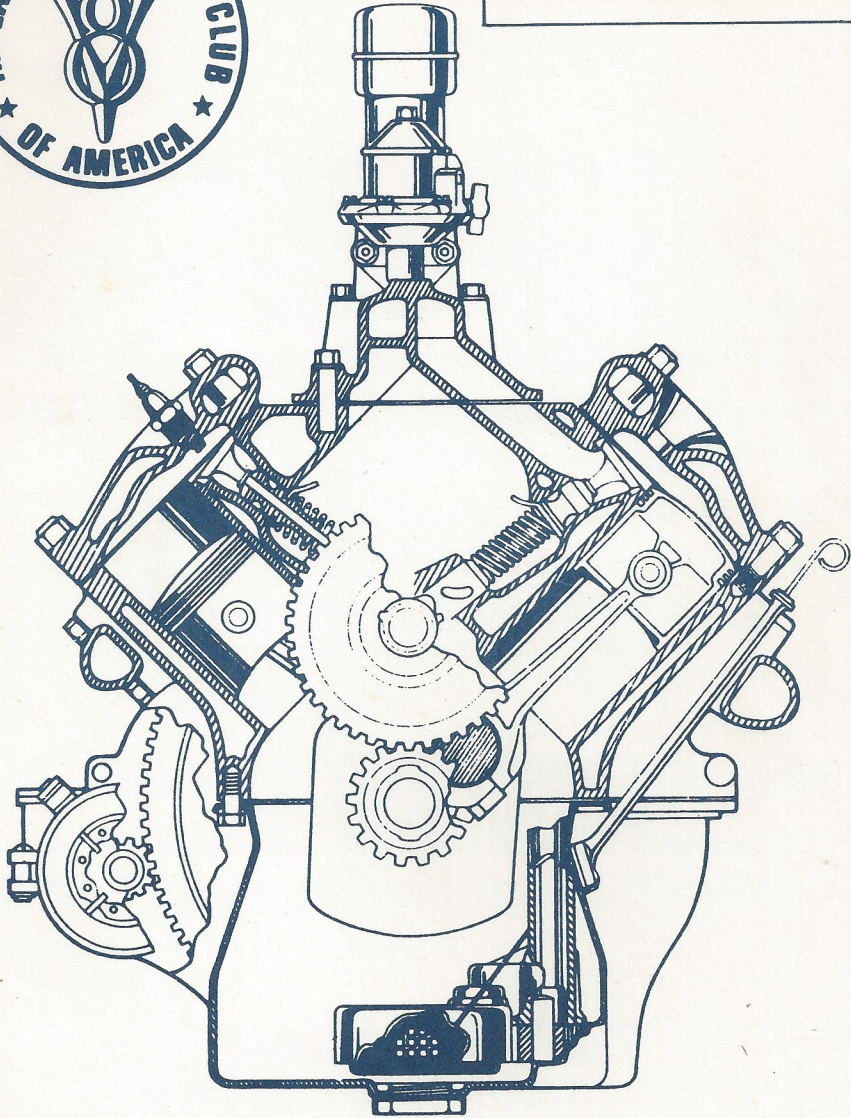


SEPTEMBER



Drive Lines

The Valley 's

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SECRETARY, JERRY JENSEN (818) 886-5711
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~~PROGRAMS, LARRY CAPLAN (818) 363-2849~~

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(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

September 1991

"Our 20th Year"

PRESIDENT'S MESSAGE

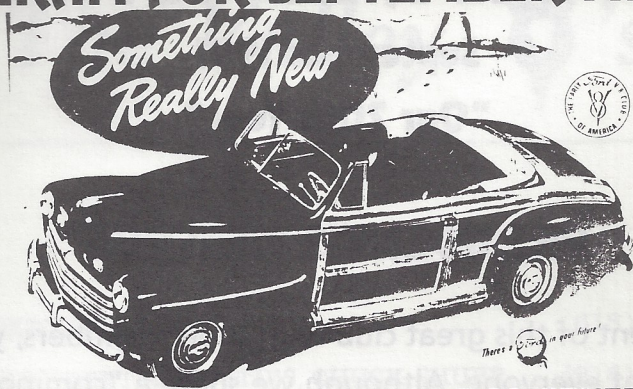
As president of this great club with super members, you make it a point to meet everyone. Although we share a "common bond" of keeping our classic Fords "prim and proper," we have members from all walks of life . . . such as: four members are school teachers; one is a musician and plays in the Los Angeles Philharmonic Orchestra; one is a drag race engineer; one is part of a crew on a Lear Jet; a few are in real estate; one is a dentist; one a photographer; one a mechanic; a couple are engineers with Ph.D.'s; some are bank managers; and a few are retired, but doing their hobby . . . the "Grand Old Ford." A truly elite group is what we have here.

I am really proud of all the support in which we have received from our wives. They are always present at our meetings, and at our tours.

There is still a few (a small few) that are missing the true meaning of why they should be a member — you gain a friend. It is interesting to share stories, perhaps find out that you and someone else in the club may have attended the same school, or are in the same profession. I have always urged you to mingle . . . meet a new friend. I am happy to report that I have made many new friends just because I own a FORD!

