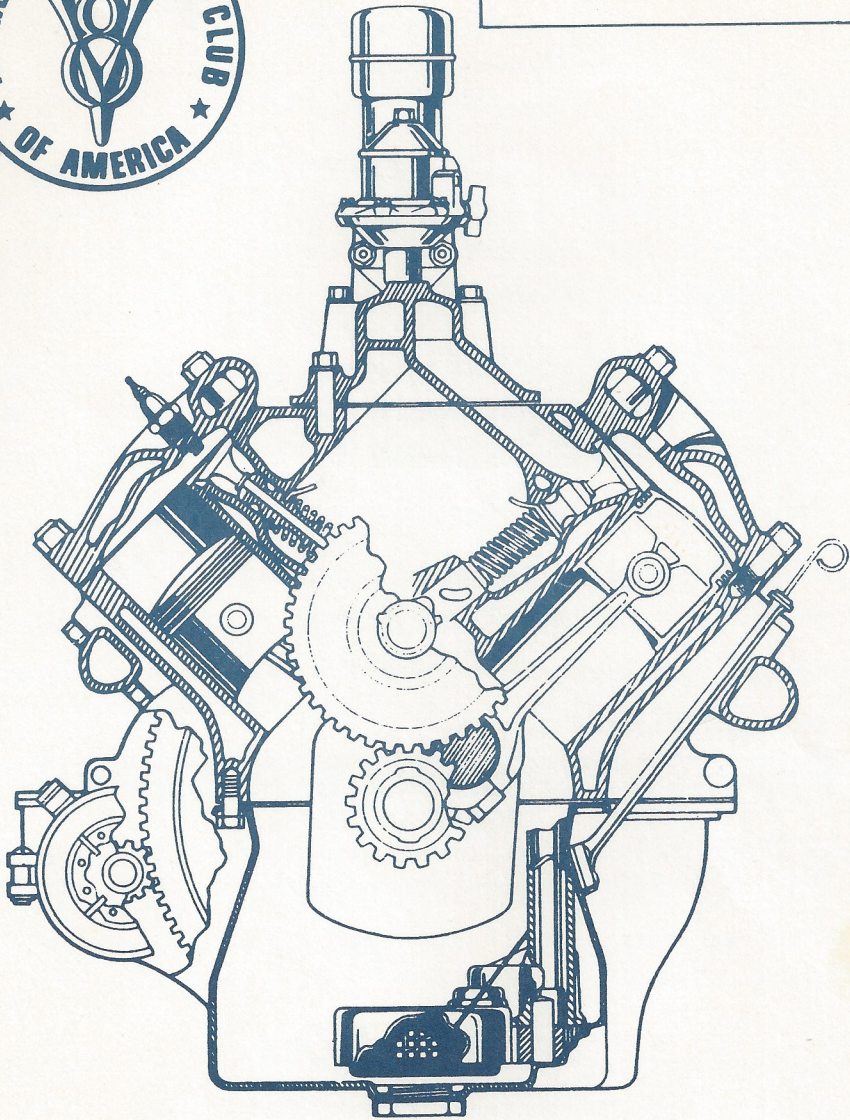


JUNE



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

COVER/ROY JONES

THE VALLEY V8's

June 1991

"Our 20th YEAR"

PRESIDENT'S MESSAGE

First I want to comment on the successful Auction we held in May. Don Durkee filled in for Norton and helped raise \$868.00 for the club. We, also, had other items for the auction such as books, magazines, a radio and a strawberry cake!! Thanks again to our members and to the special few for bringing the items.

Sunday, June 2nd we meet at Western Federal Savings, 12175 Ventura Blvd., 1/2 block west of Laurel Canyon Blvd. I wrote a letter to Security Bank, thanking them for the use of their community room. It is getting tougher to find good meeting places. I'm pretty sure you'll enjoy the new place.

There are still a lot of activities and tours being scheduled. Let me know if you have any ideas for a good one day trip that we can do.

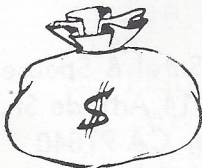
I'm looking for a book or some literature about Henry Ford's early days as a businessman and family man ... Please advise.

Great turnout for the Pasadena tour ... photos and story in this issue ... Thanks to you Dudley.

The summer months are approaching ... Be sure and check your radiator and do your "preventive maintenance" NOW.

As you read the "Drive-Lines" you will see articles from our members. Send me yours by the 18th of the month. I'll even help you write it, if necessary.

Oh Yes - "Happy Father's Day" and Keep the Fords rolling!!!



JACKPOT!!

We will draw for two \$20 winners

(You just have to be present wearing your badge to win!)

PROGRAM FOR JUNE MEETING

DAVE SANBORN WILL PRESENT THE PROGRAM FOR OUR JUNE MEETING. HIS SUBJECT FOR THE EVENING WILL COVER 1935-1936 FORDS AND IS TITLED "THE CENTER-POISE RIDE." THIS "FEATURE" WAS THE CENTER-PIECE OF ALL ADVERTISING AND SHOWROOM DISPLAYS DURING THE TWO YEARS AND DAVE WILL TELL US WHAT CENTER-POISE RIDE IS ALL ABOUT... AND MUCH MORE.

A BIOGRAPHICAL SKETCH SHOWS THAT DAVE ACQUIRED HIS FIRST FORD, A 1936 THREE-WINDOW COUPE, IN 1958. HE STILL OWNS THAT CAR TODAY ALONG WITH FIFTEEN OTHER 1935-1936 MODEL FORDS.

DURING THE LAST NINE YEARS HE HAS BEEN IN THE PROCESS OF RESTORING THESE VEHICLES WITH THE HELP OF VELEY'S RESTORATION FACILITY IN BORING OREGON. AT THIS TIME THREE CARS ARE COMPLETED AND ARE ALL DEARBORN AWARD WINNERS. DAVE DESCRIBES HIS MOST SATISFYING MOMENT WHEN HE LEARNED THAT HIS 1936 ROADSTER HAD SCORED A PERFECT 1000 POINTS AT THE WESTERN NATIONAL MEET AT RENO LAST YEAR.

THE GOAL FOR THE FUTURE IS TO ACQUIRE THE REMAINING FIFTEEN VEHICLES NEEDED TO COMPLETE HIS COLLECTION OF ALL 1935-1936 PASSENGER BODY STYLES AND RESTORE THE ENTIRE FLEET. THIS MAY SOUND LIKE AN IMPOSSIBLE OBJECTIVE BUT CAN YOU THINK OF ANYONE WHO IS CLOSER TO ACHIEVING IT THAN DAVE? IN ADDITION TO ALL THIS DAVE FINDS TIME TO RUN HIS OWN FINANCIAL MANAGEMENT COMPANY AND WORK ON THE TEAM PREPARING THE 1935-1936 RESTORATION MANUAL.

Larry Caplan

ADD TO OUR ROSTER AND WELCOME:

Mike Stojakovich(Stack) and Spouse Carol Elaine
5355 Hartwick St., Los Angeles, CA 90041
Res. (213) 254-7938
1948 Deluxe Coupe

Fritz Casanas & Spouse Linda
10963 Russett Ave., Sunland, CA 91040
Bus. (818) 548-3950
Res. (818) 352-6751
1940 Deluxe Sedan

David Satel & Spouse Sandi
10614 Artrude St.,
Sunland, CA 91040
Bus. (818) 848-8703
Res. (818) 353-2992
1941 Panel

CALENDAR OF EVENTS

- SUNDAY, JUNE 2 - A CHANGE! Meeting at new location - Western Federal Savings, 12175 Ventura Blvd., 2nd Floor (1/2 block West of Laurel Canyon Blvd.) Lots of ample parking, and we will have two security guards present in the parking lot. Elevator in building. Great room!
- SUNDAY, JULY 7 - Meet approximately 4:00 p.m. in Van Nuys Drive to Don and Bev Dupree's home and garage. Pizza or 6-foot sub sandwich will be available! (More details to follow)

UPCOMING TOURS

- Saturday, June 1st - 9:30 A.M. - Motion Picture Home Parade
Cal Beauregard, Chairman
10:30 - 11:30 - Parade of Cars
12:00 - 1:00 - BBQ - \$10.00 (well worth it)
Donation for the Motion Picture Fund or
or Bring your Picnic lunch and enjoy the
beautiful grounds.
23450 Calabasas Rd., off Ventura Freeway
at Valley Circle.
- Sunday, June 2nd - Pomona Swap Meet
- Saturday, June 22nd - "South on the 405 Tour" - Leave 10 A.M.
from Woodley Park. We will attend a
Restoration Garage and have lunch there.
Chuck Shubb, Tour Guide

If you have any Tour ideas, contact Chuck.

