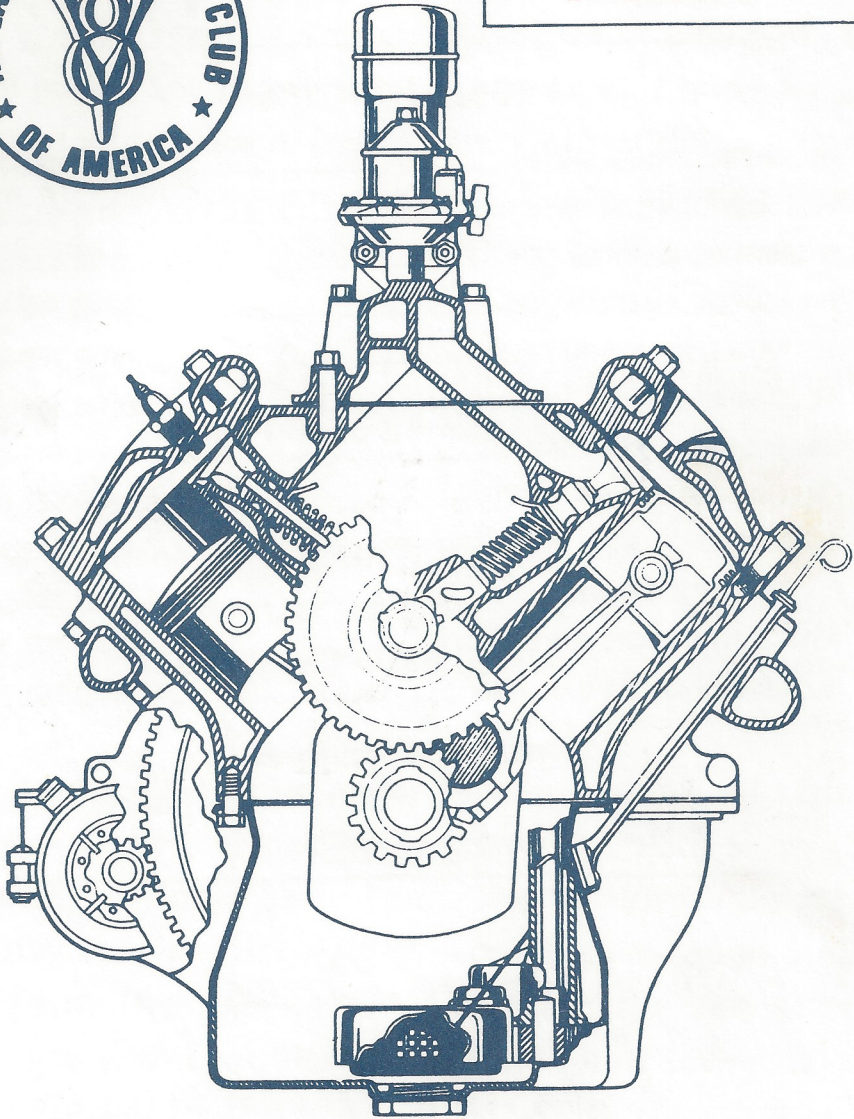




MARCH



Drive Lines

The Valley 's

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VICE PRESIDENT, GEORGE RICHARDS.....	(818) 992-4537
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ACCESSORIES, TOMY THOMPSON	(818) 841-7967
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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

PRESIDENT'S MESSAGE

The upcoming meeting on Sunday, March 1st is not at the bank. We will meet at Round Table Pizza at 6:00 p.m., for a special event. See details inside Drive Lines. I hope for a big turnout. I would like to thank John Wolf for doing a fine job on last month's program. Our tour to the printing museum was washed out. I'm hoping Jim Winnett will reschedule later on in the year.

This month's tour will be our Annual Tequila Willie's Brunch. This is a day not to be missed. Bob Rose will be our leader for this event.

Just a reminder — **YOUR DUES ARE DUE NOW!** So is our annual directory. Contact Joe DiFatta or Terry Smith for both items. All members should make additions and corrections as needed.

In April we have two major car shows. On April 12th it is the CHVA Show at Woodley Park, and The Ford Show (90% Mustangs) at Knots Berry Farm. The Ventura V-8's have a three-day tour starting Friday, April 24th through Sunday, April 26th. The tour takes us through the San Andreas Mountains, with beautiful scenery and ghost towns. Contact George Butcher for this one (209) 683-5570.

I hope to see Bill Nolan and Al Spencer at our next meeting. I hear they are both doing well. Old Ford guys are a tough breed.

— I M P O R T A N T —

*Change of Location
for the Sunday, March 1st Meeting . . .*

ROUND TABLE PIZZA

2408 West Victory Blvd., Burbank

Phone (818) 566-7255

New Time — 6:00 p.m.

PROGRAM FOR JANUARY MEETING

Our program for March is going to depart from the usual pattern and move to the Round Table Pizza parlour in Burbank for dinner and an exciting hot rod movie from 1946. The movie, Devil On Wheels, depicts life in Southern California after WWII with deuce roadsters racing through the streets with no apparent concern for the safety of all law abiding citizens. Aw, those were the days! Alex De Ulloa of the Southern California Chapter will bring his copy of this movie and give us a brief introduction to set the scene for this classic which many of us enjoyed during our teenage years. As we all know, what goes around comes around, so here we are forty years later getting another chance to relive the fantasies of a teenaged daredevil in his hopped-up Ford V8. See you on March 1st at 6:00 p.m.

Larry Caplan



JACKPOT

\$25.00

Could Be Yours!

(You just have to be present and wear your name badge to win.)

CALENDAR OF EVENTS.

Sunday, March 1st — GENERAL MEETING 6:00 p.m.

This month only at: ROUND TABLE PIZZA
2408 West Victory Blvd., Burbank

Sunday, March 22 — Tequila Willie's . . . OLE!!

3290 Sepulveda Blvd., Manhattan Beach

Adults = \$13.00 — Children Under 12 = \$7.00

Meet at Woodley Park at 9:00 a.m. Reservations are at 10:00 a.m.

August 24-29 — Western National Meet for 1992

Coeur d'Alene, Idaho — Registration Fee (\$40 per family)

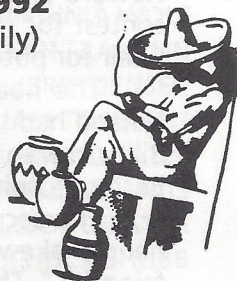
FUTURE PLANS . . .

