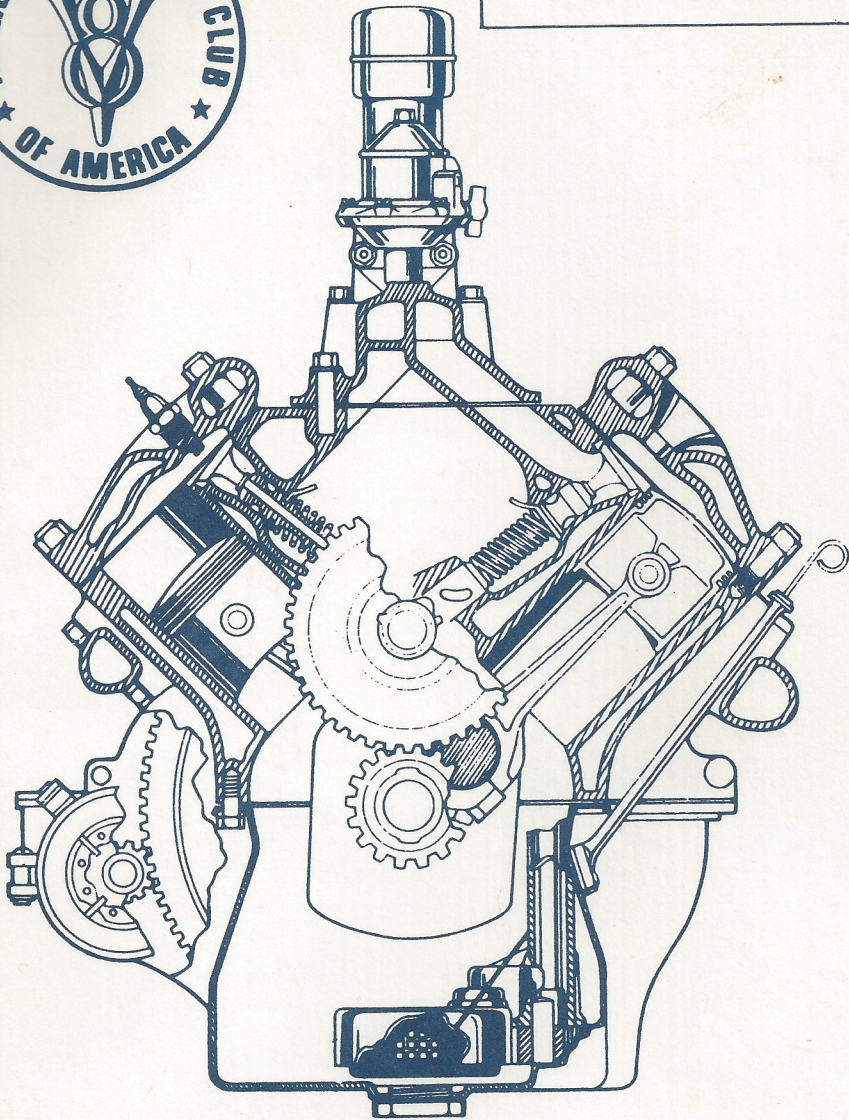


NOVEMBER



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SAN FERNANDO VALLEY CHAPTER 40
of the EARLY FORD V8 CLUB OF AMERICA

P.O. Box 96
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COVER/ROY JONES



THE VALLEY V8's

November 1991

"Our 20th Year"



PRESIDENT JOE SEZ . . .

If I write my article right after the meeting then my thoughts turn to our great programs we had this year. To recap the year, John Powell, speaking on '49 and '50 Fords, programs on '41 Fords, Columbia overdrive, the Sportsmen's convertibles, and last month John Mangiapane about auto paints.

On the other hand, if I write this article after one of our tours, then I think of great tours this year - Tequila Willies, Pasadena Tour, Wild Flower Tour, and just recently the Bothwell Collection.

Seems we have been giving our Fords a good workout this year. And it has been really enjoyable to all that has participated. Soon the letters will be sent out to renew your Ford membership. Enclosed in this article is an application in joining the National Club.

