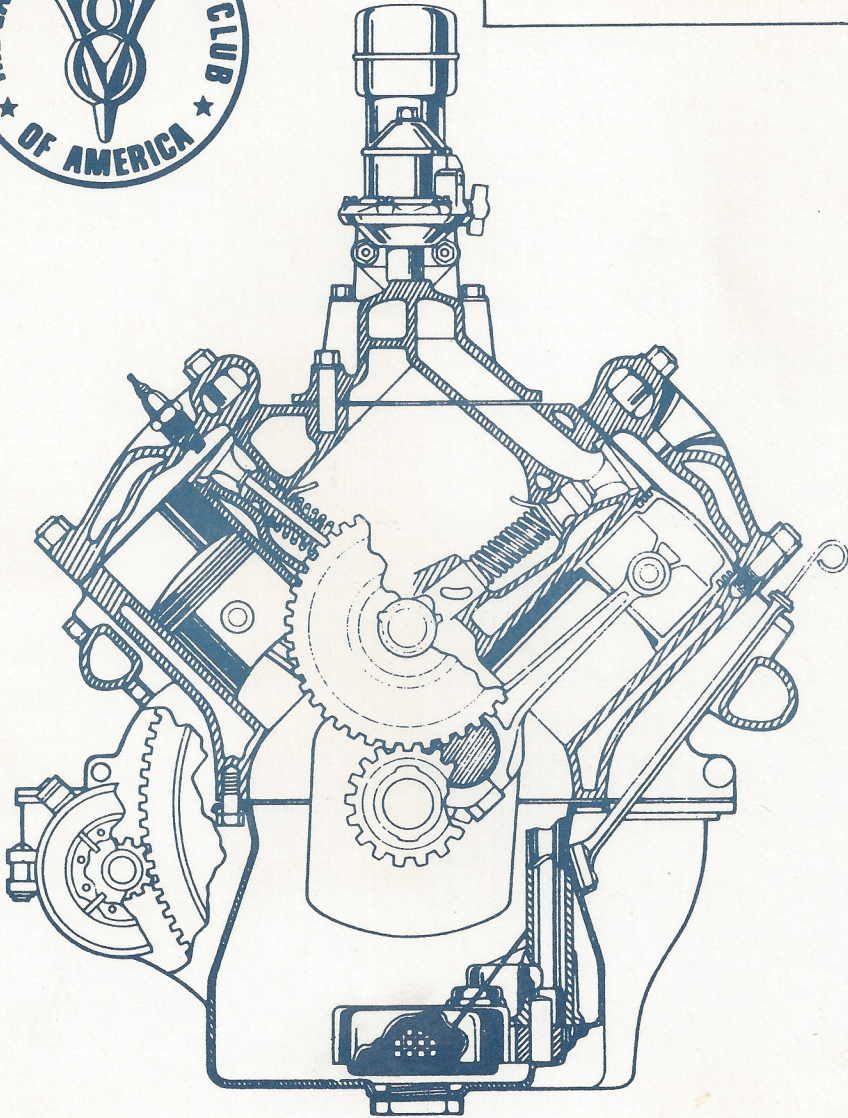


APRIL



Drive Lines

The Valley 's

1991 OFFICERS

PRESIDENT, JOE DiFATTA (818) 782-9883
VICE PRESIDENT/ACTIVITIES, CHUCK SHUBB ... (818) 882-2927
SECRETARY, JERRY JENSEN (818) 886-5711
TREASURER, KENT LOWRY (818) 368-9830
HISTORIAN/RAFFLE, BEN DiFATTA (818) 347-9305
ACCESSORIES, TOMY THOMPSON (818) 841-7967
MEMBERSHIP, JOE DiFATTA (818) 782-9883
FELLOWSHIP/REFRESHMENTS, VIRGINIA WOLF. (818) 789-6201
EDITOR, CHUCK MAIR (818) 785-9413
PROGRAMS, LARRY CAPLAN (818) 363-2849



TECHNICAL ADVISORS

DON DUPREE
(818) 883-2747

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

COVER/ROY JONES

THE VALLEY V-8's

April 1991

"Our 20th Year"

— PRESIDENT'S MESSAGE —

Already three months have been logged in the record book for the year and it has been exciting and full of great club activities. The ambiance at each meeting makes you just want to be there . . . It's great to be surrounded by a "Class Group" of members and wives that are dedicated to this club. Please share your bulletin with your loved ones and try to make our events.

I still get excited about things to do in this club. The mind is like a computer. I just hope I don't overload the system!!!

I need your input on a few items:

1. 1992 Calendar involving club members' cars?
2. Holiday Party - whether to have it at a restaurant or at a club member's residence, along with a potluck dinner?
3. Nice "Polo" or Golf-type shirts?
4. Bulletin articles, photos and personal stories?

On April 7th, Larry Caplan will have John Deats as our program. He will be driving up from Long Beach. Don't miss this great program!

At the May meeting, Bill Norton will be auctioning off our Ford parts. Consider bringing other articles such as old magazines, radios, paper weights, old pens or pencils (just good old memorabilia.) Besides fun, this is also a money maker for the club. *See you April 7th — and bring a guest!*

OLE! Tequila Willies



The clouds held back the rains for a beautiful trip to Tequila Willies consisting of 17 Ford beauties and a few other cars filled with 52 members, wives, kids and grandkids. We had special gifts for a drawing just for the ladies. It was a beautiful sight seeing our members in their cars. Sure glad we didn't cause any accidents.

We had a private spot in the restaurant, and, of course, lots of food with champagne and juice.

Afterwards, nine couples proceeded to "Ports o' Call" in Long Beach for shopping and browsing around.

A big thanks and well done to *Bob Rose & Chuck Shubb* for planning a great outing.

PROGRAM FOR APRIL MEETING

OUR SPEAKER FOR THE APRIL MEETING WILL BE JOHN DEATS. JOHN IS WELL KNOWN AMONG EARLY FORD V8 ENTHUSIASTS FOR HIS EXPERTISE WITH THE COLUMBIA TWO-SPEED REAR AXLES. IN FACT IT CAN BE SAFELY STATED THAT JOHN IS THE RECOGNIZED EXPERT ON THESE VERY POPULAR DEALER INSTALLED ACCESSORIES. OBVIOUSLY HE IS EQUALLY WELL VERSED ON THE OPERATION OF THE BASIC REAR AXLE ASSEMBLY USED IN OUR EARLY V8 FORDS WHICH WILL BE THE TOPIC OF THIS PROGRAM.