APRIL — WILD FLOWER PICNIC

MAY — OPEN

JUNE — OPEN

JULY — '40 FORD DAY WITH VENTURA V-8's



MEET NEW MEMBERS

BLACKY BLACKWELL

1940 Convertible

DON CATON

1950 Crestliner

BERTHA HEPP

1940 Woody Wagon

IRV WARREN

1942 Convertible

CARLOS WILHELM

1941 Bus. Coupe

BOB ZECHER

1936 Coupe



MARCH BIRTHDAYS

1ST - GORDIE CHAMBERLIN

8TH - SHERWIN CONWAY

8TH - LARRY WETTERLIND

12TH - SUSAN FABER

13TH - WHITNEY RYDBECK

15TH - BILL NOLAN

16TH - TOM RIELA

16TH - DON ASHWORTH

18TH - ED WARNOCK

18TH - RUTH MOTERN

19TH - BOB CAMPBELL

21ST - DENNIS KEENE

25TH - KENT LOWRY

28TH - BILL WOODS

30TH - POLLY MAIR

30TH - RUTH THOMPSON

SECRETARY'S VIEWPOINT

By Jerry Jensen

With good weather for our February meeting, we had a nice turnout, approximately 50 members and guests. They drove 17 vintage vehicles to the meeting after being rained out in January. After introducing the guests, Prez Chuck Shubb asked Treasurer Kent Lowry to give a treasurers' report. Kent stated the treasury currently had \$2,900 with 83 members paid up. A brief discussion was made on ways to cut expenditures to be able to hold dues at the current level.

Prez Chuck stated that a letter has been received from National Director Howard Simpson informing us that the Drivelines was given 3rd place in the contest for regional group newsletters. Many thanks to Joe DiFatta and Chuck Chair for putting out such a fine publication.

The heart gremlins caught up with a couple of our members, first Bill Noland had a triple bypass and now Al Spencer had a double bypass operation. Bill is currently at home recovering and as of the February meeting, Al was in Encino Hospital.

The secret hand shaker, Kent Lowry, selected Tomy Thompson to be the hand shake winner. Someone was heard to say, "don't give it to Tomy, he's too friendly." There is no doubt, Tomy is a champion when it comes to being friendly. The name tag drawing produced another non-winner. Ken Sapper would have been the winner if he had been there.

Tomy Thompson announced that he had two new items for sale. A key fob with the V-8 logo for \$.75 and a coffee mug with the V-8 logo on both sides for \$3.50. Get your accessories from the smiling Irishman, Tomy Thompson.

John Wolf, the speaker for the evening, did a great job of answering questions of all kinds. Questions ranged from engine rebuilding to engine oils to rearend ratios and many things in between. A very informative evening for all.

— DUES ARE DUE —

THE FOLLOWING NEED TO MAIL THEIR \$18.00 IN FOR THEIR DUES NOW:

Jim Albert	Earl Hames	Russ Sylvis
Paul Brandel	Ed Kahlenberg	Bill Woods
Steve Campbell	Ted Martin	Sam Faber
Sherwin Conway	Chuck Mecier	Jim Fowler
Richard Delaney	Chuck Miller	Kip Coulombe
Greg Garcia	Bill Norton	Larry Wetterlind
Fred Gruchalla		

VINTAGE CARS DRIVEN TO THE FEBRUARY MEETING

'41 FORD COUPE	CHUCK MAIR
'39 FORD CONVERTIBLE SEDAN	CAL BEAUREGARD
'38 FORD PICKUP	TOMY THOMPSON
'36 FORD	BEN DiFATTA
'35 FORD	JOHN LINTHALL
'46 FORD PICKUP	KIP & LORI C.
'53 FORD VICTORIA	DONALD O'BARR
'67 CHEVY CONVERTIBLE	KENT LOWRY
'40 FORD DELUXE COUPLE	JOHN & VIRGINIA WOLF
'35 FORD 3W COUPE.....	ALLAN FRANKLIN
'39 FORD DELUXE TUDOR	JERRY JENSEN
'41 FORD SUPER DELUXE TUDOR	WILLIAM TOENSING
'41 FORD PANEL DELIVERY	DAVID SATEL
'40 FORD DELUXE TUDOR	FRITZ CASANAS
'49 PLYMOUTH 2-DOOR.....	JOE DiFATTA
'40 FORD CONVERTIBLE.....	CHUCK SHUBB

FOR SALE

- 1952 MERCURY STATION WAGON. Blacky Blackwell - (805) 268-0040.
- 1965 MUSTANG CONVERTIBLE. \$12,500 - (805) 492-5813.
- 1967 MUSTANG COUPE. 351 Cleveland, fresh paint, nice car. \$6,500 - Jack Miles - (818) 347-8617.
- 1949-51 FORD SKIRTS. Best offer - Don Dupree - (818) 883-2747.
- 1957 T-BIRD. Fair condition - Joe LaSala - (818) 597-1136.

WANTED

- MAZDA HEADLIGHT BULB 2330 - Allan Franklin - (818) 842-2230.
- TOP IRONS for 1939 Ford Convertible Sedan. Art Surtees - (818) 249-3238.
- 1936 FORD AMP & GAS GAUGES. Ben DiFatta - (818) 716-5583.
- 6-VOLT HEADLIGHT RELAY. William Toensing - (818) 578-1699.

Enjoy Your Coffee in a Valley V-8 Coffee Mug

\$3.50 each (6 for \$18.00)

See Tomy Thompson at the next meeting.

THE PREZ . . . AND HENRY FORD

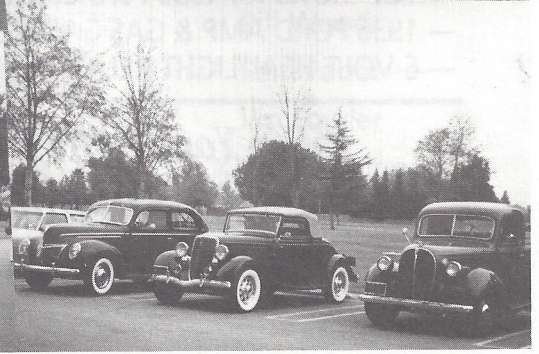
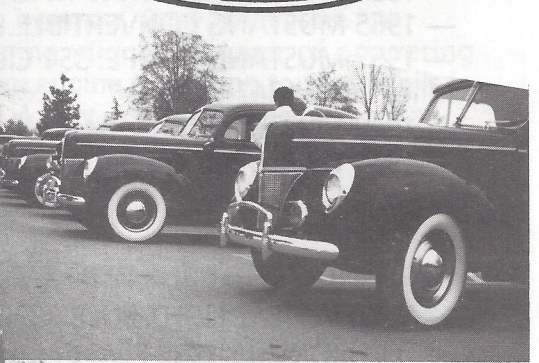
• Lesley Littner

Saturday, January 18th was enjoyable and emotionally spent at the Reagan Library in Simi Valley. About 25 cars caravanned to Hudson's Diner in Simi for our "pre-library" luncheon. We picked up several more cars and members at the restaurant. What great fun and good food! We then proceeded to the beautiful grounds of the Library. Several hours were spent touring the Reagan Library which left us all with a 'true' AMERICAN SPIRIT. Even the security guards at the Library took 'special' notice of our cars! One even stopped us at the exit . . . much to our dismay, and thinking we had done something wrong . . . we rolled down our window and, the guard then asked if it was a '39 or '40?