I will be in Atlanta, Georgia during our November 3rd meeting. Marsha and I will be attending the wedding of our friend's son. The following Tuesday, November 5th, for an extra \$49 air fare, we will travel to Baltimore, Maryland for three days. I am trying to enter the home that Brother Ben and I were actually born in. Going to check out the old neighborhood and eat lots of crabs and lobsters.

The November meeting will be presided by Vice President Chuck Shubb. I believe the weather is starting to cool off. See you Sunday, December 8th at our Holiday Brunch.

PROGRAM FOR NOVEMBER MEETING



The program for November will cover the subject of appraising collectible automobiles. Our speaker will be RALPH HUBBARD, who is both a certified automobile appraiser and a very well known member of the Early Ford V8 Club of America. Ralph joined the V8 club in 1967 and has since served as a Regional Group President, National Director, National Judging Chairman, and was National President in 1981.

Ralph also served a career with the Los Angeles Police Department where he was responsible for special event planning. He recently retired from the LAPD and began a full time business in the appraising field. Ralph had considerable experience in this field as he was frequently called upon to appraise cars during his tenure as a National Director. Most recently Ralph has been active with the American Society of Automobile Appraisers where he has been a member of their Board of Directors.

Ralph has a 1938 Ford Sedan, a 1947 Ford Convertible, and a 1939 Mercury Convertible, which is nearing the end of an extensive restoration. Along with all this, Ralph also finds time to serve on the board of the Pasadena Historical Society. You can be sure that this will be an interesting and informative talk because the old adage that states, "If you want the job done right, give it to a busy man," certainly applies to Ralph Hubbard.

CALENDAR OF EVENTS

Sunday, November 3rd — 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. We will have a security guard.

Saturday, November 16th — ONE DAY CAR SHOW

"The Car The Art" — Citadel, Commerce, California

Sunday, December 8th — HOLIDAY BRUNCH

Odyssey Restaurant - Bring a toy for a needy youngster.

THE CAR

THE ART

ONE DAY CAR SHOW

AT THE

CITADEL

COMMERCE, CALIFORNIA

Saturday, November 16, 1991

The Citadel was formally known as the Uniroyal Plant.

MEET AT WOODLEY PARK AT 8:45 A.M.

LEAVE AT 9:00 A.M. SHARP!

Hill and Vaughn Restorations and Otis Chandler Museum will have cars on display.

The Citadel has been restored into a fine shopping mall of discount stores.

(Ladies bring your credit cards! - Over 50 stores to shop in.)

For more information, call Chuck Shubb

(818) 709-1512.

SECRETARY'S VIEWPOINT

by Jerry Jensen

Prez Joe D. opened the October meeting by introducing guests from the San Diego Regional Group. They were National Director Howard Simpson and wife Barbara, and Ed and Shirley Siegfied. If you have read your current issue of the V-8 Times you know that Ed Siegfied is on the ballot running for National Director.

The Prez had each member introduce themselves and tell what car they were most glad to get rid of. The least desirable cars turned out to be Chevrolets and Cadillacs. There were others too — Packards, Studebakers, Mercedes, and etc., and yes, even a couple of Fords. Tomy Thompson, Ed Warnock, and several others had extensive stories to tell.

Chuck Shubb discussed the October 19th tour to the Bothwell Collection. Cal Beauregard talked about the Lincoln Continental Meet at Warner Brothers Studio on October 26th. Directions were given on how to get in the studio. Prez Joe D. reminded the membership of the December 8th Holiday Brunch at the Odyssey Restaurant.

Jerry Littner was the winner of \$5.00 from the secret handshaker. Dick Smith drove his lucky '50 Ford Tudor to the meeting. How do I know it is lucky? Well, Dick won a Ford pen in the drawing for those driving their Early Ford V-8's. Shel Harriman would have been the winner of the name tag drawing if he had been there. The prize was a brunch for two at the Holiday Party.

