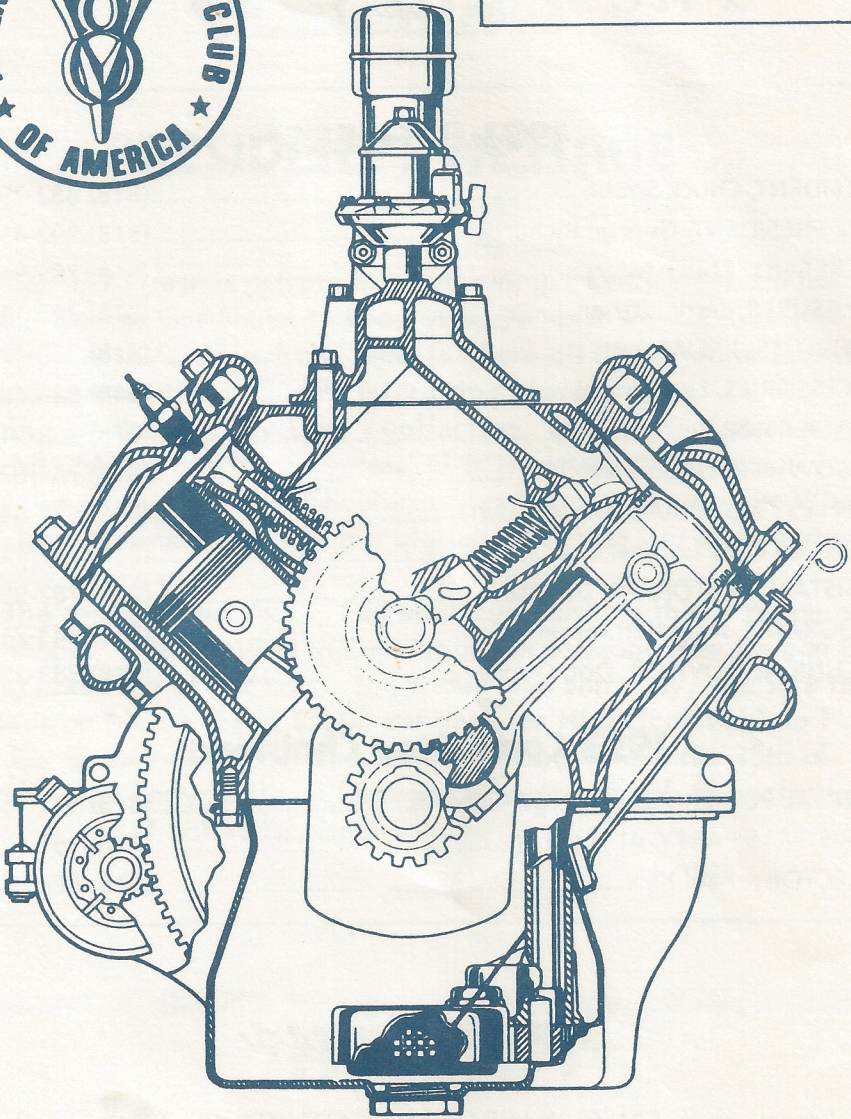




MARCH



Drive Lines

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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

MARCH 1993

PRESIDENT'S MESSAGE

Our 1993 year is getting into full swing. Every weekend has Swap Meets or Car Shows to keep us busy. Last weekend some of us went to the L.A. Aqueduct. This is where all of our water is purified for our consumption. A very interesting place.

This weekend is Jay Leno's collection, consisting of some very special old cars and motorcycles. If it is not raining I expect a good crowd as three other V-8 Chapters are going to join us. Jim Winnett and John Kemmerer are doing a big job, bringing you tours and speakers for your enjoyment.

The speaker from ACCC had some eye-opening things to say about our hobby. If you missed the meeting, ask someone how we can avoid being taxed out of our cars. If I understand correctly, the safe thing to do is go NON-OP at \$5.00 per year, or Historical Vehicle Plates.

Just a reminder to get your dues in. Deadline is the 15th of March. See Terry Smith or George Richards. Watch the calendar, we have lots of activities coming up.

