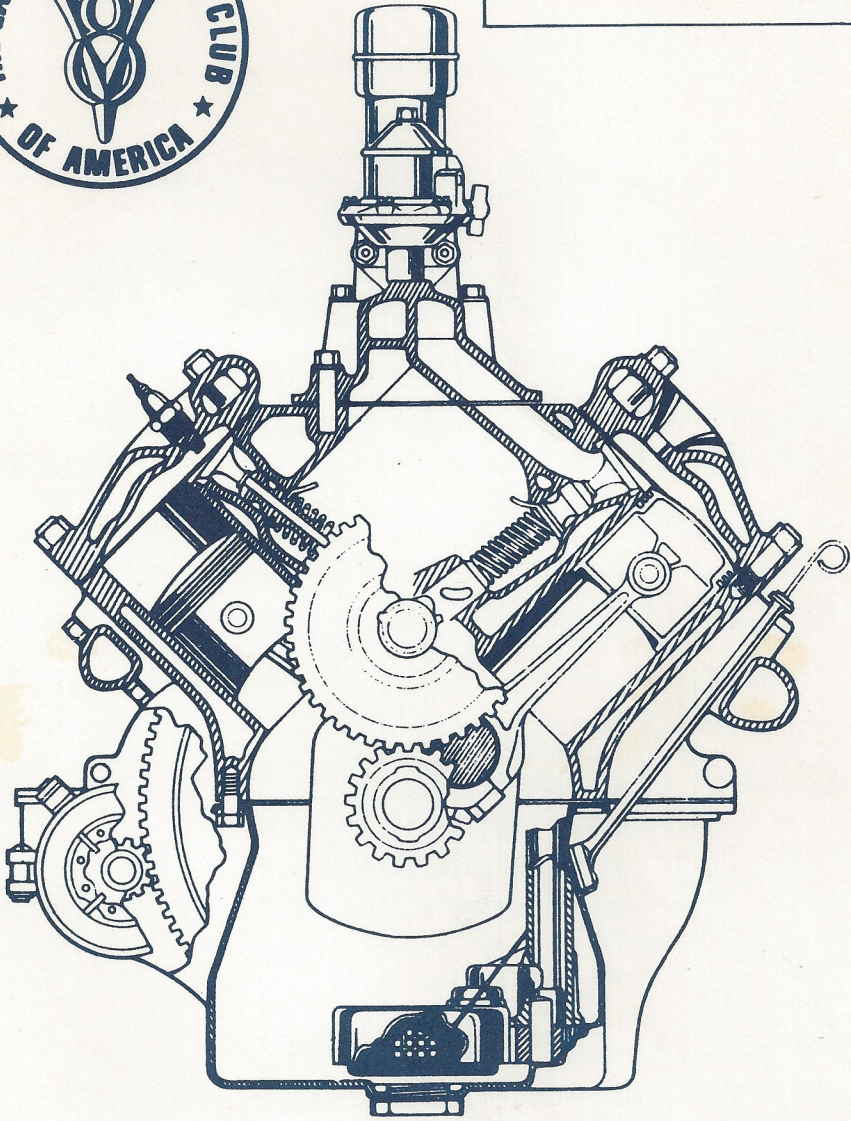




AUGUST



*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 V8's

August 1991

"Our 20th Year"



## PRESIDENT'S MESSAGE

Just got home, and being on "Cloud Nine," I decided to write my article about our "super-great" July 7th meeting. Approximately 35 people met at the print shop. I showed everyone about printing and gave a tour of the garage to view the "other" cars. We then proceeded via Victory Boulevard to Don and Bev Dupree's home and garage. We were met there by other Ford members and friends from the Model T Club.

A super setting in the back yard, like a picnic, with a little business and ten pizzas and salad (courtesy of Bev), cookies from Kent and Karen Lowry, and we even had watermelon and sodas for everyone. Dennis Keene had participants playing BINGO!! Like I said, I was on cloud nine, seeing members and guests in a different setting, rather than in a building!! Shall we do it again??

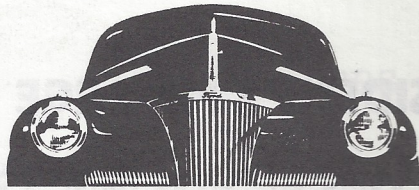
Sometimes it is lonely being president over this Ford group. I just want everyone to mingle and be friendly. Lots of times I write ideas in the Drive Lines and I want and need your input! It is so important to get your feelings about our events. Chuck Shubb has worked hard on getting monthly tours for us. Larry Caplan has worked hard on some super - really super programs. Chuck Mair is beating the bushes for your personal articles. Now, it's up to you.

Soon, the election of officers will be voted on by you. Contact me about placing your name on the ballot. You probably are saying you are busy but we are all busy. It is the busy people that care and want the best for the best! Think about it, new members stay involved!

Also, it is important to mark your calendar for Sunday, December 8th - Holiday Brunch at the Odyssey Restaurant. It's going to be a great brunch with many surprises. Trust me. I'm looking for a great turn out. Special parking for our Fords will be provided.

# PROGRAM FOR AUGUST MEETING

## 1941 Ford



Our speaker for the August meeting will be Doug Watson of Costa Mesa, California. His talk will feature the 1941 Ford on its fiftieth anniversary. Doug grew up in Los Angeles, attending both Manual Arts and John Marshall High Schools. Some of the Fords he has owned over the years would make a current day V8er break down and cry. As you might have guessed, his first V8 was a 1941 Ford. The part you wouldn't have guessed was that it was a very rare special coupe. From there he went on to have a 1938 Convertible Coupe, a 1950 Convertible, a 1941 Super Deluxe Coupe, and several others. Fortunately, Doug didn't let them all get away; he still has a 1935 3-Window Coupe, a 1935 Roadster, and a 1946 Convertible which he bought for \$350 in 1975.

Doug has written articles for both the Southern California Regional Group Newsletter and the V8 Times. Recently, he gave an outstanding presentation on 1941 Fords to the Southern California Group and we are about to be treated to a similar show.

Doug relates his friendship with Phillip Wright, the body stylist credited with the design of the 1935 Ford, as one of the highlights of his Ford V8 experiences. When he learned that Mr. Wright lived in nearby Long Beach, Doug couldn't resist the urge to meet and talk 1935 Fords with him, and the famous stylist was also delighted to share his knowledge with a present day 1935 Ford owner.

Between his electronics manufacturing business and other obligations, Doug has had only limited time in recent years to devote to his V8 interests. Fortunately, he has been able to fit a visit to our August meeting into his schedule.