The guest speaker for the evening was John Mangiapane, owner of Show Car Restorations, and one of our advertisers. John brought and displayed a new low pressure spray gun that is of a type required by the EPA. He also discussed the water base primer and other products now required by the EPA and APCD. John talked about the merits of the various types of top coats, lacquers, enamels and urethanes. After his presentation, John fielded questions from the membership.

This program certainly made us aware of the restrictions imposed upon licensed businesses engaged in refinishing.

Vintage Cars Driven To September Meeting

'40 Ford Coupe	John & Virginia Wolf
'53 Ford Coupe	Lloyd & Donna Paschal
'49 Mercury Station Wagon	Howard & Barbara Simpson
'36 Ford Roadster	Ed & Shirley Siegfied
'47 Ford Sedan Delivery	Jerry Case
'52 Ford F1 Pickup	Lee Wright
'37 Ford Coupe	Jerry Littner
'41 Ford Super Deluxe Tudor	William Toensing
'50 Plymouth	Marty Luening
'57 Ford Skyliner	George Richards
'39 Ford Convertible Sedan	Cal Beauregard
'39 Ford Deluxe Tudor	Jerry Jensen
'54 Chevrolet Pickup	Allan Franklin
'50 Ford Tudor	Dick & Patti Smith
'56 Chevrolet	Don Stout
'47 Ford Tudor	Jim Lombardo
'48 Ford Coupe	Joe DiFatta

FOR SALE

1940 FORD FENDERS, STEERING BOX, STEERING WHEEL & other body parts. Marty Luening (818) 353-1247.

1941 FORD MATCHING OUTSIDE MIRRORS. Factory reproduction. Bill Toensing (818) 578-1699.

1936 ROADSTER - Phaeton Windshield Posts - chopped 2". Dave Sanborn (818) 980-0436.

WANTED

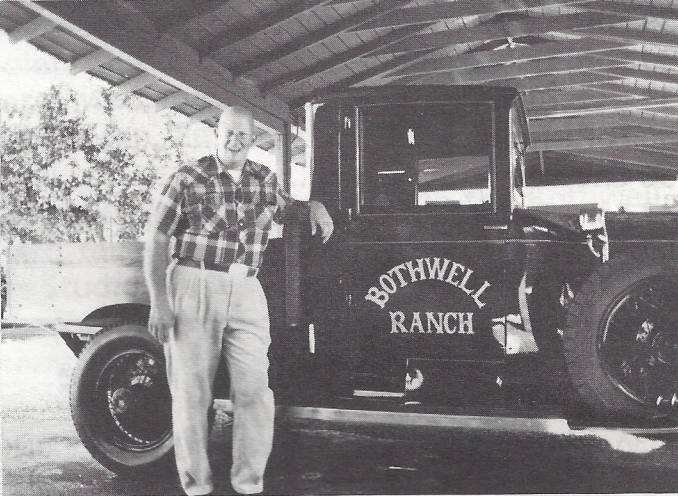
1932 CABRIOLET DOORS & DECKLID. 1949-51 MERCURY BACKUP LIGHT SWITCH. Howard Simpson (619) 765-0653.

1933-34 FORD FIREWALL. Ed Siegfied (619) 749-6387.

1937 FORD AIR CLEANER. Jerry Littner (818) 347-1194.

1937-39 GLOVE BOX DOOR SPRINGS. Tomy Thompson (818) 841-7967.

BOTHWELL COLLECTION



We had about 25 cars meeting at Woodley Park on Saturday, October 19th. We were joined by the CHVA Club. Heading West out on Burbank Blvd., to Ventura Blvd., then left on Oakdale Road, and then to parking our cars on the spacious grounds of the Bothwell Ranch. There are 14 acres with loads of orange trees and a half-dozen building housing quite a collection of over 70 cars - streetcars, trains, and lots of memorabilia. They even have a Rolls Royce Pick-up Truck!!