Chuck

JACKPOT



\$20.00

Could Be Yours!

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

SUNDAY - MARCH 7th

The program for Sunday, March 7th will be "The Electric Vehicle". Hughes Engineering in the West Valley will be producing the alternate for the local driven gasoline car.

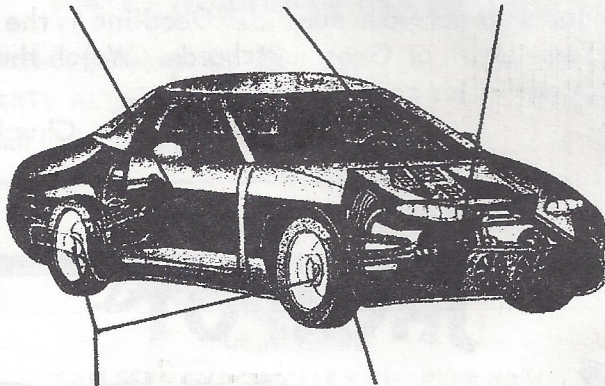
The car that Plugs-in will be fully charged overnight for the price of \$1.00. It pioneers the use of both leading-edge innovations and tried-and-true technologies to provide a combination of efficiency, reliability, range and recyclability.

The Car That Plugs In pioneers the use of both leading-edge innovations and tried-and-true technologies to provide a combination of efficiency, reliability, range and recyclability.

The Power Pack - uses sealed lead-acid batteries. This advanced version of the battery used in cars today gives plenty of power to do all the errands an average driver needs on a single charge and they're 95% recyclable, too!

The Electronics Package - recharges the batteries in as little as three hours from a full discharge. Then, when you press the accelerator, the on-board computer calculates the proper amount of electricity to send to the motors for maximum power and efficiency.

The Motors - 114-horsepower gives impressive acceleration (0-to-60 mph in 8 seconds) and passing ability (30-60 mph in 4.6 seconds)! They're also 94% efficient during cruising speeds and even more efficient under low-speed conditions!



The Wheels, Tires and Suspension - use special light-weight components. Special high-pressure tires generate half the rolling resistance of conventional tires, helping to use energy even more efficiently.

Regenerative Braking System - The Car That Plugs In recycles its own electricity! In addition to its low-drag disc brakes, a regenerative braking function sends some of the same energy used to accelerate the car back into the battery to be used over again! When the driver's foot lifts off the accelerator pedal, the computers automatically turn the motors into generators and begin converting the car's energy back into electricity for great range on a single charge.

UPCOMING EVENTS

ANTIQUe SHOPPING

MARCH 14, 1993 - 9:30 A.M.

CITY OF ORANGE

We'll be joining the So. Cal. V8 Club

Take off from Woodley Park to Watson Drug Store
in the City of Orange

A Great Day for us Collectors

WILDFLOWER TOUR & PICNIC

SUNDAY, MARCH 21, 1993

MEET AT WOODLEY PARK 9:30 A.M.

DEPART AT 10:00 A.M.

BE SURE TO BRING...

PICNIC LUNCH SUPPLIES

CAMERAS

FRIENDS & RELATIVES

AND

A WELCOME TO THE BEAUTY

OF SPRING ATTITUDE!!!

ULTIMATE TOUR DESTINATION

IS UP TO "MOTHER NATURE"

CHUCK MAIR'S.....

SECRETARY'S VIEWPOINT

PRESIDENT CHUCK SHUBB AND VICE-PRESIDENT GEORGE RICHARDS CALLED THE MEETING TO ORDER AT 7:40 P.M.

AIR FORCE SGT. MARY CLAYTON, THE FIRST VISITOR INTRODUCED, PROMPTLY PRESENTED CHUCK SHUBB WITH AN AIR FORCE MUG AND PLAQUE FOR FURNISHING AND DRIVING HIS '66 MUSTANG CONVERTIBLE IN THE MARTIN LUTHER KING PARADE IN LOS ANGELES.

