shipping and commerce.

To visit and enjoy the wonders of all three forms of transportation is a thrilling, one-day adventure as YOUR HAPPY

WANDERERS soon discovered when we explored Southland travel opportunities by Land, Air and Sea! Along with this were revisits to many historic spots which played an all-important role in the development of modern Southern California.

One If By Land

Had Paul Revere driven a '67 Ford along a road like our own Harbor Freeway the embattled American "colonists" would've gotten "the word" much sooner! Our freeways are, indeed, mar-

vels of engineering efficiency and far safer to travel than are city streets with intersectional hazards and secondary highways.

We mention the famed silversmith of the Colonial era because YOUR HAPPY WANDERERS began this jaunt by pretending we were wayfarers from Revere's era and confronted, for the very first time by our modern design for ground transportation. The effect was impressive. We always take miracles for granted—even this miracle
(Continued on back)

KCOP Channel 13 — HAPPY WANDERERS (In Color) — Every Friday Night 7:00 p. m.

THE ABOVE IS PAT'S TOUR ON SATURDAY, JANUARY 30th.
More details at the meeting.

VALLEY V-8's MONTHLY MEETING

7:00 p.m.

Mercury Savings & Loan
5201 Laurel Canyon Blvd.
Studio City, California

JANUARY 3rd — VALLEY V-8 MEETING

JANUARY 10th — POMONA SWAP MEET

JANUARY 30th — PAT BERRY'S TOUR

FEBRUARY 7th — VALLEY V-8 MEETING

of wide steel-and-cement ribbon which has condensed time and space for our daily social and economic lives.

Thirty years ago it took us nearly two hours to drive from downtown Los Angeles to a patch of bean acreage which was then called Mines Field. Today we glided to the same area, now occupied by Los Angeles International Airport in approximately 30 minutes!

Two If By Air

Angelstown's \$70 million jet-age terminal is one of the world's most fascinating, 24-hour spectacles. A veritable "Disneyland-of-the-Air" people from all over come just to marvel at the endless parade of arriving and departing jetliners that link the Southland with virtually every nation on earth.

Fresiding over the vast complex of satellite buildings, runways and the Theme Restaurant which resembles a huge, captive flying saucer is the world's tallest airport control tower, 12 stories high. From the glass-enclosed "cab" which is 172 feet aloft sharp-eyed, knowledgeable men direct the comings and goings of nearly 14 million airline passengers during the course of a year.

Every inch of the vast, 300-acre facility is under the constant surveillance by means of radar and closed-circuit TV as well as direct vision.

Three If By Sea

Returning to the Harbor Freeway, your HAPPY WANDERERS quickly found ourselves in historic San Pedro dominated by the soaring span of the Vincent Thomas Bridge. While stately ocean liners, gigantic oil tankers, jaunty tugs and private craft made a watery "freeway" of Los Angeles Harbor's main channel we visited the glamorous Ports o' Call Village

with its unique shops and three "atmosphere" restaurants, the Yankee Whaler Inn, Ports O'Call and Bay of Naples.

The man responsible for this, David Tallichet, Jr., welcomed us aboard the MV Princess, a picturesque stern-wheeler which cruises from "the village" on excursions up and down the channel.

During the course of our sail Tallichet, a youthful ex-World War II bomber pilot who built the village and a restaurant empire during the past 10 years, told YOUR HAPPY WANDERERS that another "village" will be created on the San Pedro waterfront by May of 1967.

Called the "Whaler's Wharf," the million-dollar facility will be a faithful replica of New Bedford during its Yankee whaling days in the 18th and 19th centuries and will extend from the Yankee Whaler Inn to the Ports O'Call Restaurant.

History Comes Alive

After crossing the channel via the lofty Thomas Vincent Bridge we "navigated" to Wilmington for a visit to the palatial, three-story residence of General Phineas Banning which was erected in 1864.

A native of Wilmington, Delaware, Banning came here in 1851 and quickly became "trans-ported king" of the Southland. His pioneering ventures included stage lines and a fleet of ocean-going vessels. His legendary accomplishments could fill volumes.

