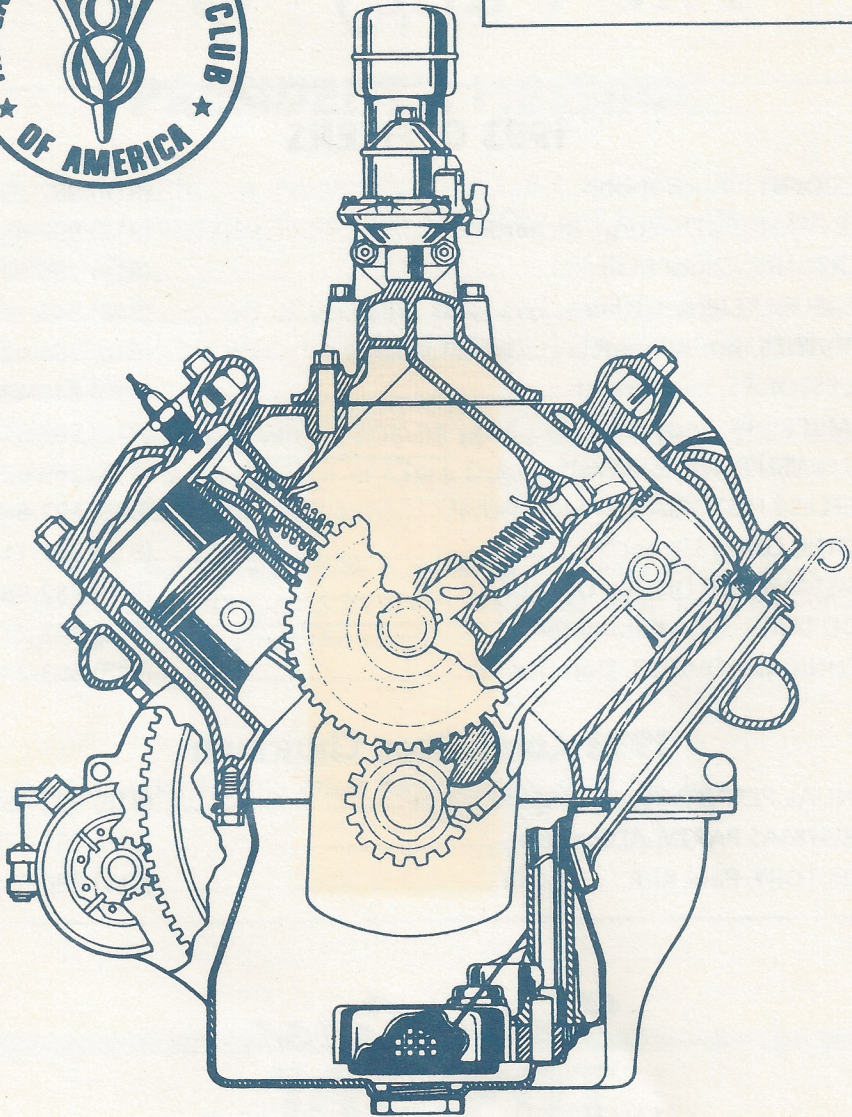




JUNE



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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

JUNE 1993

PRESIDENT'S MESSAGE

To begin with, our Annual Auction was a success. We have boosted our treasury by more than \$800.00, and had a lot of fun at the same time.

I want to thank all of you who attended our May 22nd Car Show in Calabasas. This was also a fund raiser, and boosted our treasury another \$200.

Our next meeting WILL NOT BE at the Congregational Church. We are having a Bar-B-Que at Chez Dupree in West Hills. The address is 23222 Oxnard Street.

Each month, we try as a group to do family tours - NO OTHER CAR CLUB HAS EVENTS LIKE US! Plan to attend and get our "Classics" on the road.

See the Calendar for the other functions planned for June.

Prez Chuck



JACKPOT

\$20.00

Could Be Yours!

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

SEE YOU THERE

BACKYARD "BBQ" AND SWAP MEET

SUNDAY JUNE 6TH - 4:00P.M.

HOSTS: DON & BEVERLY DUPREE

23222 OXNARD STREET

WOODLAND HILLS

MORE FUN THAN A STATED MEETING...

GOOD FOOD! GOOD FRIENDS! GOOD FUN!