THE PATH THAT JOHN FOLLOWED TO ARRIVE AT THIS POSITION OF RESPECT FROM EARLY FORD V8ERS WORLDWIDE IS AN INTERESTING STORY. HE IS A LIFELONG RESIDENT OF LONG BEACH, CALIFORNIA WHO BEGAN TURNING WRENCHES ON A 1932 FORD AT THE AGE OF EIGHT, IN 1951. HE WENT ON TO EARN A BACHELOR'S DEGREE IN PHYSICS AT OCCIDENTAL COLLEGE IN 1964. THIS WAS FOLLOWED BY GRADUATE STUDIES AND A SHORT CAREER WORKING FOR TWO WELL KNOWN DEFENSE INDUSTRIES GIANTS, TEXAS INSTRUMENTS AND TRW. JOHN MADE A MID-LIFE CAREER CHANGE IN 1971 TO DO WHAT HE REALLY ENJOYED....WORKING WITH FORD V8S. JOHN GIVES MUCH CREDIT TO DICK AND STEVE SHELL FOR DEVELOPING HIS INTERESTS IN THE COLUMBIA REAR AXLES. DICK SHELL HAD BEEN BEEFING UP THESE UNITS AS FAR BACK AS 1941 AND JOHN TOOK THIS KNOWLEDGE AND DEVELOPED IT INTO A BUSINESS AS WELL AS A SERVICE TO V8ERS WHO NEEDED PARTS AND ADVICE. THE FIRST PRODUCT OFFERED IN THE MID 1970S WAS A COLUMBIA GASKET SET. FROM THERE THE DEVELOPMENT OF IMPROVED SYNCHRO CLUTCHES AND MORE RECENTLY THE DEVELOPMENT OF A COMPLEX SUN GEAR HAVE EVOLVED. TODAY HE CONTINUES TO PROVIDE THE V8ER WITH EVERYTHING NECESSARY TO KEEP THOSE COLUMBIAS SHIFTING.

Larry Caplan

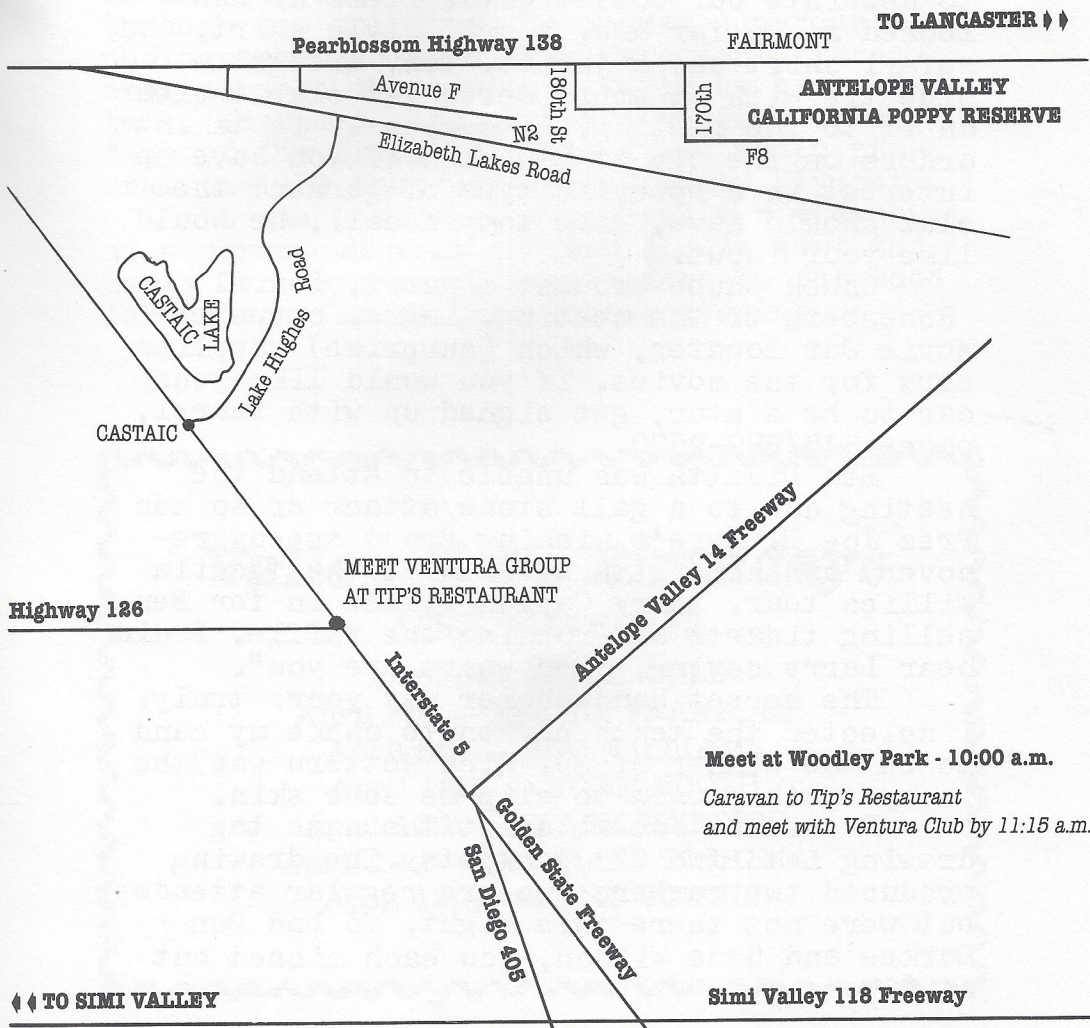
— 6-DAY TOUR —

Announcing the "Harris Tour" to the Western National Meet at Whistler Mountain in British Columbia. Dates — July 30th through August 4th. Contact former member Blacky Blackwell (805) 499-1021 or Jay Harris (714) 586-4150.

LET'S PICNIC in the WILD FLOWERS Sunday, April 14th, 1991

TOUR LEADER PAT BERRY WILL BRING THE PUNCH.
BRING A BOX LUNCH, AND IF THE WEATHER
IS WILLING, THERE WILL BE FLOWERS.

- SEE MAP BELOW -



Secretary's Viewpoint

by Jerry Jensen

President Joe D. reports we have 93 paid up members. I don't know if that includes our two newest members, Jerry Case and Bill Carpenter. Jerry Case has a '47 Ford Sedan Delivery and Bill Carpenter has a '40 Mercury Convertible Sedan. We all welcome you Jerry and Bill and your very nifty vehicles.

Tomy Thompson has been busy investigating the possibility of acquiring several items of clothing with our club logo on them to decorate our bodies with. Items he has looked at so far are, a golf style shirt, safari shirt and a jacket. Tomy brought a blue tie with an embroidered V-8 club emblem on it to the meeting. He currently is taking orders on the tie at \$15 each. If you have an interest in a specific type of garment the club should have, give tomy a call, he would like your input.