Larry Caplan

# CALENDAR OF EVENTS

**Sunday, August 4th — GENERAL MEETING 7:30 p.m.**

Western Federal Savings - 12175 Ventura Blvd., 2nd Floor  
1/2 block West of Laurel Canyon Blvd. (Lots of good parking)

**Saturday, August 17th — A TOUR DOWN THE "405" FREEWAY**

We will visit the Banning House.

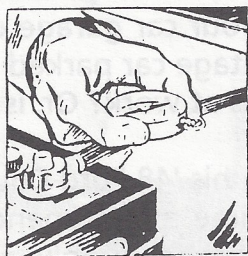
**Sunday, September 22nd — PASADENA BREAKFAST**

Dave Sanborn

**Sunday, December 8th — HOLIDAY BRUNCH**

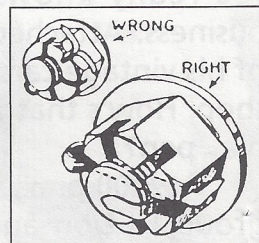
Odyssey Restaurant

## SLIGHT ELECTRICAL LEAKS IN CAR DETERMINED BY COMPASS

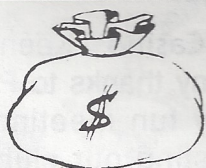


Sometimes in older cars there is an electrical leak, not bad enough to blow a fuse, but enough to run down a battery over the weekend. If such a leak is suspected, you can make sure with a compass.

## RIGHT WAY TO INSTALL COTTER KEY



Did you know that so simple a job as installing a Cotter Key to lock a castellated nut could be done in the wrong way? Always use a key that fits snugly in the hole, and insert it so that the side of the head lines up with the slot in the nut. Drive the head in firmly, bend one leg of the key over the end of the bolt or shaft, and the other one back over the side of the nut.



## JACKPOT!!

**We will draw for brunch.  
December 8th for two people.**

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

# SECRETARY'S VIEWPOINT

by Jerry Jensen

On July 7th we had a really different kind of meeting. In my years in this club I can't recall one like this. Prez Joe DiFatta invited the membership to his print shop, DiFatta Graphics, for an early start at 4:00 p.m. The tour of El Presidente's shop was a real eye opener for those who knew little or nothing about the printing business. It was more high tech and different than I had imagined. Joe really knows how to live while he is at his shop minding business. Attached to the shop is a four car garage containing four of his vintage cars. There is also a vintage car parked inside the print shop. How's that for having your toys at work? Or, is it work at your play pen?

At 5:00 p.m., the Prez jumped in his '48 Ford Coupe and led the group to Don and Bev Dupree's home and stupendous garage in Woodland Hills. Don built what is probably only a dream for the rest of us, a 60' x 35' garage. Don not only had the old car malady, but is also afflicted with old radio-itis. Within his garage there is a room which houses his old radio collection. Upon arriving at the Dupree's, most of us had to cast our orb's on Don's garage, car and radio collection. Bev gave those who wishes, a tour of the house. A wide variety of pizza, tossed green salad and watermelon was served on the patio and back lawn.

The regular raffle was held after eating. John Wolf was holding the hot tickets and made numerous trips to collect his booty from new raffle master Jerry Littner. Kent Lowry finally ended the drought of no winners in the name tag drawing by meeting the requirements. Namely, being there and wearing his name tag.

Dennis Keene was the winner of the drawing for those driving their early Fords.

For the gamblers in the crowd, Dennis "Casino" Keene ran a bingo game with cash prizes to the winners. Many thanks to Prez Joe DiFatta for planning and organizing this very fun meeting. Also, many thanks to Don and Bev Dupree for hosting our club at the beautiful home.

# JULY 7th — SUPER SUNDAY AT DON & BEV DUPREE'S HOME!!



# Did You Know?

*This series traces products and traditions all the way back to their sometimes unusual but interesting roots.*

## Ice Cream Cone Was Born at St. Louis World's Fair

"GIVE ME a mystery," calls the lady by the counter.

"Make mine in the hay," yells the tall fellow from a nearby table.

"Twist it, choke it and make it cackle!" a teenager pipes up.

If those old-time phrases are familiar to you, you're likely a little more "seasoned" than some of our younger readers. For those of you who don't know what the dickens those three people are talking about, that kind of catchy lingo was popular years ago among those who frequented the town ice cream parlor.

A *mystery* was a chocolate/vanilla sundae. *In the hay* was a strawberry shake. And, of all things, *twist it, choke it and make it cackle* was an order for a chocolate malt with an egg added!

What do they all have in common? Ice cream, of course, and with the warm summer months upon us, we thought this would be a good time to give you a few interesting facts about the "birth of ice cream" in this "Did You Know?" series.

### Romans Started Ice Cream

We can all remember strolling to the local ice cream shop for a dish of our favorite flavor...or hearing the bell on the ice cream truck on a warm day and then chasing after it for a cone of vanilla or chocolate delight.

But did you know that ice cream actually has its roots in the Roman Empire 2,000 years ago, and that Nero enjoyed an early version of it?

The iced treats were introduced to the French and English by the Romans as they expanded their empire. Those nations in turn made concoctions of their own, using ice and different flavors. But it wasn't until much later that cream was added to create the smooth dessert we enjoy today.

In the early 1700s, the flavored ices made their way to the Colonies. Late in the century, Thomas Jefferson brought a recipe from France that required 18 separate steps to concoct the forerunner of ice cream as we know it.

He was tempted to add—and he did!—some figs from his own back-

yard for flavor. George Washington was so taken with the treat that in the summer of 1790 he spent \$200 to make a number of variations on the treat. Keep in mind that was a *lot* of money back then.

Ice wasn't easy to come by in those days—it took a lot of cold, hard work to harvest blocks of ice from nearby lakes or rivers and then store them in insulated icehouses for the summer months.

Still, in the early 1800s, ice cream parlors began opening in the country's larger cities. Soon, vendors took to the streets calling, "I scream, you scream, we all scream for ice cream!" and youngsters came running.

### Cone Was Born in 1904

Ice cream grew in popularity as the 1800s drew to a close, but it wasn't until 1904, at the St. Louis World's Fair, that the *ice cream cone* was born. That variation to serving the treat occurred somewhat by accident—a vendor who had run out of dishes rolled up one of his Persian waffles and filled it with the soft frozen cream. By the 1920s, Americans were eating 245 million cones a year!