There were some pretty serious winds that kicked up in the canyons on our way to the library. Some of the cars in front of me and behind me looked like they were "trying" to stay in their own lane on the 118 freeway. Oh what fun it is to ride . . . in a car with giant rounded fenders! Obviously, aerodynamics were not HENRY'S strong suit.

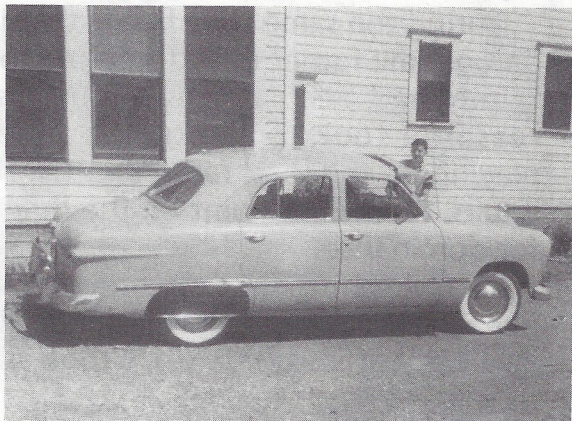
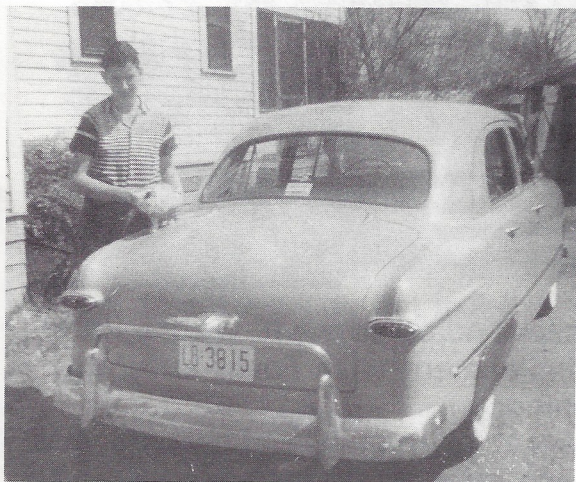
Ronald Reagan
PRESIDENTIAL LIBRARY

HUDSON'S
GRILL

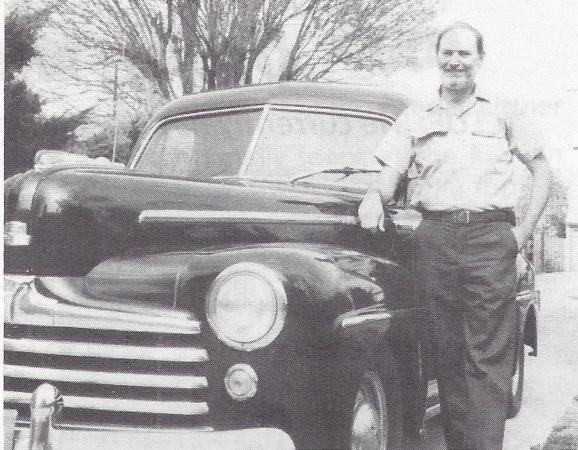


O.K. . . . WHO IS IT?

(CLUE: He currently has a beard and was raised in Paris, Texas.)



IT'S JERRY CASE!



Chuck Mair called me a while back and asked me to write a little article about myself and my involvement with Fords and auto repair/restoration from the beginning.

For this to make sense I feel I have to give you a brief background on myself and the dual interest and careers that have always, and continue to, dominate my life.

Only a few of the members know about my other occupation. It's not that I try to hide it or am ashamed of it, but it just does not normally come up when I'm talking about or working on the cars. I'll explain what the other thing is and kind of how it evolved as follows.

Paris, Texas 1953 — My parents move to Paris, Texas, so that my father could start his new job at the Junior College. We moved into a house right next door to a one man (and two teenage sons) auto repair shop. The proprietor, a very nice fellow named Mr. Early (in his 40's at the time) didn't seem to mind me (10 at the time) underfoot and asking questions constantly. I was totally intrigued with the cars and the things he did to them.

During the same time frame that I was hanging around Mr. Early's garage, my father introduced me to the guitar. (He and most of my family had been professional or semi-pro musicians). For some reason, I took to the guitar almost instantly. By age 11, I was playing on the local radio and T.V. shows in that area, and teaching adults. From that point on the dual opposing interests have fought for dominance.

I acquired my first car at age 12. It was a '40 Plymouth. It had been sitting for years and the engine was stuck. With my father's and Mr. Early's guidance, I took it apart and made it run over a

period of a few MO.'s. My first Ford was a '49 at age 15.

After high school and a stint in the US Army, and until about 10 years ago, I played guitar at night for a living and had days free to devote to the car hobby. During those years, an endless procession of derelict cars followed me home to be brought back to some semblance of health. In the mid 70's, I started doing complete body off restorations. By this time I had gained enough experience and knowledge that I started doing work for other people, whether it be a turn key project, or just assisting with something they were not comfortable with.

Currently, my life has similarities to the earlier years that I was just describing. I do not make a living playing guitar anymore, but I do usually still play about 3 jobs (gigs as we musicians call them) a week.

My small one-man business is specialty car mobile service that I operate out of my home garage, or more accurately, mostly out of my '47 Ford Sedan Delivery that I've outfitted with tools and equipment. I make calls all over town helping hobbyists and/or collector's with their projects, be it a small repair, or a totally involved restoration.

One of the challenges I face on a regular basis regarding this unlikely combination is making my hands presentable enough to put on my tux and play at some society party in Beverly Hills, or Century City - Ha!