Chuck Shubb brought a guest, Laurel Rosenberg to the meeting. Laurel operates Movie Car Locator, which (surprise) supplies cars for the movies. If you would like your car to be a star, get signed up with Laurel, phone 818/999-9520.

Ben DiFatta was unable to attend the meeting due to a gall stone attack or so sez Prez Joe D. Here's wishing Ben a speedy recovery and hoping to see him at the Tequila Willies tour. Larry Caplan filled in for Ben, selling tickets and running the raffle. I did hear Larry saying, "Ben where are you".

The secret hand shaker was yours truly. I selected the tenth person to shake my hand to be the winner of \$5. Rich Mottern was the lucky tenth person to slip me some skin.

President Joe D. split the name tag drawing into two \$25 jackpots. The drawing produced two members who are regular attendees but were not there this night. To bad Don Durkee and Gene Wilson, you each missed out on \$25.

Allan Franklin was the winner of a Parker pen, in the drawing for those who drove their Early Ford iron. There were nineteen members who drove their vintage cars to the meeting.

Sherwood Kahlenberg a reknown Chrysler expert was the guest speaker for the evening. Sherwood is a past president of the W.P. Chrysler Club and founder of the local regional group. He related that not all of the cars in his life were Mopars, that there were a few Fords in his memory, the first being a '34 Ford.

Sherwood's talk covered the early years of the Chrysler Corp., from the mid twenties through the thirties. He passed numerous photographs and some very rare dealer brochures through the audience while he gave his talk. Sherwood also played a portion of a tape of the first coast to coast radio program in 1932 that was sponsored by Plymouth.

It was interesting to hear the viewpoint of a person on that era who didn't have the Early Ford syndrome. Many thanks to Sherwood Kahlenberg for an interesting evening.

Valley V-8's Birthdays

— *APRIL BIRTHDAYS* —

April 5th — BILL CULP

April 7th — ELAINE FRANKLIN

April 8th — BUD WILLIAMS

April 12th — NORM BOOTH

April 13th — CLARK MERCIER

April 14th — MICHAEL TOSHIMA

April 19th — JOHN POWELL

VINTAGE CARS DRIVEN TO THE MARCH MEETING

- | | |
|--|--|
| '41 Ford Coupe - <i>Chuck Mair</i> | '51 Ford F-2 Pickup - <i>Jim Winnett</i> |
| '50 Ford Tudor - <i>Dick Smith</i> | '70 Maverick - <i>Dwight Cervin</i> |
| '40 Ford Convertible - <i>John Sanchez</i> | '46 Ford Pickup - <i>Don Dupree</i> |
| '40 Ford Deluxe Tudor - <i>Virginia Wolf</i> | '47 Ford Sedan Delivery - <i>Jerry Case</i> |
| '49 Ford Deluxe Coupe - <i>John Wolf</i> | '40 Ford Deluxe Coupe - <i>Gordie Chamberlin</i> |
| '48 Ford Coupe - <i>Joe DiFatta</i> | '40 Ford Coupe - <i>Bill Nolan</i> |
| '41 Ford Super Deluxe Tudor - <i>William Toensing</i> | '36 Ford Coupe - <i>Harold Selson</i> |
| '55 Mercury - <i>Laurel Rosenberg</i> | '41 Ford Convertible - <i>Bob Rose</i> |
| '63 Continental Convertible Sedan - <i>George Richards</i> | '40 Mercury Club Coupe - <i>Bill Woods</i> |
| '35 Ford 3/W Coupe - <i>Allan Franklin</i> | |

FOR SALE —

Pr. Offy heads \$40., headers \$25, 4 new Firestone W.W.W. w/tubes 6:00 x 16 \$240., 2 original '41 hub caps \$40., '40 Deluxe louvered hood \$60., '39-'40 board covers - new \$40., '40 front floor mat - new \$40., Tony DiMeo (805) 296-4027.

'50 Ford Tudor - \$5,200.00 - Dick Smith (805) 527-9683.

'72 Triumph GT6 Mark III - \$1,100.00 - Don Dupree (818) 883-2747.

'66 T-Bird - Miles Schofield (818) 342-8881.

'56 Lincoln Premier - Ran last time parked - \$1,000.00. '54 Mercury - parts car - \$900.00. Laurel Rosenberg (818) 999-9520.

'56 Desoto, '51 Packard, '74 Imperial, '55 Pontiac, '82 Peugeot Diesel - William Toensing (818) 578-1699.

WANTED —

'40 Ring & Pinion 3.78 or 3.54 - Marty Luening (818) 353-1247.

'50 V-8 motor & air cleaner - Dick Smith (805) 527-9683.

Distributor Assembly - '41 Ford. William Toensing (818) 578-1699.

For a '56 Mercury post sedan, trunk rubber stubbers, dome light, rubber around passenger window, stone hedge. Laurel (818) 999-9520.

Add To Your Roster Book

Carpenter, William T. & Barbara — '40 Mercury Sedan-Convertible

1031 Tuttle Avenue, Simi Valley, CA 93065

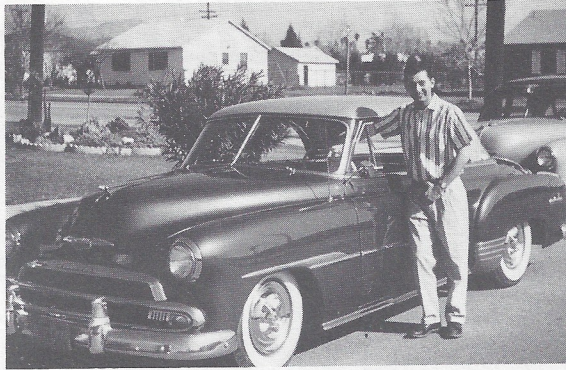
Res: (805) 527-8861 - joined 1991 (Engineer)

Faber, Sam & Susan — '36 2-Door

3177 Grangemont Road, Glendale, CA 91206

Res: (818) 790-4122 - joined 1990

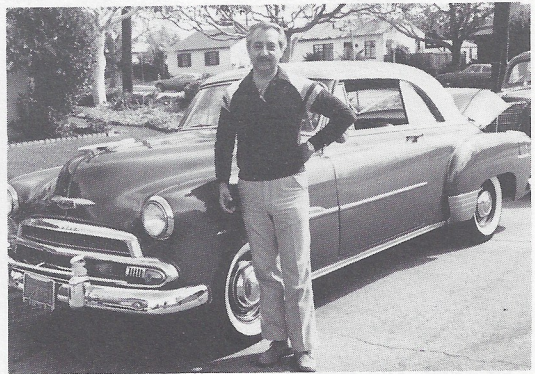
Meet The Prez Joe D.