Since the key ingredient to making

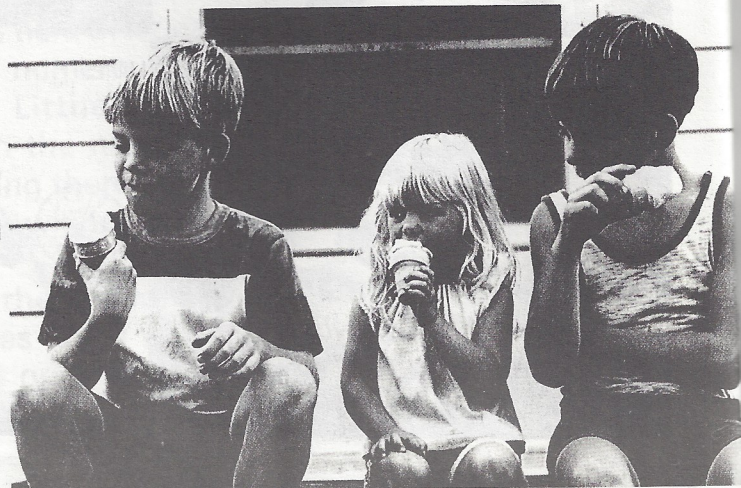
ice cream was and still is ice, some folks became good improvisors in creating their own frozen delights. Summer storms that brought hail brought concern to a farmer's face, but also brought smiles to youngsters' faces. They knew if they collected enough hailstones when the storm was over, they could concoct some homemade ice cream!

Today, the average American eats about 14 qts. of ice cream a year. What do you think is the favorite fruit flavor across the country today? And what's the favorite topping?

We'll give you the answer later in this piece. Keep in mind that there are now more than 150 different flavors of ice cream offered regularly.

Hopefully, this bit of ice cream trivia will make your future cones even more enjoyable. And if you want to really be "nostalgically cool" the next time you stop at your local ice cream shop, why not ask for a *houseboat* (banana split) or a bowl of *mud* (chocolate ice cream)? While you're at it, ask for it *on wheels* (to go)!

Oh yes, try your "favorite flavors" question on friends, so you can let them know that *you* have the answers: Strawberry is still the favorite fruit flavor, and hot fudge is the favorite topping.

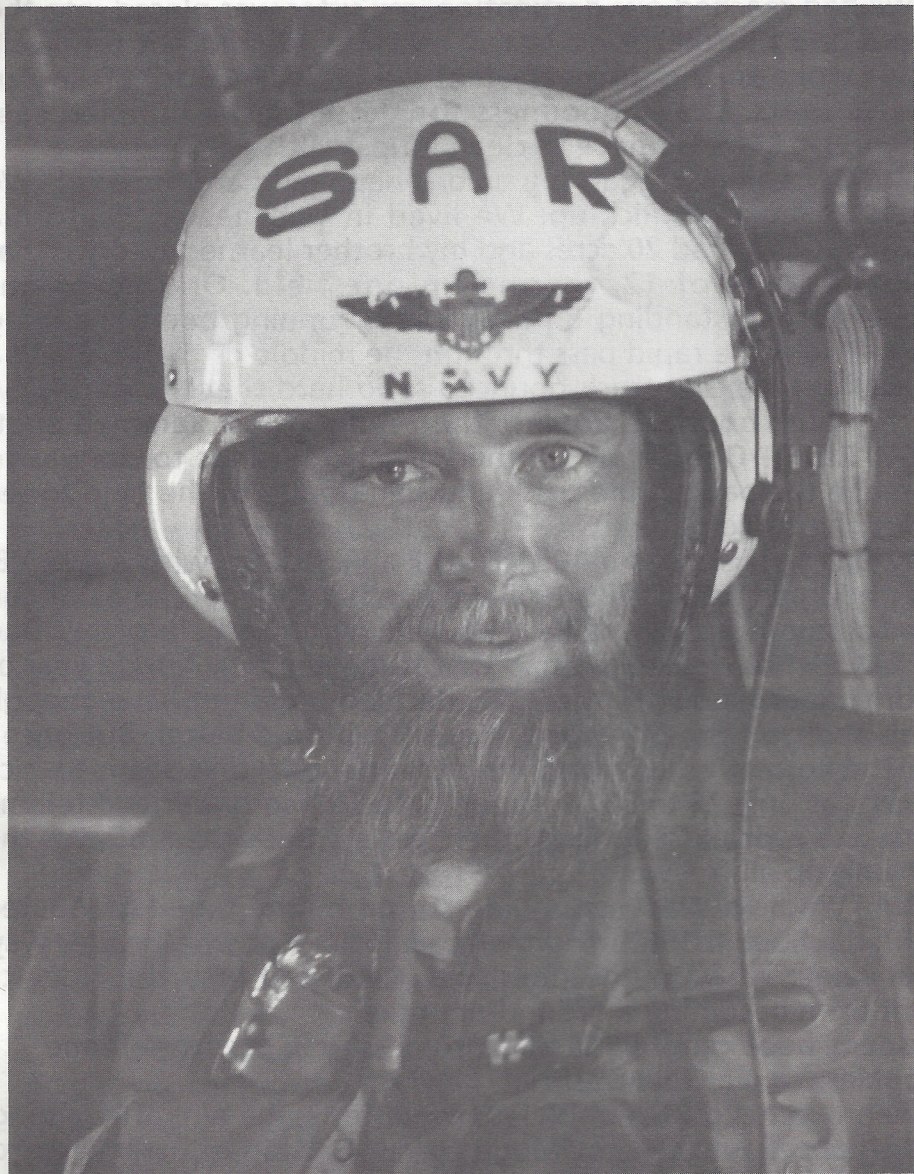




## WHO IS THIS??

Guess first before turning the page.

CLUE: HE JOINED IN 1989.



## WHY, IT'S JIM WINNETT . . . with his story

I was born in Monterey Park, California. My Dad has always had FORDS. One of my earliest memories is when he had a 1955 (white on black) Ford. We had driven up to Big Bear for a family outing. After we had reached our destination, my sister was placed into the back seat and I in the front, to rest, because we did not feel well. We both woke to the discovery that we had UP-CHUCKED in our respective seats. Thank goodness for those plastic bubbled seat covers and that I didn't have to clean it up, YUK!

