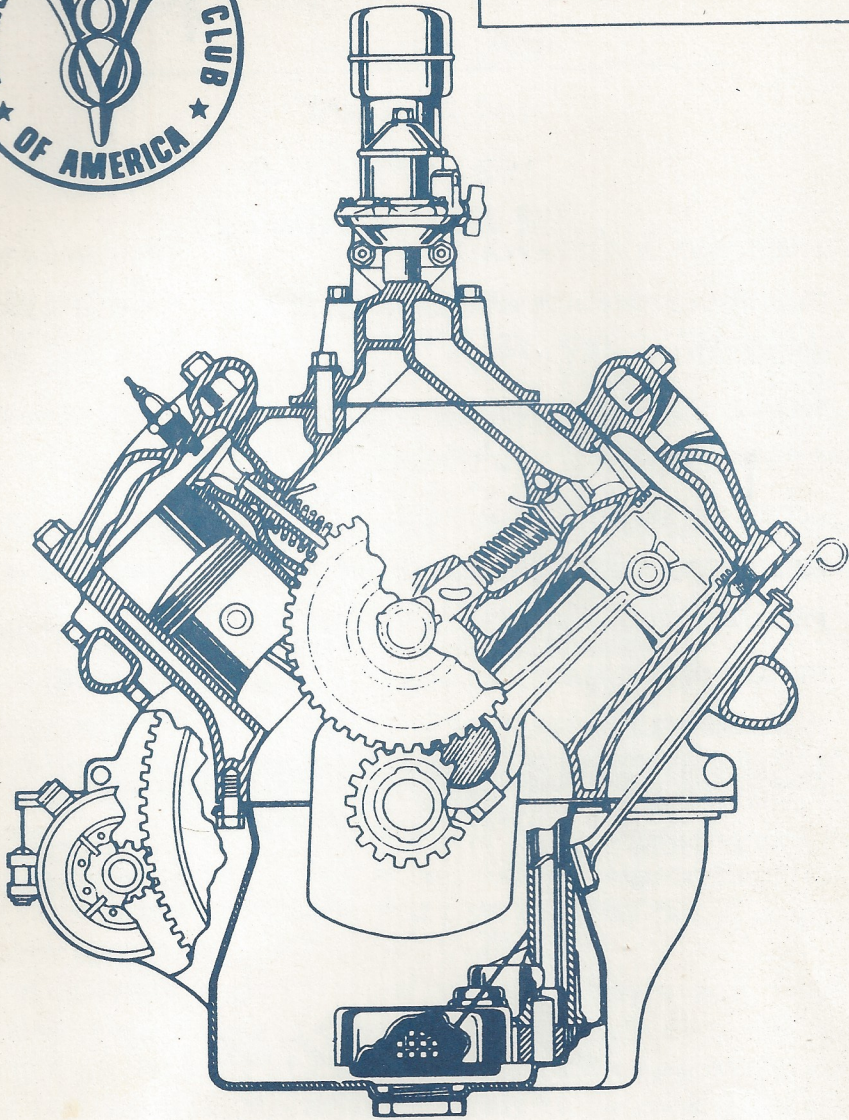




DECEMBER



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COVER/ROY JONES

THE VALLEY V8's

December 1991

"Our 20th Year"

PRESIDENT JOE SEZ . . .

Marsha and I just got back from going to a wedding in Atlanta, Georgia. Two hundred and ninety people attended this wedding that was held at the Marriott Hotel, with lots of dancing and food. Youngsters back there are as spunky as the kids out here . . . lots of get up and go. Our friends own a B/P Service Gas Station. Fourteen years with full service and now with self service. With cold weather, of course, people want the full service.

We then flew to Baltimore, Maryland to check out the old neighborhood and St. Michael's Catholic Church. No, we didn't get inside my original home, but did check with a few neighbors. Lots of changes since 1951. Seems like lots of refurbishing in Baltimore, especially around the Chesapeake Harbor. Of course, my cousin (whom I haven't seen in 38 years) filled us up with lots of crabs. Crab soup, crab cakes, and good old crabs, broken up with the mallet!

In both cities I didn't see any old cars. Nothing before 1980 and NO LEADED GASOLINE. Just three types of non-leaded, 87, 89 and 92 Octane. I guess it is only a matter of time that California will have to conform to these regulations.

The weather was indeed cooler, in fact, cold with rain and snow on the way. Sure glad I'm in sunny California so that I can enjoy my cars. It would drive me crazy to cover up my cars for the winter . . . ugh!!

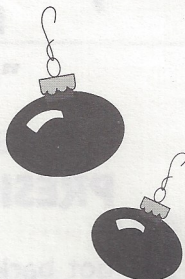
Hoping everyone is getting ready for the holiday season. Seems we are going to have a good turnout for our Holiday Brunch. Enjoy life. Come out, enjoy the brunch, and bring your Ford. We'll have a few surprises for you.

To my 1991 Board of Directors and Officers for our great year I say, "Grazie and Buona Fortuna een 1992."

PART II

Just got back from "Blackie" Blackwell's tour to Julian — a great weekend — photos and story further on in this month's Drive Lines.