**JOE D. IN 1956.
2-Tone Green '51.**



**BROTHER BEN
Light Green '50**



**JOE D. IN 1988
2-Tone Green '51**

President Joe DiFatta actually started out in this world as a Chevy person. His Pop and Uncle Sam each had early Chevies. Joe was born in Baltimore, Maryland, the 3rd of 5 boys. In 1951, the DiFattas - Mom, Dad, Ben, Frank, Joe, Sam and Mick, crossed the country in a 1950 Chevy, with brother Ben doing all, or most of the driving.

A graduate of San Fernando High School in 1957, Joe proceeded to enlist in the United States Navy and was stationed aboard the Cruiser USS Helena. After the Navy, he married Marsha and started his printing career at Chick Hart Printers on Van Nuys Blvd..

Now, with two grown children, and three grandchildren, he is still in the printing profession and his planning to build a Victorian home in Chatsworth, along with a six-car garage.

Joe's accomplishments include eight years of being a Manager of Little League & Babe Ruth Baseball, Past President and Past District Governor of Rotary, Past Chairman of the Mid Valley YMCA, and has served as Trustee at Valley Presbyterian Hospital. In March of 1992, he will become President of the Greater Van Nuys Area Chamber of Commerce.

Other than all that, he enjoys his family, and cruising in any one of his eight Classics.

Ford Motor Co.'s answer to the hardtop



1950 Ford Crestliner, with its padded vinyl roof and two-tone paint scheme.

In 1949, the Buick Riviera, Oldsmobile Holiday, and Cadillac Coupe Deville made their debuts, the first of the “pillarless convertible hardtops” that would become one of the most popular body styles for the next couple of decades. By 1950, every General Motors marque had its own version of the hardtop, and they were selling in record numbers.

The Buick-Oldsmobile-Cadillac hardtops were joined by the Chevrolet Bel Air and the Pontiac Catalina in 1950. Ford was caught a bit off guard since its first hardtop, the Ford Victoria, wouldn't appear until 1951. In an attempt to counter the GM hardtops, Ford introduced a series of upscale models in each of its product lines. These were the Ford Crestliner, Mercury Monterey, Lincoln Lido, and Lincoln Capri.

For the Crestliner, Ford started with the Custom Deluxe two-door sedan and added a padded vinyl roof and two-tone paint scheme. The painted sweep panel scheme along the car's slab bodyside was set off by a swoopy chrome strip. The Crestliners were usually painted in vivid colors with the insert section in black. This idea of wild two-tone paint schemes would become the rage on American cars by the mid-1950s.

The Crestliner was designed by auto designer Gordon Buehrig of Auburn-Cord-Duesenberg fame, so as might be expected it was attractive. You also got a special steering wheel and full wheel covers as standard equipment. Only the V-8 engine was available on the Crestliner.

In 1950, the Crestliner listed for about \$200 more than the normal Custom Deluxe two-door sedan, and in 1951 it was a real bargain costing a mere \$90 more. However, it wasn't a popular alternative to the true hardtop. Only 17,601 Crestliners were sold in 1950 and this dropped to 8,703 in 1951. By comparison Chevrolet sold 76,662 1950 Bel Airs and 103,356 1951 versions. When Ford offered its true hardtop, the 1951 Victoria it accounted for 110,286 sales. The Victoria was also a Buehrig design.

Most automotive historians give Ford credit for the first use of vinyl topped cars. While there were many earlier cars that used padded tops, rarely were they over metal, and leather rather than vinyl was used.

- Sweet Sixteen -

Have you ever thought of being a teenager again? Now, be honest and perhaps you will agree in concept.

The members and wives of the club probably range in age from 30 to 70 years. With having children and grandkids we probably do lots of comparing with yesterday and today, such as:

In the 50's, working at a full service gas station, prices ranged about 24¢ a gallon for Regular to 27¢ for Ethyl. (That's a word that is just about extinct!!!) Wages as a box-boy or department store clerk were approximately \$1.50 per hour, computers were unheard of, and you did your adding on a bulky adding machine, or on the back of a paper sack.

How can you compare "Father Knows Best" with "Roseanne?" You had to wind your watch daily, lubrication of the car cost about \$1.75, and oil was 30¢ per quart. The biggest problem was having a date for Saturday night, then going to Van Nuys Drive-In, and afterwards, cruising Bob's Drive-In and making sure you date was home by midnight!!!

Well, it's the 90's, teenagers average \$6.00 to \$10.00 per hour, they have knowledge in the computer field, and the big problem is figuring out what college to attend!

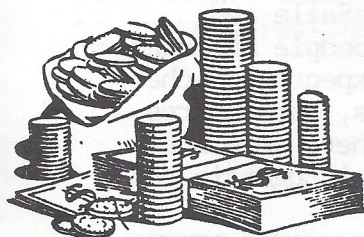
Rather than going to the drive-in, they attend a sound-blasting concert, the cars have stereos and CD's that go BOOM-BOOM-BOOM, etc., etc., etc.

At least Little League and After-school sports are better supervised, and a teenager can still attend special seminars to better their sports skills.

Instead of winding a watch, \$5.00 batteries are necessary for Digital LCD watches, the price of tennis or jogging shoes ranges from \$49.00 to \$150.00, and we don't dare to discuss the NO-NO words. It is hard to believe that in the years to come, there are jobs that haven't even been thought of.

Oh well, I've rambled on enough. The Good 'Ol Days will have to be memories, not perfect, but good memories. Now we are back to reality.

How about adding to this article, or, if you have a teenager story that you would like to see printed, just submit it to Joe DiFatta, along with any photos.



JACKPOT



Three - \$20.00 Jackpots

COULD BE YOURS!

(You must be present and wear your badge to win.)

Calendar Of Events

MONTHLY MEETING PROGRAMS

Sunday, April 7 - JOHN DEATS

Differential Set-up and Columbia Overdrive

Sunday, May 5 - BILL NORTON

Auto Parts Auction (Start accumulating your auto parts and memorabilia for this one.)

Sunday, June 2 - MEET AT WOODLEY PARK at 4:00 p.m.

We will then proceed to Don Dupree's home and garage and then drive over to Jack and Helen Kelejian's home and garage for pizza or sandwiches. Also, you may play Bingo!

UPCOMING TOURS

YOUR SUPPORT IS NEEDED FOR THESE TOURS.

Sunday, April 14 - PICNIC - See The Wild Flowers! Lake Hughes Area

Pat Berry, Coordinator (Meet at Woodley Park - 10:00 a.m.)