FOR SALE

50 Ford Fordor needs paint, upholstery,
engine overhauled, \$1,000
Alex 213/664-8451

86 Ranger Pickup, Jim Fowler 818/889-6097

36 Ford coupe, disassembled, \$5,000, other

36 Ford parts, Monica Blake 213/258-5991

39 Ford Conv Coupe

Jack Miles 818/347-8617

50 Ford Tudor, \$5,000 B/O

Dick Smith 805/527-9683

SECRETARY'S VIEWPOINT

By Jerry Jensen

The annual spring auction continues to be one of the most popular meeting events of the year. The May 5th gathering completely filled the Security Pacific meeting room. This was to be the last meeting at the Laurel Canyon and Magnolia location. Starting with the June 2nd meeting we will be located at Western Federal Savings, 12175 Ventura Blvd.

Tomy Thompson was nattily attired in a white safari shirt with the Valley V-8's logo and his name embroidered in blue on it, along with a blue golf cap with white logo. Tomy described the clothing he has made available to club members. A safari shirt, men or ladies white with blue logo, 60/40 cotton-polyester for \$29. A golf shirt, men or ladies, blue with white logo for \$23. Golf cap with logo for \$12.50. Your name embroidered on any shirt for \$6. If you would like any of these items, please contact Tomy Thompson.

Dennis Keene talked about the Southern California Regional Groups overnight tour to San Luis Obispo on June 27, 28 and 29. Members interested in information or in joining this tour contact Dennis Keene.

Prez Joe D. appointed John Kemmerer as the secret hand shaker. John selected the 13th person to be the winner. Ralph Hubbard turned out to be lucky thirteen and winner of \$5. Jack kelejian was the winner of the drawing for members driving their Early Ford V-8's.

The name tag drawing was for two \$20 jackpots. Bill Woods would have been the winner of one of them, but he forgot to wear his name tag. Gene Wilson would have been the other winner if he had been there.

Don Durkee and Prez Joe D. were the very capable auctioneers, filling in for Bill Norton who was not able to attend. Many members donated some very fine parts and memorabilia to make this a successful event. Spirited bidding on many items helped in raising over \$300 for the club treasury.

Ben DiFatta is moving to Morro Bay on a part time basis, that is if they have any water. Jerry Littner has volunteered to take over Ben's position of Historian. Here's to good guy Jerry.

VINTAGE CARS DRIVEN TO THE MAY MEETING

40 Ford Std Tudor	Larry Caplan
41 Ford Sup Dlx Tudor	William Toensing
40 Mercury Club Coupe	Bill Woods
40 Ford Dlx Coupe	John & Virginia Wolf
35 Ford 3/W Coupe	Allan Franklin
48 Ford Club Coupe	Joe DiFatta
40 Ford Tudor	Fritz Casanas
41 Ford Sed Del	David Satel
39 Ford Dlx Tudor	Jerry Jensen
51 Ford F-2 Pickup	Jim Winnett
40 Ford Coupe	Bill & Denize Nolan
46 Ford Coupe	Jim Fowler
38 Ford Pickup	Tomy Thompson
56 Mercury	Elaine Lee
37 Ford Coupe	Jerry Littner
38 Ford Conv Sedan	Dudley Ochsner
40 Ford Dlx Tudor	John & Lin Kemmerer
40 Ford Pickup	Tobby Alvestad
36 Ford Coupe	Harold Selson
50 Ford Coupe	Don Durkee
53 Ford Club Coupe	Lloyd & Donna Paschal
55 Ford Pickup	Dick Smith

WANTED

35-36 roadster top irons
Dave Sanborn 818/980-0436

46 Ford interior & exterior trim
Jim Fowler 818/889-6097

Hood hinges for 52-54 Ford or Mercury
Pat Berry 619/938-2360

39 Ford coupe, Joe Kish 619/727-9809

DON'T FORGET !

We now meet at Western Federal Savings
12175 Ventura Blvd., Studio City

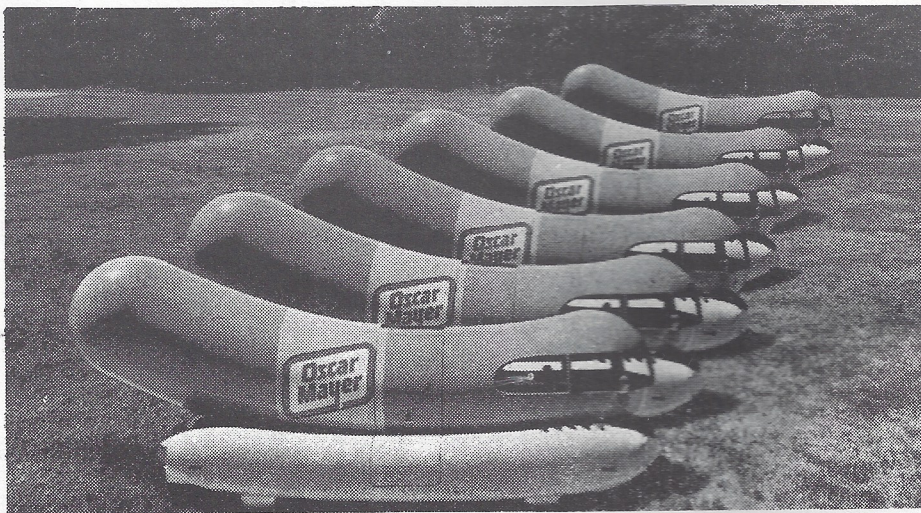
PASADENA TOUR - MAY 19th

Henry Ford must be smiling down on us!! On Sunday, May 19th, Dudley (and I know Julia played a big part) Oschner guided us in a Super Tour through Pasadena.

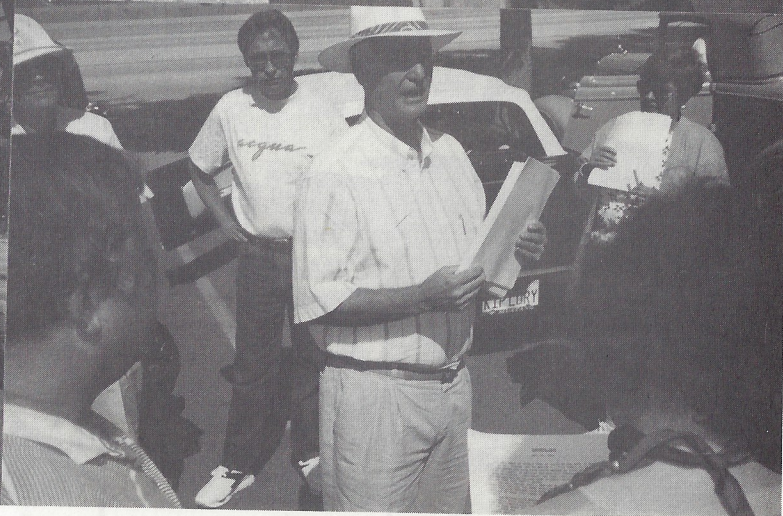
Seventeen cars met at Woodley Park. We took a group photo and Pres. Joe had a special raffle for the ladies. We then left the park, entered the 405 Freeway, headed east on the Ventura Freeway. All the cars glided right along - following Dudley. We stopped at the Rose Bowl and were met by 3 other Fords. We all received information sheets about our tour, and headed through the streets of Pasadena. Points of interest included: Wrigley Mansion, Pasadena Playhouse, the Antique shop area and then stopping at 'Rosie's Diner' for a super hamburger fries and milkshake. The restaurant also had a trio which sang songs from the '50's .. anyone want to dance!! After lunch we passed by the fancy Ritz Carlton Hotel and the Tournament of Roses House. It then being past 2:30, we proceeded home.