PROGRAM FOR DECEMBER MEETING



Our meeting will be the Sunday, December 8th Holiday Brunch at the Odyssey Restaurant. The gathering will begin at 10:30 a.m. There is suppose to be parking for the old Fords. If you haven't sent your reservations in, then please do so very soooooon . . . the President gets nervous. If you have any questions, please call Joe DiFatta 782-9883.

DECEMBER BIRTHDAYS

2nd — STEWART CAMPBELL

3rd — JOE VELEY

6th — DAVID SATEL AND GEORGE RICHARDS

9th — NANCY BEAUREGARD

11th — SHEL NARRIMAN

15th — KEN SAPPER

19th — SHIRLEY RICHARDS AND JAY FORTMAN

20th — JIM LOMBARDO

27th — DONNA PASCHAL

31st — JIM FOWLER

THE LUCKY JACKPOT
will begin again at our
January 5th meeting!

SECRETARY'S VIEWPOINT

by Jerry Jensen

With Prez Joe D. in Atlanta, George, learning to do the Tomahawk Chop, Vice Prez Chuck Shubb took over the duties of president at the November meeting. Chuck opened the meeting by having several of the newer members introduce themselves. The first item discussed was the November 16th tour to the Citadel. Chuck and George Richards had scouted the Citadel several weeks ago and were impressed with the facility. Our Early Ford V-8's are to be featured and parked on a green lawn.

Members who had attended Hershey in October were asked to comment on the swap meet. John Kemmerer related that the most important aspect this year was that it waited until Friday afternoon to rain and it was nice on Saturday for the concourse. Larry Caplan concurred. Larry and Ralph Hubbard had told me earlier that Early Ford V-8 parts were scarce this year.

Chuck asked for a show of hands for those planning on attending the Holiday Brunch on December 8th. The majority raised their hands. Chuck stated that a number of very nice gifts had been donated for the party.

John Wolf won the drawing for those driving their Early Ford V-8's. He elected to take the \$5 prize in raffle tickets. Chuck Mair was the lucky recipient of a Ford pen by shaking George Richards hand. Kent Lowry was the winner of the name tag drawing and received two tickets to the Holiday Brunch.

Ralph Hubbard of Hubbard & Associates, and a member of the Valley V-8's was the featured speaker. To start the program, Ralph described how he got in to the collectible auto appraising business. He stated that if you don't have an appraisal report for insurance purpose, you should have photos of the car to support the value you have placed on your car. The main reasons for an appraisal are: insurance, divorce, estates, loans, financing, and others.

Ralph discussed the current market for collectible cars. The Early Fords have been stable, muscle and exotic cars are down considerably from two years ago, and celebrity cars are usually valued approximately 15% higher than regular cars.

An appraisal check sheet was passed out by Ralph. The same one he uses when inspecting a vehicle. He said it takes approximately one hour to inspect a car. Thanks to Ralph Hubbard for an entertaining and informative program.

Vintage Cars Driven To November Meeting

'51 Ford F-2 Pickup.....	Jim Winnett
'41 Ford Coupe	Chuck Mair
'38 Ford Pickup.....	Tomy Thompson
'39 Ford Convertible Sedan.....	Cal Beauregard
'40 Ford Deluxe Tudor.....	Ken Sapper
'39 Ford Deluxe Tudor.....	Jerry Jensen
'39 Mercury Convertible	Nino Russo
'50 Ford Tudor	Dick & Patti Smith
'40 Ford Coupe	John & Virginia Wolf
'51 Chevrolet.....	Lee Wright

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CALENDAR OF EVENTS

Sunday, December 8th — HOLIDAY BRUNCH

Odyssey Restaurant - Bring a toy for a needy youngster.

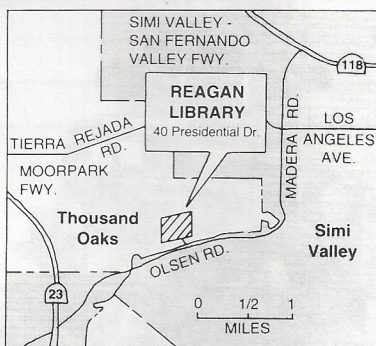
Sunday, January 5th — GENERAL MEETING 7:30 p.m.

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

TIRE KICKING - 7:00 p.m. MEETING STARTS at 7:30 p.m.

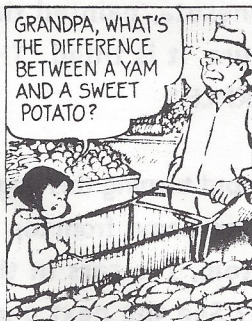
Speaker to be CAL BEAUREGARD - "Stories about the Ford Company."

