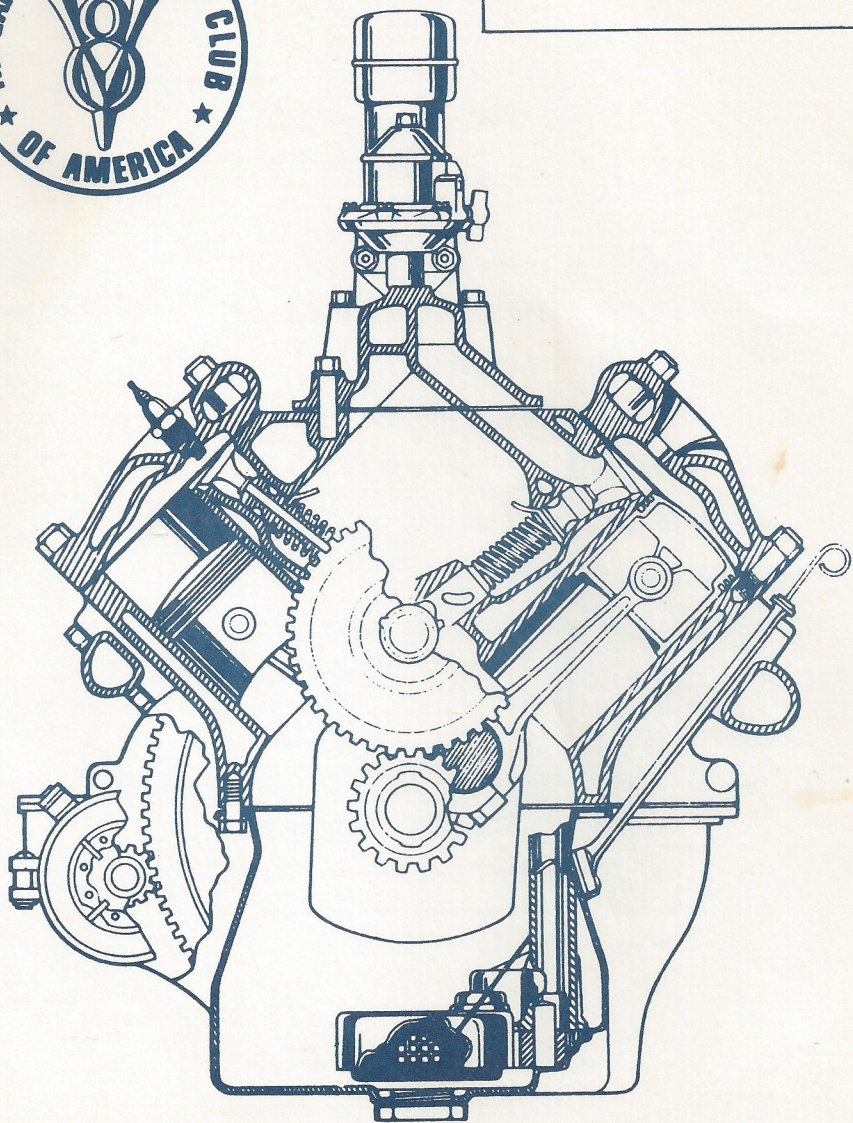


JULY



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
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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 V8's

July 1991

"Our 20th YEAR"

PRESIDENT'S MESSAGE

It seems like our new meeting place is being enjoyed by everyone. We have posted a guard which is costing us \$25.00 per meeting. If you have a teenager at home that would like to "car sit" for a couple of hours please advise me. Also our attendance at the last meeting was 52 members including guests.

.....New Members

We've all been "rookies". We need ALL MEMBERS to continue to extend their hands of friendship. We are now at 101 members - Isn't that Great!?!

July will be a combined Tour, Workshop at the Print Shop on how the "Drive Lines" is printed, Trip to Don & Bev Dupree's home and garage including the enjoyment of pizza. If you drink beer, please bring your own. You can if you would like, "volunteer" some chips and sodas. Notify me or Don please.

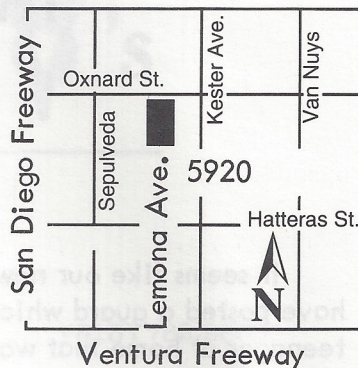
Also mark your calendar for Sunday, December 8th. It has been decided in lieu of an evening Holiday party, we will be doing a Sunday Brunch at the Odyssey Restaurant. We will have a private room for our event and enjoy the fantastic food and champagne. Invitations will be sent out later. Also we will be collecting toys for some underprivileged childrenthis instead of a gift exchange.

We need a minimum of 50 peopleso I'm counting on YOU!

There are many members to "Thanks" for this great past six months of activities. Should I start in naming them?? I had better not (at least not for now), but you know who they are. Tell them "Thanks" or that you want to "volunteer". That's what our club is all about "People helping People". See you Sunday, July 7th.

PROGRAM FOR JULY 7th MEETING

WHEN: Sunday, July 7th
TIME: 4 P. M.
WHERE: Di Fatta Graphics
5920 Lemona Ave., Van Nuys



Read carefully We go to Di Fatta's place. View his autos and get a "first hand" look on how the "Drive Lines" is actually printed. Step by step - from typing, doing the artwork, printing, collating, folding, stapling and mailing to members. Continue reading

Five p.m. we then proceed out on Victory Boulevard to:
Don & Bev Dupree's home - 23222 Oxnard Street
Woodland Hills

There we get a golden opportunity to see Don in action, if weather (and time permits and people are interested, Dennis Keene will get us playing BINGO. \$5.00 per card (4 games). Winners get cash prizes.