Thanks Dudley and Julia for the great day - Great Weather and great comraderie.

Oscar Mayer Wienermobile



What do you get when you cross a hot dog with a Dodge chassis? The Oscar Mayer Wienermobile! One newly-restored addition to the Henry Ford Museum's transportation collection took to the road to promote Oscar Mayer wieners. Featuring 22 feet of frankfurter on a fiberglass bun, the Wienermobile was one of 10 custom-made vehicles that rolled along American highways and byways, garnering awe-stricken stares and smiles of delight until its retirement.





JUNE V8 BIRTHDAYS

June	2	-	Bill Norton	"	9	-	John Kemmerer
"	2	-	Harold Johansen	"	12	-	Sam Faber
"	3	-	Jerry Jensen	"	17	-	Diane Campbell
"	6	-	Don Stout	"	23	-	Chuck Mair
"	7	-	Karen Lowry	"	24	-	John Sanchez
"	7	-	Al Spencer	"	29	-	Russ Sylvis
"	7	-	Larry Caplan	"	29	-	Ralph Hubbard

THANKS TO ...

Donna and Cecil Paschall for bringing the May snacks!

Karen and Kent Lowry will be bringing the June snacks

Contact Virginia Wolf for later months

It is easy to volunteer!!

Henry Ford Museum & Greenfield Village

P.O. Box 1970

Dearborn, Michigan USA 48121-1970

Dear Auto Club Member:

Recently an auto club newsletter printed an article in their publication suggesting that the Archives Department here at the Henry Ford Museum contained original production order cards for Ford Motor Company vehicles. It suggested that individuals could obtain copies of these production cards by sending us \$5.00 along with their vehicle identification numbers. UNFORTUNATELY THIS INFORMATION IS NOT AVAILABLE FOR FORD VEHICLES. WE DO HAVE PRODUCTION CARDS FOR SOME LINCOLN VEHICLES BETWEEN THE YEARS OF 1936-1948.

A retraction was printed but the information was picked up by other clubs and the letters and \$5.00 fees keep pouring in. We must return each letter and fee to the mutual inconvenience of all parties concerned.

We hope this clarifies the situation and apologize to any collectors who have been inconvenienced.

FORD ALL-METAL MONOPLANE

FOREWORD

In developing aviation, in making it a form of commerce, in replacing the wild freedom of danger with the civilized bonds of safety, must we give up this miracle of the air? Will men fly through the sky without seeing what I have seen, without feeling what I have felt? Is that true of all things we call human progress – do the gods retire as commerce and science advance?

– Charles A. Lindbergh

Nearly the entire passenger airline system in the United States was once dependent upon an airplane that was proving as inherently stable when equipped with floats, or even skis, as with wheels. More than 100 other airlines also flew the Ford Tri-Motor in Canada, Mexico, Central and South America, Europe, Australia and China.

America's first all-metal transport evolved after designer-promoter William B. Stout interested Henry and Edsel Ford in commercial aviation and aircraft production. In concept the design combined the shape and size of the Fokker tri-motor with the type of corrugated skin and all-metal construction used by Junkers.

The three-engine concept provided a margin for safety, not being required primarily for power. The Ford was designed to fly well on two engines and maintain level flight on even one. However, the drag that would be caused by a windmilling dead engine was a hazard best minimized by the presence of a third engine. The variable pitch propeller had not yet been perfected in the late 'twenties.

An extra large wing, high ground clearance and jumbo tires provided take-off and landing capability on relatively meager, unprepared landing strips. Average cruising speed was 110 mph, with a landing speed of just a-mile-a-minute.

The Ford Tri-Motor was produced under modified assembly line conditions by a specially formed Airplane Division of the world's largest automobile manufacturer. Including several one-off experimentals, some 200 three-engine airplanes were constructed in Dearborn, Michigan, between 1926, and 1933, when the last Ford was test flown. Prices ranged from \$42,000 for a light weight 4-AT to \$65,000 for a luxuriously appointed Club model. A model A Ford Roadster listed at the same time (1930) for \$435.00.

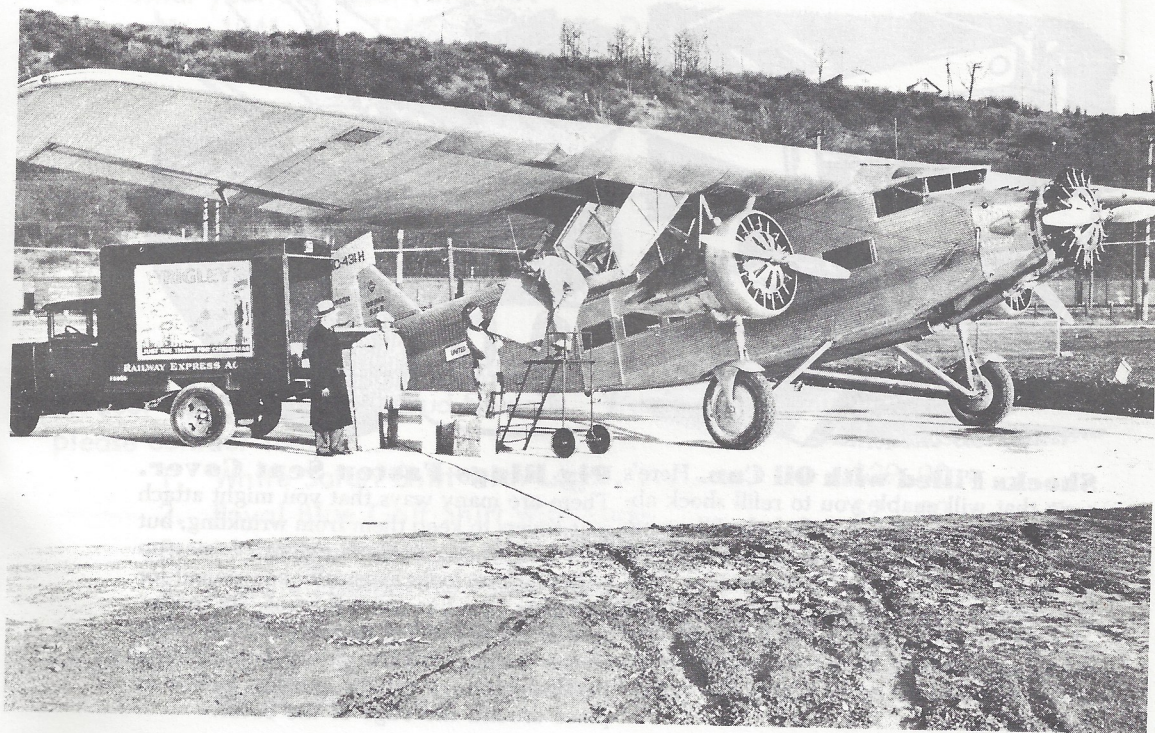
The Airplane Division promoted its pioneer product with effective, safety-oriented advertising and supported it with the development of radio communications and an airway radio beacon system. Ford also built a complete model airport which featured a paved runway for the first time. Adjacent to the strip was a model passenger terminal and a de luxe hotel named the Dearborn Inn.