Joe D

PROGRAM FOR SEPTEMBER MEETING



7:00 P.M. FELLOWSHIP

Our program for the September meeting will focus on perhaps the most desirable of all the V8 models, the Sportsman. These wood-bodied convertibles, built in both Ford and Mercury lines during 1946-48, are very scarce today and command substantial prices in any condition.

The speakers on this subject, both Sportsman sportsmen, are Dan Krehbiel and Alex De Ulloa. They are both well-known members of the Southern California Regional Group. Dan has an original 1946 model and Alex is undertaking the restoration of a 1947 model.

Dan Krehbiel is a V8 National Advisor for 1939-41 Mercury vehicles and the Columbia rear axles. He has a collection of V8 cars that includes a 1934 Roadster, a 1936 Roadster, a 1939 Convertible Coupe, a 1939 Woody, and of course, the 1946 Sportsman. Dan is in business providing V8 owners with mechanical restoration service, specializing in engine and Columbia rear axle refurbishment. He also is known for his expertise in rebuilding early V8 ignition systems.

Alex De Ulloa is a long time Ford collector who was very active in Model A's and T's during the 1950's through the early 1970's. In 1974 he finally hit the big time and purchased a 1936 Ford. Since then he has advanced to own a 1932 Roadster, a 1940 Coupe (recently departed), a 1949 Mercury Woody, as well as the 1947 Sportsman. Alex is also in the business of V8 restoration and specializes in the renewal of wood-bodied vehicles.

With these two experts as presenters you should learn everything you ever wanted to know about these unique vehicles.

Larry Caplan

CALENDAR OF EVENTS

Sunday, September 1st — 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)
FELLOWSHIP — 7:00 p.m.

Saturday, September 7th — MUSEUM RENDEZVOUS

Meet at 9:00 a.m. at WOODLEY PARK

1. See Steve Bond's Car Collection in Panorama City.
2. Travel South on the 405 to Banning (Victorian House) Museum.
3. See the Victory Ship Museum in San Pedro.

Sunday, September 22nd — PASADENA BREAKFAST

Dave Sanborn - "The Main Chef" (See page 15.)

Sunday, December 8th — HOLIDAY BRUNCH

Odyssey Restaurant

MEET NEW MEMBERS

JOE & MICKEY SIMON

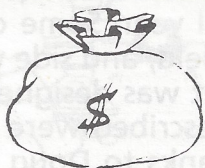
'36 Ford 3-Window Coupe

23212 Oxnard Street
Woodland Hills, CA 91367
Bus. (818) 458-7302
Res. (818) 888-5951

ART & PENNY SURTEES

Three '39 Fords

2900 Fairway, #507
Glendale, CA 91214
Bus. (818) 768-3427
Res. (818) 249-3238



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

It was another very good turnout for the August meeting on a cool (for August that is) evening. Cal Beauregard arrived in his '51 Lincoln Cosmo Convertible with the top down and said it was a cool ride. Prez Joe D. opened the meeting by having everyone introduce themselves and state what car they drove to the meeting. It's amazing what some folks said, that were driving modern rice burners.

The Prez reminded the membership that the Holiday Party will be December 8th, a Sunday Brunch, at the Odyssey Restaurant. Instead of a gift exchange, we will donate toys for underprivileged children.

Jim Winnett was the secret handshaker and he selected Joe Simon to be the winner of \$5.00. Bill Noland was the winner of a Ford pen in the drawing for those driving their Early Ford V8's. Ed Hardin was not present and therefore missed out on winning the nametag drawing jackpot.

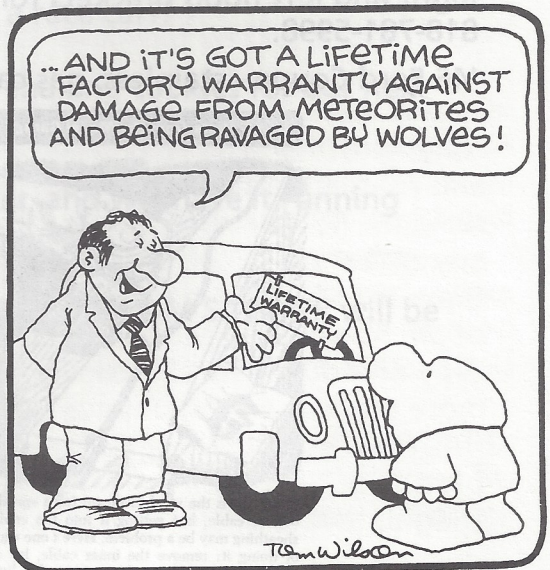
Tomy Thompson is still taking orders on shirts and caps. A number of members were wearing their new shirts and they did look sharp. We also have V8 Ford watches for sale.

Doug Watson from the Southern California Regional Group was the speaker and his topic was the '41 Ford. Several years ago Special Interest Autos Magazine had an article comparing the '41 Ford, Plymouth and Chevrolet. The magazine used Doug's '41 Ford Coupe for the comparison test. At the time, Doug felt the test to be unfair, as the Chevrolet was an excellent original low mileage car, and the Plymouth was also a nice car. Doug's '41 Ford was a well worn and used vehicle. The SIA testers liked the clutch and column shift on the Ford best. The Ford had less roll in cornering than its competitors. SIA also said that overall, the Ford was best. Doug's concerns were for naught, and the moral of this story is that a less than perfect Ford is better than an excellent "P" or "C" car.