Pizza and soda will be available. Donations will be needed to cover our expenses.
.....So let's wrap up the 4th of July weekend with a great turnout!!

President Joe has 6 tickets to the July 13th Moorpark Melodrama Theatre...
If interested in going call me at 818-782-9883
Tickets are \$10.00 each



JACKPOT!!

We will draw for two \$20 winners

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

Sorry Jim Winnett and Ed Hardin

CALENDAR OF EVENTS

- SUNDAY, JULY 7th - Meet at Di Fatta Graphics, 5920 Lemona Ave., Van Nuys - then proceed to Don & Bev Dupree's home and garage in Woodland Hills.
- SAT., JULY 27th - Ford Clinic. Something new for our club members. Don Dupree has volunteered himself and his garage and his talents for technical knowledge on Ford Engines. At 8:30 a.m. on this date he will go through the distributor of a Ford. If your Ford needs attention, perhaps Don can work on it for you.
- MARK YOUR CALENDARS -
- SUN., SEPT. 22 - Pasadena Breakfast - Dave Sanborn
- SUN., Dec. 8 - Holiday Brunch - Odyssey Restaurant

"VALLEY" CONCERTS IN THE PARK

Have you been to the "Concert in the Park" in Woodland Hills?? Each Sunday (see schedule on page 8) during the summer great singing groups perform for the public FREE! The show starts at 5:30 'til 7:30 p.m. You park in the Marriott Hotel lot on Califa Avenue at Topanga for \$1.00.

Let's make July 14th as a club event. The Scottish and Irish will perform. Get there early - 4 p.m. or sooner. Antique cars are not necessary.

Bring: Family, low chairs, picnic basket, drinks, blankets and wear cool clothes and hats. We'll designate the area looking at the stage to the left side of the stage and back approximately 100 feet from the stage. It is a lot of great entertainment. If you need more information call Pres. Joe.

JULY BIRTHDAYS

- | | | | |
|--------|------------------|---------|-------------------|
| July 1 | - Nancy Toensing | July 12 | - Helen Kelejian |
| " 3 | - Mary Durkee | " 19 | - Beverly Dupree |
| " 3 | - Bill King | " 22 | - Ed Hardin |
| " 3 | - Tom Welch | " 25 | - Richard Delaney |
| " 9 | - Chuck Shubb | " 29 | - Harriett Rose |

SECRETARY'S VIEWPOINT

By Jerry Jensen

Over 50 members and guests driving 20 vintage vehicles turned out for the first meeting at our new location, Western Savings. Western Savings is providing us with a very nice room. It is not quite as large as the previous room; but it is more than adequate.

Prez Joe D. opened the meeting with a new wrinkle in introductions. He had every one introduce themselves and state if they were married and if so how many years. If my ears weren't deceiving me, Tomy Thompson won the most years married championship hands down.

Cal Beauregard was asked to discuss the Car Meet he sponsored on June 1st at the Motion Picture Country Home and Hospital. Cal said they had 72 cars from several clubs and served 2,000 people barbeque lunch. Trophies and plaques cost approximately \$1,000. Cal thought a good project for the area car clubs would be to consider a car show for the Veterans Hospital. Anyone that would like to help in organizing such a program, please contact Cal.

For this meeting Jack Miles was the secret hand shaker. He selected the 5th person to be the winner of the \$5, who turned out to be David Satel. Don Dupree was the winner of a Ford pen in the drawing for those who drove their vintage Fords. We haven't had a winner in the name tag drawing for several months and the June meeting continued the trend. The names drawn were Jim Winnett and Ed Hardin. Jim wasn't present and Ed forgot to wear his name tag.

Dave Sanborn made an outstanding talk on the '35 and '36 Fords. You didn't need to own or want to own a '35 or '36 Ford to enjoy his presentation. Dave started out by discussing the situation Ford was in 1934 with the competition and the '34 model car. The improvements Ford made in 1935 were shown with slides. Some of these were engine crankcase ventilation, brake improvements, suspension and springs and total new styling. Dave closed his program with price lists on '36 Fords and a list of extra cost options. Thanks Dave, for an enjoyable and informative program.

VINTAGE CARS DRIVEN TO THE JUNE MEETING

50 Ford Tudor	Dick & Patti Smith
40 Ford Coupe	Bill Woods
46 Ford Pickup	Don Dupree
50 Ford	Ed Hardin
35 Ford 3/W Coupe	Allan Franklin
41 Ford Panel	David Satel
40 Ford	Fritz Casanas
39 Ford Conv Sedan	Cal Beauregard
41 Ford Sup Dlx Tudor	Bill Toensing
39 Ford Dlx Tudor	Jerry Jensen
37 Ford	Earl & Sharon Hanes
35 Ford	Jim & Dru Volk
53 Ford Club Coupe	Lloyd & Donna Paschal
40 Ford Coupe	John & Virginia Wolf
40 Ford Coupe	Bill & Denize Nolan
40 Ford Tudor	John & Lin Kemmerer
48 Ford Club Coupe	Joe DiFatta
59 Porsche 356A	Bill Carpenter
64 Corrvett	Chuck Shubb
50 Plymouth	Marty Luening

FOR SALE

Various '35 and '36 Ford parts, hoods, grilles, fenders, engine parts, transmission parts, etc. Let me know your needs. Dave Sanborn 818/980-0436

50 Ford Tudor, \$5,000 Dick Smith 805/527-9683

38 Ford Deluxe Fordor army staff car, \$11,000
Cal Beauregard 818/355-2739

56 Desoto, 55 Pontiac, 82 Peugeot
Bill Toensing 818/578-1699

65 Mustang Fastback, 289 4 bl, automatic, power steer,
disc brakes, pony interior, rally pac, \$3,500
Jerry 818/886-5711

WANTED

36 Ford Cabriolet windshield
Richard Valleroy 213/828-7276

THIS IS UPDATED LIST OF MEMBERS
WHO JOINED SINCE ROSTER WAS PRINTED

Carpenter, William T. & Barbara '40 Merc. Sedan-Conv.
1031 Tuttle Ave.,
Simi Valley, CA 93065
H: (805) 527-8861
Joined 1991, Engineer