Half a century later the Ford Tri-Motor still takes to the air in commemorative flight. Of approximately one dozen aircraft in existence in January, 1977, the two best exhibits are at opposite ends of the country. Both are flyable — NC-9683 in the National Air Museum, Washington, D.C.; NC-9645, which has been ably restructured, reskinned and totally restored, in Harrah's Automobile Collection at Sparks (Reno), Nevada. Additional exhibits are Byrd's South Pole NX-4542 at Greenfield Village, Dearborn, Michigan and NC-7861 at the Naval Aviation Museum, Pensacola, Florida.

Three are privately owned and flying — N-414H at Ottawa, Kansas; N-7584 at Put-in-Bay, Ohio; and N-9651 at Morgan Hill, California. N-9612 was flyable with the Wings and Wheels Museum at Santee, South Carolina; and N-76GC is flying with Grand Canyon Air Lines as the "Spirit of '76".

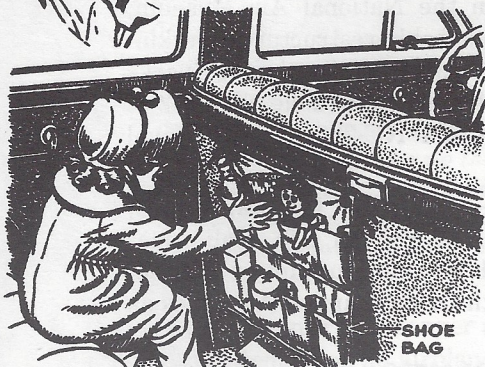
Eugene Frank still hopes to rebuild N-6077C some day; the EAA Museum will rebuild N-8407 if possible, as a static exhibit; and the Royal Australian Air Force A45-1 has still not been recovered from Lake Myola in the New Guinea jungle.

Time was, worlds away, when the reader of this *Book of Instruction* was a pioneer airman briefing himself for a place in history. While today's reader may only be charting a flight of fancy into memory's airlines, nevertheless — Happy Landing!



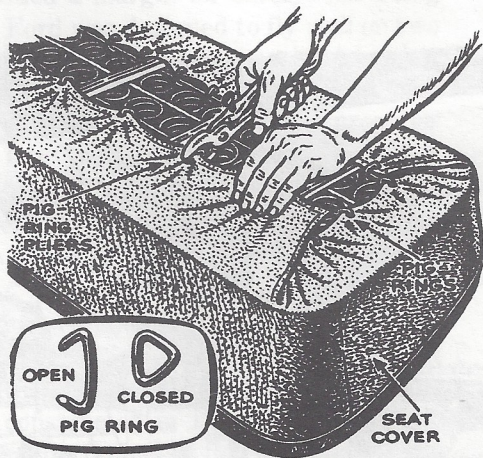
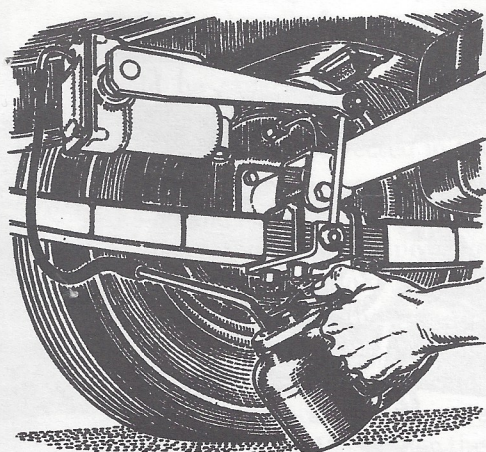


Hints from the Model Garage



Shoe Bag Stores Toys. Before starting out on a long trip with a child, fasten a shoe bag to the back of the front seat. You can then stow toys, fruit, cookies, tissues, and other travel needs in the pockets. Besides keeping the inside of the car tidy, it saves packing and unpacking a suitcase en route.

Eraser Cleans Windshield. George A. Smith, of Quarryville, Pa., suggests that a clean blackboard eraser is a handy item to carry in your glove compartment. When moisture collects on the inside of the windshield, a few strokes with the eraser will quickly give you unobstructed vision.



Shocks Filled with Oil Can. Here's a rig that will enable you to refill shock absorbers without difficulty when the filler plug is located in a hard-to-reach spot. Suggested by Marion L. Rhodes, of Knightstown, Ind., it consists of a pump-type oil can, a length of rubber tubing, and a small nozzle bent from copper tubing. With the nozzle inserted, a few strokes on the pump handle will quickly refill the shock.

Pig Rings Fasten Seat Cover. There are many ways that you might attach seat covers to keep them from wrinkling, but C. F. Bigwood, of Malta, Mont., comes up with one that looks especially convenient for motorists who live in rural areas. He recommends the use of pig rings to clip the cover to the springs. With a pair of hog pliers, a handful of rings can be quickly locked in place around the edge of the cover.

TRIVIA TEST

.....It's your turn, Ralph Hubbard

1. What American car has been produced the longest time and is on the market today?
A. Ford B. Mercury C. Cadillac D. Oldsmobile
E. Buick
2. What year did Ford introduce aluminum running boards?
A. 1935/6 B. 1946 C. 1947 D. 1942
3. What year did Ford move the horns to inside the grill and in front of the radiator?
A. 1949 B. 1946 C. 1947 D. 1941
4. What year did Chevrolet FIRST produce a V-8 engine?
A. 1912 B. 1917 C. 1954 D. 1955
5. Which of the following cars should have 81 T stamped or embossed on the cylinder heads?
A. 32 Truck with a V-8 B. 38 Ford Convertible Sedan
C. 39 Mercury Four Door Sedan D. 46 Truck with a 6 Cyl.
6. What year did Edsel Ford die?
A. 1941 B. 1942 C. 1943 D. 1944 E. 1945

Answers next page---Don't Peek!!

SHIRTS ANYONE

Tomy Thompson has been doing a lot of reseach for a good quality product that we can be proud to wear. We do need a minimum, so please contact Tomy.

1. White Safari Shirt with Logo \$29.00
2. Royal Blue Golf Shirt with Logo \$23.00
3. Name embroidered above pocket \$ 6.00
4. Caps - Baseball or Golf Style \$12.50
5. Ladies style are available. A 24 piece minimum order is

required, otherwise there will be an extra charge.

MAKE A GREAT FATHER'S DAY GIFT!

FOR THOSE INTERESTED

FARMERS MARKET / STREET FAIR

Bar BQ Dinner around the Swimming Pool / Hot Tub

Antique Shopping

Melodrama & Vaudeville

Back country touring in an Early V8

Sound Good?

Gas up your V-8 for a Fun Tour to

SAN LUIS OBISPO-OCEANO

Three days and two nights

Thursday, Friday & Saturday

June 27, 28 & 29, 1991

Make your Motel Reservations Now!

The Lamplighter Inn - TOLL FREE (800) 843-6882

If you join us Please RSVP IMMEDIATELY

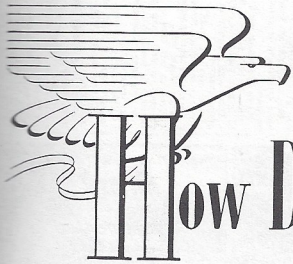
Call Dennis Keene (213) 665-1363

ANSWERS TO QUESTIONS

1. D - Since 1896
2. C - Late 1947 - partial productions
3. C - Late 1947
4. B - 1917
5. C - 1939 Mercury
6. C - 1943

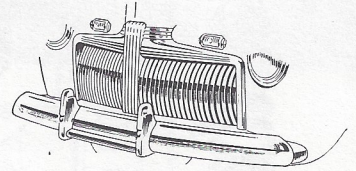
DON'T FORGET !!