While at the home, now a museum, YOUR HAPPY WANDERERS were told by Curator Oliver Vickery that Banning not only built Southern California's first railroad in 1869 but also "fathered" Los Angeles' great harbor and, in addition, was instrumental in bringing the Southern Pacific railroad to Los Angeles!

The 30-room mansion sits in

the center of the 20-acre Banning Park. Here we found California's first Eucalyptus tree and a huge wisteria vine, both imported by Banning before the turn of the century. The wisteria is the parent of all wisterias in California. We also learned that the formal opening of the Banning Museum (twenty-five cents for adults, ten cents for kiddies) will coincide with the Wilmington Wisteria Festival in March of 1967.

Long Beach

Although the harbor at the City of Long Beach shares equal importance with Los Angeles' harbor for commercial shipping, the former is also famed as an important Naval base. During our "touch-down" at Long Beach (also the home of the original Miss Universe Pageants) YOUR HAPPY WANDERERS enjoyed a visit aboard the USS Princeton, an 888-foot, 33,000-ton Essex-Class carrier. The fifth naval vessel named after the Battle of Princeton in 1777 wherein Washington defeated Britain's Lord Cornwallis, the "modern" Princeton is commanded by Captain T. T. Shepherd. Before assuming command, Captain Shepherd served as Naval Aide to the late President John F. Kennedy.

And no visit to Long Beach would be complete without tarrying at adjacent Signal Hill which for decades has battled with oil derricks. The fathers of the City of Signal Hill told us that the "billion-barrel oil

binge" has ended. In place of derricks there will appear a park atop the 365-foot high shale dome which dominates Long Beach. Plans also include high-rise apartments, office buildings, shop centers and "estate" homes.

A Casa and Rancho

Before saying adios to Long Beach YOUR HAPPY WANDERERS visited the Casa de Rancho Los Cerritos built in 1844 by Don Juan Temple on the west side of the modern city. Built on the site of the ancient Gabrielino Indian Village of Pubungna the Los Cerritos ranch house was fashioned of both adobe and eastern brick (the latter was brought "around the Horn" by sailing vessels). Redwood is used in beams and door frames. The building, restored and now a museum has three roofs, one of which was covered with tar from the La Brea tar pits!

Returning from Long Beach via South Alameda brought YOUR HAPPY WANDERERS to the Dominguez Rancho which is Historical Landmark Number 152. The central portion of the ranch house, built in 1826 was the center of a Spanish Land Grant which was "ten square leagues" in extent. In 1846 the Ranch became a battle-ground when Californians led by Jose Antonio Carrillo repelled U.S. Forces under Capt. William Mervine, U.S. Navy in an attempt to recapture the Pueblo of Los Angeles!"

SEASON: Year 'round.

WHAT TO WEAR

Men
Slacks, sport shirt and jacket. Loafer shoes.

Women
Dress comfortable, walking shoes and include sweater or jacket in case it gets chilly at the ocean.

APPLICATION FOR MEMBERSHIP

*You must belong to
National V-8 Club

SAN FERNANDO VALLEY REGIONAL GROUP

OF

PLEASE PRINT

THE EARLY FORD V-8 CLUB OF AMERICA

Date _____

Name _____ Spouse _____

Address _____
STREET CITY STATE ZIP

Telephone No. (AREA) _____ Occupation _____

Cars Owned _____
LIMIT 3

Annual Regional Group Dues \$12.00 *Please Pay Regional Group Direct. Do Not Send in to National.*

**THE EARLY FORD V-8 CLUB OF AMERICA
APPLICATION FOR MEMBERSHIP**

PLEASE PRINT

Name _____ Spouse _____

Address _____
STREET CITY STATE ZIP

Telephone No. (AREA) _____ Occupation _____

Cars Owned:

Referred By
Regional Group

Year	Model	Body Style	Engine Type*

Year	Model	Body Style	Engine Type*

**THE EARLY FORD
V-8 CLUB OF AMERICA
PO BOX 2122
SAN LEANDRO, CA 94577**



(Enclose check/money order for annual dues \$ _____ payable in U.S. funds)

ISVP Wins—Leaded Gas to Stay!

Leaded gasoline to stay on the market!

After three years and six months of work the Society has proven its point to the EPA.