Don Dupree introduced Lindley Bothwell Jr. He gave us a 20-minute introduction about the farm, starting with his grandparents, parents, himself, children, and now grandchildren. They are all part of this family-run business.

It was a beautiful day and we were happy to see our members and their Fords . . . isn't this what it's all about!!

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The Valley V-8's Ford Club

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Holiday Champagne Brunch

Sunday, December 8th, 1991

10:30 a.m.

The Odyssey Restaurant

*15600 Odyssey Drive
Granada Hills, California*

\$19.00 per person

R.S.V.P. by Nov. 27th



JACKPOT!!

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

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

NOMINATIONS FOR 1992 OFFICERS

Election will be held November 3rd

- President.....Chuck Shubb
- Vice PresidentGeorge Richards
- SecretaryJerry Jensen
- TreasurerKent Lowry
- ActivitiesJim Winnett
- Accessories.....Tomy Thompson
- MembershipTerry Smith
- Fellowship.....Donna Paschal
- Raffle / Historian.....Jerry Littner
- EditorsChuck Mair & Joe DiFatta
- ProgramsLarry Caplan
- Technical Advisors.....Don Dupree & Don Durkee

FOR INSURANCE PURPOSES —
WE MUST BE MEMBERS OF THE NATIONAL CLUB . . .

THE EARLY VORD V-8 CLUB OF AMERICA APPLICATION FOR MEMBERSHIP

(PLEASE PRINT)

Name _____ Spouse _____

Address _____

Telephone No. (_____) _____ Occupation _____

Cars Owned: _____ Referred By: _____

Year	Model	Body Style	Engine Type	General Condition

THE EARLY FORD V-8 CLUB OF AMERICA
P.O. BOX 2122, SAN LEANDRO, CA 94577

PLEASE NOTE: Membership in the "National V-8 Club" is a pre-requisite to joining the local Valley V-8's Club. Active membership - (includes V-8 Times) . . . \$25.00 year.

Plastics Are Good News for Car Owners

With more automobile parts being made of highly durable plastics, drivers may make fewer trips to the gas pump.

In 1931, Henry Ford directed his research department to drop everything and invent a plastic with which he could build a \$400 car. Ford's engineers tried all sorts of compounds, many of them based on soybean fibers. After nearly a decade of work, they created the first plastic, a cellulose made from pine, straw and hemp soaked in formaldehyde.

Each new batch of plastic was made into a trunk lid for Mr. Ford's personal car, and he would test its durability by bashing the lid with an ax. By the time he was satisfied with the plastic, he had chopped up more than a hundred trunk lids.

Mr. Ford's ideas were too far ahead of technology to be practically applied, but his thinking was right on: Using plastics in automobiles had the potential to offer advantages to Ford

Motor Company customers.

The idea of plastic made of soybean fibers is long gone; today's plastics primarily are petroleum-based and offer Ford owners a host of benefits. For example, lightweight plastic parts reduce a vehicle's overall weight, meaning that less energy is required to propel the vehicle — which in turn can mean improved fuel economy. Plastic parts don't rust, rot or mildew, so they help improve the durability of a vehicle. With state-of-the-art engineering, plastic parts can help improve safety and reduce noise and vibration. Advances in technology have made plastics relatively inexpensive to produce and easily recyclable and reusable, making them kinder to the environment.

According to a study conducted by Springborn Laboratories and Harborside Research Group, the typical 1991 car contains 258 pounds of plastic, or about 8 percent of the vehicle's total weight. The study predicts that by 1996, the average car will be made of 272 pounds of plastic, or about 9 percent of its weight. By 2010, some cars may be 50 percent plastic by weight, as the need for improved fuel economy and reduced production costs encourage further developments in plastics technology.



HENRY FORD MUSEUM

In the 1930s, Ford engineers developed the first plastic using soybean fibers and made trunk lids for Henry Ford's own car. He tested the plastics' durability by bashing the lid with an ax.