We now meet at Western Federal Savings
12175 Ventura Boulevard, Studio City



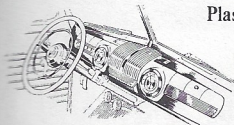
How Defense Needs have been met and Ford Quality improved

As DEFENSE PRODUCTION has gained pace, many people have wondered about its effect on 1942 cars. Would shortages of some materials force substitutes into the motor car? Would buyers get less quality for their money this year? For our part at Ford, we are glad to say that defense requirements have been met in full without a single reduction in the goodness of the car mechanically—and with many real improvements in its beauty, comfort and performance. Some new materials have replaced old ones, generally at greater cost to us. In every case, the new is equal to or better than the old. Here are instances of what we have done . . .



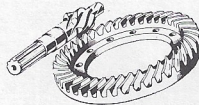
Steel Stampings for Die-Castings

Exterior parts like radiator grilles, and mechanical parts like generators and starter end plates, are now made from steel stampings instead of die-castings, without affecting their usefulness or appearance. This has freed large amounts of zinc, aluminum and other defense-needed materials.



Plastics Replace Metal for Interior Trim

We have been developing plastics for a long time at Ford. The value of this is now apparent. The wider use of plastics this year in instrument panel, radio grille, door handles and other interior trim has released large quantities of zinc formerly used in metal die-castings, as well as nickel and chromium formerly used in plating bright metal parts. The new plastic parts are lighter in weight, fully as serviceable, and very attractive in appearance.



Molybdenum Replaces Nickel

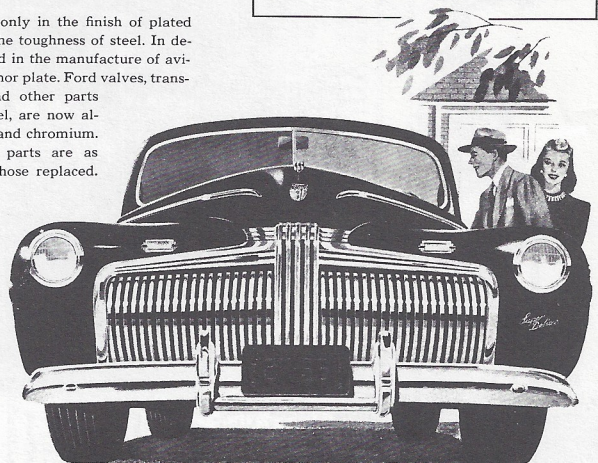
Nickel is important not only in the finish of plated metal but in improving the toughness of steel. In defense production it is used in the manufacture of aviation engine parts and armor plate. Ford valves, transmission gears, shafts, and other parts formerly containing nickel, are now alloyed with molybdenum and chromium. For the purpose, these parts are as good as or better than those replaced.

Some Results in Defense Metals Saved

Based on present conditions, here are some examples of how new materials and methods in the 1942 Ford are helping relieve defense "shortages." Figures show the cut in use this year of the materials named:

Primary (new) Aluminum has been cut out 100% . . . Second-

ary (re-melted) Aluminum has been cut down 70% . . . Nickel has been cut down by 90.7% . . . Magnesium, cut out almost entirely, is down 98.7% . . . Zinc has been reduced by 37.5% . . . Copper, Tin, Lead, and Tungsten cut down in varying amounts from 5.2% to 81%.



America's Most Modern 6... America's Lowest-priced 8

AUTO SECTION

Automobiles and Trucks
For Pleasure and Profit

Los Angeles Express

GOOD ROADS

Suggestions on Where to Go
News of Highway Improvement

LI. NO. 309

WEDNESDAY, MARCH 22, 1922

THREE CENTS A C

TORISTS URGED TO STUDY TRAFFIC REGULATIONS TO ELIMINATE ACCIDENTS, CONGESTION

**COMMON SENSE IS
ANSWER TO GREAT
TRAFFIC PROBLEM**

Common sense and Consideration
Others Will Reduce
Accidents, Mishaps

WE NEED PUBLIC AID

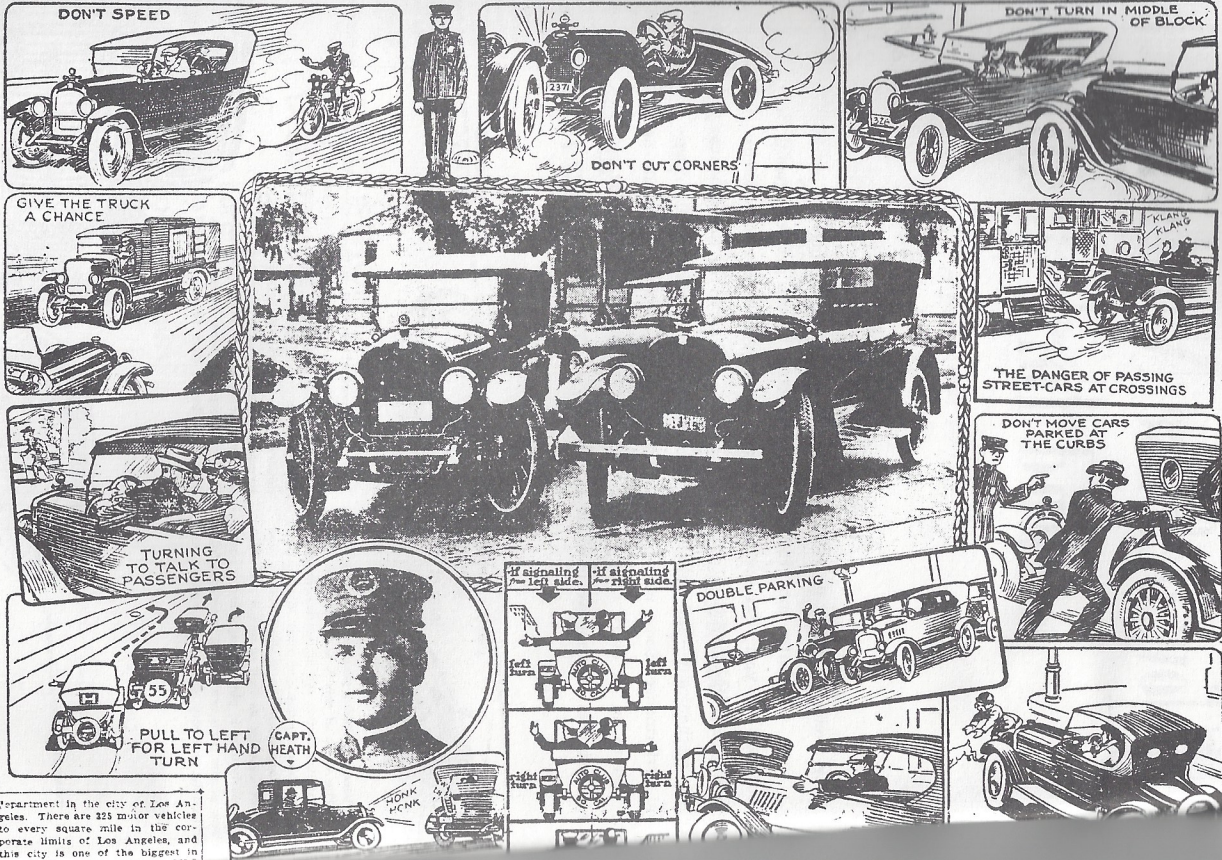
Impatience, Greediness, In-
experience Cause Death,
Injury and Damage