At the EPA Hearings held this past June, Walt Haessner, Executive Director of the Society, succeeded in making progress with the leaded gas problem.

Richard Wilson, Director, Mobil Air Resources, EPA, announced at the third hearing June 9th at Des Moines, Iowa, that EPA will not ban leaded gasoline on Jan. 1, 1988 as originally intended—but will allow leaded gasoline to phase out by attrition as market demand decreases.

This was one of the points originally presented in ISVP's testimony to EPA at the August, 1984 hearings in Washington, D.C. ISVP called attention to the fact of millions of engines (not just autos) being put at risk by EPA's arbitrary actions. Through the Society's efforts tens of thousands of letters and petition signatures were sent to EPA, backing this position. ISVP strongly called for further testing—which, with cooperation with farm groups, was achieved. EPA carried out a testing program between Sept. 1986 and Jan. 1987. ISVP monitored these tests at the test facility, NIPER, at Bartlesville, Oklahoma.

The testing of GMC 454 and 292 engines proved conclusively that engines designed for leaded gasoline, when run on unleaded gasoline, are at risk of premature exhaust valve seat recession. Addition-

ally, EPA learned from these tests that even engines designed with hardened exhaust valve seats/inserts were faster on unleaded than on leaded gasoline (GMC 454). Additionally, these tests proved that .1 gram of TEL per leaded gallon (current maximum in regular gasoline) is insufficient—allowing premature exhaust valve recession under load.

Based on the test results, the Society mounted a four-point program for the June, 1987 EPA hearings.

First, Haessner got the date for the comment period extended from July 10, 1987 to August 10, 1987.

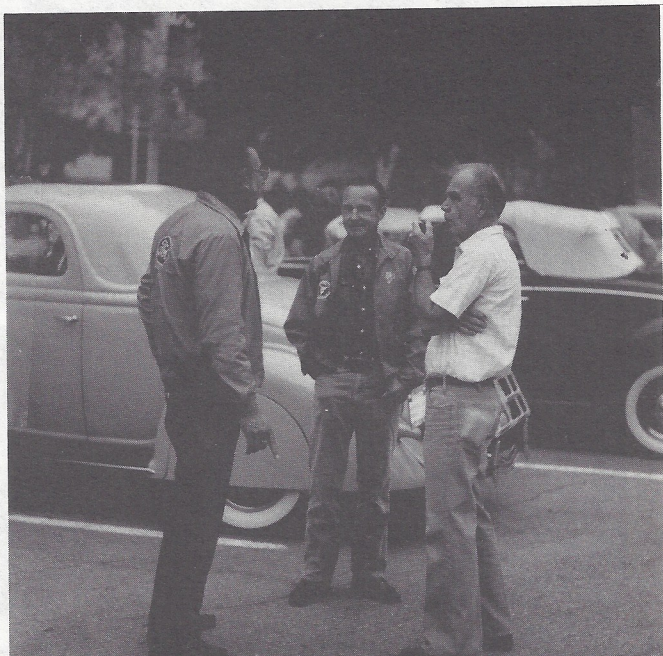
Second, he proved the point that bracketing of lead in gasoline is a necessity.

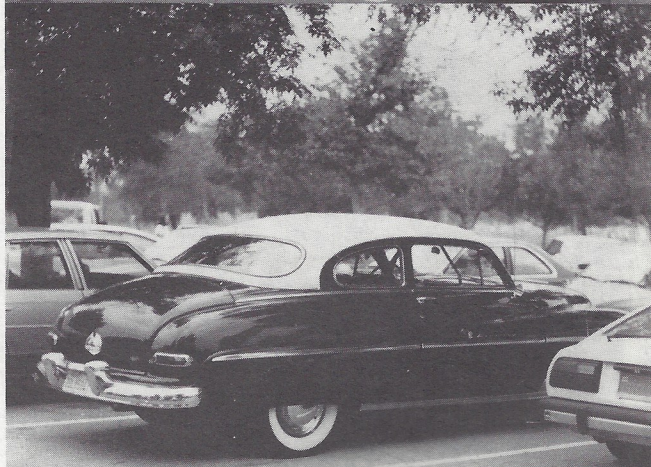
Third, now EPA is considering mandatory labeling at the gas pump to let the consumer know what is in the gasoline he is buying. This is at the suggestion of ISVP. In fact, ISVP is having a sample label designed for EPA's consideration.