BLUEPRINTS

1937 Lincoln Zephyr

by Bob Hovorka

Although it was built in the shadow of Henry Ford, it was touched by Edsel's unmistakable hand. Based on the aircraft construction techniques espoused by John Tjaarda, the Lincoln Zephyr offered "a new, rigid, steel one-piece body and frame...with the advanced features that set new standards of comfort, safety, roadability." And while its gracefully streamlined prow pointed towards an aerodynamic future, its transverse springs and mechanically operated brakes clung to a horse and buggy past.

Even its much touted 12-cylinder engine owed more to Mr. Ford's flathead V-8 than any previous Lincoln casting. Maybe this is what prompted Lincoln to advertise: "Remember that the Lincoln-Zephyr has been designed by Lincoln, is built by Lincoln."

However, the engine needed more than words to overcome its quickly tarnished reputation. Youngsters often quipped that a lingering puff of smoke at a stoplight meant a Zephyr had just left. Yet, for all the bad-mouthing, the undeniably smooth 12-cylinder served

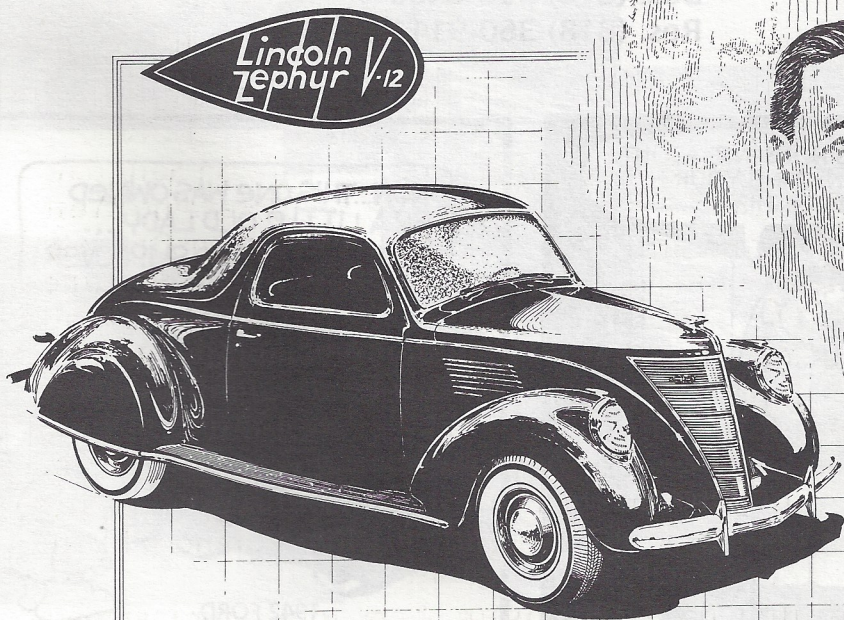
Lincoln for over a decade. Treated respectfully, it could cruise with the best of them while furnishing a smoothness many would envy today.

But it wasn't the engine that set Zephyr apart from the crowd, it was the styling. Originally offered only as torpedo-shaped two- or four-door sedans, a sleek three-passenger coupe was added for 1937. "The beauty of the Lincoln Zephyr is the beauty of swift-flowing streamlines." And *stream lines* they were!

Individual front fenders arched inward towards a narrow V-lined grille; teardrop shaped headlamps swelled from their uppermost sections. Vestigial running boards not only mimicked the flowing body contours, they curved upwards to meet the lower door edges. Out back, drive wheels were half hidden by covers that echoed the elongated sweep of the tapering rear fenders. From the front of its sharply pointed grille to the tip of its projectile taillamps, it was stunning!

Of course, interiors were styled to match. Seats were edged with simple tubular chrome frames, while a centrally located tower held speedometer and other gauges. Tapering down from the edge of the dashboard, the tower visually split the front compartment between driver and passenger. A leather flying helmet and scarf would have completed the unmistakable aircraft cockpit feeling. Sales for 1937 nearly doubled. It was Zephyr's best year.

