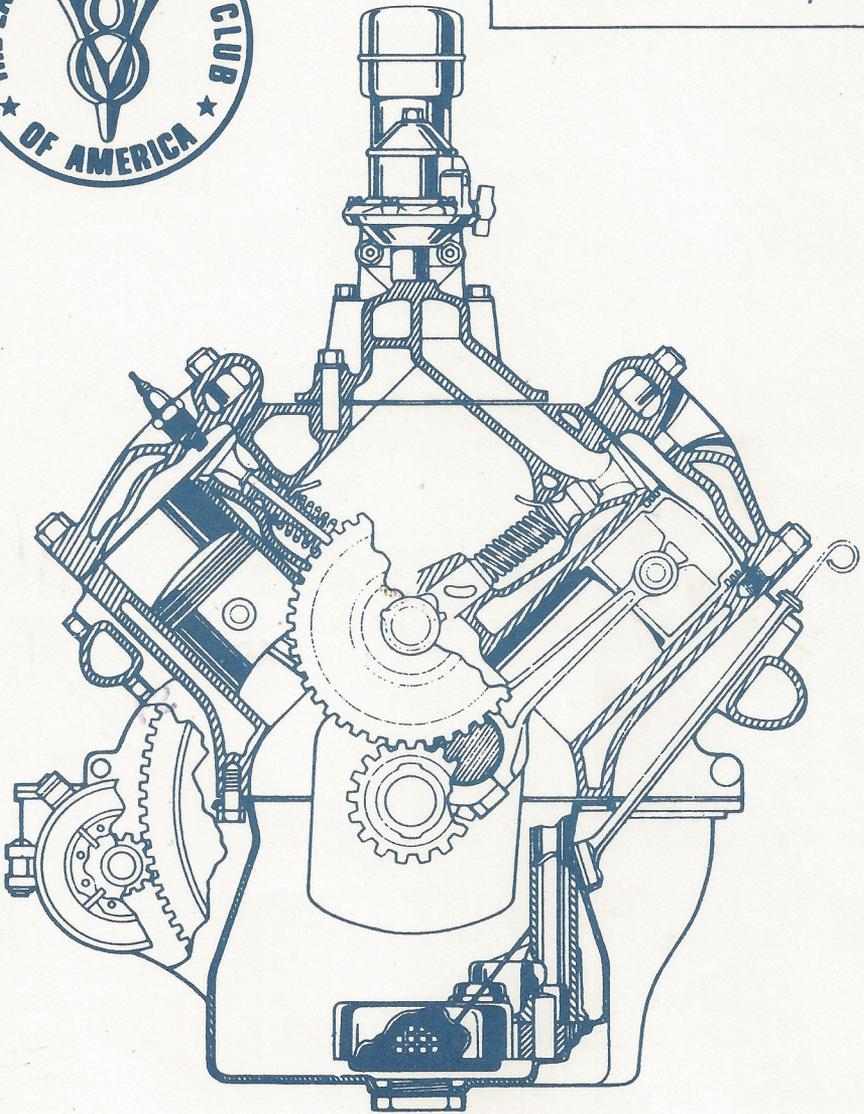




JULY 89



Drive Lines

The Valley 's

1989 OFFICERS

PRESIDENT, JERRY JENSEN.....	886-5711
VICE PRESIDENT, RUSS SYLVIS	(805) 527-4387
SECRETARY, JULIE BLACKWELL.....	(805) 499-1021
TREASURER, DON DUPREE.....	894-7255
ACTIVITIES DIRECTOR, CHARLES SHUBB	882-2927
ACCESSORIES, JACK MILES.....	347-8617
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 V-8's

July 1989

PRESIDENT'S MESSAGE

As I start to write this article, it hardly seems like one week since leaving for the Western National Early Ford V-8 Meet at Lake Arrowhead. My thoughts reflect back to many of the events which occurred there; starting with the departure from San Bernardino and wondering whether the 50 year old '39 would make the long ascent up the grade to Arrowhead without overheating. As it turned out, no need to worry, the temperature guage closed in at 200 degrees, but it did not boil. Most of our members drove their Early Fords without any problems, only one overheating problem that I heard of.