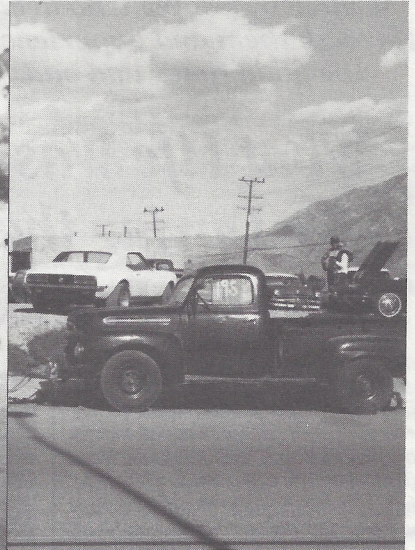
Another memory regarding a Ford happened around 1961. We had a 1949 red Ford Pick-up. We lived in Winchester, California (near Hemet). We had 20 acres and my brother learned to drive that truck at the age of 12, tearing up one field. On one of our escapades, I rode standing on the driver's running board, hanging onto the door. One rapid pass through the middle of the field and a @#\*!! rabbit hole, the truck bounced sooo hard that the door flew open, my butt bounced against the fender, then slammed shut, WHAT A RIDE!! One of my brother's favorite things to do was to place me in the back of the truck and spin donuts in the field to see how dirty he could get me.

My first vehicle was a 1954 Ford F-100 Pick-up with a 239 V8, which I bought for \$50. (By 1965 we lived in the mountains of San Diego County in an area called Alpine). With the help of my Dad and a few EXTRA dollars, we had that truck running. After a year or so of driving around with the 239, I decided it did not have enough "get-up-and-go." So, I plopped in a 312 with a 4-barrel. But once I found the correct adjustment, the secondaries didn't seem to kick out. Gas was only 25 to 30 cents per gallon. I had one friend tell me that no one ever passed me on the freeway. Back then, 65 was the speed limit on all freeways.

The "Vietnam War" was going strong by the time I graduated from high school in 1969. And the draft-lottery was well under way. I never knew what my number was. I enlisted into the Navy to prevent from becoming a ground-pounder.

I spent boot camp in San Diego, oh soooo far from home . . . the cookies were always fresh!!

Then I went to Memphis, Tennessee for some aircraft training, then I shipped out to Point Mugu Naval Air Station (near Oxnard, California), where I would spend the next three plus years as a helicopter rescue crewman.



While in the Navy, in '71, I sold my '54 Pick-up to buy my current car, a '64 Ford Falcon Sprint. I replaced the original 260 engine with a 302 and have considered replacing that with a 351.

I used to go to Palm Springs, frequently. I spotted an antique auto dealer in Banning. I stopped in one day in May '84 and saw this '51 Ford F-2 Pick-up. (I wanted a '51 because that is the year I was born. So, for \$600, I hooked the Pick-up to the back of the Falcon and took it home. (My license plates reflects that - RBRT51 = Our Birth '51).

In October, 1985, I married Bridget. We have three lovely children - Blake, Amanda and Parker.

In August, 1989, I joined the Valley V8s. Shortly thereafter (I probably should not admit this), I found I had something else in common with Jack Miles, besides liking Early V8s, we share the same birth date.

Bridget, at some point, said something to the effect of "%#! or get off the pot" with that truck so, in the summer of '90 I had "Don's Auto" rebuild the engine. In May '91, I had the back glass put in by "Action Auto Glass" . . . Sam DiFatta, one of the DiFatta brothers. The next step is in question . . .

Jim Winnett

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

## What Life Was Like During the 'Fabulous Forties'

By Hal Prey

LAST ISSUE, we reminisced about the early '40s—a time consumed mostly by World War II. Thousands were fighting across two oceans, while folks here on the home front coped with wartime shortages, rationing and long work weeks. This piece picks up where we left off, tracing how things turned for the better after the war ended, as the "Troublesome Forties" gradually became the "Fabulous Forties".

AMERICANS were getting used to rationing by the time 1944 rolled around. That's not to say they liked it, but most people were willing to do what they could to help in the wartime effort.

It was a time of turmoil. It was a time of strength. It was a time in history during which America did itself proud—when the nation came together to fight for a common cause.

I know...I was there.

Big Bands were at every stop of the radio dial: Guy Lombardo, Harry James, Benny Goodman, Glenn Miller, Les Brown, Claude Thornhill, Tommy and Jimmy Dorsey, Fred Waring and Freddie Martin, to name a few.

Daytime radio was the home of the soap operas of yesteryear. Housewives eagerly followed the lives of *Ma Perkins*, *Widder Brown*, *Pepper Young*, *Backstage Wife*, *John's Other Wife*, *Stella Dallas*, *Vic and Sade*, *Lorenzo Jones* and *The Goldbergs*. Also *Guiding Light*, *Against the World*, *Right to Happiness* and *Portia Faces Life*.

Just hearing the names of some of those old radio shows sparks memories

of what we were doing at the time.

In the evenings, the quiz shows took over. There was *Dr. I.Q.*, who always made sure some lady in the balcony got a shot at a question. And, remember "Give that lady a box of Snickers!"?

*Information Please* asked the tough questions. Perhaps the best-remembered member of that learned panel of experts was Oscar Levant, a zany personality who was also a genius at the piano. And the *Quiz Kids*, a group of youngsters, shamed us with their intellectual talents.

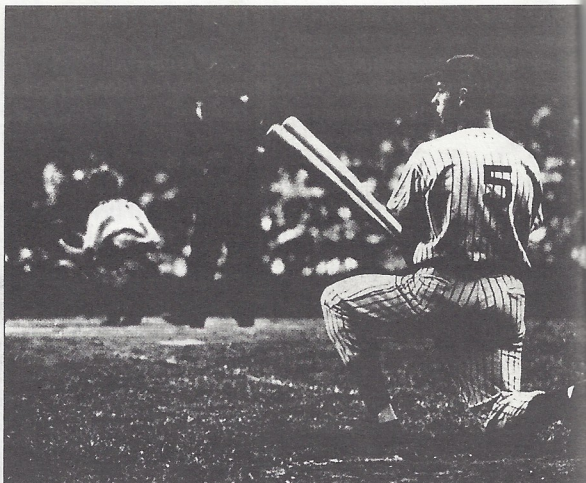
One quiz show easier on the brain was *The \$64 Question*. Even easier was *Kay Kyser's Kollege of Musical Knowledge* which, under "ol' professor" Kyser, made no pretense of imparting higher learning.

Another favorite was *Truth or Consequences*, emceed by Ralph Edwards. No contestant could possibly give right answers to the show's nutty questions, because audiences wanted to hear that buzzer and laugh as the losers experienced the absurd consequences.