Doug discussed the differences from the '40 Ford. There were many running changes through the '41 model year. Some of them were dash knobs, fenders, fender trim, windshield, and side window trim. Doug described the Special, a model that was designed to be the low price leader. Other items that were described were voltage regulators, vanity mirrors and tools. Many thanks to Doug Watson for driving up from Costa Mesa for his presentation.

Vintage Cars Driven To August Meeting

- '41 Ford Convertible.....Bob Rose
- '41 Ford Coupe.....Chuck Mair
- '40 Ford CoupeGary Kibbe
- '40 Ford CoupeBill and Denize Noland
- '51 Ford F-2 PickupJim Winnett
- '40 Mercury Club CoupeBill Woods
- '51 Lincoln Cosmo Convertible.....Cal Beauregard
- '41 Ford Super Deluxe TudorBill Toensing
- '35 Ford 3-Window CoupeAllan Franklin
- '51 Ford FordorRich Mottern
- '40 Ford CoupeJohn and Virginia Wolf
- '50 Ford F-7 Fire TruckBob Campbell
- '67 Chevy Impala ConvertibleKent Lowry
- '48 Ford CoupeJoe DiFatta
- '55 Ford F-100Dick and Patti Smith
- '47 Ford Sedan DeluxeJerry Case
- '56 Chevy 4-Door HTDon Stout
- '37 Ford CoupeJerry Littner



FOR SALE

'41 FORD CONVERTIBLE. Bob Rose 818-362-4842.

'40 MERCURY CLUB COUPE. '39 FORD LIMO. John McAdams 818-886-6502.

'72 MUSTANG MACH I. Dudley Ochsner 818-446-1206.

'55 FORD F-100 - 460 CID C-6. \$5,595. Dick Smith 805-527-9683.

'50 FORD F-7 FIRE TRUCK - flathead distributors, carbs, generators, starters, heads, etc. Bob Campbell - Days 818-763-8266 - Nights 818-842-5823.

TWO 650X16 6-PLY BLACK TIRES. Like new - \$40 each. Bill Toensing 818-578-1699.

'36 FORD CABRIOLET deck lid, vacuum wiper, two fender aprons, grill, spare tire cover, 4:11 ring and pinion, horn panel, two front drums. Richard Valleroy 213-828-7276.

'33 FORD grill, hood sides, headlights, cowl lights, 2 radiators. '34 FORD grill, hood, fenders, repo running boards. Bob Libow 213-821-7337.

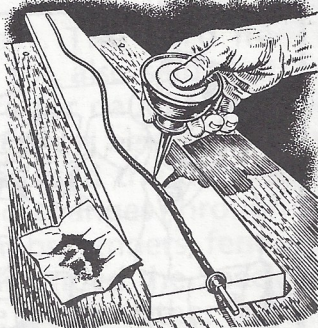
'51 FORD 4-DOOR. Blue paint, nice interior - \$5,500. Contact Richard Mottern 818-848-4948.

WANTED

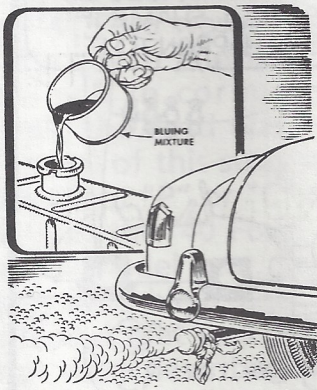
Right and left hood brackets for '40 Ford Deluxe Coupe. Gary Kibbe 818-781-5998.

'46 Ford Coupe - stainless, gas cap door. Jim Fowler 818-889-6097.

MORE Hints from the Model Garage



Graphite is the ideal lubricant for a speedometer cable, but getting it into the cable sheathing may be a problem. Here's one way of doing it: remove the inner cable, lay it on a board, apply the thinnest possible line of light oil on it, spray powdered graphite on the oil until the oil is blotted up and replace the inner cable.



A head gasket can be checked for leakage by adding two spoonfuls of washing bluing to a cup of permanent antifreeze, pouring it into the radiator, tying a cloth over the tailpipe and running the engine. If there's a leak the bluing will color the cloth. The antifreeze will help you in locating the leaky trouble spot.

Do You Remember

“CRISWELL PREDICTS?”

Or

It Just May Happen . . .

- BOB McCULLAGH may show up at our meeting with his Patio chair, his bear, and his '36 Roadster.
- BROTHER BEN DiFATTA, before my term is up, will show up in his '36 Red Coupe.
- LARRY CAPLAN, BLACKIE BLACKWELL, and a few others are going to Hershey, Pennsylvania!!
- RICHARD MOTTERN is selling his '51 Ford and bring his new '47 Black Coupe to our next meeting.
(Don't park next to the Pres.' Black Coupe.)
- JOHN WOLF is hard at work on a race car!!
- PATTI and DICK SMITH are busy making cookies for our next meeting.
- CHUCK SHUBB has a '35 Roadster, and will have it running very soon.
- JIM LOMBARDO, ED KAHLENBERG and TOM SAWYER will be at our October meeting!