The weather and the Hilton location was fantastic, making one wish to go to Arrowhead more often. There was a wide spectrum of models and colors, with approximately 200 Early Fords, Mercurys and at least one Lincoln in the parking lot. The Southern California Regional group is to be congratulated for planning and executing a successful meet. The National meets are a great way of meeting many people from all over the country and some foreign countries too.

On Wednesday evening at the banquet and awards ceremony, Dave Sanborn had to have received the most hardware; getting three Dearborn Medallions and the Doug Doyle trophy. Many of our members received trophies in either touring or concourse divisions.

Long time member Bob McCullagh had heart bypass surgery and is now recovering at home. Give him a call, I'm sure he would appreciate it.

Save September 24th for Dave Sanborn's annual Brunch tour to the Pepper Mill restaurant in Pasadena. This is the combined tour with the Ventura, Baldy View and So. California regional groups. Plan on having

a good time. Chuck Shubb may possibly have a tour from the brunch to a Mercedes Collection in Pasadena. More on this subject will be forthcoming.

Have you ever driven a car 430,000 miles? Bill Woods has! His 40 Mercury has that many miles and 130,000 miles since the last engine overhaul, and it is still running strong. Bill is going to be the speaker at our July meeting. He will give us some tips on how he does it. See you at the July meeting.

CALENDAR OF EVENTS

- July 2 Regular meeting, Mercury Savings
Magnolia and Laurel Canyon, 7:30 P.M.
Tire kicking at 7:00.
- July 9 '40 Ford Day, La Palma Park, sponsored
Forties Limited.
- Aug 6 Regular meeting, Mercury Savings
- Aug 13 Pomona swap meet, L.A. County Fair
grounds
- Sept 24 Dave Sanborn's annual Quad Club
Brunch Tour to the Pepper Mill in
Pasadena.

>>>>> **JULY** <<<<<
>>>>>>>>>> **BIRTHDAYS** <<<<<<<<<<<

July 1 - Nancy Toensing

July 3 - Mary Durkee

July 4 - Pete Harris

July 9 - Chuck Shubb

July 12 - Helen Kelejian

July 22 - Ed Hardin

<<<< **Happy Birthday to All of you.** >>>>

Please let us know when your Birthday is !

Your Name: _____

Your Birthday: _____

Spouse's Name: _____

Spouse's Birthday: _____

Fill out the above information and mail to:
Virginia Wolf
13024 Hartsook Street
Sherman Oaks, CA 91423

COLUMBO'S CRUMPLED RELIC RETURNS TO TV -

When Columbo returned to television on february 6th, so did another veteran of the series: the detective's faithful but battered 1960 Peugeot.

When the series ended in the late '70's, Universal decided to sell the Peugeot; nobody thought the series would be revived.

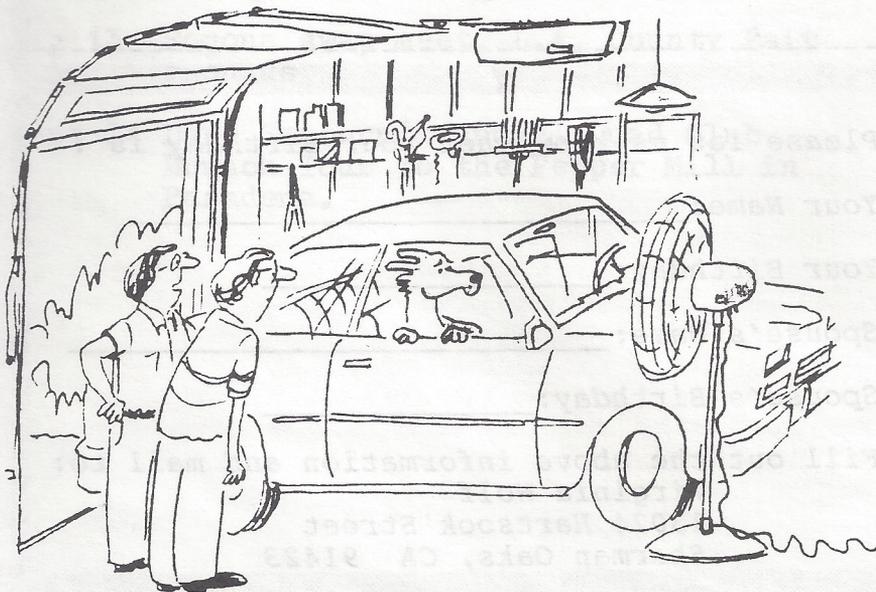
The lucky buyers were Jim and Connie Delaney, who purchased the Peugeot through a classified ad in OLD CARS WEEKLY January, 1984.