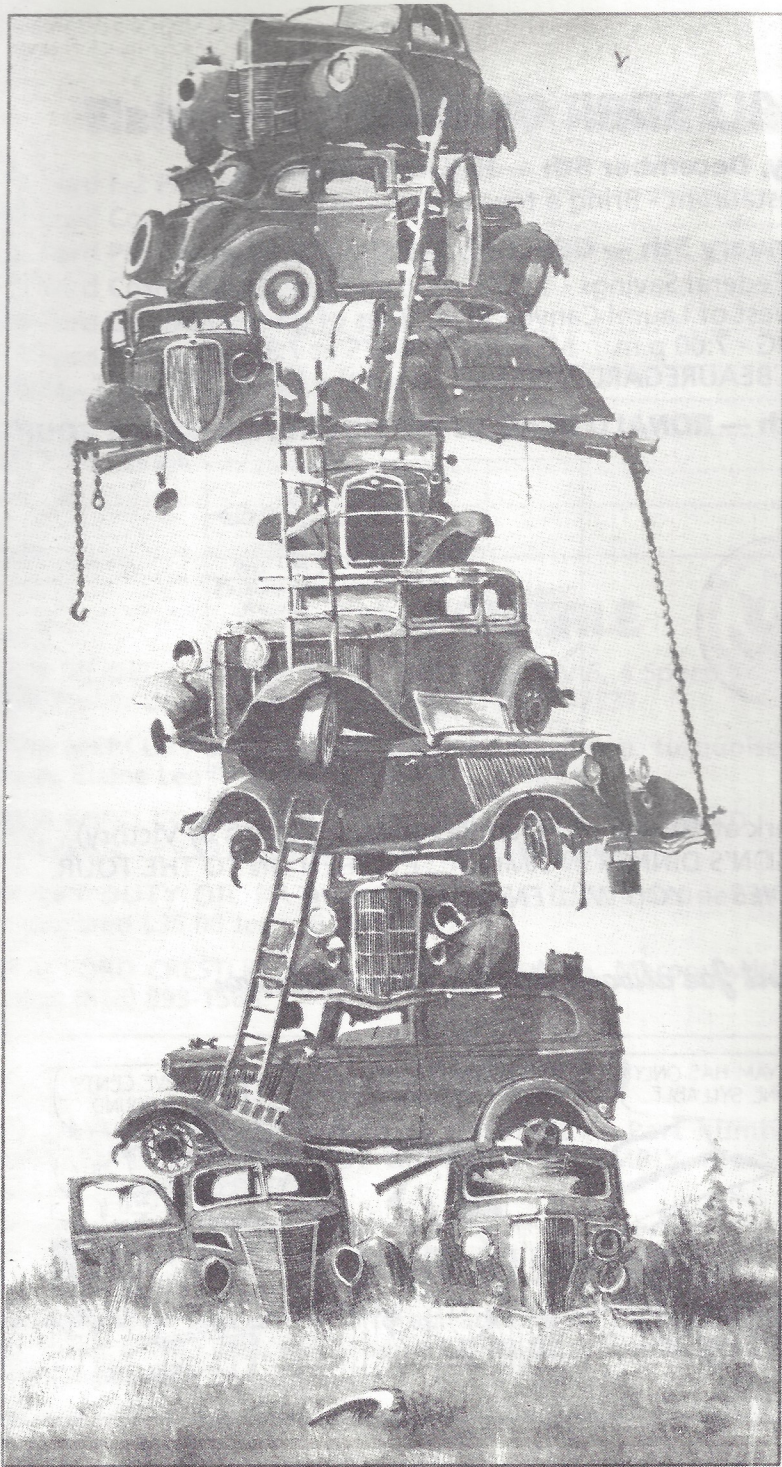
Saturday, January 18th — RONALD REAGAN PRESIDENTIAL LIBRARY TOUR



Meet at Woodley Park at 10:30 a.m. (Woodley Avenue., south of Victory)
LUNCH FIRST AT HUDSON'S DINNER IN SIMI VALLEY, THEN ON TO THE TOUR.
LADIES — YOU WILL ENJOY THIS TOUR.

President Joe always has the same question





Dale Klee, of Shoreview, Minnesota, painted this picture. It is titled "THE JUNKPILE."

Without turning this page, can you name, from top to bottom, the cars in the pile? See the next page for the answers.

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President	Chuck Shubb
Vice President.....	George Richards
Secretary	Jerry Jensen
Treasurer	Kent Lowry
Activities	Jim Winnett
Accessories.....	Tomy Thompson
Membership.....	Terry Smith
Fellowship	Donna Paschal
Raffles / Historian.....	Jerry Littner
Editors	Chuck Mair / Joe DiFatta
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"THE JUNKPILE"

Many of you have figured out by now that all 11 cars in Dale Klee's "The Junkpile" are Fords. Here now, is the list of Fords making up the stack from top to bottom:

1940 FORD DELUXE COUPE

1936 FORD FOUR-DOOR SEDAN

1934 FORD COUPES (TWO)

1931 FORD MODEL A

1932 FORD VICTORIA

1934 FORD PHAETON

1935 FORD PHAETON

1933 FORD SEDAN DELIVERY

1937 FORD (BOTTOM LEFT)

1936 FORD (BOTTOM RIGHT)

Julian Tour - November 15-17

by John Wolf

Valley V-8 tour director emeritus **Gerry Blackwell** and spouse were recently showered with superlatives including **THE GREATEST, TERRIFIC** and **FANTASTIC!** to describe their tour to Julian, California, on the weekend of November 15th. Valley V-8ers enjoying the weekend included: **Diane, Erik and Ernie Baily, Pat Berry** (leaving Bishop at 4:00 a.m.) **Art & Lorraine Bjornestad, Godfather & Marsha DiFatta, Don & Mary Durkee, Shel Harriman & Linda, Dennis & Vickie Keene, Lin Kemmerer & friend, Lloyd & Donna Paschal, John & Ann Powell, Bud & Barbara Williams** and **Virginia** and me.