Casanas, Fritz & Linda '40 Ford Delux "Sedan"
10963 Russett Ave.,
Sunland, CA 91040
W: 818-548-3950 - H: 818-352-6751
Joined 1991 - Motor Street Sweeper

Faber, Sam & Susan '36 2 Dr. Sdn.
3177 Grangemont Rd.,
Glendale, CA 91206
H: 818-790-4122
Joined 1991

Fowler, Jim '46 Coupe, Ford
224 N. Sabra Ave.,
Agoura, CA 91301
H: 818-889-6097
Joined 1991

Satel, David & Sandi '41 Ford Panel
10614 Artrude St.,
Sunland, CA 91040
W: 818-848-8703, H: 818-353-2992
Joined 1991 - Vending Machine Dist.

Smith, Terry '40 Dlx. Coupe
6919 Rubio Ave.,
Van Nuys, CA 91406
H: 818-989-3119
Joined 1980 - Portrait Sales

Stojakovich, Mike (Stack) & Carol Elaine '48 Ford Deluxe Coupe
5355 Hartwick St.,
Los Angeles, CA 90041
H: 213-254-7938
Joined 1991 - Police Officer

Valleroy, Richard '36 Cabriolet
1417-A 26th St.,
Santa Monica, CA 90404
H: 213-828-7276
Joine 1991

Younkman, Dolores & Walter '50 Ford Custom 4 Dr.
6940 Vanalden Ave.,
Reseda, CA 91335
H: 818-343-8117
Joined 1991

We are now at 101 Strong



Cal Beauregard doing his great emceeing at the Motion Picture Home June 1st



JUNE 22nd TOUR

The Group enjoying our morning at Peter Sedlow's Building. Lots of muscle cars and a few Fords and two Chevis

VALLEY CULTURAL CENTER

Cordially Invites You to Attend

"1991 CONCERTS IN THE PARK"

FREE! EVERY SUNDAY: JUNE 2ND - SEPT. 15TH, '91 - 5:30 to 7:30 PM

In Warner Park, Califa & Topanga, Woodland Hills (So. of Marriott Hotel)

1991 CONCERTS

JUNE

2 THE LETTERMEN
Tony Butala, Donovan Scott Tea
& Bobby Poynton

9 LOUIE BELLSON
"Big Band Explosion"
Dee Dee Bellson, Vocalist

16 THE LIMELITERS
Alex Hassilev, Lou Gottlieb,
Rick Dougherty, John David

23 J.P. NIGHTINGALE
CHILDREN'S PROGRAM at 4:00 p.m.
Kleber Jorge & Brazilliani at 5:30 p.m. - samba, bossa nova & jazz
Kids of Rock Theatre at 6:30 p.m.

30 FORMULA ONE HAITIAN BAND
Reggae & Calypso

JULY

7 HORACE HEIDT ORCHESTRA
Directed by Horace Heidt, Jr.

14 SCOTS & IRISH FESTIVAL
Farrar Scottish Dancers
Cabar Feidh Pipe Band & "Men of Worth"

21 LOLA MONTES
& Her Spanish
Dancers

28 DAN CROW CHILDREN'S PROGRAM AT 4:00
The DILLARDS - Bluegrass, rock & country

AUGUST

4 WEST VALLEY SYMPHONY
Directed by James Domina

11 HARRY JAMES ORCHESTRA
Directed by Art DePew

18 OPERA A LA CARTE
Directed by Richard Sheldon

25 CRAIG & CO. CHILDREN'S PROGRAM AT 4:00
DORIS JACKSON & THE SHIRELLES
with The Monie Carlos

SEPTEMBER

1 Khadra
San Francisco's
International Folk Ballet

8 15TH AIR FORCE BAND
of the Golden West
Conducted by Captain Dennis Layendoecker

15 THE ALL AMERICAN BOY'S
CHORUS
Directed by Fr. Richard Coughlin

TRIVIA QUIZ

..by Ralph (again) Hubbard

1. What year did Ford use a Chandler Groves carburetor on a Ford V-8 engine?
A. 1937 B. 1938 C. 1939 D. 1940
2. What year did Ford move the battery into the engine compartment?
A. 1935 B. 1936 C. 1937 D. 1938
3. What year did Ford V-8 introduce a fuel pump with a glass jar fuel filter?
A. 1945 B. 1946 C. 1947 D. 1948
4. Which of the following cars first introduced an engine with 4 valves per cylinder?
A. Toyota B. Studebaker C. Ford D. Duesenberg E. Edsel
5. When did Ford first move or install the coil away from the distributor on a flathead V-8?
A. 1949 B. 1946 C. 1942 D. 1941 E. None of above
6. What year did Ford first introduce a "Hot Water" type heater as a factory authorized accessory?
A. 1936 B. 1938 C. 1939 D. 1941 E. 1937
7. What year was the last year that a Ford V-8 had a "Butler Finish" or nickel plate on a piece of interior hardware?
A. 1934 B. 1936 C. 1938 D. 1939
8. John Dahlinger states in a book that he is one of the following?
A. The son of Henry Ford B. The designer of the Ford flathead V-8 engine C. The designer of the camshaft "Direct Drive" Ford V-8 distributor D. Clara Ford's secret lover E. Founder of the early Ford V-8 Club of America

Answers next page - Don't peek!!!

Good Formula

When the late Mr. and Mrs. Henry Ford celebrated their golden wedding anniversary, a reporter asked them: "To what do you attribute your fifty years of successful married life?"