I enjoy the V-8 Club a lot and have made some good friends in the one year I have been in it. I'll be looking forward to meeting more members and making more friendships as time goes on.



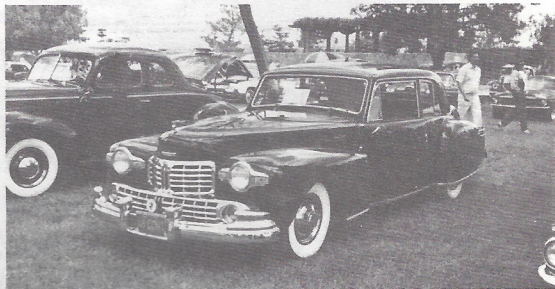
SUNDAY, APRIL 12TH

Over 500 Vehicles expected at the fabulous

SPRING CAR SHOW

at
WOODLEY PARK
 (On The Grass)

*Our 3rd Big
Year!!*



Preregistration only \$10.00 'til April 5th, 1992
 Registration at Showtime \$12.00!

TROPHY CLASSES

1. Antiques
2. Sports Cars
3. All Chrysler Corp. Autos
4. All Ford Motor Co. Autos
5. All General Motors Autos
6. Trucks
7. Orphans
8. Best of Show
9. Club Participation
10. Rods & Customs

**1st & 2nd
 PLACE**

Picnic Tables & Food Vendor in Park
 Bring the Family

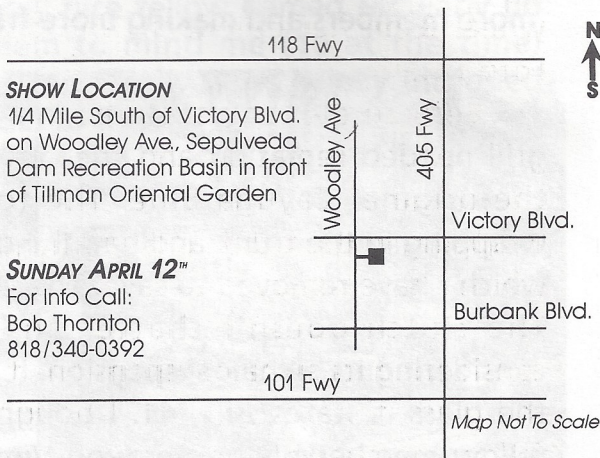
RAFFLE PRIZES

SHOW LOCATION

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

SUNDAY APRIL 12TH

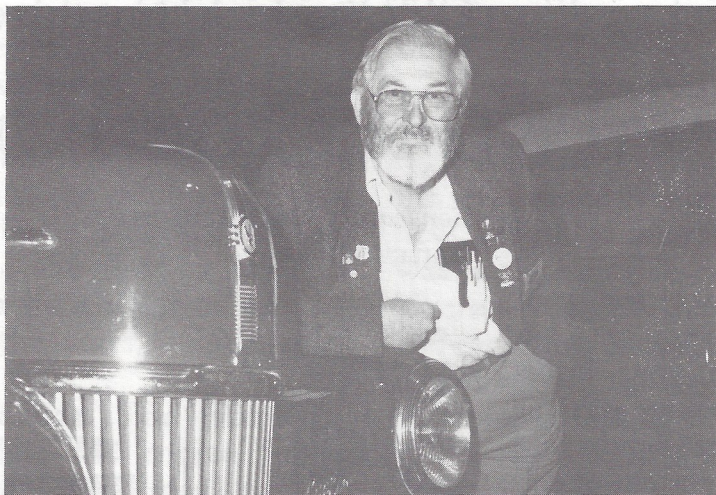
For Info Call:
 Bob Thornton
 818/340-0392



Map Not To Scale

Sponsored by
 The Contemporary Historical Vehicle Association
 Coastal Valleys CHVA Region • P.O. Box 2194, Canoga Park, CA 91306

WILLIAM TOENSING'S '41 FORD



This car originally belonged to a "little old lady." in the Hancock Park area of Los Angeles and was given to a neighbor in exchange for taking care of her home. the odometer was frozen at 19,999.9 miles when he got it. He estimated he put on approximately 2,000 miles before he stopped driving it. the 2nd owner reportedly overhauled the engine, removing the sleeves to stop oil consumption, boring it out at the time. This is an original low mileage car. Actual mileage estimated to be between 24,000-26,000 miles. It still has the original muffler, brake linings (new wheel & master cylinders), and original upholstery with that old Ford smell.

Because the car was stored in a leaky garage, the bumpers and grill needed replating and the car repainting, which was done in the original Cayuga Blue. The tools are still in their original wrapping in the trunk and had the original "Ford Script" headlights which I have removed to save. The '41 still feels tight like a new car. The clutch doesn't chatter and rides surprisingly smooth, considering its archaic suspension. It appears to be a late '41, but on the glass it states July '41. I bought the car from Vern Larson, a fellow member of the Verdugo Vintage Club. He knew I wouldn't turn the car into a "hot rod."

“Old piece of junk,”
my friends whispered.
Old? Yes. Junk? Not this car

Two for the Road

Condensed from SMITHSONIAN
BAILEY WHITE

YOU REALLY feel your age when you get a letter from your insurance agent telling you the car you bought slightly used the year you got out of college can now be considered a “classic.” “Your premiums will reflect this change in classification,” the letter said.

I went out to look at the car and could almost hear my uncle’s disapproving voice. “You should never buy a used car,” he had told me the day I brought it home. Ten years later I drove that car to his funeral. I drove my sister to the hospital in the same car to have her first baby, and I drove it to Georgia Tech when the baby graduated.

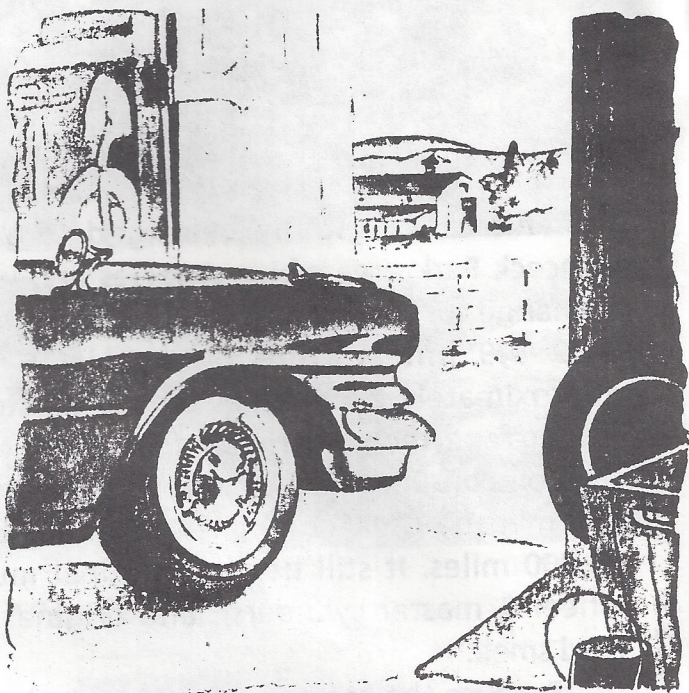
“When are you going to get a new car?” my friends asked me.