TREASURER, JERRY LITTNER, REPORTED THAT EIGHTY-FIVE MEMBERS HAVE THEIR DUES PAID UP.

MARCH 21ST IS OUR WILDFLOWER TOUR AND PICNIC. APRIL 18TH IS THE TEQUILA WILLIE'S TOUR.

MARCH 7TH MEETING: THE ELECTRIC CAR.

APRIL 5TH MEETING: A FRIEND OF JACK MILES WILL SPEAK TO US ABOUT TRANSMISSIONS.

ARE WE HAVING A GREAT START THIS YEAR? YES!

MAY MEETING WILL BE OUR AUCTION. THE JUNE MEETING WILL BE A BAR-B-Q.

OUR \$20.00 CASH DRAWING: RICHARD VALLEROY (NOT WEARING HIS BADGE), ALLAN FRANKLIN (NOT PRESENT), JERRY LITTNER (NO BADGE), GRANT LIPPERT (NOT THERE), STEVE SADD (NOT PRESENT), DAVE SANBORN (NOT PRESENT), AND FINALLY A WINNER - GEORGE RICHARDS!

JOHN KEMMERER THEN INTRODUCED OUR SPEAKER, FRANK WEEKS, FROM THE A.C.C.C. WHO PROCEEDED TO SCARE US INTO ACTION. IT SEEMS THAT OUR ELECTED SACRAMENTO REPRESENTATIVES ARE TRYING TO PUT THE SCREWS TO US AT EVERY TURN. THE A.Q.M.D. TRIED TO STOP THE MANUFACTURE OF ALL BIAS PLY TIRES. AND, NOW PART OF OUR AUTO FEES GO TO WELFARE - WHICH IS ILLEGAL. HOW DOES THAT GRAB YOU?

JIM WINNETT SHOULD GET AN AWARD! AFTER READING JOE DiFATTA'S ARTICLE IN THE V-8 TIMES, HE WAS THE ONLY ONE TO DRIVE HIS V-8 TO THE MEETING IN THE HEAVY RAINS AND FLOODED STREETS.



MARCH 5-8 BIRTHDAYS

3/1 GORDIE CHAMBERLIN

3/4 HOWARD SIMPSON

3/8 BOB MONNICK

3/12 SUSAN FABER

3/15 BILL NOLAN

3/16 TOM RIELA

3/18 RUTH MOTTERN

3/18 ED WARNOCK

3/19 BOB CAMPBELL

3/21 DENNIS KEENE

3/25 KENT LOWRY

3/28 BILL WOODS

3/30 POLLY MAIR

P.S. Post War Scripts

By R. Perry Zavitz

Nash's woodie

During the 1940s, there were quite a number of woodies on the market; not just station wagons, but other body styles as well. Of course, the most prolific was Chrysler's Town and Country. It was available in sedan and convertible body types. Even a few hardtops were built, but they were not sold publicly. The Ford Sportsman was a convertible that had a wooden body. A Mercury version was also produced, but in a small quantity.

Every one of these cars would stand out in a crowded parking lot or a traffic jam. They were spectacular because of their unusual furniture-like finish that contrasted colorfully with the painted steel portions of the exterior: hood, fenders, and roof.

In addition, because they were sedans and convertibles, these were much more exciting to see than the boxy station wagons. Wooden station wagons were certainly not visually unexciting, but other body types are less amenable to wood construction, so their occurrence is rather rare, making them more surprising and interesting.

Chrysler, Ford, and Mercury were not the only builders of non-wagon woodies. There was one more model not too often heard of then or now, and that was the Nash Suburban. It was the only wood-sided sedan to come from an independent American car company.

Curiously, Nash used the Suburban name at the same time that DeSoto, Chevrolet, and GMC were offering models that had the same name. That may have caused some confusion at the time, but one glance at the Nash Suburban certainly cleared up any confusion as to which of these Suburbans was the Nash.