"The formula," said Ford, "is the same formula I have always used in making cars—just stick to one model."

ANSWERS

1. B - 1938
2. C - 1937
3. C - 1947
4. D - Duesenberg
5. C - 1942
6. C - 1939
7. B - 1936
8. A - "The Son"

Thanks Ralph for the Trivia Questions

- QUIZ OF THE MONTH -

Arrange following words to make a sentence / short story.

Bitter the adamant hospital anacin places.



125
100
90
75
65
30
0



20th Anniversary Year Membership Drive

Our goal for 1991 is 100 good members.

We now at 101 and growing.



THE FAMILIAR CORNER GROCERY STORE

hub of the neighborhood . . .

In the early and middle thirties, you could still pick up the phone and give the operator the number of your "personal" grocer, place your order for the day and either he, his wife or a delivery boy would *run it over*.

Or, list in hand, Mom or the kids would take the shopping bag and Mr. or Mrs. "Schultz" would pick canned goods off shelves for you, weigh your produce and most often, Mr. S. would double behind the butcher counter. Prepackaged meats? Ridiculous! The butcher would haul out a great side of beef or pork, veal or lamb from his cold back room onto a huge wooden chopping block, where you would estimate by the pound or by the width how much you wanted. Sometimes he would throw in a soup bone or two, some extra suet or slip a youngster a slice of homemade liverwurst or a wiener. Nor was there much prepackaging, except for staples like cereals and canned goods. The bakery, behind somewhat smudged glass counters, or cookies picked out by the handful into paper bags from celluloid-fronted boxes, might not have been as sanitary—but perhaps *we* were germproof.

Unlike today's supermarket shopping, we were intimate friends with our white-aproned grocer, butcher or druggist. We called each other by name and passed the time of day visiting about families, the weather—and even grumbled sometimes, about the prices.

Of course, there was penny candy for the little ones, and occasionally a nickel for a *Milky Way* or other candy bar. Ice cream . . . sometimes hard, sometimes soft . . . was scooped out by hand—vanilla, strawberry or chocolate. Coffee was freshly ground at the counter.

Why, we could even *charge* our purchases in a handwritten account book.

Would you really like to shop down memory lane with us? It may be slightly painful. But, if you're brave, let's check some prices during the middle thirties. Since the price of food is so much on our minds today, we'll start there. Check some of the items during your next excursion to the supermarket.

By the Pound:

Sirloin steak	29¢	Coffee	26¢
Round steak	26¢	Sugar	05¢
Rib roast	22¢	Potatoes	02¢
Bacon	22¢	Onions	03¢
Ham	31¢	Milk per quart bottle . .	10¢
Leg of lamb	22¢	Eggs per dozen	29¢
Pork chops	20¢	Bread, 20 oz. loaf	05¢
Butter	28¢	Cornflakes, 8 oz. pkg. . .	08¢

BUT THAT'S JUST FOOD

How about some bargains like this today? If you really wanted to splurge, you could buy a full-length mink coat for \$585.00; a woman's cloth coat for \$6.98 or a raincoat for \$2.69. Leather shoes were \$1.79.

A man's overcoat could set him back \$11.00; a good wool suit, \$10.50 and a silk necktie about 50¢; a Stetson hat \$5.00 and shoes around \$4.00.

Furniture was somewhat different. An eight-piece dining room set could run as much as \$46.50 and you'd have to pay \$14.95 for a double bed, spring and mattress.



Second of a series looking back on different decades, written by people who lived through them and experienced the good times and bad.

By Hal Prey



What Life Was Like During the 'Troubling Forties'

THE 1940s were a time of war and peace, and of optimism and pessimism. It was a time of turmoil that left a lasting effect on every one of us who lived through this up-and-down period.

I know...I was there.

The decade began with Europe already engaged in World War II... moved into peacetime in the mid-'40s ...and then ended with our nation on the brink of another war—in Korea.

As a result of the '40s, the simple and very local lives that we knew before World War II would never again be the same. We would see changes and

live through experiences we could not have dreamed of. People became more mobile, moving to other parts of the U.S.; communications and understanding between states greatly improved.

No longer would a grandmother living in the East innocently ask the young man taking her granddaughter to live as a bride in the Midwest, "Do you have sidewalks in your town?" and "Do you have A&P's out there?"

The major changes brought on by the '40s all really began for most of us on December 7, 1941. Any hopes for peace in the growing war in Europe died with the Japanese attack on Pearl Harbor, a day that President Roosevelt declared would "live in infamy".

Unforgettable Moment

Those of us safe in our homes here on the mainland will never forget where we were when the attack was announced on radio, interrupting our favorite programs. From that moment on, the nation was caught up in a total war.

Many thousands of young men and women traveled across the Atlantic to the war in Europe. Many other thousands shipped across the Pacific to fight the war with Japan.

By the end of the war, some 15 million Americans had served in the armed forces, including some 300,000 women who enlisted, too.

I remember seeing the Blue Star emblem displayed in the front window of almost every home in any neighborhood, attesting that someone from the house was away at war.

And on the home front, many thousands went into factories, building tanks, ships, munitions and other war material to support the armed forces spread across two major oceans.

Remember "Rosie the Riveter"? Norman Rockwell, the famous illustrator for the *Saturday Evening Post*, gave her a place in history when he drew "Rosie" for the magazine's cover of May 29, 1943. (The price of the magazine then, incidentally, was just 10¢.)

Thousands more women took up jobs as unusual as truck drivers, bus drivers, plumbers, meat plant workers and garbage collectors.

War on the home front was a time of rationing stamps and air raid drills. Air raid wardens enforced blackouts and dimouts on both coasts, even though no enemy plane was ever spotted ap-



'40s SCENES included "Rosie the Riveter", women turning in stockings to be used for gun powder, and cars lining up on July 21, 1942, the day before gas rationing started.

proaching our shores. But just in case, we were ready to make it difficult for enemy planes to spot lighted targets.