### Inept Sports Teams

Sports during the war years became a haven for hand-me-down athletes. With most of the true talent away in the armed forces, baseball teams, for example, filled their rosters with players who could commit as many as three errors in an inning. Sportswriters dubbed one team, the Philadelphia Phillies, the "Phutile Phillies".

In the 1945 World Series, one sportswriter—dismayed at the level of play of the two clubs involved—wrote in



**SUPERSTARS** such as New York Yankees' Joe DiMaggio and crooner Frank Sinatra entertained fans during '40s. Designer Dior liberated fashions as American troops liberated





his column. "I don't think either team can win."

Football didn't fare any better. Quarterbacks seemingly outdid each other throwing interceptions. But the fans showed wartime patience, and sports managed to limp along until the end of the war and the return of quality players.

On June 6, 1944, GI's hit the Omaha and Utah beaches in the early morning, joining hundreds of thousands of Allied troops in the historic D-Day invasion of Normandy. Except for a major but temporary setback in the Battle of the Bulge, the Allies pushed back the Nazi armies, finally setting the stage for an end to the war in Europe. Two major figures in the war would

not see it end. President Franklin D. Roosevelt, who was beginning an unprecedented fourth term at the start of 1945, died on April 12 of a cerebral hemorrhage at the age of 63. Adolf Hitler killed himself 18 days later. Germany surrendered on May 7, and the next day was declared V-E Day.

A few months later, in the Pacific, the U.S. dropped an atom bomb on Hiroshima. They dropped it on August 6, and a second one on Nagasaki 3 days later. The war ended within the week. V-J Day was declared September 2.

*LIFE* magazine, perhaps, best characterized the ending of war: "The last week of the war became the first week of the atomic age."

### Shortage of Housing

The GI's came home. Thousands brought someone with them—war brides from England and France and from wherever else they fell in love.

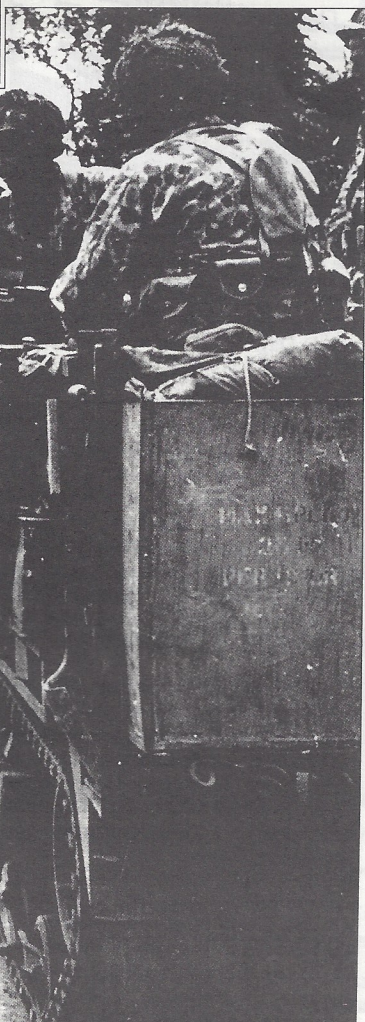
Women left wartime jobs, and families once again began planning for a peacetime future. They faced shortages, not so much of jobs, but of cars and other major goods which had not been manufactured since the start of the war.

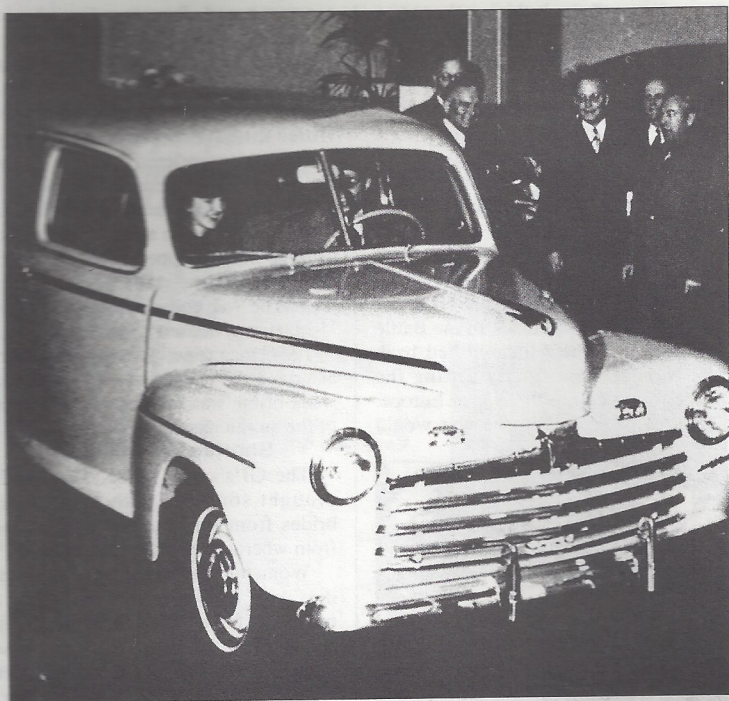
Housing was also in short supply; President Truman issued a special appeal to the public to find housing for veterans. Army barracks and Quonset huts were turned over to the veterans and their families for housing. Cities bought house trailers to provide shelter. If you responded to an ad offering an apartment, you found hundreds had beaten you to it.

Many GI's returned to their homes on farms. An estimated 26 million people were living on farms in January 1946; this was 800,000 more than at the start of 1945, mostly because of men returning from the armed forces.

As for jobs, many veterans got government loans to set up their own businesses. Others got free college educations under the GI Bill of Rights. They also received monthly living allowances of between \$90 and \$105 while going to school.

How much money did people earn in 1946? Per capita income in the nation that year was a record high of \$1,200, compared with an average of \$575 in 1940. Areas of highest personal income were the far West (\$1,465) and the New England states (\$1,320).





**PROSPECTIVE CAR BUYERS** gather around one of Ford Motor Company's newest models in 1946—a Super Deluxe Tudor sedan. Demand for cars like this soared in the late 1940s.

### Bow Ties Were the Rage

One of the first orders of business for GI's was getting back into civvies. Both double-breasted suits and two-piece, single-breasted suits became popular. Bow ties were in; hand-painted ties were out. Knit ties were the choice of college students. Boxer shorts were also in.

Women's fashions took on the "New Look". Skirts, freed of wartime restrictions, became fuller, and hemlines were lowered to 13 in. from the floor.