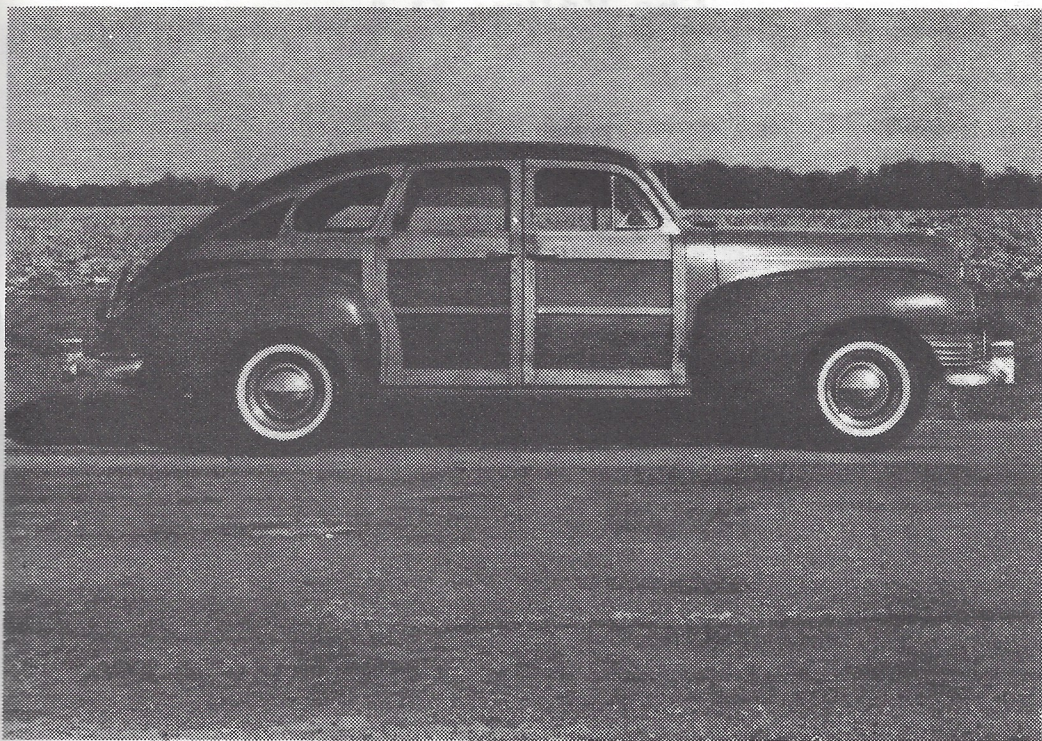
It was the one with the distinctive wood paneled body. Basically, the 1946 to 1948 Suburban was a Nash Ambassador Slipstream sedan. Slipstream was the name Nash used for its fastback models, to differentiate them from the bustleback (or trunk) bodies that it also made during these years.

The Ambassador was Nash's flagship series. As such, the Suburban rode on a 121-inch wheelbase and measured about 208½ inches overall. That put it in the same size class as the 1946-'47 Packards (excluding Super and Custom models).

Also, the Suburban used the Ambassador's long-stroke engine, which was somewhat unique at the time. It was an in-line six, but featured overhead valves. While universal today, overhead valves were seen only in Crosley, Chevrolet, and Buick in the early postwar years.

With a 3-3/8 inch bore and 4-3/8 inch stroke, the Ambassador engine displaced 234.8 cubic inches, and developed 112 hp. While this was a bit smaller than the straight-eight engine Buick put in its Special and Super, Nash's horsepower and torque were both slightly greater than Buick's (except for the 1948 Super). What's more, power and torque reached their maximum at slightly lower, and more useful rpm in the Nash motor. A three-speed, column-mounted, manual transmission was standard. But Nash was a great promoter of overdrive, so many Suburbans were probably equipped with it. There was no automatic transmission available in any Nash model yet.

The Suburban tipped the scales at 3,470 pounds. That was 110 pounds more than the regular Ambassador sedan, but 485 less than the Town and Country six-



As well as Chrysler, Ford, and Mercury, Nash built some wood-sided non-wagon woodies from 1946 to 1948.

cylinder sedan.