If you were a youngster in school at the time, you'll recall the air raid drills. Children were even coached to place large books on their heads to guard against falling debris from bombs, and to put an eraser in their mouth to soften an explosion.

It's true—ask anyone who lived through those frightening rehearsals.

Remember Scrap Drives?

People held bond drives, rubber drives, fat drives and scrap metal drives for the war effort. Women contributed their stockings to hold powder for guns, and turned in bacon grease to make ammunition. People even contributed iron fences from their yards.

They also planted Victory Gardens, not only in their own yards but on any bit of land that could be cultivated, such as zoo grounds and racetracks. Victory Gardens were so popular that at one point they produced nearly 40%

of all the vegetables grown in the nation.

And what mother of that time doesn't recall rolling bandages and helping with other works of mercy for the Red Cross, and volunteering for duty at the local USO Club?

3 Gal. of Gas a Week

Rationing affected many items including meat, sugar, coffee, butter, cheese, fat, shoes, metal appliances and gasoline. If you owned a car in those days, you can recall having to get by on 3 gal. of gas a week, issued on an "A" rationing stamp.

Many car owners gave up the struggle and retired the family car to the garage or a shed; they put it up on blocks and covered it up, "mothballing" it until after the war.

If you were a wartime housewife, remember how confused you'd get trying to figure out the point values of the food you wanted to buy, how many stamps you had left and how much cash you could spend? And if you thought it was tough on your end, pity the grocers—food rationing drove shopkeepers right up the wall. There were controls on prices and rents, too.

The need to conserve scarce mate-

rials for the war effort also affected what people wore. The style of the war years for the women was no low hemlines, no wide skirts, no ruffles and no fancy beads. And since silk, rayon and nylon went into parachutes, women had to make do with cotton stockings.

Many preferred the bare look, but others bought stocking-colored leg paint; they even painted on the stocking seams with eyebrow pencils!

Men's pants had no cuffs, no flap pockets, and narrow legs. No one wore vests.

Daylight saving time was started in 1942 to provide more hours of light

"Women used stocking-colored leg paint. Some even painted on seams with eyebrow pencil!"

for the war effort. And wartime security was on everyone's mind. Remember those posters everywhere that warned "Loose Lips Sink Ships"?

For the GI's overseas, keeping up morale meant exchanging letters with loved ones back home. There was so much mail, in fact, that the government came up with the idea of V-Mail as a way to reduce GI correspondence to a small, standard mail form.

Along with cutting down on the length of newsy letters, military censors did their part. Maybe some of you ex-GI's still have one of your letters which reached home with large sections of news deleted by a censor sensitive about security.

Letters were just one symptom of the heightened sentiment caused by the war. Songs also captured the emotions of the time. *White Christmas*, perhaps the most memorable of the wartime tunes, still evokes memories of the lonely Christmas holidays and brings tears to the eyes of family members who were separated by the war.

Memorable Music

And who can forget '40s songs such as *The White Cliffs of Dover*, *'Til We Meet Again*, *When the Lights Go on Again*, *You'd Be So Nice to Come Home To* and *Now Is the Hour*?

There were rousing tunes, too, like *This Is the Army*, *Mister Jones* and *Praise the Lord and Pass the Ammu-*

SAN FERNANDO VALLEY

SUMMER CAR SHOW

Sunday, August 18th, 1991
Woodley Park

CLASSICS - ANTIQUES - STATE OF THE ART
OVER 300 VEHICLES EXPECTED!!

PRE-REGISTRATION - \$11.00 until July 31st! Afterwards - \$14.00!!

(Pre-registration assures you a spot in your class.)

Car Placement is from 8:00 a.m. to 10:00 a.m.

Award Presentations will commence at approximately 1:00 p.m.

1ST PLACE, 2ND PLACE & HONORABLE MENTION AWARDS

- TROPHY CLASSES -

- | | |
|-------------------------------|--------------------------------|
| Class 100 - Pre 1925 Cars | Class A - Exotic Cars |
| Class 200 - 1925 to 1933 Cars | Class B - Luxury Cars |
| Class 300 - 1934 to 1942 Cars | Class C - Convertibles '30-'54 |
| Class 400 - 1946 to 1954 Cars | Class D - Convertibles '55-'76 |
| Class 500 - 1955 to 1957 Cars | Class E - Rods/Custom |
| Class 600 - 1958 and up Cars | Class F - Special Interest |
| | Class G - Pickups/Trucks |

1st Prize Only - Best Of Show

1st Prize Only - Van Nuys Chamber 1st Choice

118 FWY.

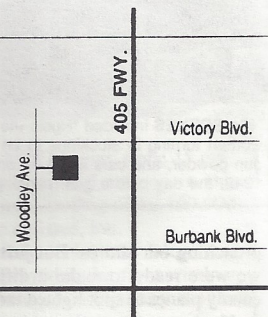
SHOW LOCATION:

1/4 Mile South of Victory Blvd. on Woodley Ave., Sepulveda Dam Recreation Basin in front of Tillman Oriental Garden.

SPECIAL CAR EXHIBIT BOOTHS

101 FWY.

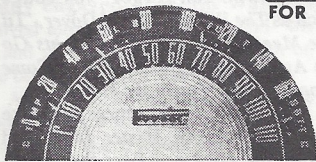
Map Not To Scale



SPONSORED BY THE
MID SAN FERNANDO VALLEY CHAMBER OF COMMERCE
(formerly Greater Van Nuys Area Chamber of Commerce)
14540 VICTORY BLVD., SUITE 100, VAN NUYS, CALIFORNIA 91411
FOR INFORMATION CALL: (818) 989-0300

WILL YOU BE ARRESTED ON YOUR TRIP TO MEXICO?