Saturday & Sunday, April 20-21 - SOLVANG TOUR with Don Durkee (805) 495-5298

Leave Saturday a.m., and drive to Solvang with Poker Run.

Spend night at Sheraton, BBQ in Solvang - then home.

Sunday, April 21 - SPRING CAR SHOW - Woodley Park

Contact Chuck Shubb for information.

Registration \$10.00 - arrive at park before 10:00 a.m.

Sunday, May 5 - 9th ANNUAL CLASSIC CAR SHOW

Chatsworth Park - Tropies awarded. Contact Pres. Joe D. for application.

Sunday, May 19 - PASADENA CITY TOUR - Dudley Oschner will have details.

Saturday, June 1 - MOTION PICTURE HOME PARADE

Calabasas Home for Motion Picture Retirees - Contact Cal Beauregard.

HILL & VAUGHN TOUR

The Hill and Vaughn tour on Saturday March 23rd was a great success. We had a good turn-out of people, and a great time. We toured with Cad-LaSalle and Verdugo Vintage Clubs...Well over 100 people attended.

The cars are spectacular, beyond expectation-the finest and rarest of the Senior Packards, Duesenbergs and many fine quality European cars. There were also several racing cars-a Ford 40 GT, several Bugattis and some Ferraris.

Phil Hill was a cordial host, and answered many questions. T.V. personality, Jay Leno showed up in a 1916 Hispano Suza racing car-told some jokes, signed some autographs and joined in with our group. This was the BEST tour yet.

TRIVIA QUIZ for April 1991

WHAT WAS THE FIRST YEAR FOR.....

1. THE SIX CYLINDER ENGINE IN A FORD ?
2. AN AUTOMATIC TRANSMISSION IN A FORD ?
3. SEALED BEAM HEADLAMPS IN A FORD ?
4. FACTORY INSTALLED HOT WATER HEATER IN A FORD ?
5. 14 MILLIMETER SPARK PLUGS IN A FORD ?
6. HYDRAULIC BRAKES ON A FORD ?
7. A ONE PIECE FORD RADIO ?
8. A COLUMBIA OVERDRIVE REAR AXLE FOR A FORD ?
9. THE V8 ENGINE IN A FORD ?
10. EXTERIOR KEYLOCKS ON BOTH FRONT DOORS ON A FORD ?
11. EMERGENCY BRAKE CONTROL ON DASHBOARD OF A FORD ?
12. VINYL COVERED HARDTOP ON A FORD ?
13. STARTER BUTTON ON DASHBOARD OF A FORD ?
14. HEADLIGHT DIMMER CONTROL ON FLOOR OF A FORD ?
15. REAR LICENSE PLATE MOUNTED ON REAR DECKLID OF A FORD ?
16. FRONT LICENSE PLATE MOUNTED AT CENTER OF A FORD BUMPER ?
17. THE VALLEY V8s REGIONAL GROUP ?
18. THE TWO PIECE FRONT WINDSHIELD ON A FORD ?
19. TUBULAR SHOCK ABSORBERS ON A FORD ?
20. OPEN DRIVESHAFT ON A FORD PASSENGER CAR ?

by Larry Caplan

ANSWERS TO TRIVIA QUIZ ON FOLLOWING PAGE

ANSWERS TO TRIVIA QUIZ

- | | | | |
|---------|----------|----------|----------|
| 1. 1941 | 6. 1939 | 11. 1937 | 16. 1941 |
| 2. 1951 | 7. 1938 | 12. 1950 | 17. 1971 |
| 3. 1940 | 8. 1934 | 13. 1937 | 18. 1937 |
| 4. 1939 | 9. 1932 | 14. 1938 | 19. 1947 |
| 5. 1938 | 10. 1941 | 15. 1938 | 20. 1949 |

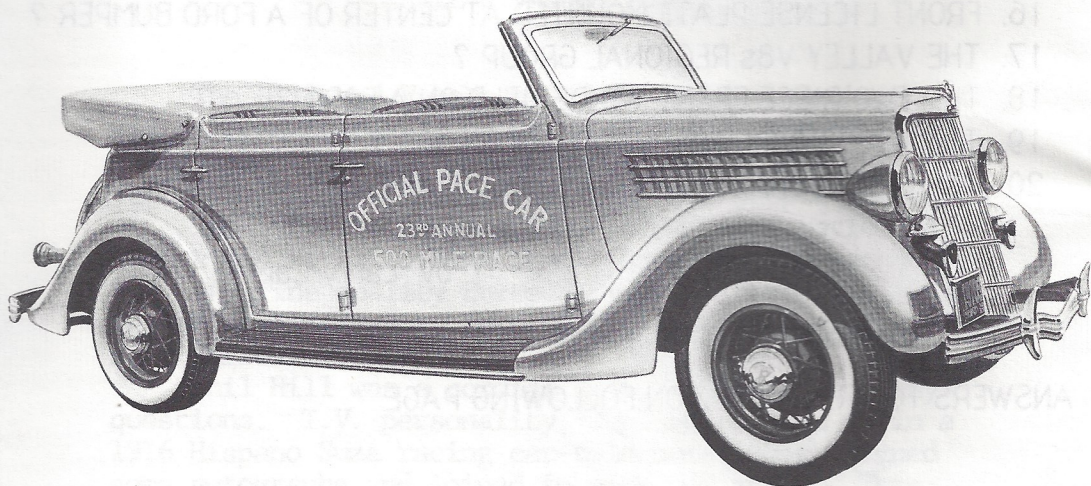
GRADING FOR TRIVIA QUIZ

0-5 : YOU SHOULD HAVE JOINED THE PLYMOUTH CLUB LAST MONTH WHEN YOU HAD THE CHANCE.

6-10 : NOT BAD. AT LEAST YOU HAVE BEEN PAYING ATTENTION.

11-15 : GOOD SHOW !! YOU HAVE DONE HENRY PROUD.

16-20: CONGRATULATIONS. YOUR NAME HAS BEEN SELECTED FOR OUR 1992 TECHNICAL DIRECTOR ON THE BALLOT.



This 1935 Ford Convertible Sedan showed Ford's new styling designs to the world when it paced the 1935 Indianapolis 500. America's best-selling car in

1935, Ford was the only car manufacturer to offer a V-8 engine in the low-priced field. \$550 to \$670 would buy this model, with its 90 hp engine.

SHIRT / ORDER FORM

Shirts will be ordered in April.
They will be embroidered on the pocket with our Logo.
Two types of shirts and various sizes can be ordered.