Fourth, the Society is leading the effort for the establishment of a standard exhaust valve antiwear additive test cycle for all lead replacement additives.

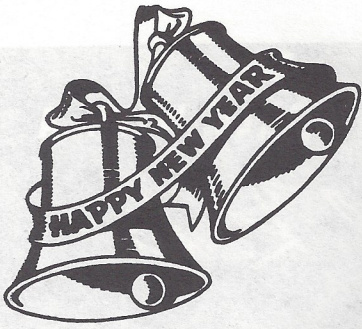
Items two, three and four need your support. Please let your representatives and senators know you support these efforts. **Be sure to send us copies of your letters, and of all those you receive—ASAP—.** Elsewhere in this news bulletin are the addresses for you to write to. **Be sure to write—have your friends and relatives write, too.**

PHOTOS BY PAT BERRY





PHOTOS BY PAT BERRY



DUES ARE DUE!!

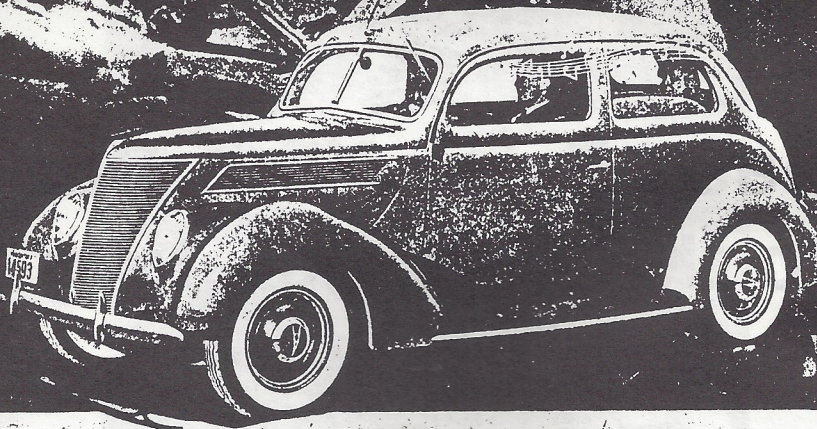


**Please Bring Your Dues
to the Next Meeting
or send them to
Terry Smith
\$12.00**



KEEP IN TOUCH WITH THE WORLD WITH A

Genuine Ford Radio



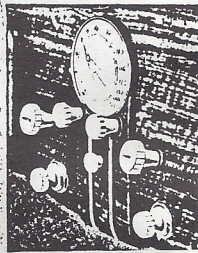
New adjustable outside antenna. It is turned down for local broadcasts—and up (shown in our illustration above) for more distant stations. It may be extended to 38 inches for even greater range.

YOU'RE never alone when you ride with a Genuine Ford Radio in your Ford V-8. The news of the world, sports, music, drama—a turn of the dial and they're yours.

The new 1937 Genuine Ford Radio is designed specifically for your Ford V-8. It is matched and balanced to Ford V-8 construction. It has greater selectivity, greater volume, better tone values and clearer reception. It's a worthy accessory to the beautiful New 1937 Ford V-8.

Ask any Ford dealer for a demonstration. Try it. Until you do, you'll never know the meaning of complete motor-ing enjoyment. When you do, you will appreciate the superior performance of this radio that will add immeasurably to your pleasure in driving your Ford V-8.

Ford Motor Company, Dearborn, Mich.



This large, illuminated non-glare dial is conveniently located at the center of instrument panel. It is attractive, easy to read and designed in harmony with the other instruments on the panel.



1936 1/2
FORD

PASSENGER CLUB
CABRIOLET (CONVERT.)
(WITH INSIDE BACK SEAT
INSTEAD OF RUMBLE SEAT) WT.
(TWO.) (INTER.) 2716 lbs.
LATE IN FORD'S 1936
MODEL YEAR.) f.o.b.