Long looked upon as a second class cousin to the *original* Continental, the Zephyr deserved better. In fact, if it had done nothing more than sire the Continental, it would have reached heights many manufacturers merely dream of. With Lincoln sales falling, it was probably Zephyr alone that kept Lincoln from joining the ranks of Auburn and Cord. Without Edsel, it may never have happened. Maybe his name should be more closely linked with his success in saving Lincoln than with the misfortunes of his shortlived namesake. □



Bob Hovorka

NOVEMBER BIRTHDAYS

6th — RUTH SPENCER

9th — ALLEN FRANKLIN

12th — ANNE MILES

12th — MARY RUTH LUENING

14th — PAUL BRANDEL

16th — BEN DiFATTA

20th — BILL BOYER

24th — JERRY CASE

25th — ERNIE BAILY



NEW MEMBER

LARRY WETTERLIND (Karen)

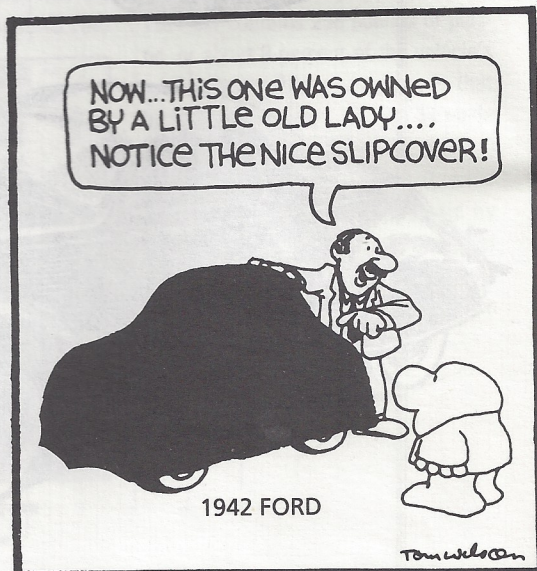
1936 Ford Tudor Sedan Slantback

19930 Lubao Place

Chatsworth, CA 91311

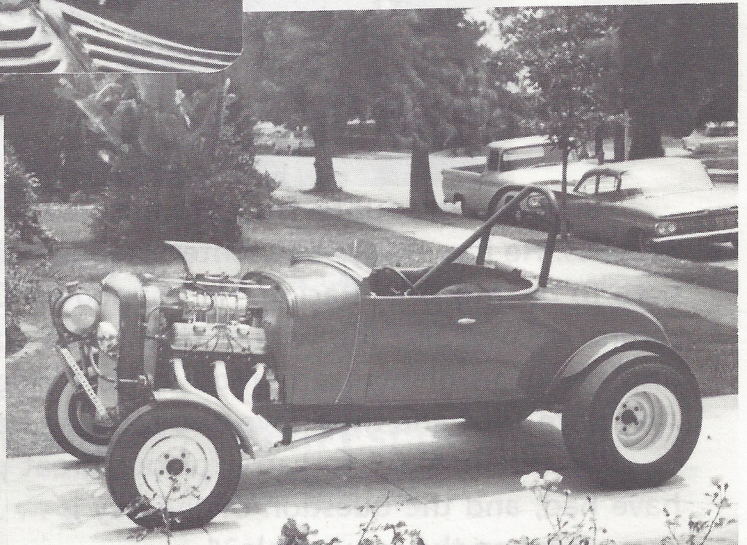
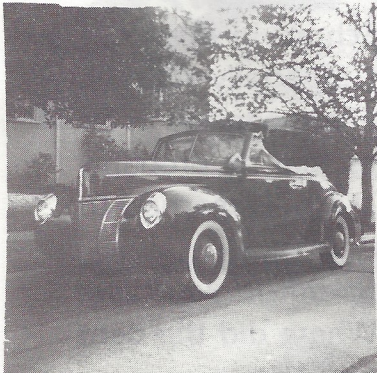
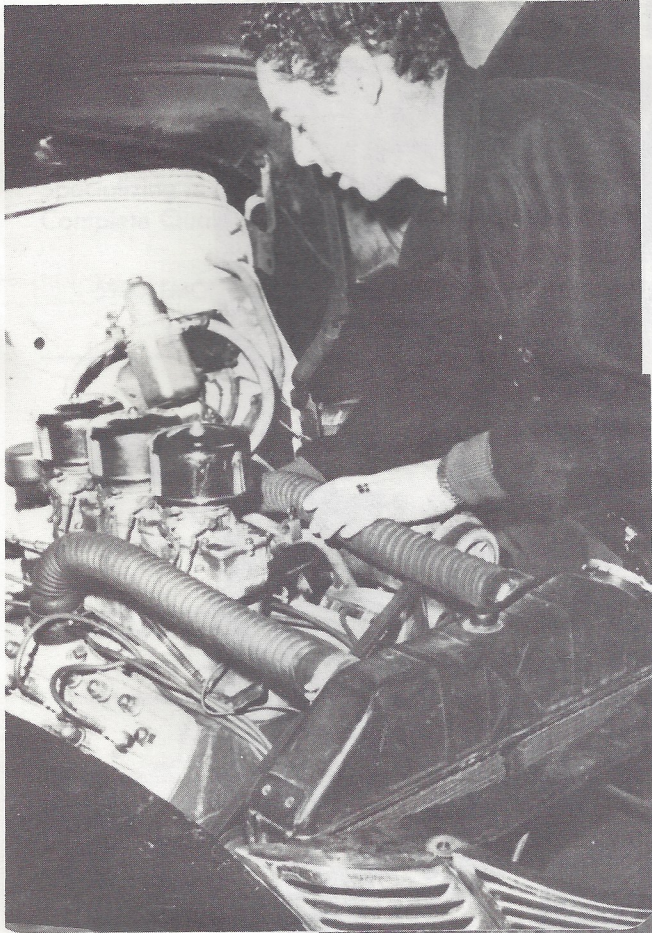
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WHO IS THIS FORD PERSON?