“I don’t need one,” I said. “This runs fine.”

It always got me where I wanted to go. But the stuffing came out of the back seat, and the springs poked through. At 300,000 miles

the odometer quit turning. A hole wore in the floor where my heel rested in front of the accelerator, and the insulation peeled off the fire wall. The seat-belt catch disintegrated, so I tied on a huge bronze hook. “Old piece of junk,” my friends whispered.

Then one day the car just stopped. *This is it*, I thought. The



mechanic who came to my rescue laughed. "It's out of gas," he said. So I slopped some gas in the tank and drove ten more years.

The fuel gauge never worked after that, but I got to know when the gas was low by the smell—I think it was the smell of the tank bottom. There was also a little smell of brake fluid, a smell of exhaust, a little smell of oil and, after all the years, a little smell of me.

And sounds. The wonderful sound when the engine finally caught on a cold day, and an ominous *tick-tick* in July when the radiator worked too hard. The windshield wipers said, "Gracie Allen Gracie Allen Gracie Allen." I didn't like a lot of conversation in the car because I had to listen for a little skip that meant I needed to jump out and adjust the carburetor. "She drives so slow," my friends said.

I don't know how fast I drove since the speedometer had quit years ago. But when I'd look down through the hole in the floor and see the pavement whizzing by inches from my feet, and feel the heat from the engine pouring back through the fire wall into my lap, it didn't feel slow to me. When I arrived at my destination, I'd slump

back, unfasten the seat-belt hook and stagger out. "Thank you, sir," I'd say. "We got here one more time."

After I received that letter, however, I began thinking about buying a new car. I saw an ad for one the same make as mine, but almost new. I went to see the car, which was a fashionable wheat color. There were soft velvety seat covers, and carpeting. It smelled like acrylic and vinyl. I turned a knob. Mozart poured out of four speakers. "How can you listen to the engine with music playing?" I asked.

I turned the key; the car started instantly. I went for a test drive. As the car floated down the road, I couldn't hear a sound but decided it must be time to shift gears. I stomped around on the floor before I remembered the automatic transmission.

I bought it. So now I have two cars—my new car and my real car. Most times I drive my new car. But some days I go out to the barn and get in my real car. I start the engine, my ears perk up, and I sniff the air. I add a little brake fluid, a little water. I sniff again. It'll need gas and an oil change next week. We roll down the road, and people stop and smile. "Neat car!" they say.

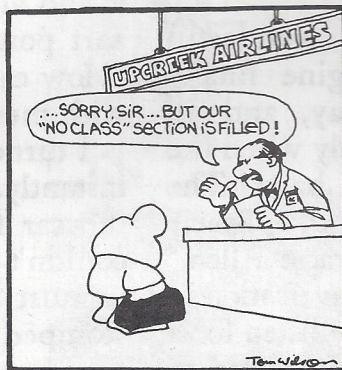
Huh? Extolling the virtues of our unique state, many businesses in Utah have joined with the tourist bureau to urge residents to spend their vacation dollars in their home state. One such promotion sponsored by a food-store chain was a photo contest whose theme was "Travel Utah First." The grand prize? A trip to Hawaii.

—Contributed by Nita Milner

"Congratulations!"

Your newsletter, "Drive Lines" has been chosen as a 3rd Place Winner in the USA Contest which encompasses 153 Early V8 Clubs. Jerry Windle, our V8 President, will send you a trophy as soon as it is finished. It's hard to choose the winner as all are winners, just some are more consistent - your newsletter is one of the best!