Gathering in Agua Dulce for coffee and Gerry's muffins we received last minute directions and the first cards for our poker hands. With **Blacky** leading in his '40 Convertible, fourteen old Fords serpentine along Agua Dulce Canyon Road past Vasquez Rocks, setting the tone for the rest of the weekend. On to highway 14 and a chance to blow out the cobwebs. Off to 138 it was again time to enjoy the scenery cruising through Pear Blossom past the snow in Pinon Hills. After a short stop for gas, we were on our way to Murrietta Hot Springs where we found more back roads leading to the Dutch Mill Trading Company and some old farm equipment, music boxes and other antiques. Following a quick change of Blacky's generator we picked up several members from the Southern & San Diego Regions and were on our way to Bud & Barbara Williams' new house. Unfortunately, we didn't get there soon enough and the chili they prepared for the group didn't wait to get in our bellies. It exploded in the refrigerator. - Barbara will have to fill you in on the messy details and her dedication of Chili Hill. In spite of the chili, they put out a delicious spread complete with fine wine.

Barbara and Bud are building a detached garage about fifty feet below their beautiful house (not underneath but to the side down the hill). Well anyway, judging from the size of the concrete pad, they ought to be able to park about 100 old Fords in the garage and Bud says it will be finished by the next time we come through. – Bud & Barbara, we cannot say enough, other than thanks again for your hospitality. You are fantastic hosts.

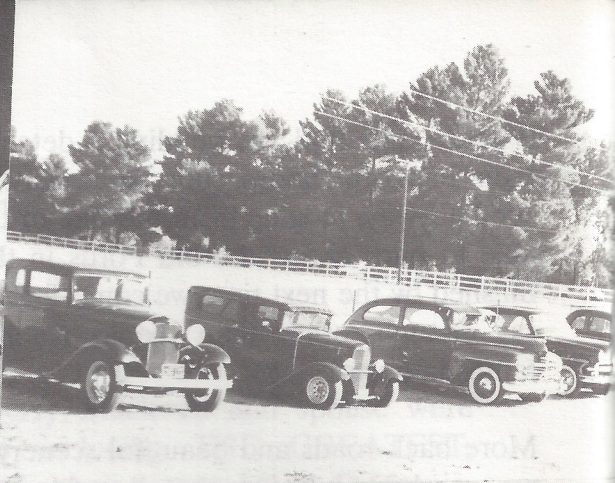
More back roads and beautiful scenery. It was getting dark by the time we reached Julian, a small gold mining town tucked away in the mountains northeast of San Diego. After a block drive through the town we arrived at the Julian Lodge, where the temperatures were already dipping. The rest of Friday was uneventful, other than Blacky's piano playing. One nameless member was heard to remark, "I didn't know Blacky could play the piano and he can't."

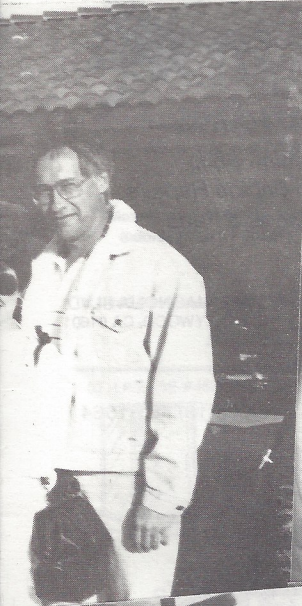
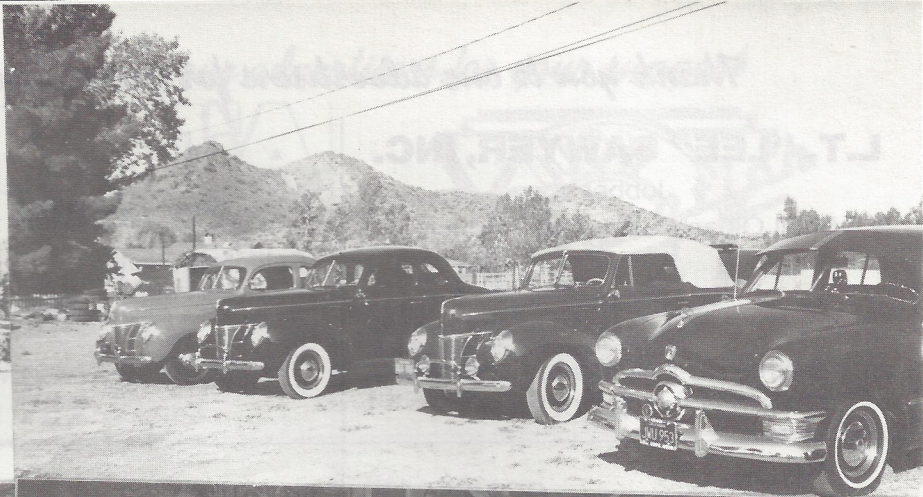
Saturday morning we woke up to frost on the Fords and a bright sun that quickly took the chill out of the air. After a group breakfast it was time for "trash can frisbee" which was won by our own Papa Joe (we kept our own score). Other games and contests included "one-handed grope" "what it is" and a word test (ECNALG). The rest of the day was spent tire kicking and shopping at the boutiques and antique shops. Saturday evening included a sumptuous dinner at the Julian Grill followed by an awards ceremony, unceremoniously presented in the Washington room at The Julian Lodge, where we also had hot coffee and Mom's apple pie.