????????

The Phoenix '40 & My Friend Tony

by Terry Smith

I met Tony DiMeo in 1976 through a mutual acquaintance that had a '40 Ford Coupe, named Roy. Tony had a quiet, friendly manner and we shared common interests. We both loved '40 Fords and flatheads, and we were both single and close in age. We became good friends right from the start. We lived less than a mile from each other so I saw him quite often. The first time I went to his house I saw a 1940 Ford Station Wagon in the garage with a new wood body, minus doors and tailgate.

Tony told me the story of the Woody. He had wanted a '40 Woody from the time he was a young boy. He even built a model of a '40 Woody prior to getting the real thing. He modified an AMT 1/25 scale plastic '40 Ford Coupe kit by cutting away the body from the cowl section and building a wooden body out of Balsa Wood on the kit's chassis. He won a model car contest with it at a local hobby shop and won a trophy. Then when he was 17 he bought the real thing. After owning the Woody for six years and slowly fixing it up, the worst happened. He came home one night, parked the Woody in the car port of his apartment and went up to bed. He hadn't been asleep very long when his wife woke him up yelling, "Tony, the Woody's on fire!" He woke up in disbelief to see his dream car going up in smoke. Someone in the building called the fire department and by the time Tony got dressed and went downstairs the firemen were hosing it and chopping it up with their axes. This was in 1971. Tony was devastated. The next morning after the fire, Tony, with his wife and sister at his side, sifted through the ashes and rubble in the dumpster where the firemen had shoveled up the remains. Retrieving brackets, pillar braces, door handles and hinges, any metal parts the fire had not consumed, he decided then and there that he would rebuild his Woody. This was no small task. First of all, how would he build a new wooden body with nothing left to copy and duplicated it from. Secondly, Tony was handicapped, or in more modern terms, physically challenged.

Tony was born with a hereditary disease called Hemophilia. His blood lacked the necessary element that causes the blood to coagulate and heal the body of injury. The result being that overuse

of muscles and joints would cause internal bleeding and extreme pain. Also, his left foot was crippled from a childhood accident that made walking and standing difficult. When he would over exert himself, which was often, he would have to go to the emergency hospital for a blood transfusion and heavy pain medicine. Consequently, there were many days of pain and recovery, limiting the time he could work on the car. This, however, did not stop him. As soon as he was well enough he was right back in the garage at work.

Tony located a '40 Woody sitting in a mud hole that it shared with some pigs on a ranch near Hansen Dam. It was for sale and he purchased it as a parts car. The Woody was not in good enough condition to use, but good enough to use as patterns to make new wood parts from. That is exactly what he did. he personally duplicated every piece of wood on the car. He went to a fine wood supply house in the Valley and hand selected each piece of wood for color, grain, and appearance. He used White Rock Maple for the pillars and door frames, and Red Marble Birch for the door and side panels. At the time I met him he was beginning construction of the doors and tailgate. The chassis had already been rebuilt and painted. Also at that time he was having a fresh flathead engine built for the Woody.

I was amazed so I watched him work in the garage with his table saw, router, band saw and other woodworking tools. The joints and fits were right on. His workmanship was meticulous in every detail. A master wood craftsman though self taught. He said he loved working with wood, but didn't care much for the mechanical work, although he was very capable of that too. The roofslats were pre-drilled and installed with wood screws instead of using nails like the factory did. He said this would prevent the wood from splitting and also allow the slats to be easily removed and replaced in the future for re-varnishing or replacing if need be.

As the months went by I saw Tony's project progress and evolve into a beautiful '40 Ford Station Wagon. As the doors neared completion, the restored window regular from the fire were fitted along with all new repro glass.

When the wooden body was finally complete, doors hung, tailgate and rear window frame were all checked for proper fit, sliding glass windows working properly, and etc., it was ready for

varnishing.

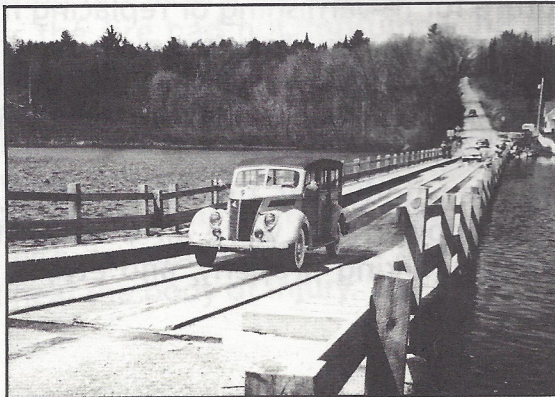
His sister volunteered her garage where he would have a relatively dust-free environment. His own garage being laden with sawdust, he washed her garage down and sealed it up with the Woody inside. The roof slats and doors were removed and partially disassembled. He applied eight coats of varnish, sanding between each coat. It took several months. When the varnish was dry and the body reassembled, he brought it home. It was the most beautiful wood I have ever seen on a car. It's sort of a honey gold color that simply had to be seen in person. Words don't do it justice.

Soon after the new engine was installed, the car rewired and he was driving it around the neighborhood. He was so proud of the wood body, and rightfully so. But, although it was running, he didn't want to take it to the '40 Ford Day, or show it until it was painted and finished. However, he did drive it to our V8 meetings a few times.