NAME _____

ADDRESS _____

CITY _____

PHONE _____

Type of Shirt: Royal Blue Golf Shirt White Safari Shirt
(Please check one)

Sizes: Small Medium Large X-Large
(Check size)

_____ Shirt(s) @ \$27.00 per Shirt \$ _____

Personal Name available @ \$4.00 per Shirt \$ _____

Name to be embroidered _____

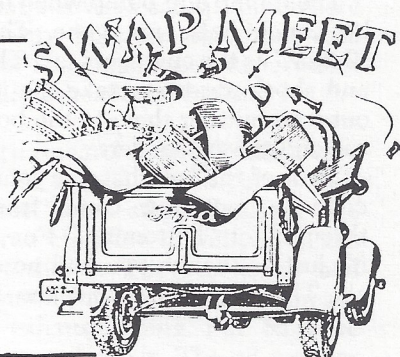
Name to be embroidered _____

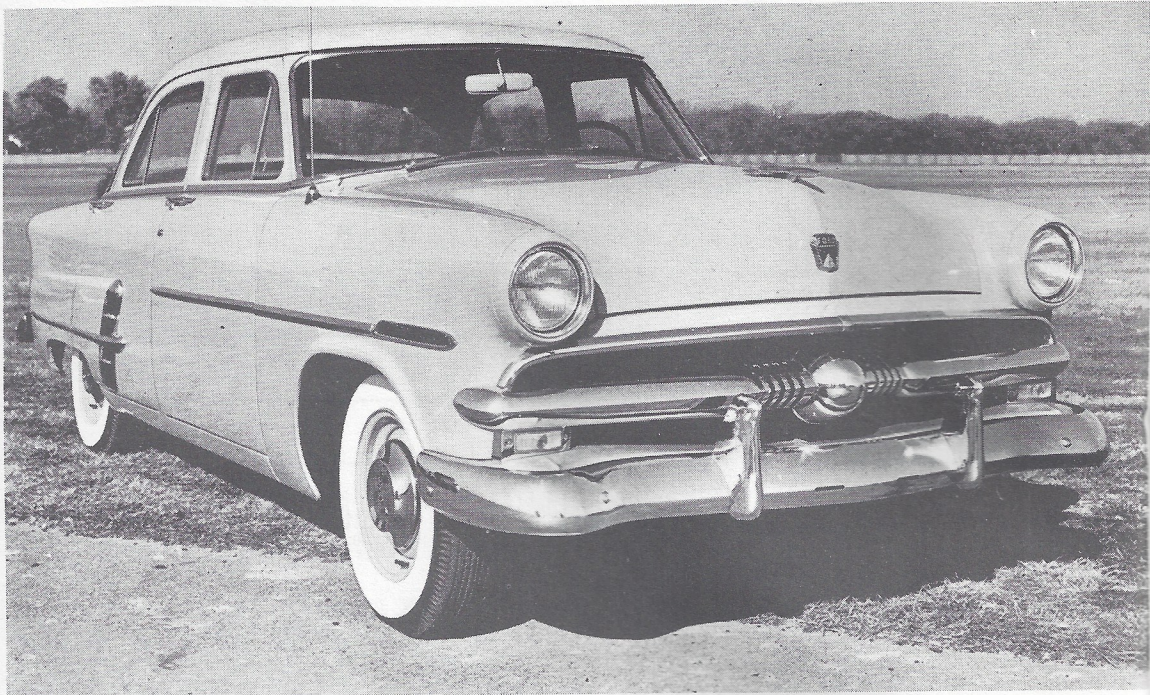
These are quality shirts and can be worn proudly. Please bring check or money order to meeting, or send to:

TOMY THOMPSON
2036 Manning Street
Burbank, CA 91505

**BRING YOUR SPECIAL GOODIES
TO THE MAY 5th AUCTION**

BILL NORTON - Auctioneer





Most obvious change in '53 Ford is new grille. Other body lines are about same as last year.

Ford Takes Thump Out of Bumps

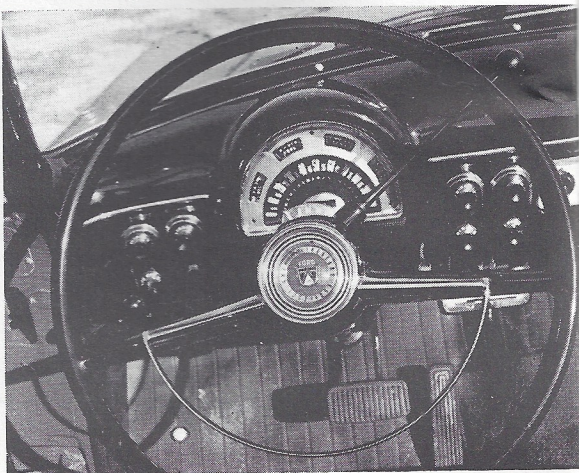
In the 1953 models the brunt of the jolts is taken by the springs and shock absorbers instead of by the body of the car and you.

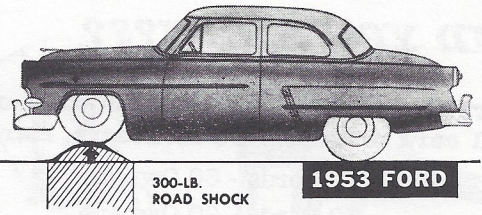
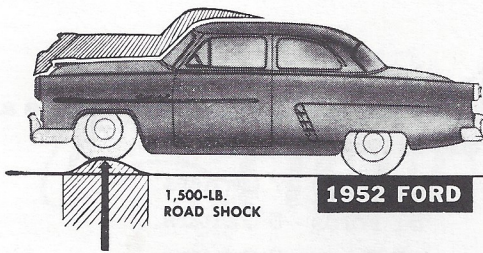
IF SOMEBODY blindfolded you and took you for a ride in a 1953 Ford over a rough road, you would never recognize the car.

The thump and bump when the wheels hit chuck holes are gone. The ride is "flatter," as the engineers say. The springs and shock absorbers take the jolts without transmitting them to the body of the car and the passengers.

Most of the jars that put your teeth on edge in motoring come from "strike through" or "bottoming." For a second, it's just as though you had no springs at all. The road shocks hit the body like

CHANGES IN INSTRUMENT PANEL include easier-to-read needles on speedometer, ammeter, and gas, oil-temperature and pressure gauges. New moldings surround control buttons.





ROAD SHOCK IS REDUCED 80 percent, Ford claims, by changes in springs, shock absorbers and wheel travel. Drawings show how

1,500 pounds of shock transmitted by a bump to frame and body of 1952 car is reduced to only 300 pounds in 1953 models.