221 cu. L-HEAD V8 ENG.
(3 1/16" x 3 3/4" B x S)
85 H.P. @ 3800 RPM
6.3 to 1 COMPRESSION
14-GALLON GAS TANK
4.11 GEAR RATIO
(3.54 OR
4.33
OPT.)

OPTIONAL
WINDSHIELD
DEFROSTER

SINGLE
REAR
SEAT
TRANSVERSE
DUAL-LEVER
LEAF SPRINGS.

MECHANICAL BRAKES USED
BY FORD THROUGH 1938.

FORD
BATTERY
AVAILABLE

FORD FANS PLEASE NOTE:

IN MID-1936, THE FORD V-8 ENGINE WAS IMPROVED; THE OLD-FASHIONED BABBIT MAIN BEARINGS WERE REPLACED BY A SUPERIOR TYPE OF INSERT MAIN BEARINGS. THESE IMPROVED "1936 1/2" FORD ENGINES WERE IDENTIFIED BY THE LETTERS "LB" ON ENGINE BLOCK (MEANING A "LATE BLOCK" LATE 1936 ENGINE.) THE "LB" MARK IS FOUND AT UPPER LEFT FRONT OF BLOCK, BY INTAKE MANIFOLD.

1936 1/2 Ford

"FIND ME A MORE POPULAR OLD CAR THAN A '36 FORD, AND I'LL BITE THE TIRES!!"

Any '36 Ford fan making such a bold challenge might find himself gnawing a mouthful of Michelin, because there are other well-loved cars also—such as the '40 Ford, '57 Chevy, the '32 Ford, Chevrolet and Plymouth, the '41 Buick, '41 Chevrolet, the '36 Plymouth and Chevrolet, and so forth. Nevertheless, nearly everyone agrees that the '36 Ford is, and always has been, phenomenally popular.

Did you know there was an Improved '34 1/2 Ford, from later in the season? Yes! The '34 1/2 (or late '34) Ford had an improved engine, and there were more body types later in the season.

The noteworthy mid-year model was the all-new Club Cabriolet, a convertible club coupe with a back seat inside the body and under the top. The ordinary '36 Ford Cabriolet had a rumble-seat and a shorter top, and rumble seats were also found in some of the Ford coupes and in the roadster. Riding in a rumble-seat was fun for some young passengers, but it could be dangerous, as it was partially outside the car and something akin to riding in a trunk or in the bed of a pickup truck.

Thus, bringing the back seat inside the cab of the Cabriolet was a great step forward, even if not as sporty. Only 4,616 of the Club Cabriolets were built in 1936, compared to the 14,000 rumble-seat Cabriolets, but then the Club model had not been available all year. Club Cabriolet sales nearly doubled when this model was continued in 1937. (That year, my Dad also bought one.)

By late 1936, there was a good choice of other body types and variations in the Ford line. There were three-window and five-window coupes (each with or without rumble seats), a roadster, a phaeton, and various Tudor, Fardor and Fordor Convertible sedans, available with or without built-in trunk, not to mention more than 7,000 Ford "woody" station wagons built that year (including one that was rolled over and over down a hill and smashed in the '36 movie "Jungle Princess," starring Dorothy Lamour).

There were Standard and Deluxe models, the latter having "dual equipment" (two tail-lights, two horns, two inside sun visors) and other luxuries which included a chrome-plated windshield frame.

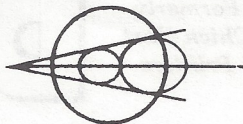
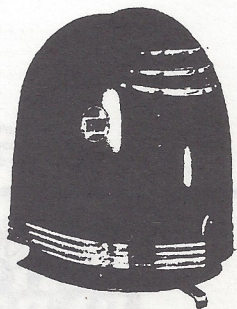
Originally, the '36 Ford instrument panels were finished in gray metallic pyroxilin, according to the 1936 Ford salesman's pocket manual. There were leather seats in convertible models (imitation leather in rumble seats), and some cabriolets were available with Bedford cord upholstery.

There were five different kinds of optional radios for '36 Fords, so not all the radios looked like the one illustrated here. The windshield defroster (illustrated) was an odd little gadget which resembled a vacuum cleaner attachment.