Howard Simpson
Newsletter Chairman, EF V-8



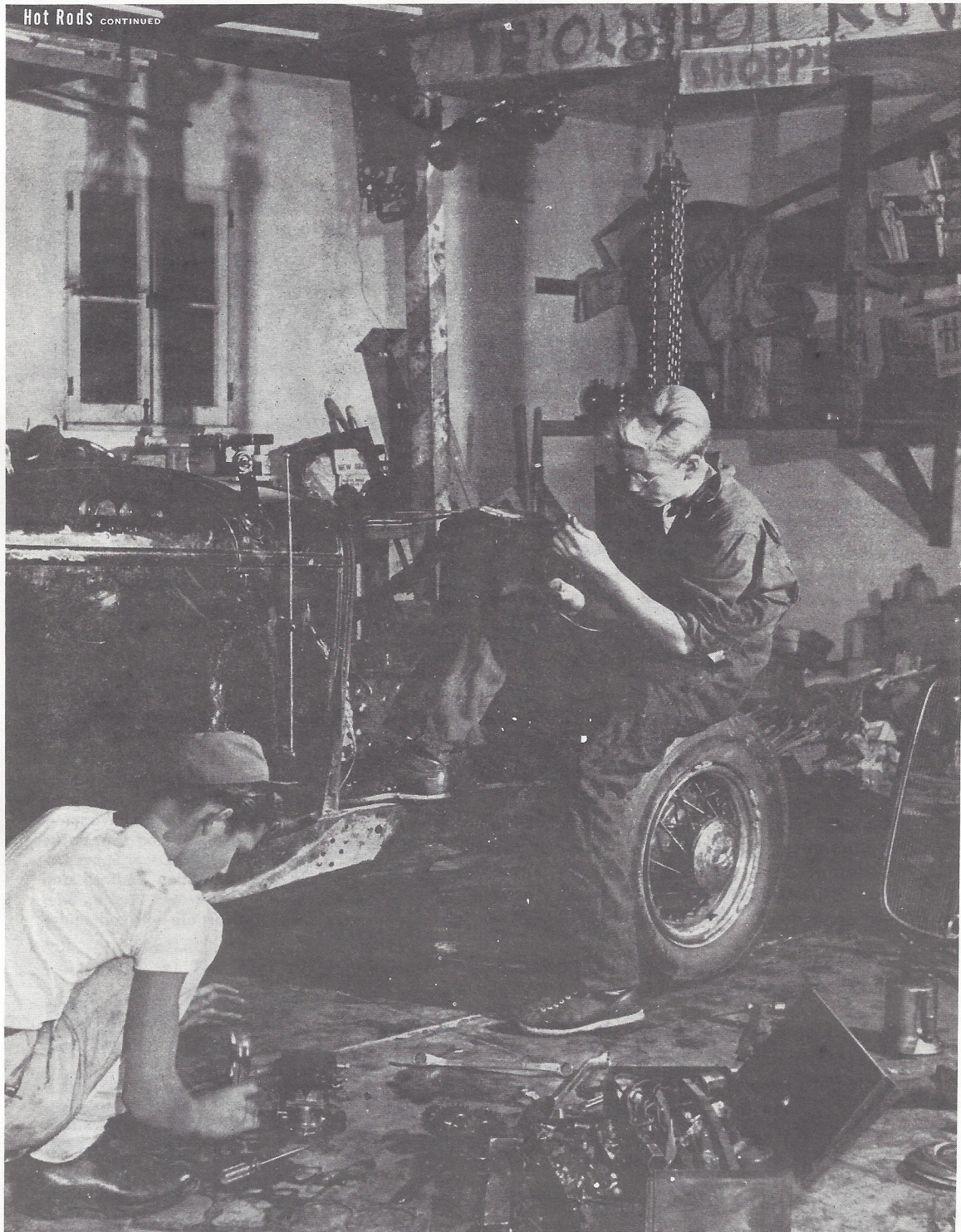
CAR . . . AS IN CARPENTER

• Lesley Littner

On Sunday, January 19th, the club met at Woodley Park. We joined up with the Mopar Club who had invited us, as their guests, to attend the viewing of the Richard Carpenter Collection in Rancho Santa Fe.

We caravanned to the oldest McDonald's restaurant in the City of Commerce, had a bite to eat, and then went on to the Carpenter Collection, which was nearby. The collection was comprised of about 24 cars from the 50's and 60's - mostly Mopar. There were also several really nice examples of Thunderbirds (for us Ford fans, no doubt). A prime specimen of an original Avanti was also to be appreciated. The collection, in general, seemed to be built around a fairly complete collection of Chrysler 300's (A's thru E's). They were all beautifully and meticulously restored to their original grandeur and were exciting to see. It's a real treat to see dual-quads with side-mounted air filters! The only car that seemed out of place was an older MG-B, the kind with chrome bumpers, but the logical explanation came from its license plate which read to "MRS RLC."

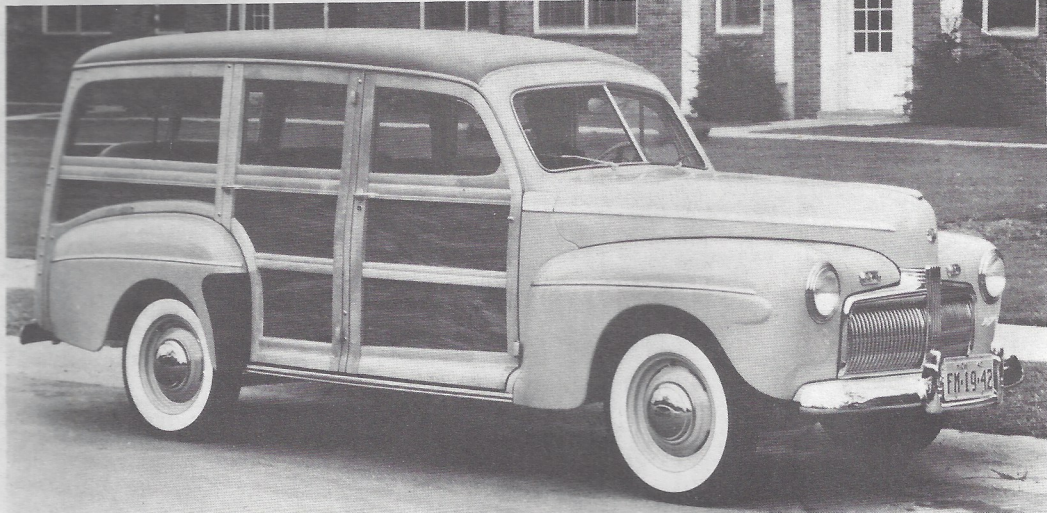
Having spent all of Saturday and most of Sunday with the club and cars, it's okay for me to say that a little time off would be welcomed. I'm sure all of the wives and girlfriends agree. But of course, it was all "QUALITY TIME."



In the shop in his father's garage in Beverly Hills, Dick Holland (right) grooms his hot rod with help of Fred Talmage. Dick inherited a 1932 Ford body with a high-compression Mer-

cury engine from his soldier-brother last year, has since rebuilt engine twice, installed five different transmissions, three clutches, four carburetors and a dozen cylinder-head gaskets.

Reprint Nov. 1945—Life Mag... WONDER WHERE THIS FORD IS
OR WHAT DICK AND FRED ARE DOING TODAY !!



Ford built the first Station Wagon and the 1942 model was a real eye-grabber. Wide seats carried eight, including the driver. Rear and center seats could be quickly removed to give light utility hauling of great capacity. Safety glass was used all around. Tail gate formed a sturdy luggage platform when lowered.

DETROIT SUGGESTED DELIVERY PRICES FORD PASSENGER CARS

	Sugg. Retail	Distri. Delivery	Federal Taxes
DeLuxe			
Coupe	\$695.00	\$4.00	\$20.21
Coupe w/Aux. Seats	725.00	4.00	21.00
Tudor	735.00	4.00	21.26
Fordor	775.00	4.00	22.31
Station Wagon	920.00	4.00	26.41
Super DeLuxe			
Coupe	\$740.00	\$4.00	\$21.39
Coupe w/Aux. Seats	770.00	4.00	22.18
Tudor	780.00	4.00	22.44
Sedan Coupe	810.00	4.00	23.23
Fordor	820.00	4.00	23.49
Conv. Club Coupe . .	905.00	4.00	25.72
Station Wagon	970.00	4.00	27.72

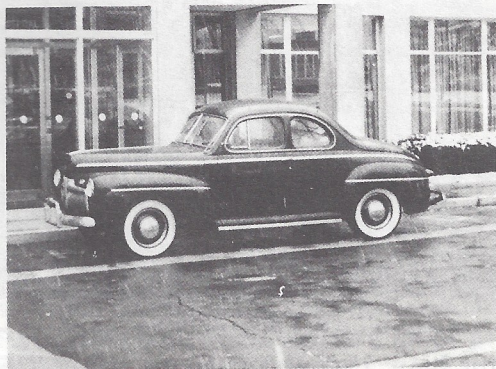
ACCESSORIES AND EXTRA EQUIPMENT INSTALLED AT FACTORY