BBQ...BINGO...RAFFLES...& SWAP MEET!

BRING THE WIFE OR GIRLFRIEND TO THIS ONE!

SO... COLLECT YOUR SWAP MEET SALE ITEMS

SELLERS BE SURE TO "TAG" YOUR ITEMS

WITH YOUR NAME & A PRICE!

THE VALLEY V-8'S THANK YOU FOR YOUR

CONTINUED SUPPORT. THE DUPREES

WELCOME YOU TO THEIR HOME TO CELEBRATE!

UPCOMING EVENTS

JUNE 5, 1993 MOTION PICTURE RETIREMENT HOME - CALABASAS
Free car show. Drive-by grandstand viewing
Calabasas Rd. & Mulholland Dr. Enter on
Calabasas Road. 8:00 a.m. - BBQ lunch
\$10. - Wives & kids welcome!


JUNE 6, 1993 BACKYARD "BBQ" & SWAP MEET AT THE DUPREE'S
HOUSE! 4:00 P.M. - Instead of stated
meeting. See notice in this Drivelines
for details. Remember to bring swap-
meet items to sell! The "Good 'ol Boys"
and the Duprees have planned some fun
stuff!

JUNE 12, 1993 AN OUTING IN WRIGHTWOOD & A VISIT TO THE
"FLINTSTONES TOWN OF BEDROCK".

. It's as easy as 1 - 2 - 3 - 4

- 1 - Call Joe or Marsha Di Fatta
Days (818) 782-9883
Eves. (818) 700-1939
- 2 - Meet 8:45 A.M. at "The Blackwells" for Coffee & Muffins.
32509 Aqua Dulce Canyon Road - 30 to 40
minute drive from the San Fernando Valley,
Phone (805) 268-0040
Take Highway 14, go left on Aqua Dulce
Canyon turnoff and go approx. 2 miles.
- 3 - Leave at 9:30 A.M. sharp for side trip to visit
"Fred Flintstone's Neighborhood" in
Vasquez Rocks Park.
- 4 - Travel on to Wrightwood for a full day of leisure - Games -
Lunch - Relaxation - Shopping - Horseshoe
Contest.

JUNE 26, 1993 MERLE NORMAN MUSEUM TOUR! A great exhibit
of Autos, Antiques and Music Machines.
Space is limited. Sign-ups at the Dupree
BBQ party. 10:00 a.m. tour. No kids under
12. Dress code enforced. Admission free.



JUNE 5-8 BIRTHDAYS

6/2 HAROLD JOHANSEN

6/3 JERRY JENSEN

6/3 DON STOUT

6/4 MARY SETKA

6/7 LARRY CAPLAN

6/7 AL SPENCER

6/7 KAREN LOWRY

6/9 JOHN KEMMERER

6/12 SAM FABER

6/17 DIANE CAMPBELL

6/17 JOSEPH PALMOWSKI

6/23 CHUCK MAIR

6/24 JOHN SANCHEZ

6/29 RALPH HUBBARD

Chuck Mair's

SECRETARY'S VIEWPOINT

May Meeting called to order at 7:40 p.m. by President Chuck Shubb. As everyone signed in they were issued a Bidding Number, for our Annual Donated Parts Auction.

Introduction of guests and new members.

Joe Di Fatta got Third Place, in the Chrysler Division, at the Woodley Park Car Show and Jerry Jensen received Third Place in the Ford Division.

Events coming up:

June 5th - Cal Beauregard's Motion Picture Car Show

June 6th - Pizza Party at Beverly & Don Dupree's

June 12th - Joe & Marsha Di Fatta's Wrightwood Tour
Fun - Games - Lunch & Prizes

Fifty four in attendance - nineteen old cars driven. At least \$840.00 made at the Auction, of which Don Durkee & Dennis Keene handled flawlessly.

Refreshments were furnished by Lesley & Jerry Littner and Isabel & Ben Di Fatta.

Talk about a friendly and helpful club, John Kemmerer & Joe Di Fatta fixed our new member, Steve Boskovich's, flat tire after the meeting.

A great evening was had by all in attendance.