Tony passed away on July 28, 1991, as a result from the HIV Virus which he contracted from a blood transfusion. He was 43. He leaves behind a sister, a brother, and his Mother. Tony's wife passed away in 1979.

Although he didn't live to see his Woody completed, it was his full time vocation for the past 20 years — his life's work and his pride and joy for nearly half of his lifetime. Tony was a very quiet person that displayed remarkable courage in the challenges he faced in life. He was not a complainer, nor did he indulge in self pity. I will always be inspired by his courage and accomplishments. He was a very special person, and a good friend.

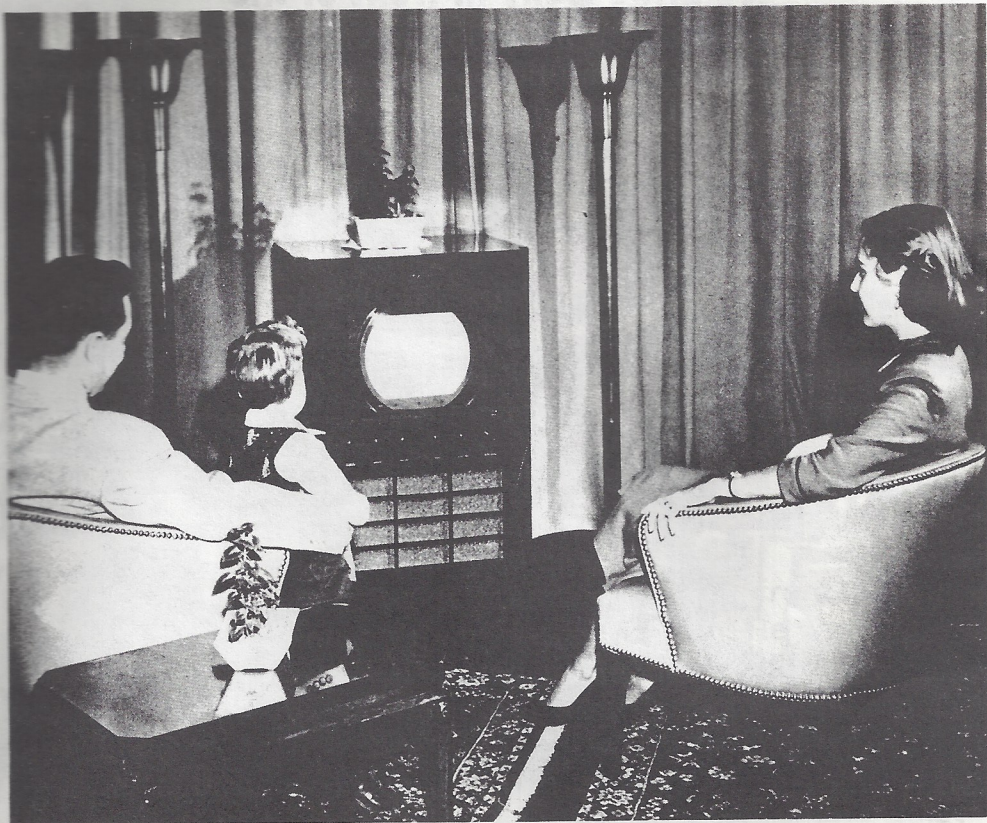
Editor's Note: I want to believe that Tony was happy when he attended our meetings and in being a part of this Ford family.



It's Ernie Baily in front of the "Oscar Mayer Mobile"



After reading the article about the Oscar Mayer Wienermobile in a recent V8 Times, it reminded me of a photo that was taken in 1956 in my home town of Cedar Rapids, Iowa. That is me in the right hand corner of this photo. From what I can remember, it was some charity event at my twin brother's school. I don't know how or if this had anything to do with my interest in Fords, which start in 1972 when I got out of the United States Marine Corp. I purchased a 1947 Ford Pickup from a junk yard. After that I've had a '40 Ford Coupe, a '48 Ford Four Door with a six, and a '46 Ford Sedan Coupe. Right now I have a car much like the first car my Dad had me help him work on. That was a '46 Plymouth Sprint Deluxe Sedan Coupe which we put in a '53 Dodge Hemi. After that I had Chrysler products until 1972. I still have a Ford interest in Fords. I would like to get a 1935 Ford Two-Door Flatback Sedan someday, which was my Dad's first car.



Do you recall your first TV set? Ours was a twelve and a half-inch screen. Milton Berle clowned his way to the king of comedy. The Cisco Kid and his sidekick, Poncho, enthralled the young, and Hi-Ho Silver rang out over the land. Howdy Doodly Time became the witching hour and the Mouseketeers were a cult with their own anthem. Sam Spade and caustic Henry Morgan . . . soapy soap operas spewed forth . . . and TV became the nation's entertainment center.

Darkhorse Harry Truman upset Thomas Dewey even after the king of the commentators, H. V. Kaltenborn, on his late news pronounced Dewey our next president.

GI uniforms turned back into civilian garb. *Which twin has the Toni* ushered in home permanents and a whole new set of non-wartime products just waiting to be marketed. There were new cars galore . . . the bigger the better even though there was a dealer waiting list.