	Sugg. Retail
Colored wheels for DeLuxe types . . . \$	5.00
Super DeLuxe body colors on DeLuxe	20.00
White Wall Tires (6:00x16 4-ply only)	15.00
Radio	39.00
Heater, Air	23.00
Heater, Water	20.00
Oil Filter, including oil	6.14
Air Cleaner, Oil Bath, including oil . .	3.07
Bumper Center Guard, front, crescent type	3.50
Bumper Center Guard, rear only . . .	2.50
Bumper End Guards (set of two)	2.75
Wheel Covers	9.50

Standard Equipment includes: Bumpers and four bumper guards; Twin tail lamps (except Station Wagon); Dual windshield wipers, Twin air electric horns; Cigar lighter; Glove compartment w/lock; Two sun visors; Five 6:00 x 16 4-ply black wall tires (except Station Wagon has six-ply); 16 gals. gasoline and five quarts of oil.

In Addition Super DeLuxe includes: 30-hour stem-wind clock; Wheel bands; Arm rest on left front door (except Station Wagon); Assist cords on Sedans and Sedan Coupes; Horn ring; Springs covers; and Crank controls for vent windows.

Upholstery: DeLuxe Station Wagon—brown rubber processed artificial leather; Other DeLuxe types—Mohair or broadcloth; Super DeLuxe Station Wagon—Brown genuine leather on cushions and seat backs with remainder in artificial leather; Other Super DeLuxe types—Mohair or combination Bedford and Broadcloth in closed cars, and Brown, Red or Blue genuine leather seats in Convertible with remainder trim artificial leather.



TAHW 20

...AGAIN THIS YEAR I HAVE ORGANIZED A TOUR TO THE WESTERN NATIONAL MEET. IN THE PAST SEVERAL OF YOUR MEMBERS HAVE JOINED US. I WOULD APPRECIATE IT IF YOU WOULD PRINT THIS IN YOUR MARCH NEWSLETTER.

The 'HARRIS' tour to the Western National Meet in Coeur D'Alene, Idaho has been finalized as to the itinerary, dates, hotel stops, etc. This year it will be a 7½ day sightseeing/touring extravaganza:

SUNDAY, AUG 16: Tour will depart from the Shilo Inn Hilltop Suites in Pomona at 3PM. Night in Las Vegas.

HOTEL: La Quinta Inn on 'the Strip'
702-739-7457 800-531-5900

MONDAY, AUG 17: Tour north to St. George, then on to Springdale for the night.

HOTEL: Flannigans Inn and Restaurant
801-772-3244

TUESDAY, AUG 18: We will tour Zion National Park, including short hikes, sightseeing, the lodge. We will spend the night near Bryce NP entrance.

HOTEL: Best Western Ruby's Inn
801-834-5341

WEDNESDAY, AUG 19: We will tour Bryce National Park and Capital Reef National Park, and spend the night in Torrey, Utah.

HOTEL: Wonderland Inn and Restaurant
801-425-3775

THURSDAY, AUG 20: We will tour north to Sandy, Utah, with sightseeing and points of interest stops, including a tour of a working flour mill.

HOTEL: Comfort Inn
801-255-4919

FRIDAY, AUG 21: Today we will tour north into Idaho, stopping in Burley for the night. Exclusive old car oriented sightseeing is still being planned.

HOTEL: Best Western Burley Inn
208-678-3501

SATURDAY, AUG 22: Beautiful touring awaits us today as we tour beside the Snake and Payette Rivers to the town of McCall, Idaho.

HOTEL: Shore Lodge 208-634-2244

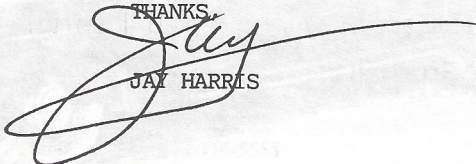
SUNDAY, AUG 23: Another day of spectacular scenery as we wind our way to Moscow, Idaho.

HOTEL: Mark IV Motor Inn 208-882-7557

MONDAY, AUG 24: On to Coeur D'Alene. Arrive by noon.

Jay Harris 714-586-4150

THANKS,


JAY HARRIS

HEAVY DUTY (134 and 158-in. W.B.)

Authorized factory units included:

- 134" Stake 158" Stake
- 134" Dump Chassis w/Cab
- 158" or 194" School Bus Chassis
- 134" or 158" Chassis w/Cab
- 134" or 158" Chassis w/Cowl
- 134" or 158" Chassis w/Windshield

Specifications were the same as the One-Ton except for: Optional 2-speed rear axle; Large, cast iron brake drums fused to steel discs (303sq. in. lining area); Drum type parking brake; Heavy tapered disc steel wheels with wide base 5.00S (7") rims; Shift-O-Guide Speedometer; Oil bath air cleaner; Oil filter; and Push button solenoid starting.

On vehicles equipped with the two-speed axle, a control button was provided in the center of the instrumental panel. When the control button was all the way in, the axle was in the low ratio. With the control button pulled out, the axle was in high ratio.

Ford baked enamel finish was used on all cabs and truck bodies; also on hoods, fenders and other sheet metal parts. Ford enamel offered exceptional weather-resisting properties, and was known as synthetic resin enamel. Surfaces of fenders were chemically treated to resist rust before the enamel was applied.

SEDAN DELIVERY

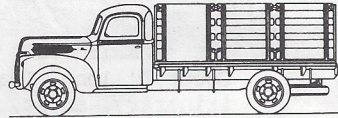
There was also a 6½-foot Sedan Delivery on the 114-inch wheelbase with passenger car grille and fenders. Wheels were curved disc (4.00E) rims, and

used 6.00-16 4-ply tires.

All told, Ford offered over 100 trucks to the public.