Chuck Mair

THANKS GUYS

By: Jerry Littner

A club to me is when the guys get together to talk about the cars we own, the cars we had and sold (and wished we hadn't), shop talk and touring to interesting places. I would like to take time out to thank my fellow club members for the insightful information they have given me and for their eagerness to share their stories and knowledge about antique cars.

A while ago, I was involved in an auto accident that smashed the right rear fender on my car. Lots of club members tried to help me find a replacement - which was no easy task! Terry Smith and Chuck Shubb called everybody they knew. Larry Caplan, Don Durkee, Jack Miles, Jerry Jensen and John Wolf all gave me clues on who to call and where to look for one. Craig Lapair even went with me to Long Beach to check out a fender for sale. Then Bob McCullagh gave me a set of running boards that would work great for the necessary repair. It turned out that Martin Luening had the fender I needed and sold it to me for a very fair price.

What great buddies I have! Don Dupree fixed my door latch and a few other things that I couldn't seem to do by myself. He sure is one of a kind. On our tour to Tequila Willies recently, my car decided to spring a leak. It seemed to leak only when the engine was not running. All of us FORD guys checked it out and discovered that my water pump was a little tired. Dick Smith and Blacky Blackwell both offered me jugs of water to get me and the car through the day. When I told the story to Terry Smith, he came over to the house at 9:00 p.m. and helped me put in two new water pumps. We finished at about 1:00 a.m. Thank you Terry, the car is running fine now.

It seems to me that all we really need to do to have a truly great club is to communicate! I only had to ask questions or for assistance, and everybody just opened up like a leaking water pump. Sometimes it feels like only a few of the guys participate - or talk to each other. But have a technical problem and make it known to fellow club members and BAM!, everyone's got the solution. I think if we make a real effort to extend our hands to welcome all and ask each other to share our experiences, both good and bad, we will be so much better off. For the knowledge we will gain and the friendships we build can make a difference and last a lifetime.

THE EARLY FORD V-8 CLUBBERS GOLDEN
BOOK OF NURSERY RHYMES (1966)
BY: BOB McCOPPIN-"THE GREASE PIT POET"

...LITTLE JACK HORNER SAT IN A CORNER,
HIS ENGINE LAY THERE AT HIS FEET.
HIS WRENCH SLIPPED AND BUCKLED
THE SKIN ON HIS KNUCKLES.

WHAT HE SAID THEN, I DARE NOT REPEAT.

JACK SPRATT COULD EAT NO FAT
SO HIS WIFE JUST HAD A BALL.

'TILL JACK RESTORED A V-8 FORD
NOW, THEY DON'T EAT AT ALL.

SIMPLE SIMON MET A PIEMAN WHILE GOING TO
THE FAIR. THE PIEMAN DROVE AN OLD V-8
THE CLEANEST ANYWHERE.

ASKED SIMPLE SIMON OF THE PIEMAN

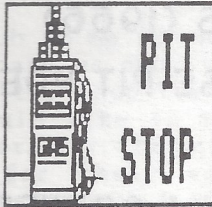
'THAT OLD CAR WOULD YOU SELL?'

REPLIED THE PIEMAN TO POOR SIMON,

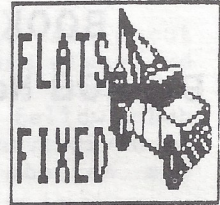
-----"

(YOU KNOW THE ANSWER WELL.)

AUCTION UPDATE!



50 PEOPLE SIGNED
UP TO BID...



IT WAS FIERCE AND COMPETITIVE...

THERE WERE (7) BIG SPENDERS...

WHO LEFT MORE THAN \$40. EACH!

BLACKY & GERRY BLACKWELL

GET CREDIT FOR SPENDING THE MOST \$.

DON DURKEE AND DENNIS KEENE ARE

AWARD-WINNING AUCTIONEERS!

THEY EVEN BOUGHT STUFF THAT

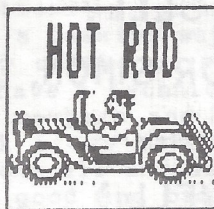
NOBODY ELSE WOULD BID ON!!!

NEW MEMBER STEVE BOSKOVICH WAS

HAPPY TO HAVE JOE D' AND THE BOYS...