Last year, when the couple was in Florida at a car show, they heard about the revival of the "Columbo" series starring Peter Falk. Well-known Tampa disc jockey Mason Dixon told the Delaneys that Universal Studios was looking for the Peugeot used when the television series ran in the '70's. The Delaneys then wrote to Universal Studios offering them free use of the Peugeot for as long as needed.

After the studio's transportation department checked to make sure Delaney's Peugeot was truly Columbo's former Peugeot, they picked up the vehicle from the Delaney home in Findlay, Ohio on September 9th.

"My wife is an incredible 'Columbo' fan which prompted the purchase of the car in the first place," Delaney told OLD CARS WEEKLY.

The couple kept the car in the same condition as it was in when the first "Columbo" series ended in 1978. Although the exterior of the car is battered, Jim Delaney said the car is in very good condition.



'It keeps him happy. And it's cheaper than buying gas.'

FROM THE GOLDEN GATE REGIONAL GROUP

EST. 1979



THE END RESULT

Need carpenters, painters,
plumbers, electricians, etc.?

Call us, "THE END RESULT"

Our trades people are excellent, reliable
and reasonable. 818 784 1572



PAT'S New, Old Teardrop
will be pulled with 50' AFTER
ITS Restored

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

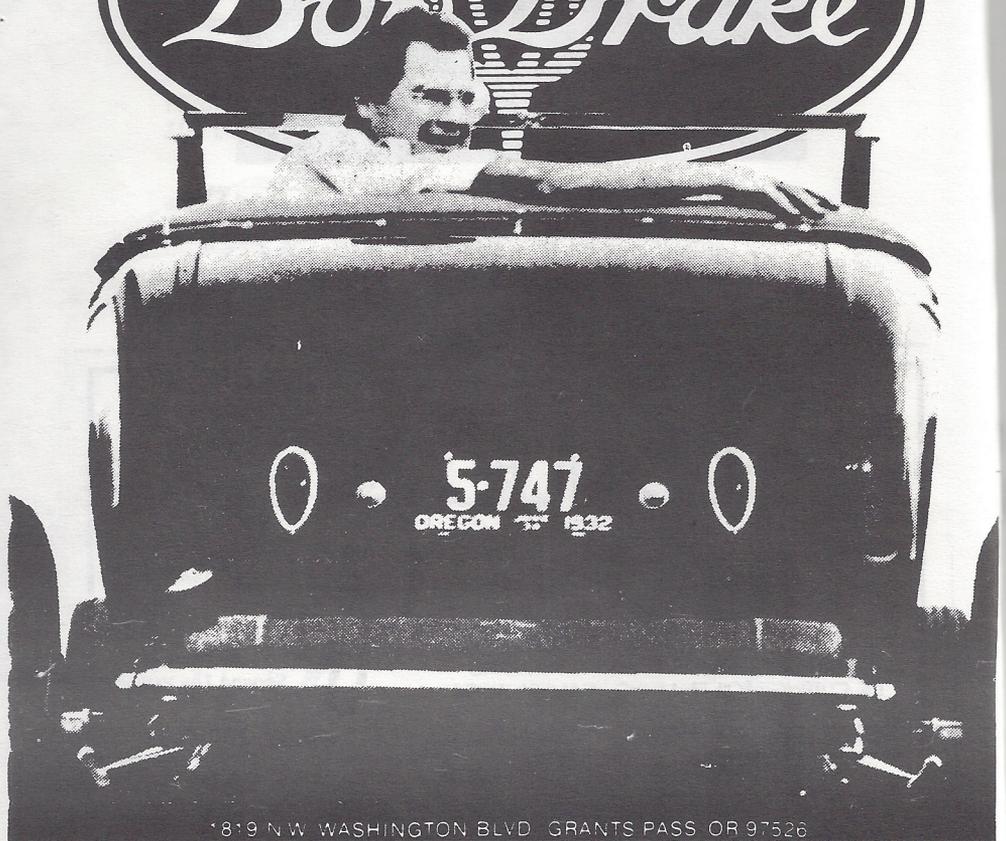
30 Years
Serving The Valley

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

GONE

“...but I hope not forgotten”

TOLL FREE 1 800 221-3673



1819 N.W. WASHINGTON BLVD. GRANTS PASS OR 97526

DON'S Auto Parts

MACHINE SHOP and BALANCING

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

Saturday 9 to 8 - 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

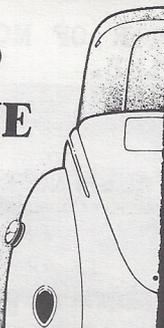
10748 Burbank Blvd.
No. Hollywood, Ca. 91601
(818) 766-5530

AUTO
TRUCK
MOTORCYCLE
MARINE

COUNTRY ROAD AUTOMOTIVE

CUSTOM FLATHEAD ENGINES
STOCK •OR• STREET LETHAL

JACK MILES
(818) 347-8617



RUSS' TRANSMISSIONS

Transmission Specialists

DON'T CUSS * CALL RUSS

7760 Balboa Blvd.
Van Nuys, CA 91406

RUSS SYLVIS
(818) 901-9500

CLASSIFIED

Auto - Homeowners -
- ANTIQUE CARS -
ED HARDIN INSURANCE
Business - Life Health - Aircraft



Call us for your Insurance needs
(818) 368-5683

L. T. "LEE" SAWYER, INC.

Jobber
Shell Oil and Chemical Products

TOM SAWYER

14117 Aetna St. Box 369
Van Nuys, California 91408
Telephone (818) 786-8180 · 785-0902

NEW DONATER OF MONTHLY CASE OF MOTOR OIL
TO OUR CLUB. THANK YOU, TOM SAWYER.

AL SPENCER
Broker Consultant



Merrill Lynch Realty

Real Estate Division

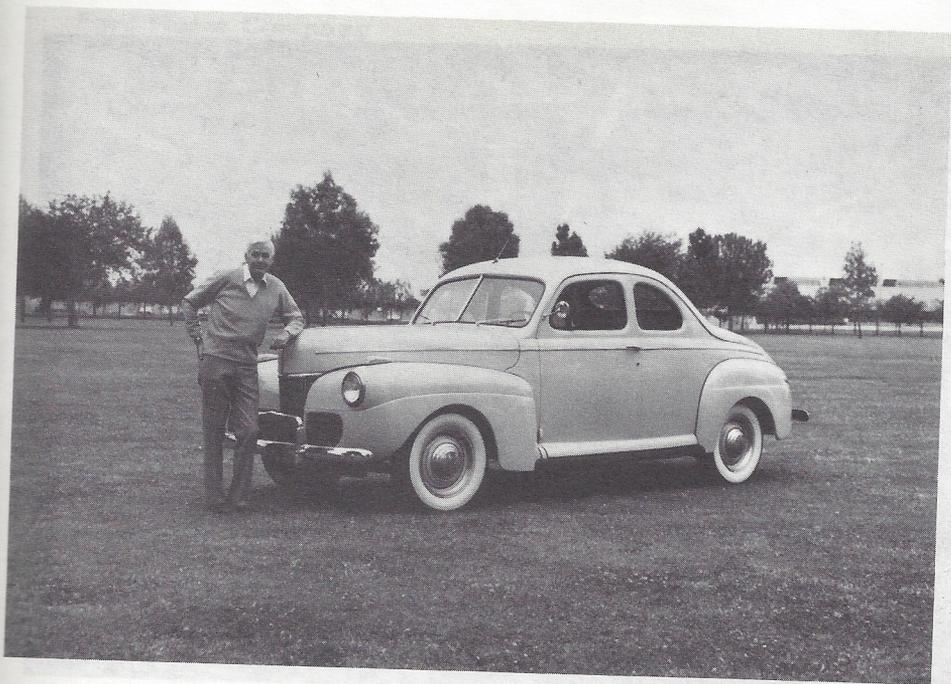
13400 Ventura Blvd.
Sherman Oaks, California 91423