Kaiser-Frazier made the first new company car in more than twenty years followed by the fateful Edsel. By 1949, one-hundred thousand TV sets were being bought *each week* and the *Quiz Show* was high on the listener's list. From 1947 to 1950, two thousand drive-in movie theaters were built.

The miracle of penicillin, first used by the military during the war, was released for public dispensation.

SEPTEMBER TRIVIA QUIZ

by Ralph "Great Guy" Hubbard

- Henry Ford, I abdicated the Ford Presidency to Henry Ford, II in?
A. 1944
B. 1945
C. 1946
D. 1947
- Edsel Ford's wife was named?
A. Mable
B. Eleanor
C. Cynthia
D. Elizabeth
- Absolutely no Mercury body parts will interchange with Ford bar parts during what years of manufacture?
A. 1939-40
B. 1941-42
C. 1946-47
D. 1952-53
- Henry Ford's house was called?
A. Dearborn
B. Heratorgate
C. Fairlane
D. Graceland
- First year for all steel body tops on Ford closed cars?
A. 1934
B. 1935
C. 1936
D. 1937
- Ford introduced an Anti-Sway front stabilizer bar on Ford passenger cars in?
A. 1938
B. 1939
C. 1940
D. 1941
- Ford Motor Company was a privately/family owned company until?
A. 1936
B. 1943
C. 1956
D. 1958
- After Edsel Ford's death in 1943, Henry Ford, II, was 23 years old and was discharged from what branch of the service to be Ford's vice president?
A. Navy
B. Army
C. Marines
D. Coast Guard
- Who was the first person Henry Ford, II fired when he became president?
A. Narry Bennett
B. J. Walter Thompson
C. Bob Gregorie
D. Charlie Sorensen
E. President of the Early Ford V8 Club

TRIVIA ANSWERS:

1 — B

2 — B

3 — A

4 — A

5 — D

6 — C

7 — C

8 — A

9 — A

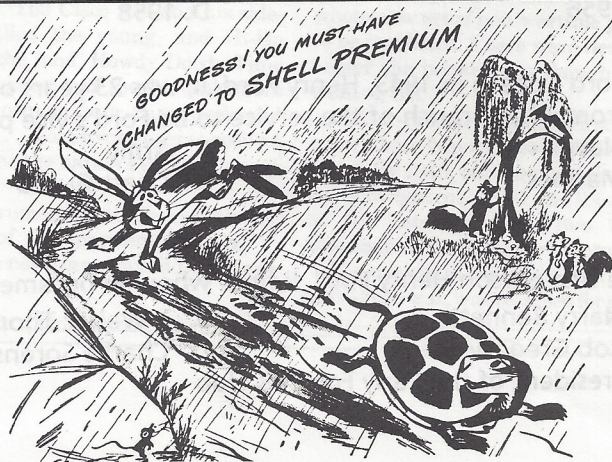
P.S. A NOTE ABOUT LAST MONTH'S QUIZ . . .

Ford actually introduced the small drive shaft in partial production in 1937. As indicated in the quiz, '38 cars used the small drive shaft in partial production also. However, it wasn't the first year. Generally, a rule of thumb, cars with small drive shafts have a gross fitting on the torque tube, and cars with large or hollow drive shafts do not. It is further believed that large drive shafts in '37 and '38 cars were coupled to rear ends with 4.11 ratios, and the small drive shafts were listed with rear ends with 3.78 and 3.54 ratios.

If you got eight or more correct . . . you drive a Lincoln.

If you got 5 to 8 correct . . . you drive a Ford.

If you got below five - you drive a Brand X car!



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

For All Those Born Before 1945

We Are Survivors . . . Consider The Changes We Have Witnessed!

We were born before television, penicillin, polio shots, frozen foods, Xerox, plastic, contact lenses, frisbees, and the PILL! We were before radar, credit cards, split atoms, laser beams, and ballpoint pens. Before pantyhose, dishwashers, clothes dryers, electric blankets, air conditioners, drip-dry clothes, and before man walked on the moon!

We got married FIRST and THEN lived together. How quaint can we be? In our time, closets were for clothes, not for "coming out of." Bunnies were small rabbits and rabbits were not Volkswagens. Designer jeans were scheming girls named Jean, and having a meaningful relationship meant getting along with our cousins!