FREDERICK WAGNER

COMMON SENSE—there is

answer to Los Angeles' traffic problem. Ordinance on the part of motor vehicles, greater rights and privileges for women and a little more care by the driving order out of the hands of the business thoroughfares of the metropolis, a situation which he believes, through legislation, to be the most any big city in the

but a line of demarcation will not be drawn. It is desired that as to whether the law will be enforced through the regulation, and then the same argument of force. Economic conditions or limitations of police force. Los Angeles has 109,822 passenger motor trucks and 4,600, or a total of 122,052 cars, with 211,572 passenger motor trucks and 5315 in Los Angeles county. It also has 15,263 motor trucks and 10,000 in the city. This makes up Southern California's largest city. Los Angeles is at the center of the automobile traffic problem, a tremendous flood of automobiles in the



**BRIEF TIPS FOR
MOTORISTS
HELP COME**

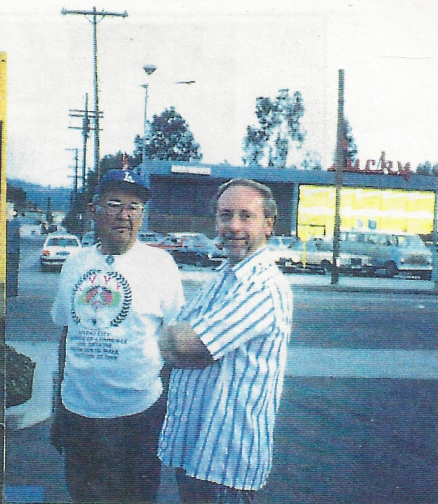
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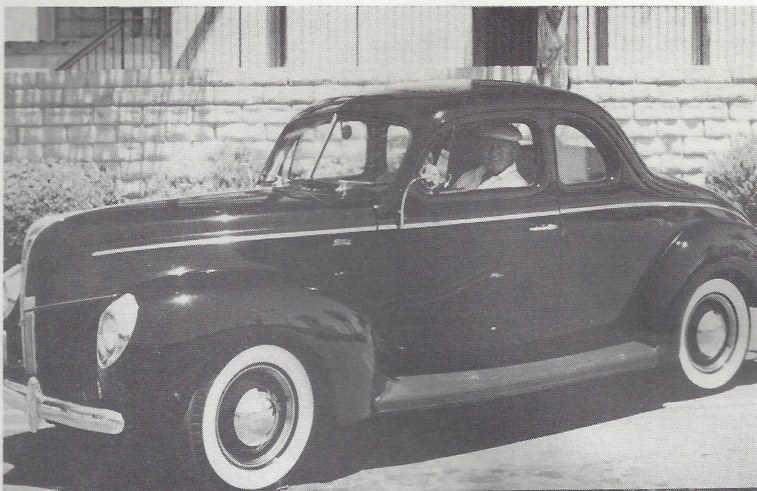
GIVE SIGNALS

Cutting Corners,
Right-of-Way, S
Are Major Fa

By GEORGE W. FRAI
Sales Manager, Lynn C.
Haynes Distributor
Accidents and traffic ob-
will be eliminated by mot-
pedestrians observing the f
precautionary measures:
Obey the speed laws.
Study and remember the
regulations.
Experienced drivers are
main out of the congested
Always give signals clear
far in advance as possible.
Be courteous toward othe
Do not try to steal the
low's right-of-way.
Give drivers of heav
trucks a chance.
Don't jam your car in
traffic; leave room for o
out of congestion.
Don't speed at inter-
pass streetscars or vehic
sections.
Keep brakes in good c
Don't turn around w
to talk to other motor
Don't cut directly in
after passing.
Face around traffic
not cut to left of them.
Give cars leaving auto
chance to get out.
Keep in left lane of s
turning to left; keep t
turning to the right.
Watch your speedomet
your eyes ahead.
When car from the r
to pass, do not start to
Always have your di
with you.
Keep your hands in d

Department in the city of Los Angeles. There are 225 motor vehicles to every square mile in the central streams of Los Angeles, and the city is one of the biggest in the world, containing 300,000 people in the





BILL NOLAN WINS FIRST PLACE

We're pleased to announce that one of our members, Bill Nolan, received the FIRST PLACE Trophy in the Classic Car Show, held at Chatsworth Park on Sunday, May 5, 1991.

Bill, the proud owner of a black 1940 Ford was thrilled to be the first place winner in the "Pre-1949" class which competed against over 50 classic and street rod cars.

The hot sun that day reflected off the sparkling shine on his car, along with his latest additionA classic Coca-Cola Cooler which caught the eye of many spectators.

CONGRATULATIONS TO BILL !!!

HENRY'S "LAST" FORD

Ralph Hubbard, Pasadena, California

It was a hot, smoggy day in August 1968, as I sat looking out the window of my office. My thoughts drifted from where they should have been to Harrah's Swap Meet in Reno, which had opened that day. In no time at all I convinced myself that I should go home immediately and prepare to drive my '48 Ford Convertible to Reno that very night. I had just joined the National Ford V-8 Club and was looking forward to seeing other Ford V-8s and meeting their owners.

Since I was already a day late, there wasn't time to get the baby ready or sell my wife on the idea. So I decided to drive it alone. I figured the '48 was ready to go, so I packed a few spare parts (fuel pump, water hose and coil) and left the house about 5:30 p.m. with the top down, flathead purring and radio playing. Not taking any chances, I held the speedometer needle on 55 mph and remained in the right lane on the Golden State Freeway and Highway 14. The '48 was the slow mover, and cars passed me as if I were standing still.

After leaving Lancaster, a teenager in a battered '49 Nash passed me so fast that the '48 rocked from the air current. My ego was challenged. I knew my '48 could outrun that inverted bathtub any day of the week. If Old Henry had been watching he would have been rolling in his grave. It was about time the younger generation got an education on who was the performance leader in the Thirties and Forties; Yeah, school started right then.

Down went the accelerator pedal. . . 55 . . . 60 . . . 65 . . . 70 . . . 75. The Nash was still a blur far ahead on the highway. Maybe the kid had a late model overhead engine in that thing. What then? Well, then he'd never get that education. Oh well . . . 80 . . . 85 . . . at 85 that V-8 began to do the job. Admittedly, at 85 the needle of the speedometer wavered, but that dot began to grow back into an inverted bathtub. Bigger and bigger. As I passed the Nash I didn't even turn my head. It would have spoiled the young man's education. Imagine letting him think such a humdrum incident as a Ford V-8 passing a Nash would warrant my turning my head. We all know it used to happen every day.

I did sneak a glance into the rearview mirror and caught his puzzled look. The teacher's technique may have been poor but the student got the message, and to make sure he wouldn't forget it, the teacher held it all the way into Mohave.

After Mohave traffic began to thin. The neon "EAT" signs were being turned on at the occasional cafe/gas stations. Dusk gave enough light to see the children playing outside the desert shacks and ancient trailers spotting the desert's floor. It couldn't have been much different in 1948 except for the narrower highway. Nostalgic thoughts of my childhood during World War II came back to me, when it seemed my family was always traveling the old two-lane highways going from one Army installation to the next. We owned a '38 DeLuxe Ford Sedan in those days. I could remember the big kids playing ukeleles, a fad in my neighborhood after the

War, and talking about cars. They used to say, "If I had my choice, I'd take a '48 Ford Convertible, lowered, with pipes."

I felt as if I had my new '48 Convertible that night, August 5, 1968. It ran amazingly well. Its performance at high speeds surprised me, as I'm sure it did other motorists when I passed them. The '48 ran best between 70 and 75. As darkness fell, the sky became brilliant with a full moon and a multitude of stars. Radio reception improved tremendously. A station in Salt Lake City was playing all the old Glen Miller favorites—"In the Mood," "Little Brown Jug," and "Moonlight Serenade."

Continuing northward up Highway 395 the '48 ran strong. On the Sherwin Grade, just north of Bishop, the temperature began to drop. The warmth from the flathead felt good as it came through the firewall and into the open cockpit. The long, straight, upward stretches of the Sherwin Grade were a real test of the '48's hill climbing ability. It really did a job, passing slower modern cars in the right lane. This whole scenario was obviously inspired by the almighty Henry.