Bus. 818 788-5400
FAX 818 784-4926
Res. 818 761-1734



MAIR GLASS SERVICE

**15140 Valerio Street
Van Nuys, California 91405
786-5008 • 785-9413**



The Standard model for 40 centimeters
 basically the same grille as the '39 DeSoto
 only on the Super version line 1939
 now was replaced with an chrome





Ford Motor Company

Ford

The 1940 Model 01-A was another winner seemingly designed to foster daydreams in high school classrooms during the Fifties, and satisfy collectors today. Long a favorite model for hot rodders and restorers alike, the '40 Ford had a new front end, sealed-beam headlights, softer front spring with a sway bar, improved ventilation, and a column shift. Although Chevrolet and Plymouth sales gained a proportionately higher share of the '40 market than in '39, Ford was also up in sales, despite the styling and ride/handling advances these other companies (with unrestricted engineering departments) had over the Ford.

The Standard models for '40 retained basically the same grille as the '39 Deluxes, with the '40 Deluxes having the new narrower, die-cast and plated grille flanked by body-color louvered panels on either side. Most desirable of the Model 01-A's are the Convertible Coupe, the "opera" coupe with its single-passenger auxiliary rear seat (fold-out), and of course the perennially collectable sedan deliveries and station wagons. The convertible, we might add, had a vacuum-operated "automatic" top mechanism, the first of its kind for Ford cars.

The 1940 Ford marked the end of the era when all Fords looked as fast, sturdy and dependable as they were; a new era began with the totally restyled '41's. This was to be the beginning of the "Fat Ford" period, in which Ford attempted to catch up for many lost years in the styling race. The Ford chassis, kept at a 112-in. wheelbase since 1933, was finally stretched another two inches for the new, larger bodies. The lineup now included Super Deluxe models in addition to the Standard and Deluxe models, and for the first time in Ford history, a 6-cyl. model was offered. The Convertible Club Coupe was offered only in the Super Deluxe line, and now was equipped with an *electric* automatic top mechanism. The new bodies featured more nearly square, flat fenders, a narrow grille flanked by grille panels set into the fenders, new bumpers and trim, and parking lights set on top of the front fenders. The familiar running boards were almost gone, being covered by an extension on the bottom of the doors and quarter panels that made their usefulness apparent only when the door was opened.



The fat, un-traditional looking '41 Ford has not been very popular among collectors, until recent years when the earlier cars became expensive to obtain and restore. The Ford was beginning to look like the other cars on the market, and in the rush for new styling, production assembly methods came along that make restoring these "later" cars more difficult than any before. The front fenders, for instance, are not one-piece but bolted together from three separate sheetmetal sections. Parts are not expensive for them, but you rarely see 'em at swap meets.