Women once again had their choices of fabric; silk, taffeta and satin became popular. Remember the "Gibson Girl" blouses and sheath dresses?

Women also got rid of their cotton stockings and leg paint, again wearing stockings of the sheerest nylon, along with slender pumps or single- and double-strap sandals. Fuller coats came back into style—remember the "bell", "Ballerina" and "Pyramid" styles? And women wore hats again: wide brims, cloches, bonnets and turbans.

One of the movies that best caught the mood and personal adjustments to peacetime was the 1946 drama *Best Years of Our Lives*, starring Frederic March, Dana Andrews, Teresa Wright, Myrna Loy and Harold Russell, an ex-

paratrooper who lost both of his hands on D-Day.

Sports regained prestige. Baseball welcomed back superstars such as Joe DiMaggio. And Jackie Robinson, the first black man to play in the major leagues, joined the Brooklyn Dodgers and became Rookie of the Year in 1947. Joe Louis kept knocking out opponents in what became known as "The Bum of the Month Parade". And Otto Graham starred as a quarterback for the Cleveland Browns of the All-America Football Conference.

New cars, which had not been produced since the beginning of the war, again began appearing in showrooms. The Kaiser and the Frazer were two new choices, both made by Henry Kaiser, who switched from war production to automaking in 1946. Remember those models?

And who could forget "Madman Muntz", who bragged he was outselling every other car dealer in the country? His billboards sprung up everywhere, proclaiming, "I wanna give 'em away—but Mrs. Muntz won't let me. She's crazy."

And, if you were as lucky as my

wife and me, you got one of the first electric clothes dryers after they were introduced in 1946.

As for radios, a record 35 million families out of more than 38 million owned at least one radio. But radio was beginning to realize it had a major competitor—television. At the beginning of 1947, there were only about 10,000 TV sets in use in the U.S. A year later, it was estimated that 150,000 to 200,000 TV sets were being sold across the country *each week*.

In 1949, the TV set made its first appearance in a Sears catalog; you could order one for \$149.50—\$15.50 down and \$7 a month. Only eight TV stations were in operation in January 1947; by the end of 1948, that number had grown to 50.

Perhaps nobody did more to popularize television than "Mr. Television" himself, Milton Berle. You could also blame the birth of TV snacks on him.

Each Tuesday night, millions of families ate their dinners in front of small-screen, black-and-white TV sets, and watched Uncle Miltie clown in outrageous clothes and skits on "The Texaco Star Theater". You considered yourself lucky whenever you wangled an invitation to the home of a friend who owned a TV set, especially on a Saturday night when you watched wrestling featuring Gorgeous George.

The combined demand for cars and housing created perhaps the most fundamental change of the decade. To meet the housing shortage, enterprising developers began building tracts of

---

*A favorite radio show was 'Truth or Consequences'.*

---

houses in areas surrounding major communities. Young couples piled their growing families into their cars and moved out of childhood neighborhoods into strange new environs. Little did they realize at the time just how much of a new life-style they would create—the suburban life.

Their new way of life set the stage as well for the way their children, the families of today, would live in all the years that have followed.

It all traces back to the "Fabulous '40s".

# AUGUST TRIVIA QUIZ

by Ralph "Great Guy" Hubbard

1. What year would you most likely find the word Herculite etched on the back window glass of a closed early Ford V8?  
A. 1947  
B. 1939  
C. 1938  
D. 1933
2. Ford introduced the small drive shaft with a groose fitting on the torque tube in?  
A. 1938 Partial Production  
B. 1939 Partial Production  
C. 1940 Partial Production  
D. 1932 Partial Production
3. Ford introduced the two barrel carburetor in what year on passenger cars?  
A. 1953  
B. 1949  
C. 1939  
D. 1934
4. Center poise ride was first introduced on which year Ford?  
A. 1953  
B. 1950  
C. 1935  
D. 1932
5. Which of the following colors was introduced in 1950?  
A. Washington blue  
B. Moonstone grey  
C. Dartmouth Green  
D. Hawthorn Green
6. The bumper jack with "round" main support shafts were used during what years of early Ford V8 production?  
A. 1932-35  
B. 1934-36  
C. 1935-1948  
D. 1937-1942
7. Which V8 passenger car would most likely have a 4.44 rear end gear ratio?  
A. 1937 V8 60  
B. 1952 Ford 6  
C. 1942 Ford 6  
D. 1936 Ford
8. A ford V8 was featured as an Indy Pace Car in which of the following years?  
A. 1946  
B. 1935  
C. 1948  
D. 1953

## — QUIZ OF THE MONTH —

Arrange the following words to make a sentence / short story.

BITTER THE ADAMANT HOSPITAL ANACIN PLACES.

### *Valley Concert In Park*

*A few hearty members met July 14th at Woodland Hills Park  
to see and listen to the Scottish & Irish Festival.*

*Let's plan another picnic!*

ANSWERS: 1=A; 2=A; 3=D; 4=C; 5=D; 6=D; 7=A; 8=B and D  
TO THE WINNERS: 6 or more right answers, you're Henry's Pet.  
3 to 6 right answers, you're Henry's Driver.  
1 to 3 right answers, you're Henry's Car Washer.

*Our Deepest Sympathy -  
To the family of Tony DiMeo, who passed away  
Saturday, July 27th due to complications with Pneumonia.*

## **CLUB OFFICERS . . .**

Nominations are coming up. Place your name on the ballot.  
"Volunteer" - it's easy! Contact President Joe DiFatta.

## **AUGUST BIRTHDAYS**

Aug. 3	Lloyd Paschal	Aug. 12	Julie Ochsner
Aug. 3	Carole Jensen	Aug. 19	Gene Wilson
Aug. 4	Christine Varney	Aug. 29	Sharon Hames
Aug. 5	Tom Sawyer	Aug. 29	Jim Valeo
Aug. 5	Grant Lippert	Aug. 29	K.C. Tauvega
Aug. 11	Bridget Winnett	Aug. 30	Jack Kelejian

## **A RARE OPPORTUNITY!**

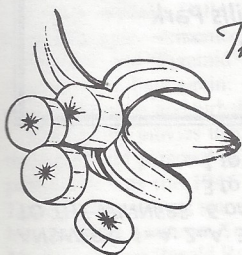
Would you like to see the JET PROPULSION LABORATORY in the Pasadena/LaCanada area? There will be an Open House held Saturday, August 3 and Sunday, August 4 from 9:00 a.m. - 5:00 p.m. Please contact Jim Winnett if you are interested.