Sunday included a tour to National Director **Howard Simpson's** ranch before heading back home to the hustle and bustle of another week. Kudos to Gerry and Bruce! – The superlatives did not go far enough, to thank you both for your hard work and planning a great weekend.

Remember, if you don't drive them, why own 'em! See you at the Brunch –

John





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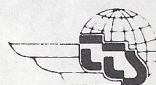
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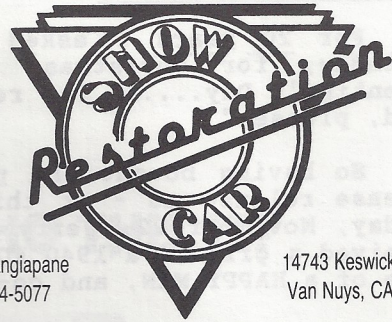
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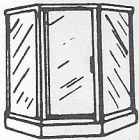
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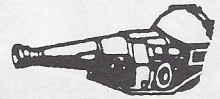
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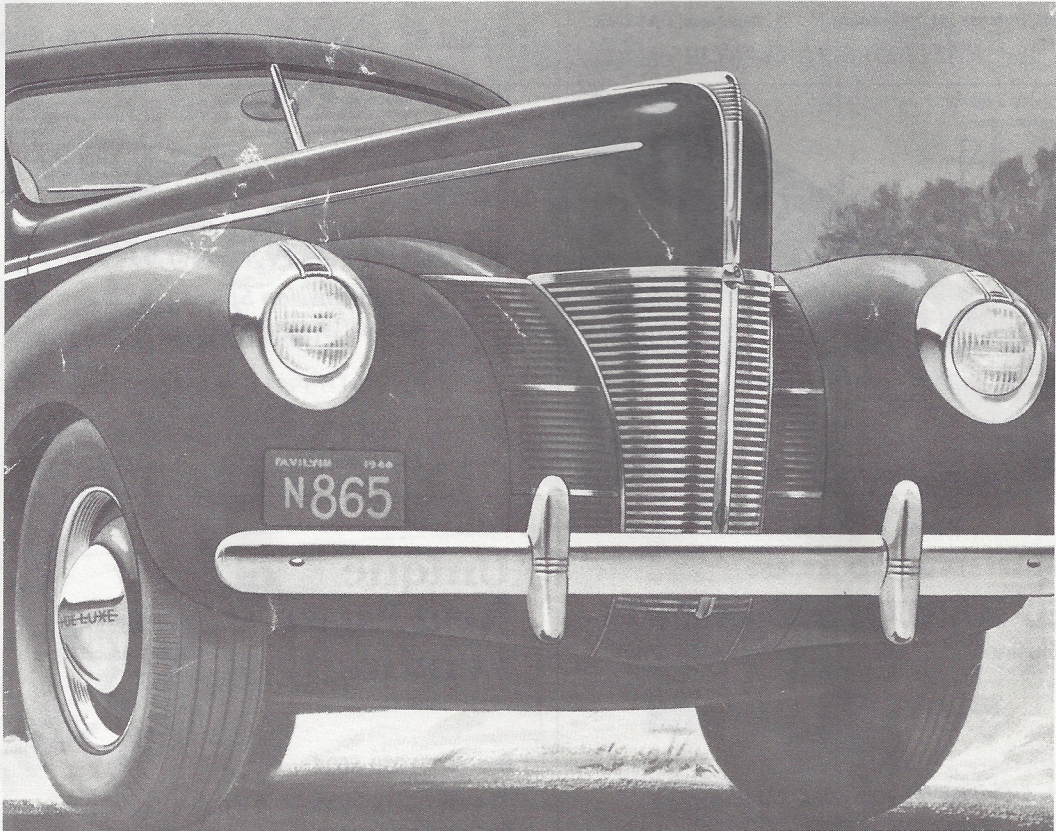
For 20 years I asked him... "What do you want for your birthday, for Christmas, for Hanukkah, for New Years, for Valentine's Day.....The response was always the same - "A 1940 Ford, please."

So having bought the present of his dreams, I simply ask, "Please release me - of this gift-giving guilt trip." Well on Friday, November 22, Jerry Littner, my dear and loving husband, received a gift of a 1940 FORD SEDAN DELUXE, and I am finally the wife of a HAPPY MAN, and co-owner of "1 ~~SET~~ 40".

It was like Prom Night...showing it off at Bob's Big Boy and everyone saying 'what a great car (and wife???)'. I was so thrilled and proud. I couldn't wait for the next shoe to drop! Well it did. Upon returning home, I asked, "Are you really happy? Is this a dream come true?" He simply said, "Do you know what a 427 COBRA is?"

I REST MY CASE!!!

Lesley Littner



CAN YOU GUESS WHO THIS IS?



This is a tough one!

Clue: He just turned 70 years in September!!

It's "Tomy Thompson" on the left, with his brother Nat in front of his uncle's 1919 Model "T." (The picture was taken in 1925.)



This is Tomy Thompson of the Valley V8's Ford Club. The following is a composition of the acquisition and restoration of a 1938 Ford Pickup Truck.