FOR EXCEEDING THE SPEED LIMITS. AVOID EMBARRASSMENT AND EXPENSE.



Buy a "CONVERTERKIT" today. Converts your speedometer so it will read in both miles and kilometers. Anyone can apply in ten minutes. No skill needed. Fits any speedometer. Does not alter your speedometer. Easily removed. Kit consists of nine Decalomania figures and instructions.

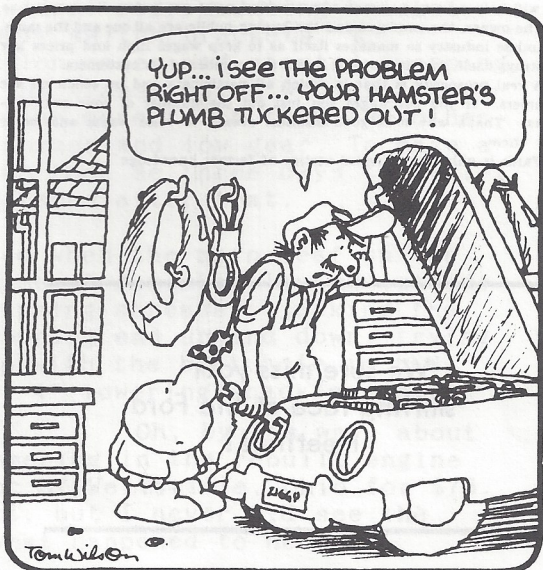
Distances in Mexico are measured in kilometers. Traffic signs give speed limits in kilometers. Your speedometer, with its English miles, is incorrect in Mexico.

Don't break the law. Know your speed. Be safe. Send \$1.00 TODAY. Kit will be mailed postpaid, in U.S.A. Seven day money-back guarantee.

R. W. Phillips & Sons, Room 1, Phillips Bldg., Branscomb, Calif.



"A RESTORED '32 FORD PHAETON FOR ONLY \$1750...WHAT DID YOU SAY THAT ADDRESS WAS AGAIN?!"



“Competition Is the Great Teacher”

From the Philosophy of Henry Ford:

Gold is the most useless thing in the world. I am not interested in money but in the things of which money is merely a symbol.

You take all the experience and judgment of men over 50 out of the world and there wouldn't be enough left to run it. Youngsters have their place and are necessary, but the experience and judgment of men over 50 are what give purpose and meaning to younger men's efforts.

Competition is the great teacher.

The only right use for money is to capitalize industry. One might give it away, but giving doesn't do any good.

Higher wages and lower prices mean greater buying power—more customers. If you cut wages you just cut the number of your own customers. That's why it is good business always to raise wages.

All forces are invisible. The wind is invisible; electricity is invisible; the soul is invisible. They are, nevertheless, real. You cannot see the power which brought you here in an automobile, but you cannot deny its existence.

Organizations stampeded the United States into war. Organizations will stampede us into war again if we allow them to keep on. Man has yet to learn, apparently, how much farther he can go when he travels alone and across lots.

Capital punishment is as fundamentally wrong as a cure for crime as charity is wrong as a cure for poverty.

High taxes upon the rich do not take burdens off the poor. They put burdens upon the poor.

The great problem in the home today is that there is too much drudgery there. Although man's actual working hours have decreased, hardly anything has been done to eliminate the fundamental drudgery of house-

keeping; there has been no decrease in the hours of wives.

I am in business not to make money as money, but to do many things which I believe are of public benefit.

Money profits come from the people. We look upon them simply as a public trust which must be put back into the manufacture of something that will help men and women to better and more productive lives.

The owner, the employes and the buying public are all one and the same, and unless industry so manages itself as to keep wages high and prices low it destroys itself, for otherwise it limits the number of its customers.

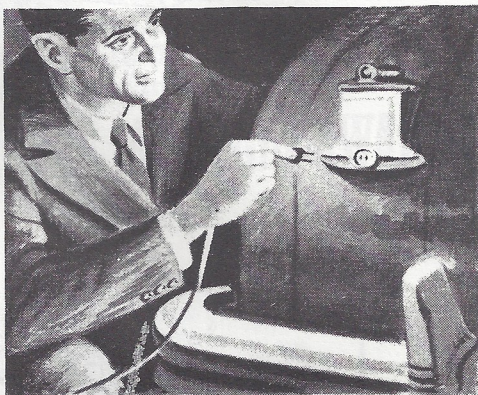
A real prosperity is that in which all participate and in which all are consumers. If you cut wages you just cut the number of your own customers. That's why it is good business always to raise wages and never lower them.

Faith is only the shriveled vestige of former knowledge.

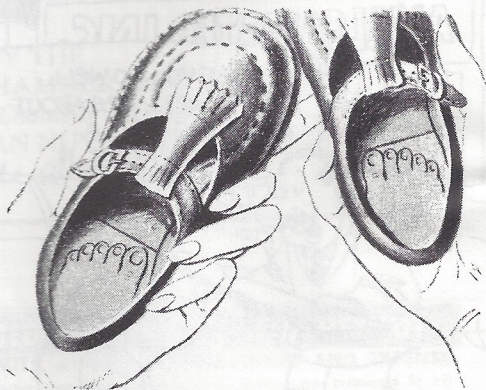
We sure miss your
smiling face at the Ford
meeting!!

I'd like to see them make . . .

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



Sockets on taillights. Then it would be a cinch to connect up the lights in a trailer or to plug in a trouble light for emergency work around the rear of the car.—James Gaffney, Smiths Creek, Mich.



Identifying marks in kids' shoes. Since a child learns through association, imprints of the toes in each shoe would teach them quickly which shoe goes on which foot.—Mrs. Ruth Shriver, Ozden, Utah.