## **- FOR SALE! -**

— 1955 Ford Fairlane Victory 2 Door Hardtop. Runs good. V-8 272. Power steering. \$4,500 o.b.o. Black outside, yellow interior. Call Michael (818) 773-9984

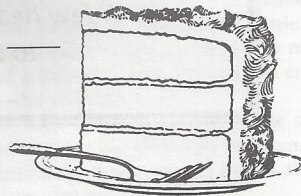
— '52 Ford Pickup. Grey paint, 3-grade. Parked in 1985. Interior needs work. Make offer. Contact Lee Rodgers (818) 351-9541.

— VALLEY V-8's WATCH. Quartz watch with leather band and V-8's logo - \$40.00 (See the watch on Joe DiFatta or Chuck Mair.



*Thanks so much for our snacks —*

*July - Karen & Kent Lowry;  
August - Denise & Bill Nolan;  
September - Patti & Dick Smith.*





# Sixth Annual

Ventura

Baldy View San Diego

San Fernando Valley Southern California

*Early Ford V-8 Club*

## **BREAKFAST TOUR**

10:00 A.M.

Sunday, September 22, 1991

The Peppermill Restuarant

795 East Walnut, Pasadena

(Meet at Woodley Park - 9:10 a.m.)

**SPECIAL RECOGNITION**

*to 1940 Fords*

**COMPLETE BREAKFAST**

**NUMEROUS DOOR PRIZES**

All for only \$10.00 per person

*Hosted by David Sanborn*

*818-972-1880*

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-regisration 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.

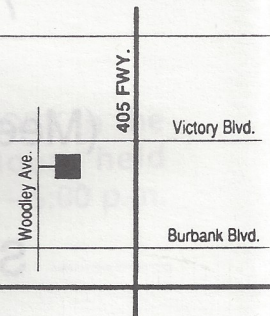
### SHOW LOCATION:

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

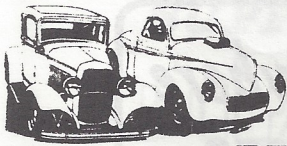
MID SAN FERNANDO VALLEY CHAMBER OF COMMERCE

(formerly Greater Van Nuys Area Chamber of Commerce)

14540 VICTORY BLVD., SUITE 100, VAN NUYS, CALIFORNIA 91411

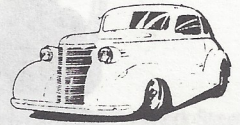
FOR INFORMATION CALL: (818) 989-0300





# "INAUGRAL"

PRE 1970 VEHICLES ONLY



SATURDAY

# Cruise Nites

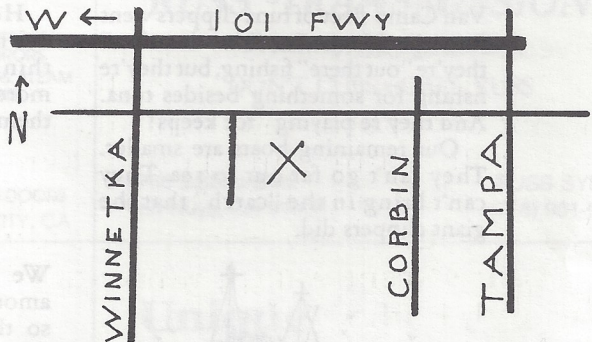
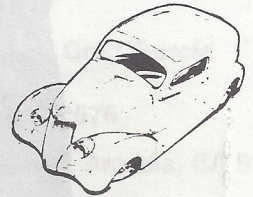
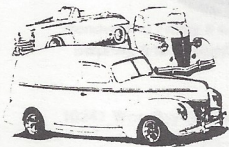
Starting

**August 3rd**

in Tarzana

6:30 to 10:00 pm

Corbin Village Shopping Center



## Food

8 Restaurants  
in the area incl.:

El Pollo Loco

Penquins

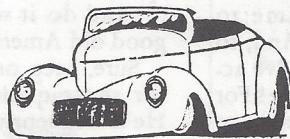
Village Deli

Etc. Etc.

No Booz

No Burnouts

No Bikes





Where, oh, where  
can  
that good  
tuna be?

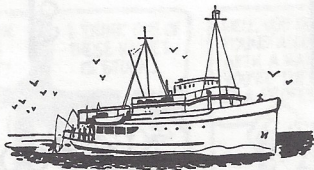


Buy  
**WAR SAVINGS  
BONDS • STAMPS**

**Here's why you sometimes find these famous brands of  
tuna on your grocer's shelves...and sometimes you don't!**

The day the first bomb fell at Pearl Harbor, most of the great \$3,000,000 Van Camp fleet of tuna clippers went into the Navy. For "the duration" they're "out there" fishing, but they're fishing for something besides tuna. And they're playing "for keeps!"

Our remaining boats are smaller. They can't go far out to sea. They can't bring in the "catch" that the giant clippers did.



But they're working overtime to try to supply the demand. And, to their everlasting glory, they've accomplished almost a miracle! For the first 9 months of 1942, thanks to

their heroic efforts, we canned 70% of our normal average pack.

However, wartime demand for our tuna is *far above normal*. For one thing, a lot of people have a lot more money to spend and more of them want tuna.

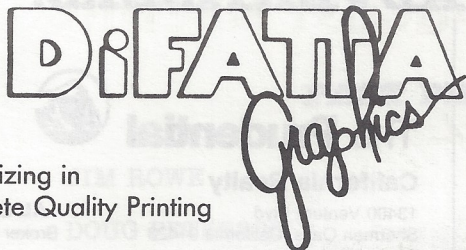


We are shipping proportionate amounts to every part of the country, so that every one may enjoy these quality tunas as often as possible.

So, as long as the war lasts, we're asking housewives to be "good sports" and share-and-share alike... and do it with a smile, in the good old American way.

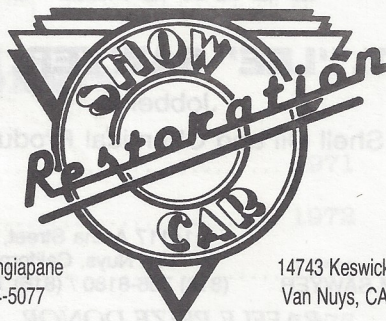
Sure, keep on asking your grocer for these quality brands of tuna. He'll frequently have them for you.