How much is a '36 1/2 Ford Club Cabriolet now worth, in 1986? The price range is \$4,500 to \$25,000, depending on the car's condition. If you could find one for much less than \$4,500, it would be a great bargain!

**Gasoline-Burning Heater
Announced by Stewart-Warner**

Stewart-Warner Corp., Chicago, Ill., has announced a car heater which is independent of cooling system or engine temperatures. This new heater burns gasoline in a sealed chamber, under vacuum. The manufacturer claims that it is entirely new in design and principle, and that it has been approved by Underwriters' Laboratories, Inc. A push-button control turns the heater on and off, and automatic controls are said to provide for every contingency. Suction from the intake



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

*Formerly
Chick Hart
Printers*

DiFATIA

Graphics

Specializing in
Complete Quality Printing

OFFSET - 25" MAX. - COMPLETE BINDERY SERVICE
TYPESETTING - GRAPHIC DESIGN - EMBOSING
DIE CUTTING - FOIL STAMPING - CAMERA WORK

30 Years
Serving The Valley

5920 LEMONA AVENUE • VAN NUYS, CA 91411 • (818) 782-9883

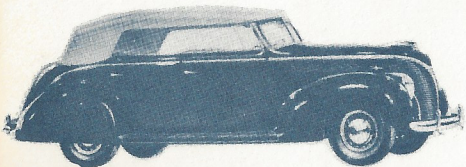
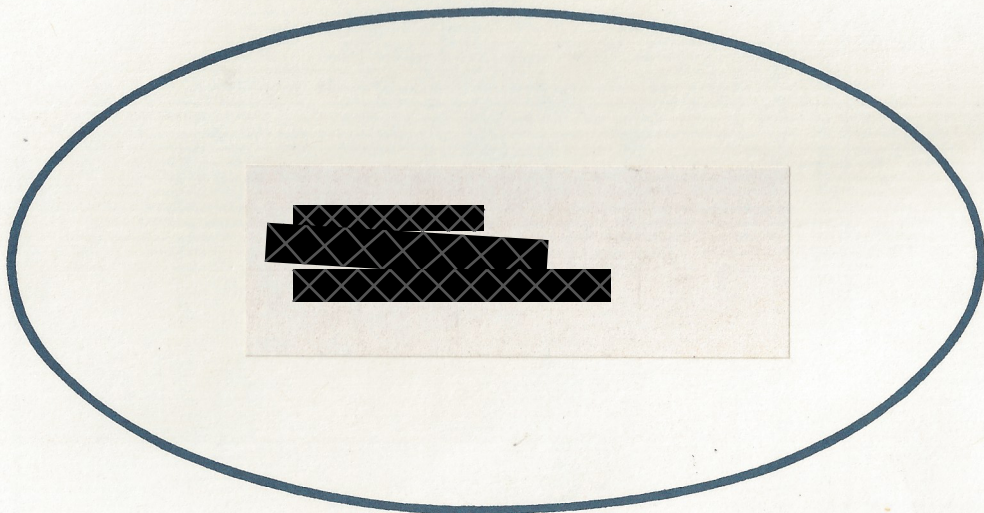
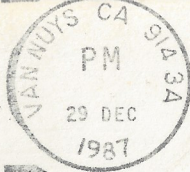
PAST PRESIDENT

JIM ROWE.....	1971-72
DOUG PETERSON.....	1972-73
DON DURKEE.....	1974
ED WARNOCK.....	1975
JOHN BUSK.....	1976
CHIP WERSTEIN.....	1977
STAN MASRAJE.....	1978
BOB DRAKE.....	1979
BILL CULP.....	1979
AL SPENCER.....	1980
LARRY CAPLAN.....	1981
BOB ROSE.....	1982
DON DURKEE.....	1983
PAUL KIRK.....	1984
KENT LOWRY.....	1985
DAVE SANBORN.....	1986
JOHN KEMMERER.....	1987

MEETINGS: Mercury Savings and Loan
Magnolia and Laurel Canyon Blvds.
- 1st Sunday of Every Month -

The Valley 's

P.O. BOX 96 - RESEDA, CA 91335



50th Anniversary