Several years ago, through my wife's association with Irish Setter dogs, I met a couple by the name of Les and Ginny McMillis. In August of 1972, Les was the second owner of a 1938 pick up truck. A couple of years into our friendship, Les fell into ill health and he told me that he didn't know how much longer he would be able to drive. I told him if it came time that he couldn't drive, that please I get first refusal of his '38 pick up truck. He agreed to that said, "Tomy, you've got it." The following year, Les had developed congestive heart failure.

Father's Day came around and my wife and our family went to church. As we left the church, my wife informed me we were going to have some brunch and then she said, "you are going with us this afternoon." It being Father's Day, I readily agreed to that. So my wife, two sons, two daughters, and I went to brunch and then proceeded to the McMillis home, and "Hey, what's this?" After we were there a while, Les walked over to me and held out his hand like he wanted to hand me something. I put out my hand to take whatever it was and he dropped the keys in my hand and, of course, I recognized them as Ford keys. I said, "Hey, what is this?" My wife, standing a step away was shaking a pink slip at my face so I took it and low and behold it was the '38 pickup truck. My wife and children had pooled their money and they gave me that pickup truck. It was my Father's Day gift!! That was in the fall of 1977. It was a complete surprise to me. I had almost forgotten this conversation with Les, but bless his heart, he

hadn't. His driving days were over.

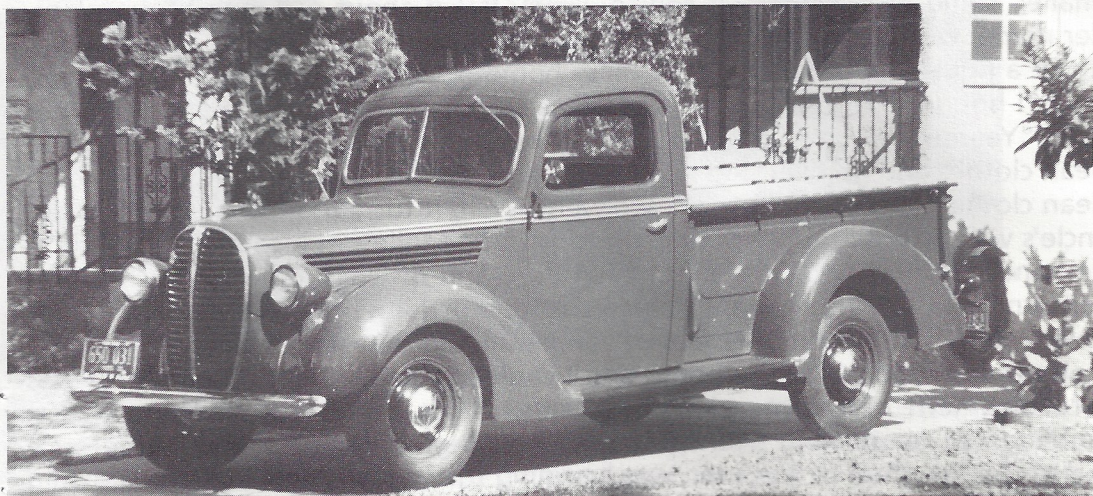
In those days I was still in the rat race of trying to keep the wolves from the door. The pickup sat in the driveway for a good many years. Our family lived in a fairly large house in Glendale and as time passed, the children got married, others went to college, and others still went on their own. We had about 1/3 of the house closed up and my wife, Ruth, and I were half-heartedly looking for a smaller home to move to. Of course, Ginny knew about our long range plans. Her name was Mathews by that time. In conversation with my wife, she told her about a house in Burbank. Well, I came home from work one evening, my wife says, "I bought a house today," and I was stunned. Then I saw the look on her face, "Yeah, sure, sure you did." She seriously informed me to get into some clean clothes and go over and look at it. I jumped into a quick shower and some clean clothes, and off to Burbank we went. Well, it turned out that Les McMillis' uncle's wife had passed away and the Uncle Joe Mollet, in his late 70's was left. He had tendencies to go senile off and on, and his children lived in Northern California, so they were afraid to leave old dad by himself. They were also afraid to leave the house vacant for fear of vandalism and that sort of thing.

Ruth and I looked at the house and I could see possibilities. My business was refurbishment of commercial properties, office buildings, and apartment buildings, so remodeling was right down my alley. Well, I had to coax the price out of the daughter of Joe, who was handling the transaction. Everytime I would ask her the price she would start telling me about the benefits and assets of the property. Finally I said, "I want to know what is your asking price." She told me a price that almost stunned me. It was way below market price and I tried not to change the expression on my face. I looked at my wife and she was standing there looking heavenly. She already knew what the price was. I felt like I had been had. Well, the bottom line — I gave them a binder on the house right then and there and when we left we had a new home. So, of course, the next day we had to tell Ginny about this. She told me, "You know, Tomy. Joe was the first owner of your pickup truck." And I said, "What?" "I didn't know that." She said, "Yes, Joe bought that truck in 1938, originally, and after he owned it about nine months, his wife decided she didn't want to ride around town in a truck, so he had to sell the truck and Les McMillis, who bought the truck from his Uncle Joe."

That makes me the third owner. When we moved over to our new home, this address in Burbank, the truck came back home into the original garage that it was parked in when it came off of the showroom floor. That was in 1979.