The '42 Ford, although not substantially different from the '41 except for a more unitized and attractive grille, is truly a special interest year. All car manufacturers were down to very low production levels, because the beginning of concerted involvement in producing war materials displaced car production early in the '42 model year. The attack on Pearl Harbor came less than three months after most new models had been introduced, and Ford's entire '42 production numbered only 43,407 units, with Chevrolet only slightly higher.

Because of this low production, any '42 Ford can be rightly considered as of special interest due to their rarity alone, however there are specialties *within* the year, too. Some 1800 Army staff officers of WW II received a "sedan, four-door, one each, color OD," which was a '42 Ford equipped with blackout lights front and rear. These are especially rare today, and the perfect collector car for the military history buff. Just three days before Pearl, the OPA (Office of Price Administration) gave the automobile industry 15 days to use up all existing stock of

plated trim, so after this period all the cars produced were delivered without chrome; all the trim was painted body color, including the bumpers. These cars are also highly sought-after today. Chances are if you do find a '42 model today, it will be quite complete, but needed parts will be hard to find.

After turning over the nationwide facilities of the many Ford plants to wartime production of tanks, trucks, gliders, engines, Jeeps, and building B-24 bombers at the incredible final rate of one an hour at Willow Run, Ford Motor Company was ready in mid-1945 to resume production of civilian automobiles. The first of the "new" 1946 Fords rolled off the assembly line July 3, 1945, ready to be snapped up by a car-starved public denied new automobiles for the period of the war. Even though basically just a warmed-over '42 with a new grille and trim changes, the '46's sold well, aided by the fact that Ford was the first manufacturer to get back into postwar production of civilian cars. The '46 was still available with the 100-hp flat-head V-8 or the 90-hp six, and in nine body styles. The six Super Deluxe models were the wagon, convertible coupe, coupe, sedan-coupe, and 2-and 4-door sedans, while Deluxe styles included just the sedans and the basic coupe. Late in 1946, the famous Ford Sportsman convertible was introduced. A limited production version, it was a cross between the body of a convertible coupe and a wood station wagon, with leather upholstery, power top, and even power windows. Only 3392 of the beauties were sold, and very few of the wood-bodied open cars have survived today, making it one of the hardest Fords to restore, but also one of the most desirable.



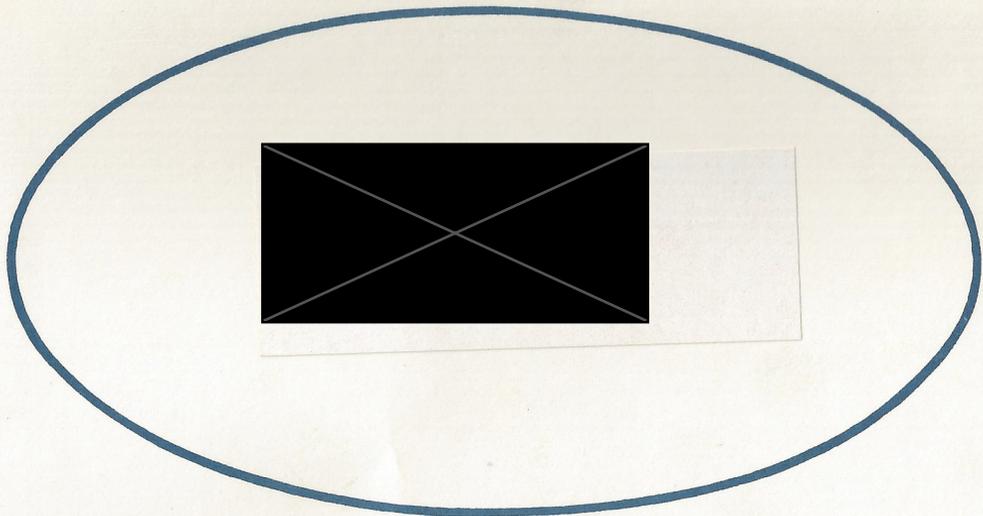
PAST PRESIDENTS

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
DUDLEY OCHSNER.....	1988

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