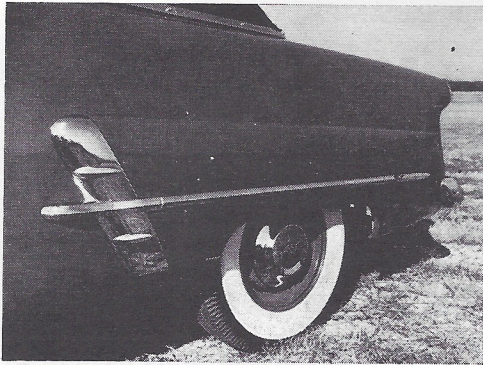
sledge hammers. The car hits a bad bump, the springs flex and the rubber strike pads on the suspension bang against the frame.

A number of little alterations make the difference in the new Ford's ride. The

amount of up-and-down travel allowed the front wheels before the strike pads hit the frame is doubled. The travel distance for the front and rear wheels is now about the same. More flexible pads absorb more jounce. A different gauge of spring leaf is used on the semi-elliptics in the rear for softness.

To take care of the added spring softness, the shock absorbers were redesigned. When the springs flex, the shock absorbers snub the movement faster.

In celebration of Ford's half-century of manufacture, the top of the steering column carries a medallion inside a new half-circle horn ring with the words: "50th Anniversary—1903-1953."

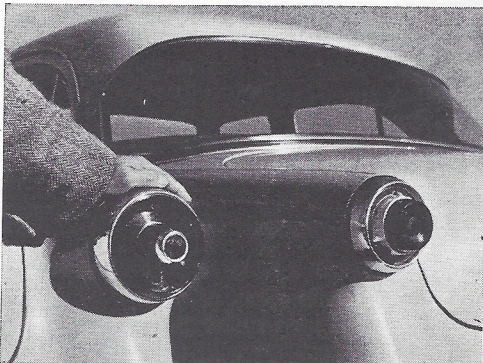


MODERNISTIC REAR FENDER is speared by a chrome strip across wheel cutout. Up front, added wheel travel necessitated addition of skid plate to protect engine oil pan.

"Hooters" Are Eliminated

They have done something else to the new Ford. Last year a car came off the assembly line now and then with an ailment diagnosed technically as resonance. It "hooted." Vibrations started somewhere near the front of the car, created noises and grew in volume as sympathetic vibrations were set up somewhere about midway between the front and rear wheels. The engineering department got a king-size headache looking for the trouble.

One day a research man became aware that when he turned a hard corner in a "hooter" the noise stopped. Hah! He smelled a rat. He filled his oil pan to the brim. That did it. The resonance had been originating in the pan and spreading to the exhaust piping. For '53 there will be no more hooters. The oil pan has been stiffened.—*Devon Francis.*

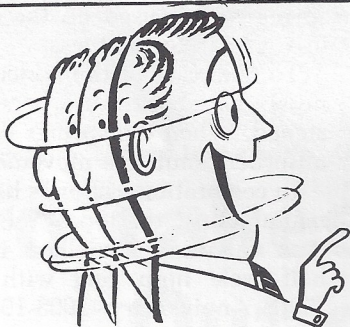


JET-TYPE TAIL LIGHTS for '53 have projecting centerpiece outlined in chrome (left). The tail light for last year's model is shown on the car at right.

DID YOU KNOW???

Surveying the roster book for autos owned by years, we discovered there are 181 cars owned by 96 members. Here's the breakdown:

'40 Fords - 30 Owners	'35 Fords - 7 Owners
'39 Fords - 20 Owners	'51 Fords - 6 Owners
'36 Fords - 19 Owners	'53 Fords - 5 Owners
'32 Fords - 18 Owners	'48 Fords - 5 Owners
'34 Fords - 16 Owners	'46 Fords - 5 Owners
'41 Fords - 10 Owners	'33 Fords - 4 Owners
'50 Fords - 9 Owners	'38 Fords - 4 Owners
'37 Fords - 9 Owners	'52 Fords - 2 Owners
'47 Fords - 8 Owners	'49 Fords - 2 Owners
'42 Ford - 1 Owner	



**FLASH!
FLASH!!**

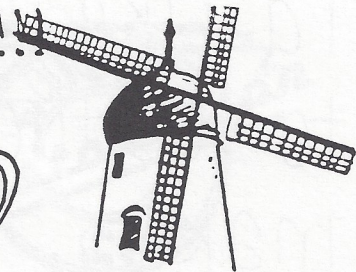
Just spoke to Jim Rowe, the first President of our Ford Club. (Thanks to Chuck Shubb for locating him.)

Anyway, Jim has some history and photographs of the beginning days in which he will be sharing with us. We will probably have a Past President & Early Times Program in the future. We will keep you advised.

Our Deepest Sympathy

It is with deepest sympathy to report the loss of our Ford member Jim McCracken. He passed away last week of a heart attack. He was 57 years old. Our condolences to his wife, Flo and children Candy and Ken.

IT'S TIME TO TOUR!!! SOLVANG



**1991
and have fun!!!**

APRIL 20 and 21, 1991

SATURDAY, APRIL 20, 1991

8:00 a.m. - Breakfast at Ted's Sizzling Steaks

10:00 a.m. - Meet at Santa Barbara Tucker's Grove Park
(Take Turnpike Offramp to the right, go to dead end - that is Tucker's Grove.)

10:30 a.m. - Leave Tucker's Grove

11:30 a.m. - Arrive at Solvang (Free Time Until Dinner)

6:00 p.m. - Meet at the Solvang Sheraton for Happy Hour

6:30 p.m. - Dinner

Choice of: Prime Rib \$25.78 or Chicken \$22.41
(Price includes tax and tip.)

SUNDAY, APRIL 21, 1991

11:00 a.m. - Leave for Nojoque Park for a Wiener Roast
(Provided by the Ventura V8 Club - bring your own beverage.)

Departure for home is at your convenience.