At the time of its introduction in 1946, the Suburban had a base price of \$1,929. That was a \$460 premium over the regular Ambassador sedan. So, clearly this was Nash's most expensive model. But still, it was \$450 to \$800 less than Chrysler's Town and Country sedans.

There was little change to Nash in the 1946-'48 period. For 1947, the chrome bars in the upper grille were longer. Chrome around the side windows was deleted for 1948, but the Suburban lacked this window trim anyway.

The one thing that did change in these models was the price. By the time the last Suburban was built in 1948, its price had risen 16 percent to \$2,239. Meanwhile, the six-cylinder Town and Country's price jumped to \$2,880 – nearly 21 percent. One other change for 1948 was the introduction of Super and Custom versions. Surprisingly, the Suburban was in

the lower-priced Super line. It was no longer the highest priced Nash. The newly introduced Ambassador Custom convertible took that honor.

Needless to say, Suburban production was low. Just 275 were produced during the 1946 model run. Production more than doubled to 595 for 1947, then fell to 130 for 1948. Interestingly, the three-year total was an even 1,000 Suburbans.

Proportional to overall 1946-'48 production, Nash built slightly fewer Suburbans than Ford made Sportsmans. Town and Country production was over 10 times the percentage of the other two. But in absolute numbers, the Nash Suburban was the rarest non-wagon woodie, except for the Mercury Sportsman.

Extremely few Nash Suburbans have survived. The ones that have are rare, indeed. What other woodie, including station wagons, was built with a double bed in the back?

The Valley 's

FEBRUARY EVENT 1993

DWP FILTRATION PLANT - SYLMAR

This was another event that was affected by rain, but this time only seven people took advantage of the break in the rain to attend the DWP Filtration Plant.

Prez. Chuck, Vice Prez. and Mrs. Richards, their friend "Joe", Mr. and Mrs. Ben DiFatta and I got an education on the process in which our water goes through.

The big "Black Truck" was the only Early V-8 in attendance and I didn't have to use the wiper, as efficient as it is.

The tour was very informative. We learned that the plant was built in 1986 and that 75% of the water that is received at the plant comes from the L.A. Aqueduct system, 15% of the water comes from 90 deep water wells that are throughout the local area, and the other 10% comes from the Metropolitan Water District.

The plant treats up to 600 million gallons of water per day.

We learned about Flocculation, you had to be there to appreciate it. We, also, learned about Ozonation. They produce their own ozone gas which is used to remove organic impurities in the water. The ozone gas is an unpredictable gas and could not be harnessed to correct the earth's ozone layer.

We learned that the Van Norman reservoir is 90 feet deep and is the last place the water is contained before heading to your homes.

The DWP Filtration Plant tour is free and they give tours Monday through Saturday. There is not a size restriction on your group, but 15 and under makes the tour easier and more accomodating in places. So, if you would like to take a tour call (818)771-6011 to make your arrangements with DWP.