JUST ANOTHER OLD CAR STORY

I feel safe enough here in the security of my home to admit to God, the world, and fellow members of the Valley V-8's that my first car was not an old Ford, but a MoPar. (A 1941 Chrysler Royal Deluxe 4-door.) In defense of such an act, I submit that it was a gift from my uncle. Well, enough about that, I know you old "Dyed in the Wools" want to hear about flatheads, so here goes.

After wrecking the "other" car my junior year in high school in 1955, I began looking for a 46,47, or 48 Ford coupe. I could not find any in my price range (\$100-\$200), so I lowered my sights and started looking for older cars. That's when I saw the ad. for a 1940 opera coupe in the East Liverpool Review.

The coupe had spent its entire life in the same family, being passed on from father to son. The son had joined the service and simply parked the '40 on the street in front of his house, where it had been setting for the last two years. Its original maroon paint had been covered with gun-metal gray and the car was pretty dirty after two years in the elements. Nevertheless, it was all there, the upholstery still looked good, and there was no noticeable rust-out. In fact, none of the tires had even gone, completely flat!

So like a fool, I put some gas in the tank, pumped up the tires, attached a tow rope, and started towing it down the street to jump-start it-----and it did! I bought the old girl for \$100.

Six months later, with the rods hammering badly, surgery was performed and a rebuilt Mercury engine was installed. Did it really go faster, or was I just imagining it? Shortly after that, I tore low gear out of the transmission while drag racing. I crawled under the car to drop the tranny and found it was hooked up solid to the torquetube! Then, the replacement transmission from the junkyard had a different (wider) rear mounting bracket, and not having enough sense to simply switch brackets, I proceeded to open up both transmission cases and started swapping gears. After installing low gear, the transmission wouldn't turn-seems as one synchronizer gear had one more tooth than the other. So, I ended up swapping the synchronizer and low gear. To make a long story short, this little fiasco took me three days to fix! I can honestly say that I never drag raced after that.

My next learning experience occurred when the main leaf on the rear spring broke. In the winter time. I remember laying outside on a piece of cardboard, with no spring spreader, jacking the body up and down, and jacking the spring end up and down, trying to get the damn spring end lined up with the bolt hole in the shackles! I finally gave up and put 4" lowering shackles on it.

Oh, by the way, about six months later a rod started hammering in the rebuilt engine and I sold the car to Lenny Heffner of Wellsville, Ohio for \$75. Lenny put a '53 Ford flathead in it, but I never did see the finished product. I often wonder what happened to her.

Happy V-8 ing,
Kent Lowry

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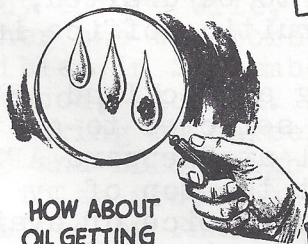


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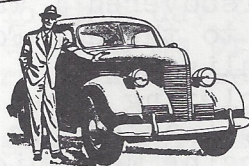
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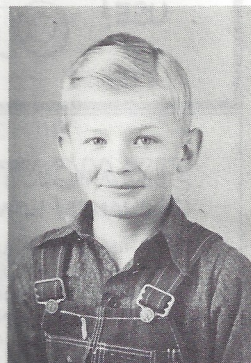
YOU STILL NEED CHANGE OIL ONLY 2 TIMES A YEAR. AT FIRST, YOU MAY USE A LITTLE MORE OIL, BECAUSE TRITON'S DETERGENT COMPOUND CLEANS YOUR MOTOR. BUT AFTER THAT, YOU'LL HAVE A FREER, CLEANER MOTOR... OF COURSE, EVEN A BRAND NEW ENGINE USES SOME OIL, SO BE SURE AND KEEP THE LEVEL UP.



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WHO AM I?



I arrived on this planet in the first year of the great depression in the village of Askov, Minnesota. I showed an early interest in automobiles, my first memories are pretending to drive my dad's '31 Chevy sedan in the farm yard. My dad totaled the Chevy and a power pole one afternoon returning from town to the farm. The Chevy was replaced with a magnificent washington blue '34 Ford Fordor. When I was eight, my seventeen year old brother let me drive that beauty down a country road while he stood on the running board, what a thrill for me.

In the late fall of 1938 the Ford was replaced by a '38 Chevrolet. One year later it was used to transport the family to California. We settled in Eagle Rock where my aunt and uncle lived. The Chevy was sold and the proceeds were used for a down payment on a house. Several months later my dad bought a '39 Ford Standard Tudor. The '39 was the car I learned to drive in and I purchased it from my mother in 1947.

When the '50 Fords were introduced in the fall of '49 I just knew I had to have one. In January 1950 I acquired my first new car, a black '50 Ford Club Coupe. The war in Korea started in June and little did I know my life would be drastically altered in a few months. In October I discovered I was about to be drafted, so I hustled over to the Air Force recruiting office in Glendale and enlisted.

After completing basic training at Lackland AFB in San Antonio, I asked for and was selected to go to Aircraft and Engine Mechanics School at Sheppard AFB, Wichita Falls, Texas. I graduated at the top of my class in June '51 and was given first choice of available assignments. I returned to California at Norton AFB, San Bernardino.

The '50 Ford was running great, but I wasn't going to be driving it much longer. In November I received my shipping orders for the Far East. On December 23rd I sailed into Yokahama Harbor along with several

thousand Air Force and Army personnel. Three days later I was in Korea. I was assigned to a very famous squadron, the 39th Fighter Interceptor Squadron. Richard Bong, the top ace of World War II flew with the 39th in the South Pacific and after I left Korea the top ace of the Korean War, Captain McConnell would also fly with the 39th. The first four months I was a crew chief on a F-51 Mustang, then in May the 39th was transferred from the 18th Fighter Bomber Wing to the 51st fighter Interceptor Wing which had F-86 Sabre Jets. I went to school in Japan on the F-86 for a month and returned to Suwon Korea in June. I was promoted to S/Sgt in October and returned to the States in December.