CLUE: Enjoys '40 Fords
and still has curly hair.



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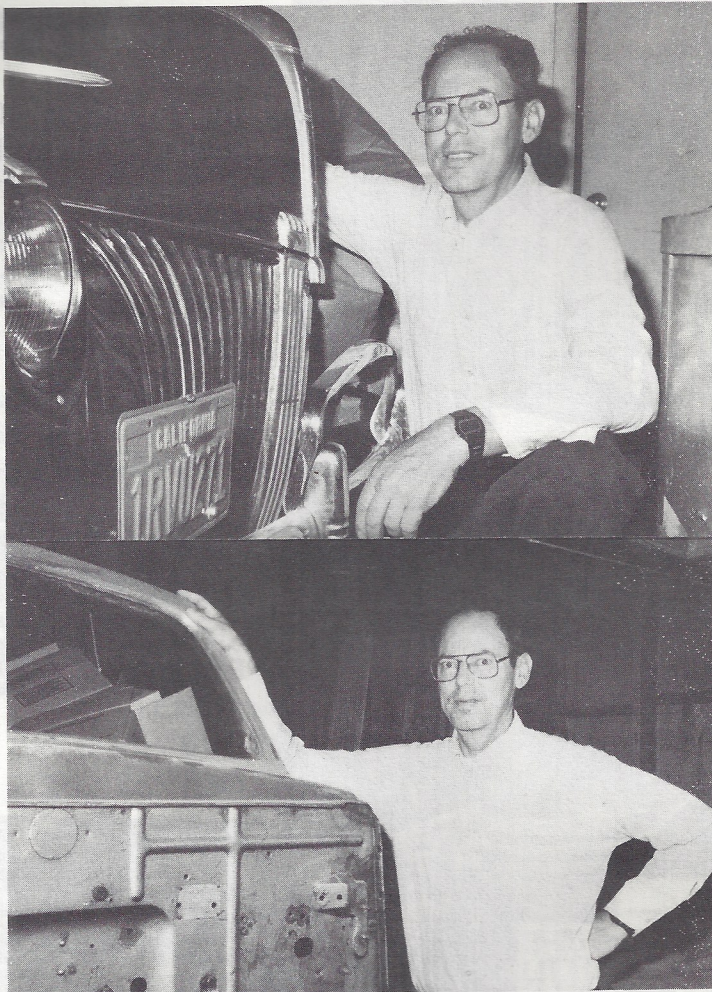
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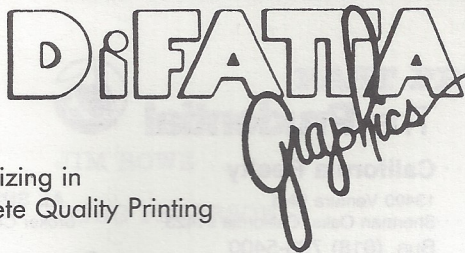
... IT'S LARRY CAPLAN!!!