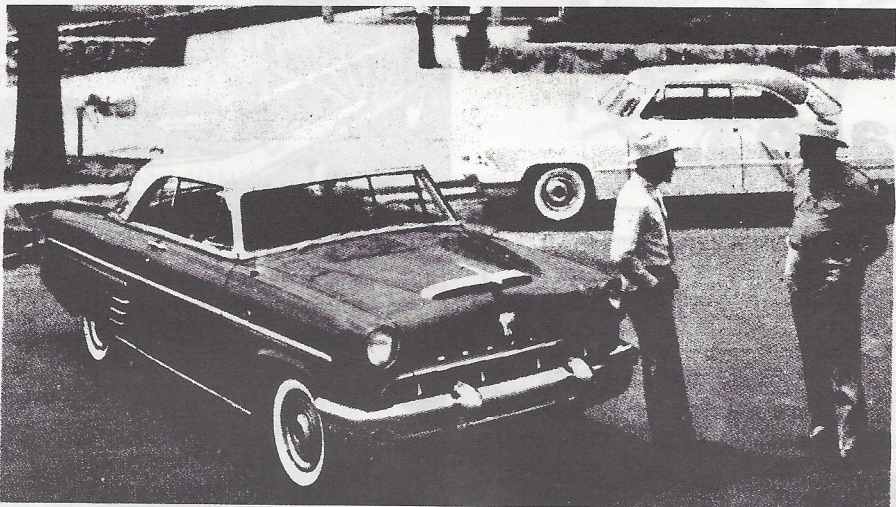
We thought fast food was what we ate during Lent and Outer Space was the back row of the local theatre. We were before house husbands, gay rights, computer dating, dual careers and commuter marriages. We were before daycare centers, group therapy and nursing homes. We never heard of FM Radio, tape decks, electronic typewriters, artificial hearts, word processors, yogurt and guys wearing earrings. For us, time sharing meant togetherness, not computers or condominiums. A chip meant a piece of wood. Hardware meant hardware and software wasn't even a word!

Back then, "made in Japan" meant junk and the term "making out" referred to how you did on your exam. Pizzas, McDonald's, and instant coffee were unheard of. We hit the scene where there were 5 and 10 cent stores, where you bought things for 5 or 10 cents. You could buy ice cream cones for a nickel and two scoops for a dime. For one nickel you could ride a streetcar, make a phone call, buy a Pepsi or enough stamps to mail one letter and two postcards. You could buy a new Chevy Coupe for \$600, but who could afford one? A pity too, 'cause gas was 11 cents a gallon!

In our day, grass was mowed, COKE was a cold drink, and POT was something you cooked in. ROCK MUSIC was a Grandma's lullaby, AIDS were helpers in the principal's office. We were certainly not before the difference between the sexes was discovered, but we were surely before the sex change. We made do with what we had and we were the last generation that was so dumb as to think you needed a husband to have a baby!

No wonder we are so confused and there is such a generation gap today! But, we survived! What a better reason to celebrate!

EARLY FORD V-8ers CAPTURE MEMORIES AT EASTERN MEET



The National Capital Region of the Early Ford V8 Club of America welcomed 192 vehicles from 1932-53 to the Turf Valley Hotel and Country Club in Ellicott City, Maryland for May 23-26's Eastern National Meet.

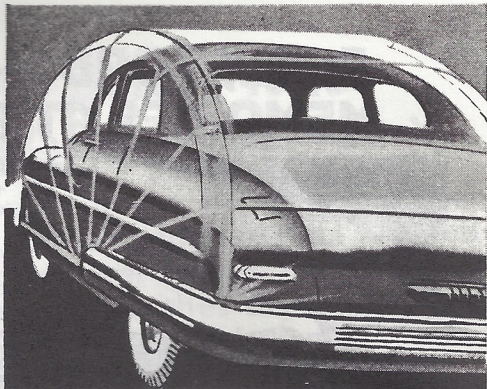
Subtitled "Capture a Maryland V8 Memory," the meet drew flathead V8 powered Fords, Mercurys and one Lincoln (a '46 Continental Convertible) in almost every body style. Cabriolets, convertibles, phaetons, two- and four-door sedans, three- and five-window coupes, two-door hardtops, station wagons, pickups, sedan deliveries, race cars, and one hearse came from over 20 states.

Maybe not revolutionary, but increasingly rare these days, is for a collectible car to be driven cross-country to a national meet. But Don Durkee of Thousand Oaks, California, did just that with his '53 Mercury two-door hardtop, which had exactly 10 miles on his fresh restoration.

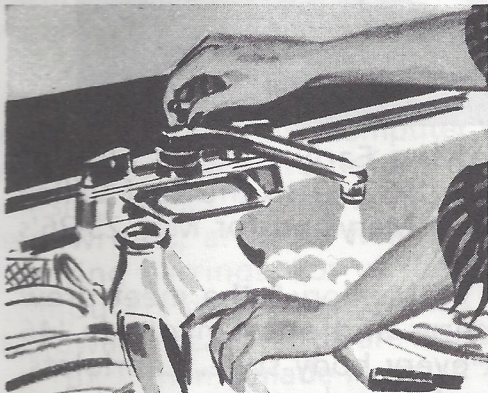
Durkee's no novice when it comes to hard driving or car restoration. "I've restored a number of cars over the years," he said, "but only three for concours judging. In 1982 I drove a '36 Ford with zero miles on it to a class reunion in Iowa. Last year I drove to all three national meets in my '50 Ford. I went 9,000 miles and used two quarts of water and no oil. Cross-country driving is no challenge, just a fun trip. It's the way Henry (Ford) meant them to be driven." As one might expect, Durkee was the easy winner of the long-distance award.

I'd like to see them make...