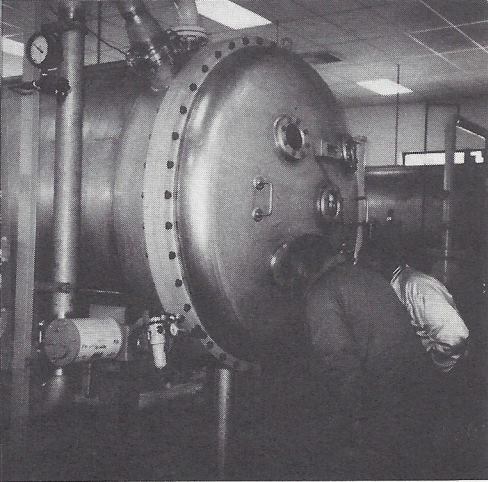
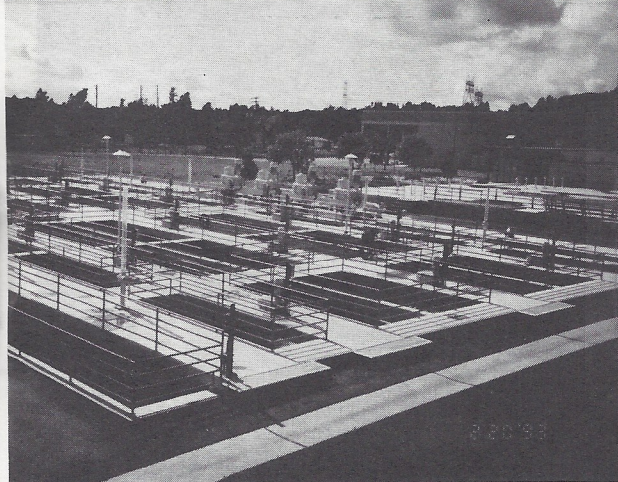
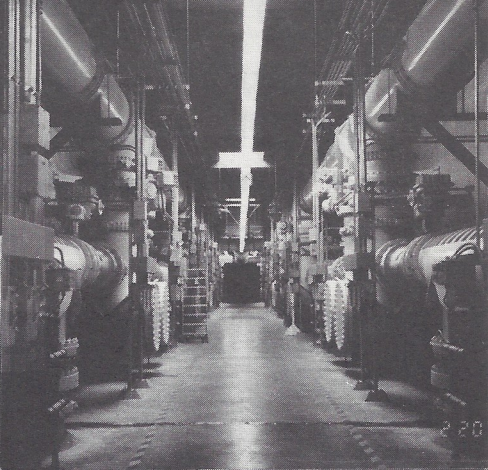
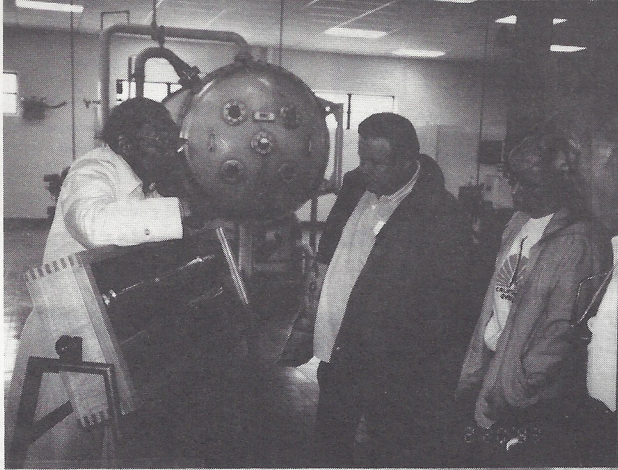
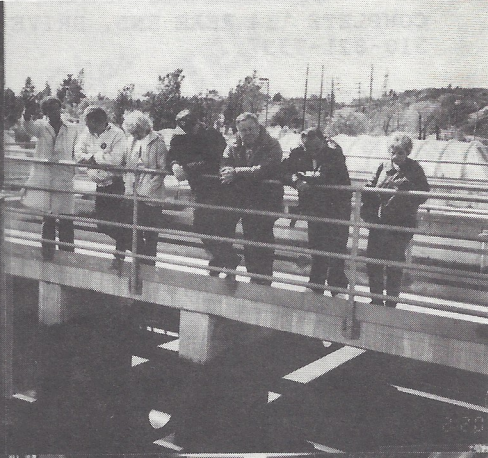
See you at the regular Meeting in March and/or at the Wild Flower Picnic Event March 21.

With kindest regards, I am

Jim Winnett



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CARS AND PARTS FOR SALE

COMPLETE '34 REAR END, DRIVE SHAFT, HYD. BRAKES. \$150. - Bob Libow
310-821-7337.