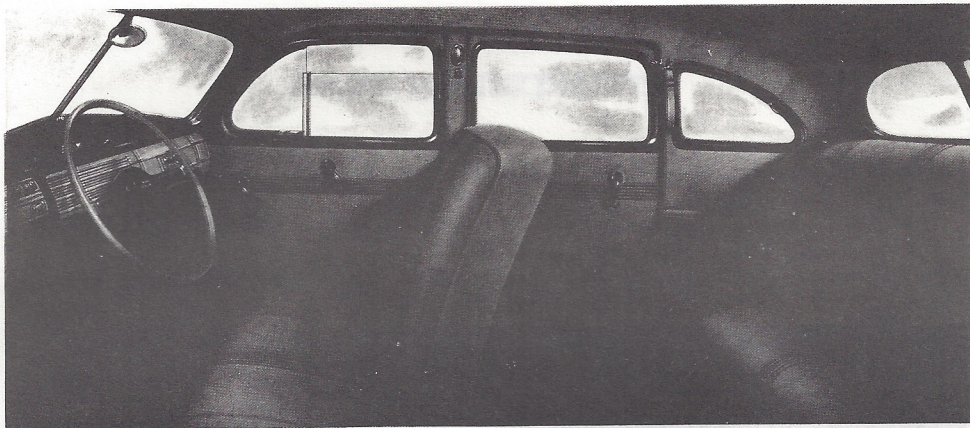
I was still in the process of racing rats and beating wolves so the truck sat there in the garage and in about 1987, I became acquainted with John Kemmerer. He led me to the association with the Valley V8's.

I wanted to restore this thing in the worst way. Where do you start? What do you do first? You've all been through it. The following year, my oldest son Skip acquired a new car and he wanted me to get rid of his old one. I had a friend, Robert Bremer, who was a cracker jack mechanic, so I gave him Skip's old car with the provision that he help me restore this '38 pickup. We did that and it only took us three years, with Robert's help.



If not for my good son Skip, I still wouldn't have restored this truck yet. Now I have my '38 in good condition and I am tickled pink. I wouldn't say that it is totally complete, but there is always something, you know. I have a few things left to do, touch ups here and there, but I would really like to take this opportunity to give some credits to John Kemmerer for introducing me and bringing me into this association with the Valley V8's. Thanks to all the people who have helped me along the way. The restoration would not have been done without these few people: Jerry Jensen, more than I can say, Jack Miles, Don Dupree, Ralph Hubbard, Gene Wilson, and Dave Sanborn for the encouragement. But, hey, when you get going along the way you wonder, "What am I doing, is it really worthwhile?" It is then that you really need the encouragement. I know there are others — I hope I haven't left anybody out. I enjoy the club so much. It is very much an inspiration. What can I say, "it's he story of my life."

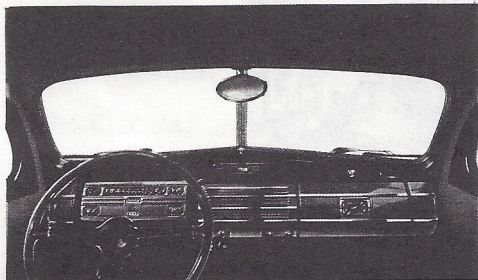
Tomy



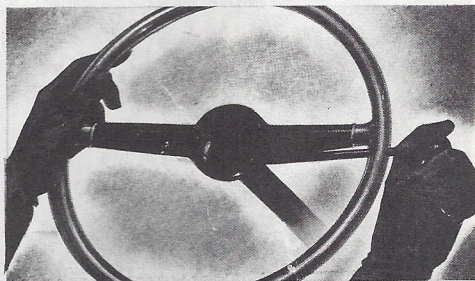
RICH, ROOMY INTERIORS • This is the De Luxe Fordor Sedan. Ford car interiors for 1940 are finely tailored, new in details of finish, upholstery and appointments. Sedan interiors provide greater seating comfort, with more elbow room and as much as four inches more leg room for rear seat passengers. All seat



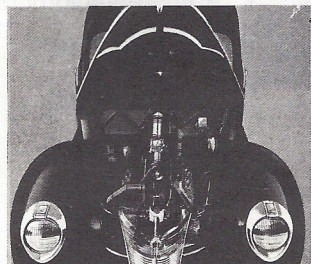
cushions are of new construction—deep and soft, with a soft, “floating edge” for added comfort. New-type resilient front seat backs are unusually comfortable. All driver’s seats are adjustable—rising as they slide forward, without changing the natural angle of the seat back. Wide parcel shelf behind rear seat of all closed body types.



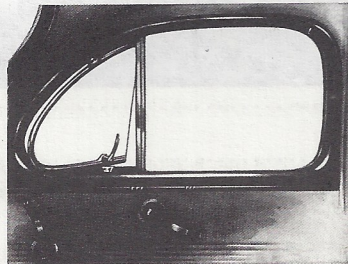
NEW DE LUXE INSTRUMENT PANEL • All 1940 Ford cars have strikingly new instrument panels with gages grouped in a simple compact unit for easy visibility. All have ash trays at each end, electric cigar lighter, grille for radio, dimming control for instrument lights, battery condition indicator and glove compartment with lock. The De Luxe panel, rich in design and color, includes clock.