The next stop for gas was in a little town called Lee Vining. A car that had been following me also stopped for gas. This is where the big shock came. I asked the guy how fast he was going when he was tailing me and he said 60 mph. My speedometer had read 70 mph. I asked him if his speedometer was off. He said no, that he had the Auto Club check it three different times.

With the colder weather and the speedometer off 10 mph, reality set in. Reno was still a long way off and it was already 1:00 a.m. What about the modern iron that had been passed at those fantastic speeds of 70 mph, and the bathtub Nash at 85? Were these memories to be spoiled by reality?

• • •

Perhaps it would be interesting to pause here and examine the '48's background. Back in March 1966, '48 Convertibles were becoming scarce. I hadn't seen a nice one on the street in ages. Like most of you, I used to watch the Antique and Classic Auto section of the Los Angeles Times on Sundays. One Sunday I saw a '48 Ford Convertible advertised as original and near mint. Immediate investigation disclosed that the car was indeed almost all original, including paint. However, it had dinged fenders, vinyl seat covers, and a plastic top. The engine was a freshly rebuilt '59 AB. In spite of its shortcomings, I wanted that car. Arrangements were made and I traded the poor owner my '56 Chevy plus a few bucks. The '48 was mine.

After purchase the bumpers were replated and the fenders straightened. The fenders were masked off at the wetting and splendidly matched to the body's original Barcelona Blue. This technique worked so well that the new paint couldn't be detected from the original. Removing the fender is the usual way, but it is a lot more work, and refitting difficult.

In '68 the vinyl seat covers were removed. Underneath

the original leatherette and Bedford Cord was in good shape except for the driver's seat. A tan canvas top and new Bedford Cord were installed. With additional detailing—stainless steel trim, cowl mirror and wide whitewalls—the car looked great. For all practical purposes the car was completed in 1968.

• • •
After the shock of a speedometer that was off 10 mph, the magical performance lessened somewhat. But I was still determined to preserve the sporty feeling of driving with the top down despite the cold. Continuing northward, Bridgeport was completely shut down, including the Standard Station. Not a car was on the main highway. It was two in the morning and the station in Salt Lake had stopped playing those big band favorites. Reality had set in. The only radio station I could pick up was playing modern rock. Onward through the cold night the '48 continued to run faithfully. Crossing the border into Nevada, Carson City was still going strong at 3:00 a.m. I thought of pulling to the side of the road for a nap, but the cold kept me awake. Finally, at 4:00 a.m. I pulled into Reno and had a few hours of sleep. Then on to the swap meet where I saw a few people who are now familiar to most, like Gordie Chamberlin. After checking out the car show I headed for home.

Back on Highway 395 everything seemed fine, but when I stopped at the border I thought I heard funny little squeaking noises in the right water pump. I wasn't sure, but anyway, it was so slight that it could have been my imagination. Spent the night in a little town on #395 called Coleville. After an early breakfast it was back on the road. The '48 was running fine until I stopped for gas in Lee Vining. As I got out to stretch my legs the attendant greeted me with, "You're leaking." Great. I hadn't brought a spare water pump. The attendant told me of a repair shop on up the highway. The owner said he had a spare water pump under the seat of his '52 Ford Pickup at home. Turned out a '52 pump wouldn't fit. Then the owner remembered a homemade crackerbox boat, Mercury powered, that had been abandoned on the shore of Mono Lake. After getting involved instructions on how to find the boat with the allegedly good water pump, I filled up the almost empty radiator and headed back up #395. After about three miles I spotted the first landmark, an abandoned gas station. The lake was at least a mile from the road, on a severe downward grade. I could see the shed where the '48 Merc engine was supposed to be, so, armed with a 9/16" socket, ratchet and extension, over the hill I trodded. Finally I reached the shed. The '48 Mercury engine was there all right, and the left side looked great, but the right pump was cracked. Damn!

When I hiked back up the hill to the highway I found the radiator completely dry. What now? It was 12 noon, I was still in Lee Vining, and had to work the next day. I was plenty nervous. I managed to find a hermit living off the road who gave me some water. I told the old man my problem and he had to investigate and diagnose the water pump. "I remember we used to tap the face of the pulley with a hammer, which worked about half the time." I tried it, and to my amazement, it worked!

Back down #395, stopping at Lee Vining to thank the owner of the repair shop (for what I didn't know), and to check the water. It wasn't leaking, but how long it would last I didn't know. I decided to try it, with my fingers

crossed and a close eye on the temperature gauge.

Every ten miles I stopped to check the water. No leakage. After the third stop I became a little more confident and decided I could drive at 65 mph. Through Deadman's Pass and back down Sherwin Grade, still no problems. But just as I reached the outskirts of Bishop, the car began to pull to the right. I had a flat tire. It was really hot in Bishop where I had the flat repaired and ate lunch. The "Coke" thermometer outside registered 120 degrees. Would the water pump last in this heat? I would have looked for another water pump but time was running short. It was 1:30 p.m., so I gambled and pressed on.

The town of Independence was just as hot, and Lone Pine even hotter. But the old pump was still holding. Then, about ten miles south of Little Lake I heard a thud up front that sounded as though I had hit a rock. This happened on a downgrade, so I coasted for two miles before the car came to a halt. The old temp gauge was so hot that I was afraid to look. I popped the hood and looked at the right water pump. It looked OK but something else was funny. Where was the pulley on the LEFT water pump and where was the fan belt? Just then the '48 decided to boil, disgusted with its foolish and unprepared owner. The pulley and belt had to be somewhere back up the hill. I couldn't drive the car, so it was walking time. Back up the hill I went. Sure enough, after two miles of huffing and puffing, I found both the pulley and the fan belt. I reached down to pick up the pulley, and burnt the hell out of my hand. Just then, a motorist honked, causing me to jump two feet off the ground. What a nightmare! Could this be real?

All I could see was the '48, a dot on the desert. Not a soul in sight, much less any kind of structure. I found a stick, picked up the pulley and started walking. A cold beer would have hit the spot but, good planner that I was, the only liquid in the car was what water was left in the radiator.

When I got back to the '48 I got in and sat for awhile. I couldn't tell if I was on level ground or not. I released the emergency brake and the car didn't move. Up ahead the road appeared to slope, so I pushed the '48 for about 20 feet and, sure enough, she began to coast. We began to pick up speed to 20 mph. Boy, did that breeze feel good on my sweaty forehead and wet clothing. My luck began to change. I coasted all the way into a combination bar and gas station five miles down the way.

Nobody at the station was much concerned about the '48 (guess they were used to such occurrences), but at least they had cold drinks and water to help me if not the car. I got the idea that if I could get a drill I could drill out the pin in the pulley and run a metal screw down through the hole, but nobody had a drill. My luck was going sour again.

Just then a fellow pulled into the station. He told me there was another station ten miles farther down the road and maybe they would have a drill. By this time the engine was cool, so I started the engine and filled the radiator. Again it was downhill and I could coast. I made it to the station all right, but they didn't much care about my problem, nor did they have a drill. I rested some more and had a can of beer.

Pretty soon a pickup truck came bouncing into the station. The driver appeared to be slightly intoxicated as he entered the adjoining market. When he reappeared,

it was with a case of beer. Desperate, I asked if he had a drill. He answered that he did, but it was back at the trailer, three miles off the highway. Again, the '48 had had time to cool, so I refilled the radiator and followed him to his trailer.

Readers, you wouldn't believe that trailer. It was truly a prime candidate for restoration. I would guess that it had never been painted since it was built, which I estimated to be around 1935. Parked next to the trailer was a stripped '52 Buick.