Larry is a graduate from Hamilton High School in West Los Angeles. He has always been interested in Fords, especially '40's. He used to be into Drag Racing. He hopped-up Cadillac engines in his racers. He was also the winner of a few trophies that he probably displays in his giant size garage in Northridge. Larry is married to Ann since 1964 and they have two teenage boys.

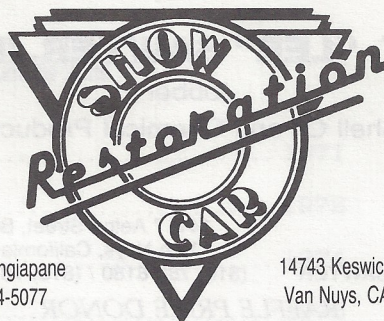
We are thankful to Larry for our great programs in which we have had, and the question of the day is . . . "Where did the dent come from on the convertible?"

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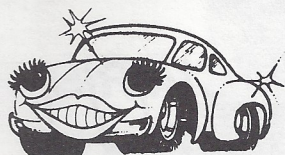
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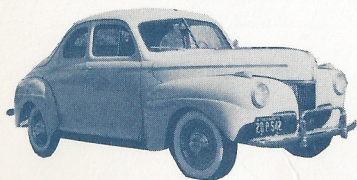
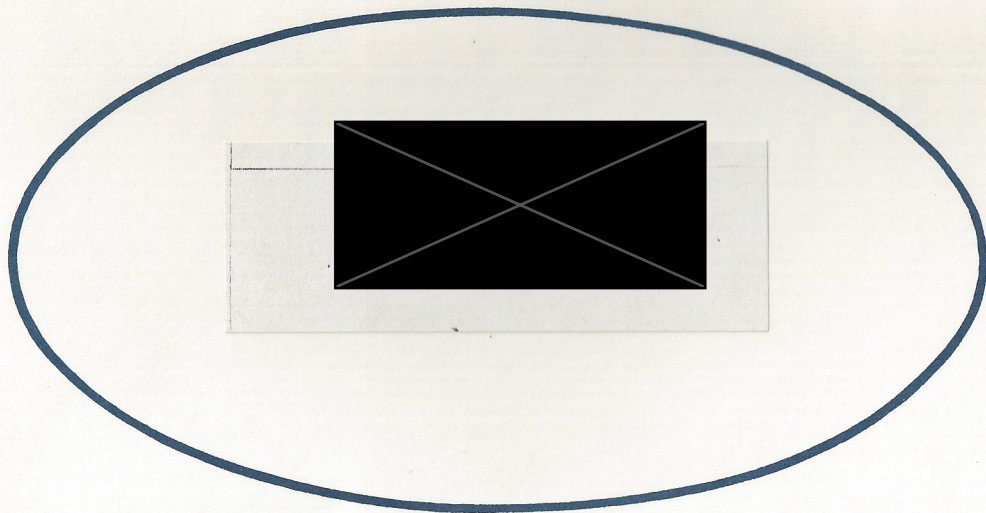
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PAUL KIRK	1984
KENT LOWRY	1985
DAVE SANBORN	1986
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