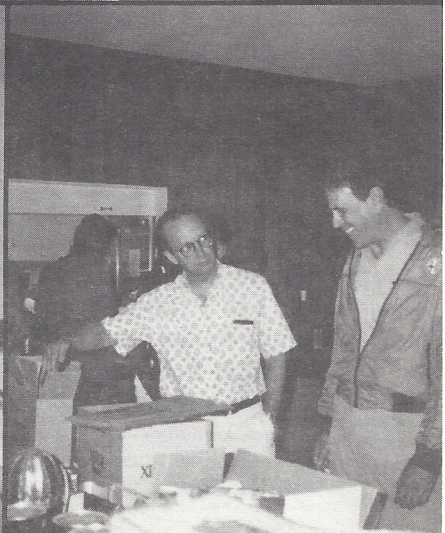
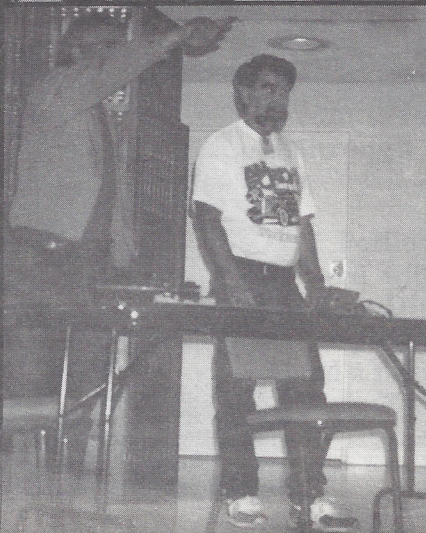
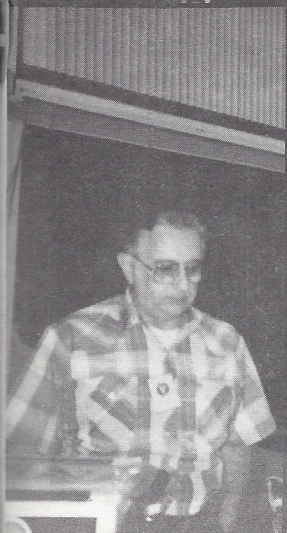
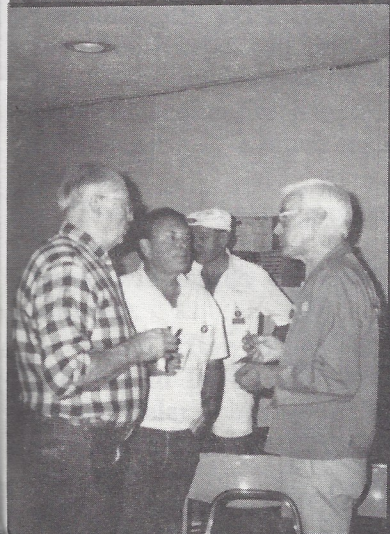
HELP HIM FIX THE FLAT TIRE ON HIS CAR!

HOPE ALL ARE ENJOYING THE NEW TREASURES



THANKS TO ALL
WHO CAME AND
BROUGHT SUCH
TERRIFIC GOODIES!

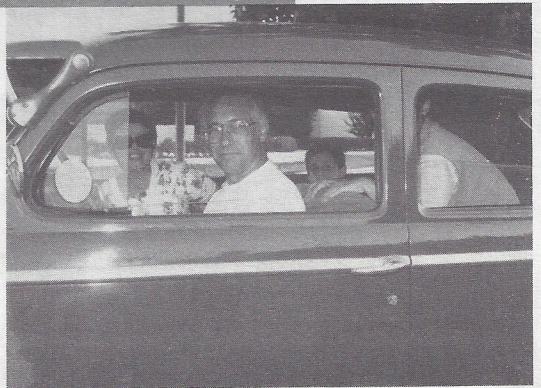




CARS FOR HIRE!!

Chuck Shubb got us a job on Saturday, May 22nd at the Calabasas Country Club.

It seems that the Country Club Homeowners were having a '50's Party. We had twenty cars on the spot at 6 p.m. We enjoyed Chocolate Malts and Hors doeuvres while the guest enjoyed looking at our cars. We, also, netted \$200.00 for the club. A Great Evening!



LET'S PAINT

It is an undisputable fact that any attempt to refinish the exterior paint of the antique Ford must be done by an experienced individual . . . or a restorer who has made a complete study of the process.