My friend was more interested in talking than finding his drill, but eventually, after much talk and six beers he dug out an electric drill of about the same vintage as the trailer, its cord as frayed as a 'possum's tail. With about four extension cords, another six beers, and a little pounding on the drill, it worked! After much drilling and labor, I got the pulley to seat on the shaft, using a sheet metal screw from the Buick. The pulley wobbled a bit but it worked!

After much back-slapping and farewells I departed the scene . . . back onto #395 and homeward bound again. The pulley was noisy, but it was working. By the time I pulled into Mojave it was dark. Suddenly the scraping sound of the pulley stopped. What now? I lifted

the hood and saw that the fan belt was in shreds. Fortunately, a gas station was in sight, but of course they didn't have a Ford fan belt. The closest fit was a Chrysler fan belt. It was too thin, but with the help of masking tape on the generator pulley I got it to work.

By this time I was a little tired, to say the least. The '48 was a mess, covered with grease and dust, but I had to move along. Every time the belt began to slip I would stop and add more masking tape on the pulleys. I dogged it all the way home using this procedure, stopping every ten to twenty miles. I finally pulled into the driveway at 2:00a.m., feeling pretty darn lucky, and hot, sweaty and tired. The travesty was over.

The moral of this ordeal, of course, is obvious. Never take a 20-year-old car on a long trip without plenty of spare parts.

P. S.— The right water pump never leaked again!

• • •

In April of 1970 the '48 was sold—in order to get enough money to begin the restoration of an earlier V-8 which would be acceptable to the Ford V-8 Club. Shortly after, of course, the rules were changed, and that '48 is presently in Wisconsin, the proud possession of fellow V-8er Fred Paddon.



Purchased in 1965, and after many adventures together, Ralph sold the '48 in 1970 to Alan Egelseer (right) of Wisconsin.

MISTAKEN IDENTITY—A distraught-appearing man walked into a tavern and sat down at the bar. "Gimme a drink!" he said to the bartender, and after he had bolted it down, called the bartender again. "Have you ever seen a penguin?" he asked. "Sure," replied the bartender, "I've seen some in a zoo." "Well," the guy continued, "how big were they?" "Oh, about two-and-a-half, three feet, I guess."

"Oh boy, gimme another drink!" the man said. "Are you sure they don't come any bigger than that?" "Well," the bartender replied, filling the glass, "I think the biggest one is the Emperor Penguin. They get about four, maybe four-and-a-half feet tall." The man looked wide-eyed at the bartender, bolted his drink, and said, "Good gosh, gimme another. I think I've just run over a nun!"

Did You Know?

It's True...

Coca-Cola Began as a Headache Cure!

REMEMBER the old slogan "Things go better with Coke"? Well, back in the late 1800s, it might have been just as accurate to say "Headaches get better with Coke".

Yes, Coca-Cola started out not as a soft drink, but as a headache cure. The *Reminisce* staff had heard this from one of our parents, and decided to research the topic. Here's what we learned:

More than a century ago, in May 1886, an Atlanta druggist and former Confederate officer named John S. Pemberton stirred a dark syrup mixture in a 30-gal. brass kettle hung over a backyard fire.

The mixture was the result of several months of experimenting with various flavors and oils to come up with a flavorful, nonalcoholic tonic. He and his bookkeeper called the new brew Coca-Cola, but it wasn't the "Real Thing" as we know it today.

Pemberton's new "Intellectual Beverage and Temperance Drink" was a potent medicine that intended to not only bring headaches to a halt, but also to cure a host of other ills. He sold it in drugstores as a "brain and nerve tonic", which could cure "all nervous afflictions—Sick Headache, Neuralgia, Hysteria, Melancholy, Etc."

This cure-for-whatever-ails-you tonic didn't come ready to drink, however. Coca-Cola came in green pint-size bottles of syrup with instructions to mix it with water!

Formula's Still a Secret

But what was in that special syrup? And could it really stop a splitting headache or take away the blues?

The still-secret formula that gave Coca-Cola its curative "kick" included extracts of the African kola nut and

coca leaves, both strong stimulants. In fact, as its name indicates, Coke was one of thousands of exotic patent medicines sold back in the 1800s that actually contained a trace of cocaine! Cocaine was legal back then and was considered a harmless substitute for alcohol.

Some customers nicknamed the potent soft drink "cold dope" and said it gave "a shot in the arm". Some physicians even began to complain that Coca-Cola was stealing their patients!

But the thing that made Coke a huge success and transformed it into one of America's favorite soft drinks began with an accidental discovery.

One summer day, shortly after the new drink was introduced, a customer walked into a drugstore complaining of a headache and requested a bottle of Coca-Cola syrup. To get instant relief, he asked the soda-fountain clerk, or "soda jerk", to mix up a glass on the spot.

Rather than walk to the other end of the counter in order to mix it with cold tap water, the clerk suggested using soda water. The man with the headache obliged and, after drinking it, remarked that it really tasted great.

Soon after, the company even hired artists such as Norman Rockwell to paint beautiful "Coke" illustrations for magazine back covers and outdoor billboards. Sales kept booming throughout the U.S., and soon it was shipped abroad.

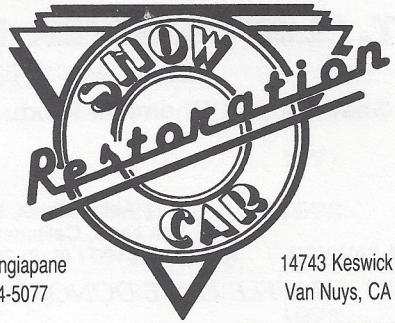
Today, Coke is sold in 160 countries around the world. And, although a bottle of Coke may no longer cure a headache, it still is about as all-American as Mom and apple pie.

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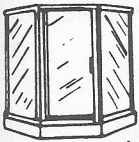
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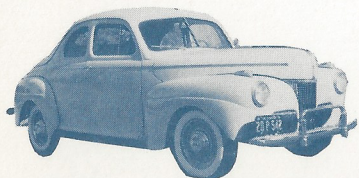
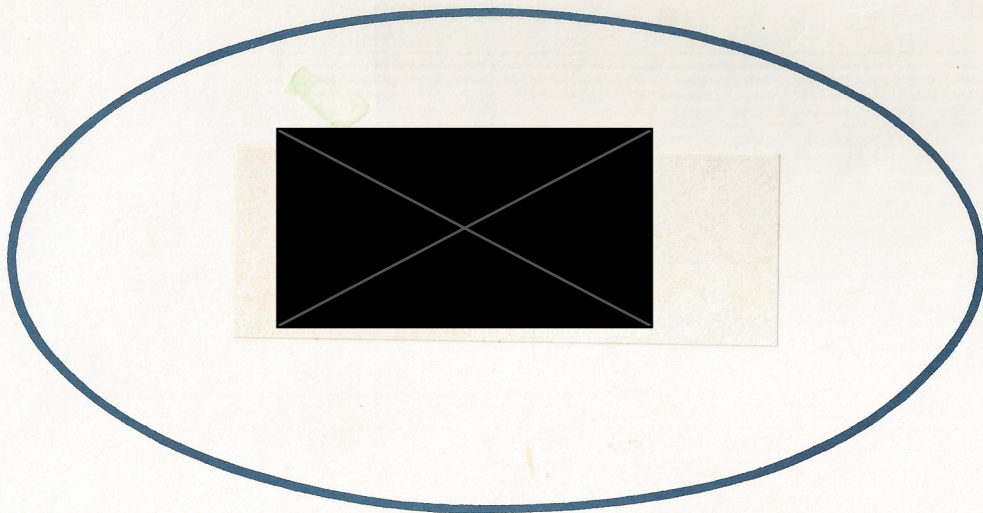
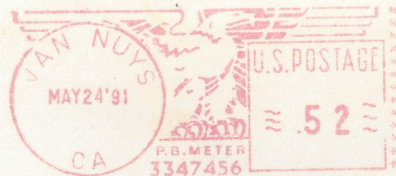
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