**SUPPORT OUR ADVERTISERS!**



Specializing in  
Complete Quality Printing

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



John Mangiapane  
(818) 994-5077

14743 Keswick Street  
Van Nuys, CA 91405

**DON'S**  
Auto Parts

MACHINE SHOP and BALANCING

Monday thru Friday 8 a.m. to 7 p.m.  
Saturday 9 to 6 - Sunday 10 to 4

10241 Woodley (At Devonshire)

RAFFLE PRIZE DONOR

Domestic &  
Foreign

Parts & Supplies



(818)  
**894-6441**

Sepulveda, CA 91343



Mike Toshima • Greg Garcia

(818) 447-2576

150 East St. Joseph Street, Arcadia, CA 91006

ST. LICENSE #462714



**ARNIE LIEBOWITZ**  
**TOTAL GLASS WORKS**  
(818) 780-4000

- \* CUSTOM MIRRORS
  - \* SHOWERS & STEAM ENCLOSURES
  - \* COMMERCIAL STOREFRONTS
  - \* SOLARIUMS
  - \* TEMPERED GLASS
  - \* WINDOWS SCREENS & SCREEN DOORS
- 14647 ARMINTA ST. - PANORAMA CITY, CA



**RUSS' TRANSMISSIONS**

Transmission Specialists

DON'T CUSS • CALL RUSS

7760 Balboa Blvd.  
Van Nuys, CA 91406

RUSS SYLVIS  
(818) 901-9500

Auto • Homeowners

- ANTIQUE CARS -

**ED HARDIN INSURANCE**

Business • Life • Health • Aircraft



Call us for your Insurance needs!

**(818) 363-7864**

**Unique  
Real Estate  
Lending**

**Ben DiFatta**  
President • Managing Broker

Bus. (805) 259-5096  
Res. (818) 716-5583  
Fax. (805) 259-2943

24502 1/4 Lyons Avenue  
Newhall, CA 91321

# SUPPORT OUR ADVERTISERS!

## L.T. "LEE" SAWYER, INC.

Jobber  
Shell Oil and Chemical Products

14117 Aetna Street, Box 369  
Van Nuys, California 91408

TOM SAWYER (818) 786-8180 / (818) 785-0902

RAFFLE PRIZE DONOR

## The Prudential



### California Realty

13400 Ventura Blvd.  
Sherman Oaks, California 91423

Bus. (818) 788-5400

Res. (818) 761-1734

Fax. (818) 784-4926

**AL SPENCER**  
Broker Consultant



COMPLETE  
AUTO  
DETAILING

HAND  
POLISHING

## The Car Salon

MICHAEL ROCHE  
(818) 773-9984

Pickup and Home Service

(818) 763-8266  
(213) 877-0197



## JULES AUTO PARTS

Complete Machine Shop  
Classic and Modern Engine Repairs  
Engine Rebuilding and Parts

BOB CAMPBELL  
SHOP FOREMAN

10452 MAGNOLIA BLVD.  
NO. HOLLYWOOD, CA 91601

*Grant Studio* SINCE 1940  
PHOTOGRAPHY

GRANT R. LIPPERT

14625 Victory Boulevard  
Van Nuys, California 91411  
785-6554

(213) 873-4920  
(818) 781-2641

FAX (818) 781-1564



WHOLESALE—RETAIL—INDUSTRIAL

EDWARD KAHLBERG  
President

14301 AETNA STREET  
VAN NUYS, CA 91401

*Flips*  
**TIRE CENTER**

FLIP SMITH



Chuck Shubb

Formerly  
**GLOBE TIRE**

7735 Sepulveda Blvd.  
Van Nuys, CA 91405  
(818) 786-8686

9908 Canoga Avenue  
Chatsworth, California 91311  
(818) 353-8946  
(818) 882-2982  
(818) 882-2308 FAX

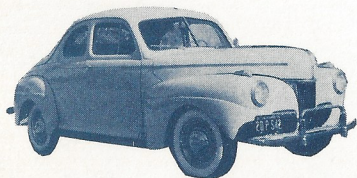
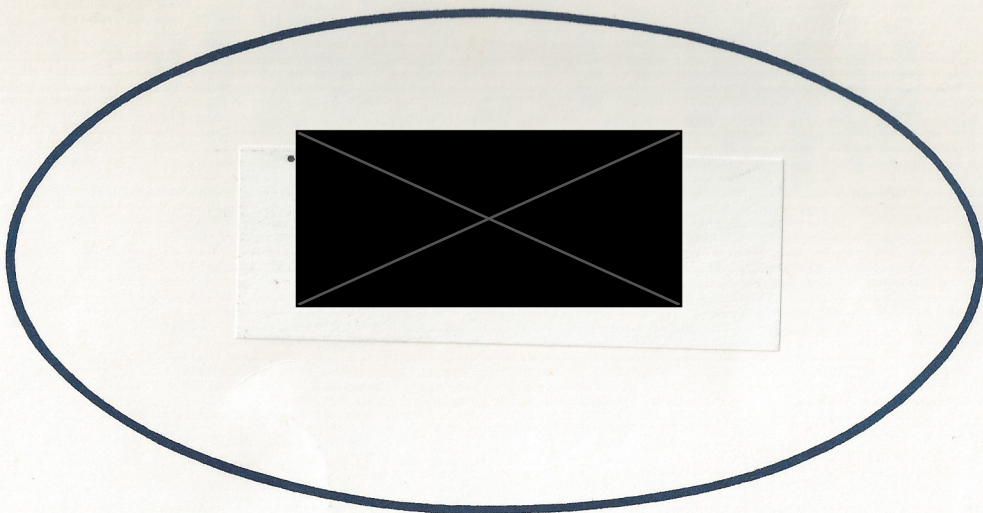
## PAST PRESIDENTS

JIM ROWE .....	1971
DOUG PETERSON .....	1972
DON DURKEE .....	1974
ED WARNOCK .....	1975
JOHN BUSK .....	1976
CHIP WERSTEIN .....	1977
STAN MASRAJE .....	1978
BOB DRAKE .....	1979
BILL CULP .....	1979
AL SPENCER .....	1980
LARRY CAPLAN .....	1981
BOB ROSE .....	1982
DON DURKEE .....	1983
PAUL KIRK .....	1984
KENT LOWRY .....	1985
DAVE SANBORN .....	1986
JOHN KEMMERER .....	1987
DUDLEY OCHSNER .....	1988
JERRY JENSEN .....	1989
JERRY JENSEN .....	1990

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

**The Valley**  **'s**

P.O. BOX 96 — RESEDA, CA 91335



**1941 COUPE**