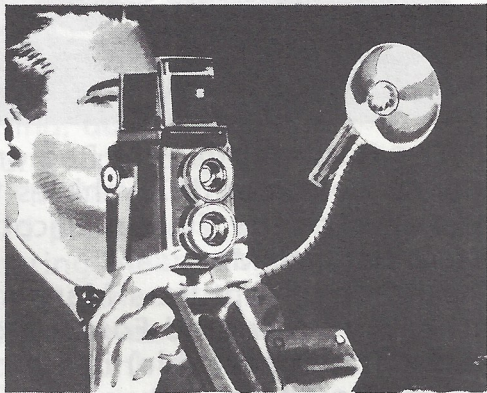
Everyone has his own pet idea of some gadget he would like to see in general use. What is YOURS? Popular Science will pay \$5.00 for each one published. Use government postcards only. Contributions cannot be acknowledged or returned.



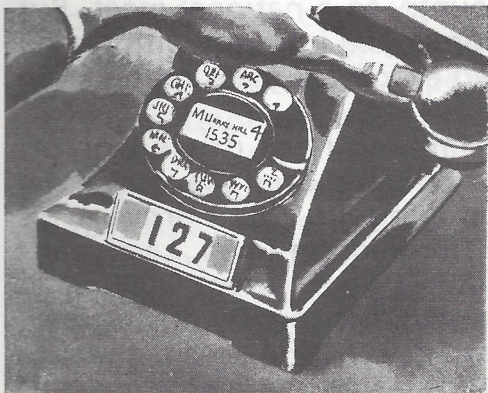
AN AUTOMATIC COLLAPSIBLE GARAGE. A plastic cover, folded into large rear bumper, would be motor-driven up over car to lock into front bumper.—*R. Rechter, Ferndale, N. Y.*



A THIRD KITCHEN-FAUCET VALVE, in "mixed" portion of unit, to permit turning water on or off without readjusting hot and cold taps.—*J. W. Carmichael, Jr., Los Angeles.*



A FLEXIBLE FLASH-GUN BRACKET that would allow the flash gun to be set in various positions while still attached to the camera.—*Jack Lloyd, Los Angeles.*

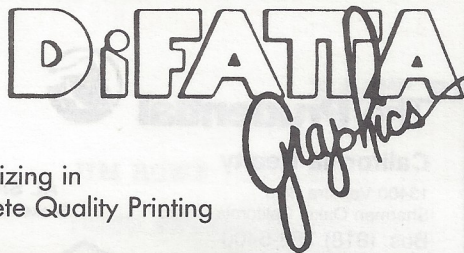


A METER ON A TELEPHONE to count outgoing calls, so that you would know, at any time through the month, how many had been made.—*A. S. Flaumenhaft, Brooklyn.*



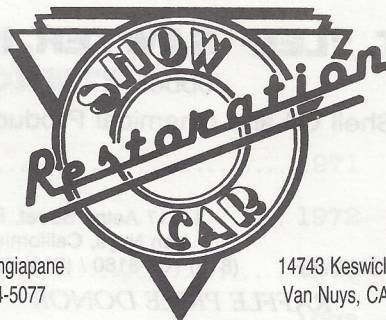
WINDOW SCREENS THAT OPEN OUTWARD from the center on hinges, like shutters, to facilitate window washing.—*Elizabeth Shafer, Colorado Springs, Colo.*

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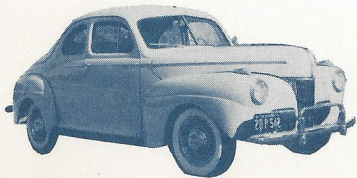
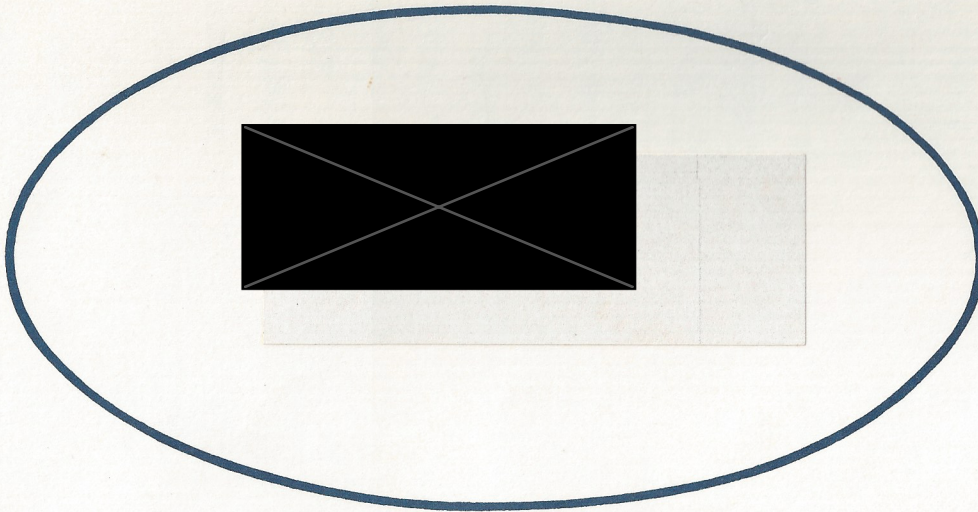
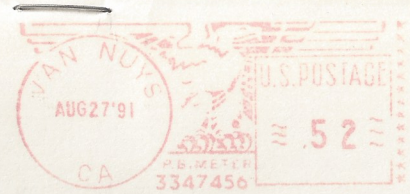
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