COMPLETE '36 REAR END, (4:11) WITH DRIVE SHAFT, RADIUS RODS, NO
BRAKES. \$100. - Richard Valleroy 310-828-7276

50/53 MERC., 3 3/8 X 4 1/2 FRESH. \$1800. - Jack Miles 818-347-8617,

ORIG. MECHANICAL BRAKES FOR '37/'38. \$100. Ralph Hubbard 818-792-
6237

(4) 6:00 x 16 TIRES

(4) 6:70 X 15 NEW CHEV. TIRES & WHEELS. Ben DiFatta 818-347-9305

'47 MERC. CONV. MAROON, STRONG, #2 CONDITION. \$18K - Chuck Shubb
818-882-2927

CARS AND PARTS WANTED

'40 CONVERTIBLE. Bob Libow - 310-821-7337

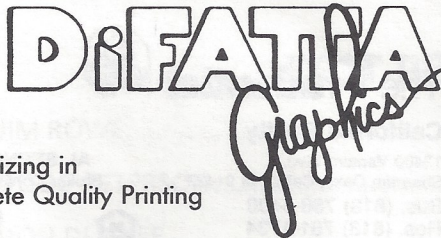
'39 MERC. STEERING WHEEL. Ralph Hubbard - 818-792-6237

'39 to '48 MERC. BLOCK. John Kemmerer - 818-843-2138

'40 FORD SHEET METAL UNDER THE ENGINE BY THE STEERING WHEEL. Martin
Luening - 818-353-1247
sale

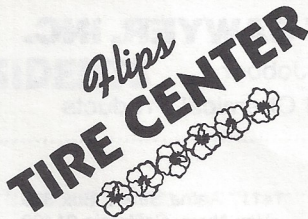


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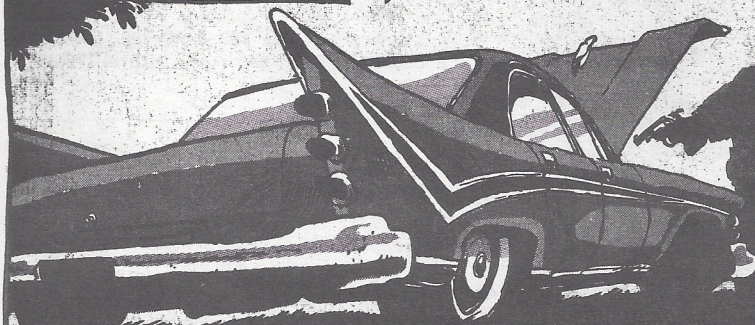
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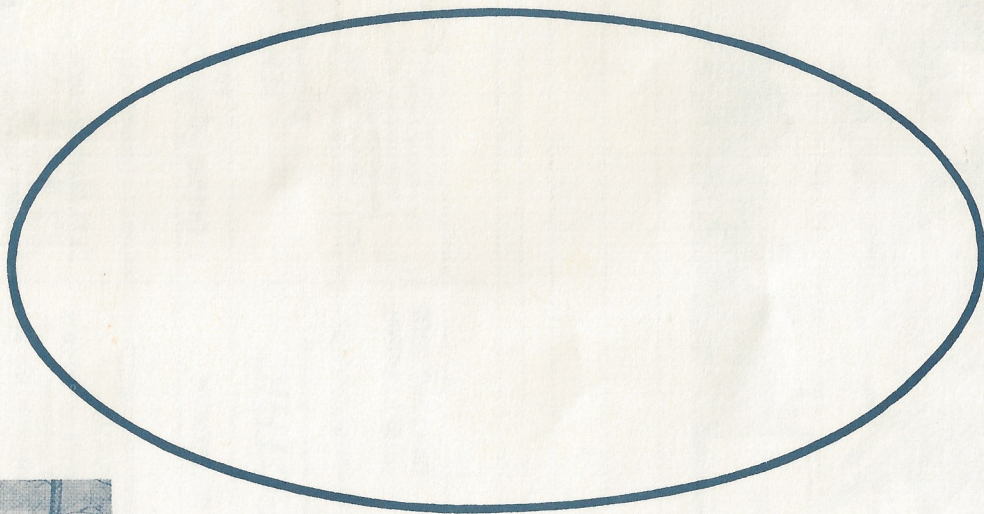
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JERRY JENSEN	1990
JOE DiFATTA.....	1991
CHUCK SHUBB.....	1992

Meetings are held on the first Sunday of every month at 7:00 p.m.

The Valley 's

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