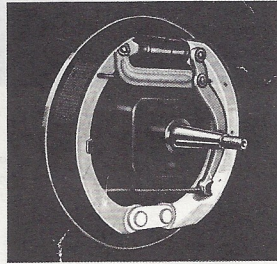
NEW FINGER-TIP GEARSHIFT • One of the most important Ford improvements for 1940 is the new Finger-Tip Gearshift—in all models at no extra cost! It is simple, smooth and easy to operate. Leaves the front compartment clear. Three passengers can ride more comfortably. Driver can enter more easily from the right. Improved transmission for all 1940 Ford cars helps make gear shifting quiet and easy.



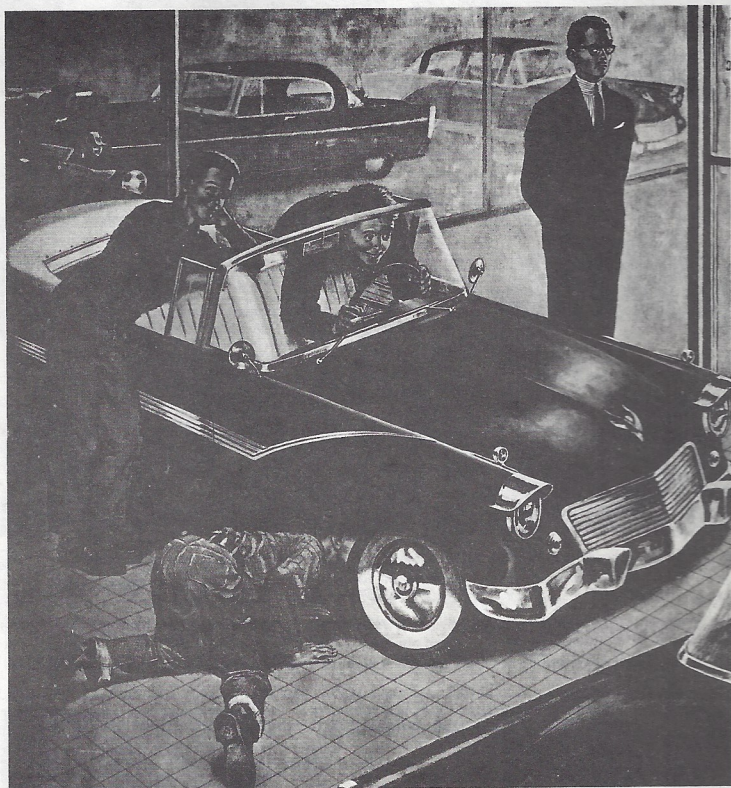
V-8 ENGINE • The quick acceleration and flashing performance of the Ford V-8 engine are characteristics too well known for further comment. Six million owners have approved its simplicity and enjoyed the way it blends the smoothness of 8 cylinders with the economy of small cylinders.



NEW CONTROLLED VENTILATION • A new Ford feature for all-weather comfort. Simple, easy to operate. Metal divider strip slides down with rear half of window. Nothing to block vision or hamper hand signals when window is open. Front half pivots diagonally and circulates air without excessive draft.



BIG HYDRAULIC BRAKES • The powerful Ford hydraulic brakes have been improved for 1940. New brake drums provide much quieter operation. Drums (12 inch diameter) and lining area (162 square inches) are unusually large—for quick stops and long service.



A Young
Man's Dream.

A sudden rush of the
senses runs through
the mind of every
young man at the
sight, sound, smell
and touch of a new
found freedom: the
American automobile!

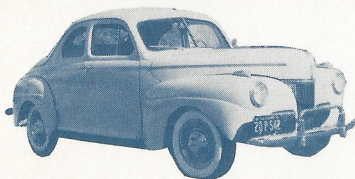
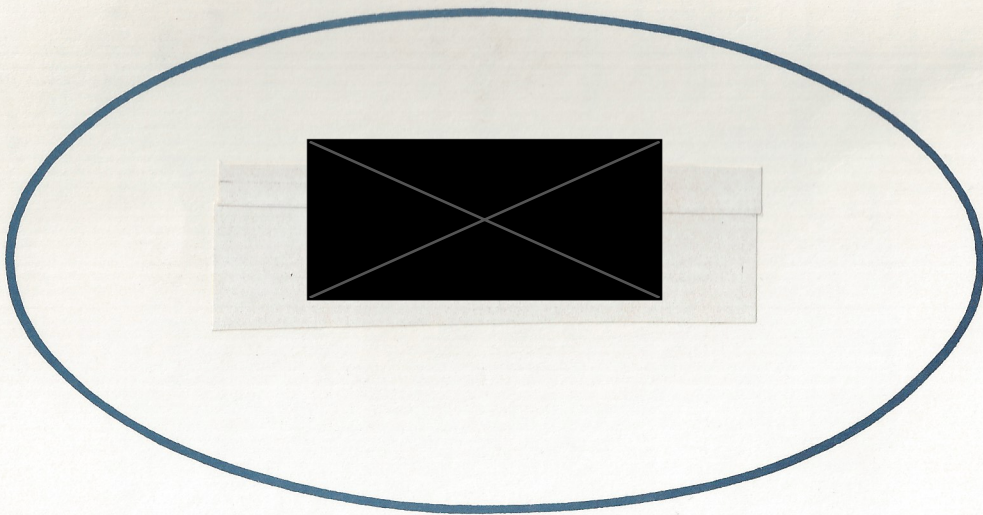
PAST PRESIDENTS

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