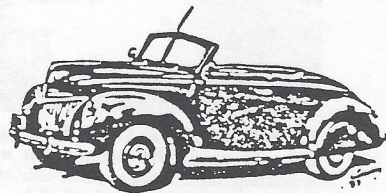
CONTACT: DON DURKEE — (805) 495-5298

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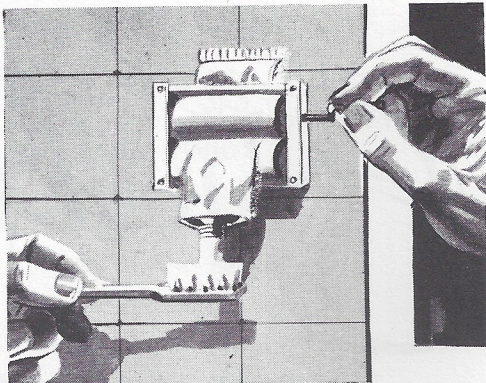
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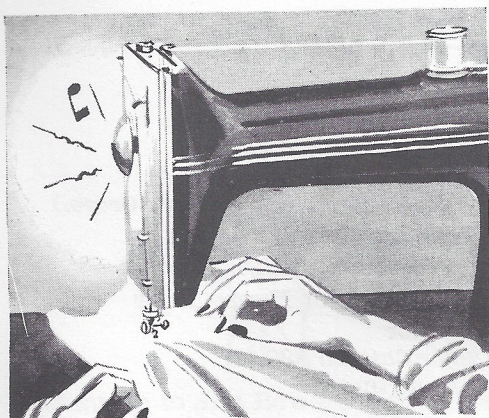


I'd Like
to see them
make...

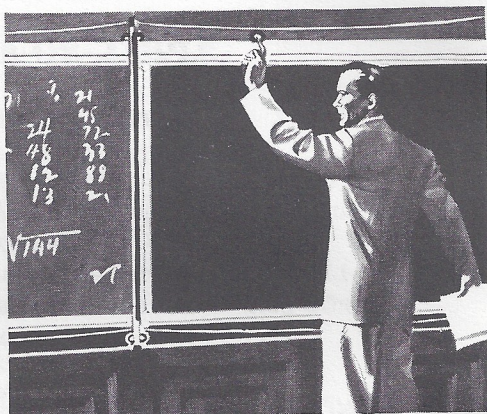
Everyone has his own pet idea of some gadget he would like to see in general use. What is **YOURS?** *Popular Science Monthly* will pay \$5.00 for each one published. Use government postcards only. Contributions cannot be acknowledged or returned.



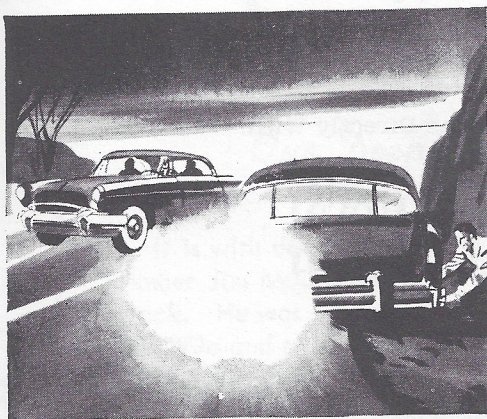
A TINY WRINGER to be attached to a bathroom wall for squeezing out the last bit of toothpaste, shaving cream or shampoo from the tube.—*M. Clark, New Castle, Pa.*



A WARNING BELL on a sewing machine that would ring just before the thread ran out, so you would not find you had been sewing with an empty bobbin.—*Brint Phillips, Los Angeles.*



AN ELECTRIC BLACKBOARD ERASER that would move back and forth across the entire board, cleaning it in a jiffy and saving time for teacher and students.—*Clark Fong, Fort Wayne, Ind.*

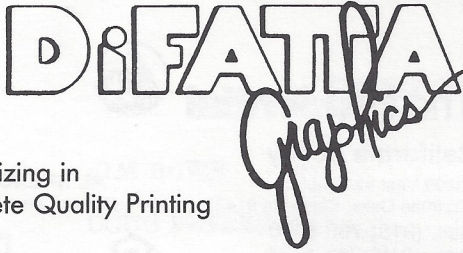


AN AUTOMATIC FLASHER built into the rear of a car. It could be turned on at the dash as a warning light when your car stalled on a busy highway at night.—*Jack Lloyd, Los Angeles.*



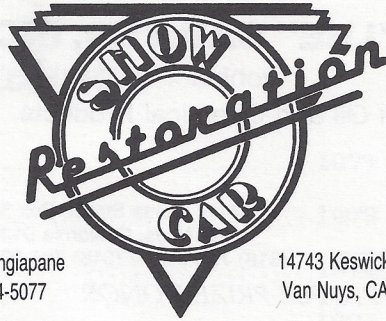
SMALL PLASTIC WINDOWS in the side of children's rubbers and galoshes so that you could insert the child's name for quick identification.—*Glenda Denton, Grand Haven, Mich.*

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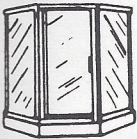


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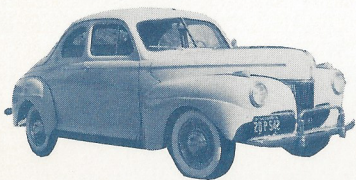
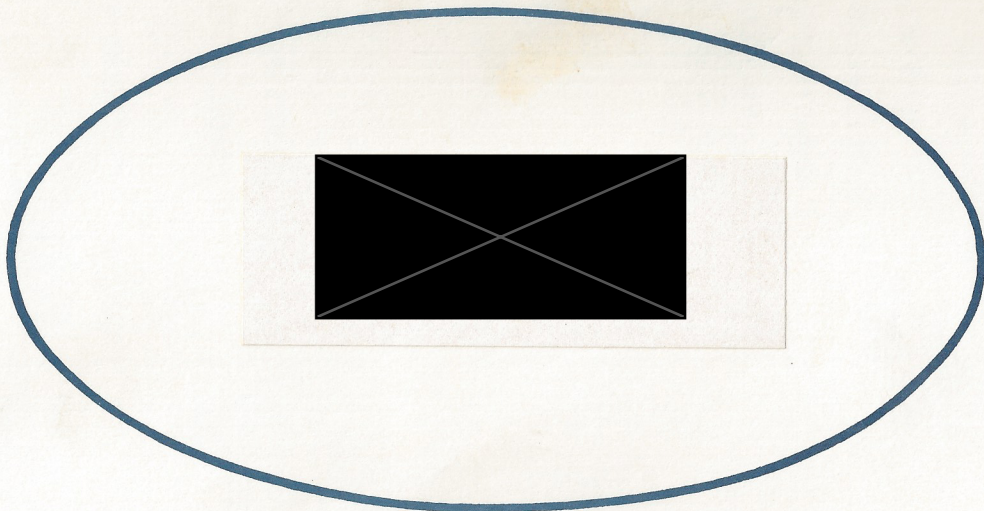
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DOUG PETERSON	1972
DON DURKEE	1974
ED WARNOCK	1975
JOHN BUSK	1976
CHIP WERSTEIN	1977
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BOB DRAKE	1979
BILL CULP	1979
AL SPENCER	1980
LARRY CAPLAN	1981
BOB ROSE	1982
DON DURKEE	1983
PAUL KIRK	1984
KENT LOWRY	1985
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