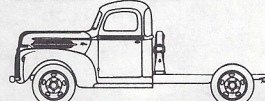
HEAVY DUTY TRUCK MODEL NUMBERS

(For Convenience in Placing Orders or Referring to Body Types)



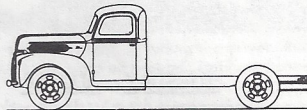
134 Inch Wb. STAKE		158 Inch Wb. STAKE	
100 HP V-8	69T-86	100 HP V-8	698T-86
90 HP Six	6GT-86	90 HP Six	6GT-86

See Page 109



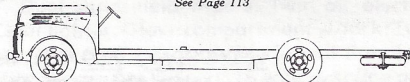
134 Inch Wb. DUMP CHASSIS WITH CAB		158 Inch Wb. DUMP CHASSIS WITH CAB	
100 HP V-8	69U-81	90 HP Six	6GU-81
90 HP Six	6GU-81		

See Page 111



134 Inch Wb. CHASSIS WITH CAB		158 Inch Wb. CHASSIS WITH CAB	
100 HP V-8	69T-81	100 HP V-8	698T-81
90 HP Six	6GT-81	90 HP Six	6GT-81

See Page 113



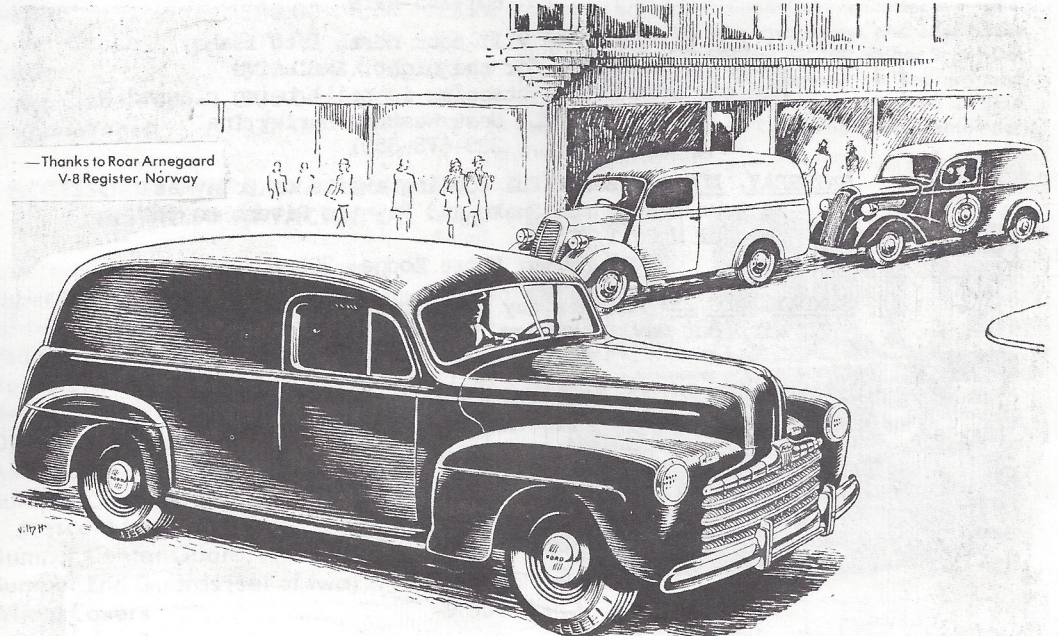
158 Inch Wb. SCHOOL BUS CHASSIS		194 Inch Wb. SCHOOL BUS CHASSIS	
100 HP V-8	698T-School Bus	100 HP V-8	694T-School Bus
90 HP Six	6GT-School Bus	90 HP Six	6GT-School Bus

See Page 115

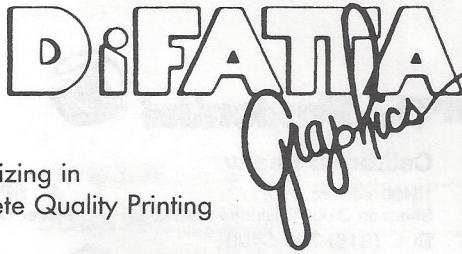
Also Available:

Chassis with Cowl		Chassis with Windshield	
100 HP V-8-134"	69T-84	100 HP V-8-134"	69T-85
158"	698T-84	158"	698T-85
90 HP Six-134"	6GT-84	90 HP Six-134"	6GT-85
158"	6GT-84	158"	6GT-85

—Thanks to Roar Arnegaard V-8 Register, Norway

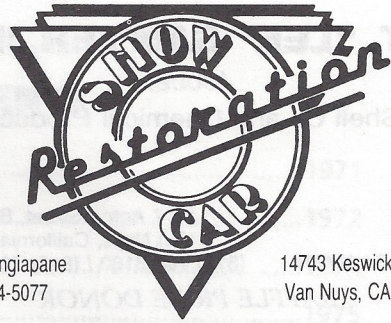


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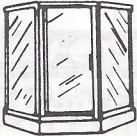


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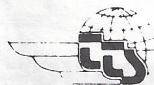
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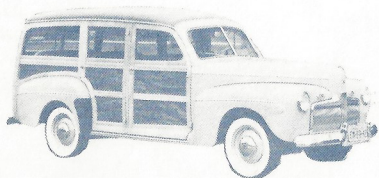
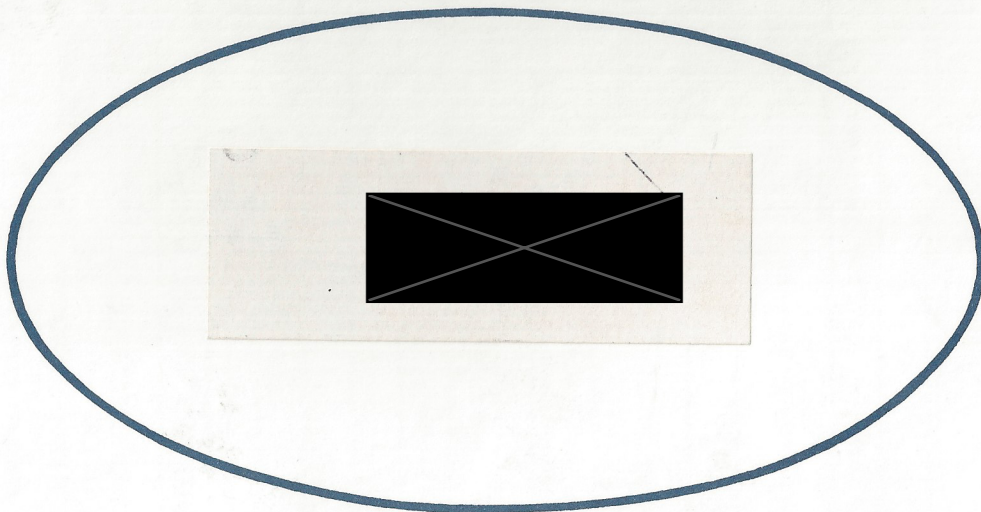
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