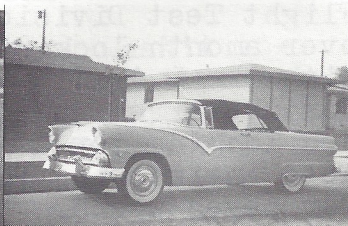
Since I sold the '50 Ford when I went to Korea, I needed a car and I decided I would look good in a convertible. I bought a '48 Mercury convertible and drove it to my new assignment, Tyndall AFB at Panama City, Florida. The '48 Merc, while it looked good, it left a lot to be desired. After only five months I traded it on a beautiful '51 Mercury coupe. The '51 was a terrific car and two of my buddies decided they had to have '51 Mercs too. After four years the long awaited day finally arrived. I received my discharge, and headed back to California in my Merc.

After fooling around for several months, I got a job at Douglas Aircraft in Experimental Flight Test. It was a terrific job, I thought I had died and gone to heaven. The job required a fair amount of traveling to Long Beach, Edwards AFB and Tucson, Arizona. In the summer of '55 I decided I would look good in a convertible again and I bought a new '55 Ford convertible. The following summer while on assignment in Tucson I met my future wife, Carole. To this day I'm not sure whether she was more impressed with me or the '55 convertible. In September '57 Carole and I were married in Hollywood, Florida.

During my career at Douglas I worked on the RB-66, C-133 and DC 8 flight test programs. My days at Douglas came to an abrupt halt in April 1960 after the DC 8 was certified by FAA. Douglas had no new aircraft in the works and there was a large layoff in the Experimental Flight Test Division. After pounding the pavement for over a month looking for a job, I put my application in with the L.A. City Fire Department. The hiring process for the Fire Department takes many months, so I continued looking for a job. I finally hooked up with Lockheed Engineering Flight Test after being out of work for seven weeks.

In February 1961 I was appointed to the Fire Department, it was a big career change after spending ten years in aircraft. In December 1971 I was promoted to Captain, that's when I really started getting gray hair. It was about the same time I got interested in old cars. I decided I wanted a '39 Ford convertible sedan. In 1973 I found my '39 in Ventura, it was a totally disassembled basket case. Carole was rather dismayed at the appearance when it was brought home. She made comments like "It looks like Sanford and Son and don't let the neighbors see it". My two little girls thought I had really flipped buying all that junk.

I joined the Early Ford V-8 Club in 1973 and the Valley V-8's in 1974. The old car bug had really bit me hard and the disease had taken hold. In 1976 I bought another '39 Ford, this time a Deluxe tudor. In 1978 I acquired a '65 Continental convertible sedan, a change of pace. In 1981 I finally completed the restoration of the '39 convertible sedan. I took it to the Western National Meet at San Mateo, where it won a Dearborn Award. In 1983 I acquired a '39 Ford convertible coupe and the following year another '39 Ford convertible sedan basket case. Four years ago I went to an estate auction just as a social event. I had no intention of buying another car, but before you could say Shazam, Captain Marvel, I owned a '50 Ford Crestliner. Will it ever end! If you haven't guessed by now, I am Jerry Jensen.

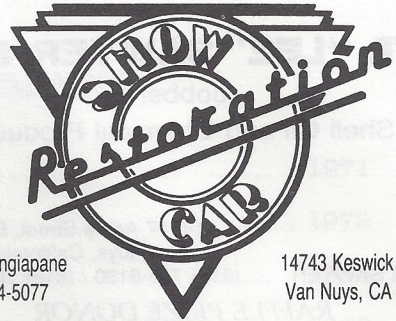


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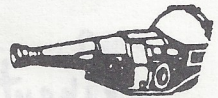
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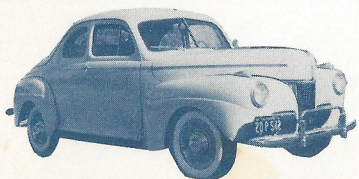
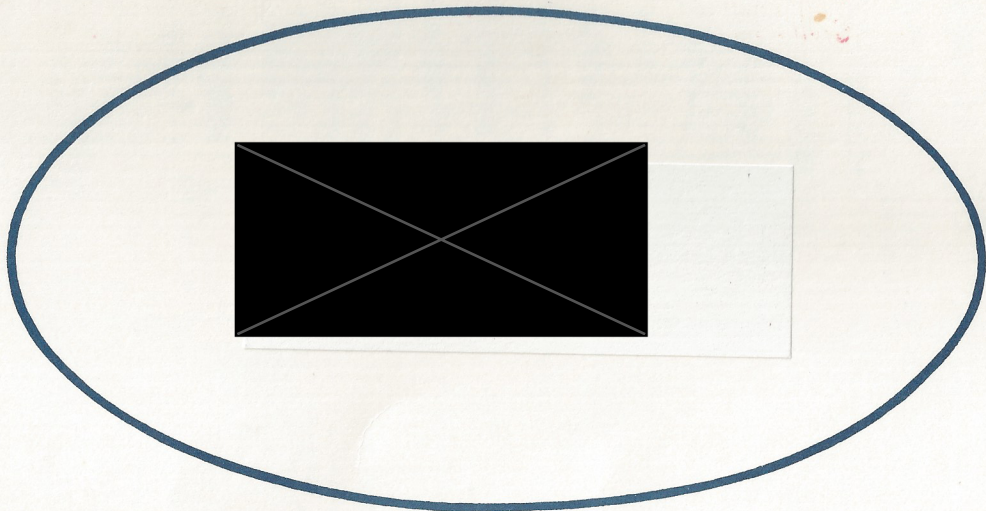
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