* * * *

It was the year 1934 that Ford V-8 car finishes were changed from lacquer to enamel. Fortunately, some color formulas still exist for the compounding of both types of paint. It is gratifying to the novice painter that he can choose a lacquer finish instead of enamel for his car . . . a much easier handling medium.

There can be no guarantee that a lacquer and an enamel color by the same name will match completely in shade and hue.

Colors after World War II years (DAL and DQE) can be augmented from Ditzler Jobber records. Such jobbers and antique auto stores can also be the suppliers for black lacquer, enamel and engine colors.

Ditzler Color Division files do reveal all code numbers of colors for the early V-8 Ford cars, altho the formulas for some appear to be non-existent (such have been eliminated from color chips of this manual).

The evolution of auto finishes continues to advance, from early carriage finishes in Japans and piano varnish of the Horseless Carriage era that took two weeks to cure and dry, until today, with acrylics that dry nearly on contact into more durable surfaces.

As the acrylic colors become widely used today in auto refinishing, toners (mixing colors) for the antique auto colors have suffered obsolescence with the manufacturer. There has been some assurance that some quantities of these toners will continue to be supplied by special arrangement . . . and possibly some colors re-formulated in acrylic.

To completely cover the interior fabric and refinishing of ten years of Ford built cars would be a gargantuan task. This manual gives what basic information it has available on interior finishes. No small amount of research is left to the restorer from Ford literature such as body parts lists, etc., circa the model year of his car. Wood grain finishing is a task to be left to the expert.

Most antique auto stores and interior refinishing specialists have valuable information concerning the various painting needs . . . they are the ones to contact.

On February 10, 1942, Ford Motor Company halted civilian production of autos and placed the entire effort toward a speedy conclusion of World War II. Cars for civilian use were again in production on July 3, 1945. This accounts for a deletion of years, 1942 through 1945, in this manual.

* * * *

Portions of this manual are reproduced with the permission of Ditzler Color Division (PPG), Ford Motor Company, LeBaron Bonney Company and a nameless number of enthusiastic Early Ford V-8 Restorers.



The Ford Motor Co., along with the United States, suddenly found itself deeply involved in World War II following Pearl Harbor. This 1941 Ford staff car was one of the first casualties in the conflict in this photo taken on the afternoon of Dec. 7, 1941. "Ford: The War Years 1942-1945," an exhibit presented by the Early Ford V8 Foundation, is currently at the Towe Ford Museum in Sacramento, Calif.

'Ford: The War Years 1942-1945' traveling exhibit to tour country

"Ford: The War Years 1942-1945," an exhibit featuring photographs, advertisements, and memorabilia from the Ford Motor Co. during the World War II years, 1942-1945, is now on view at the Towe Ford Museum in Sacramento, Calif.

This, the first "traveling" exhibit prepared by the Early Ford V8 Foundation, presents an overview of Ford's involvement in the war effort and major management changes that occurred during that turbulent time.

Ford, along with the other automakers, found themselves out of the auto building business on Feb. 10, 1942, and their entire production focus was on materials and machines for the war effort.

For the Ford Motor Co., these years would also prove to be a turning point in the future of the company following the untimely death of Edsel Ford in 1943. Henry Ford II was released from the service as heir apparent to the Ford empire and assumed chairmanship of the company in 1944.

Beyond these problems, Ford played a vital role in the production of war materials. Using their skills gained producing cars in quantity, Ford engineers were able to build B-24 bombers at the rate of one an hour at the huge Willow Run factory when it was running at full capacity.

Using photographs, magazine advertisements, and memorabilia, "Ford: The War Years 1942-1945" shows the variety of equipment produced from a version of the 1942 car produced as military staff cars to the Ford version of the "General Sherman" tank.

Ford lost out in the original competition to build the popular "jeep" when the Willys company won the government contract. Ironically, Ford became a "partner" with Willys to produce the jeeps in quantity when Willys could not keep up with the demand for the utilitarian vehicles.

The exhibit begins with the attack on Pearl Harbor and ends in late 1945 when Ford received the green light to resume production of the new models for 1946.

Actually, these were redesigned 1942 models, but Ford had the distinction of having the first car on the market when car-hungry consumers were ready to buy virtually anything following the war.

"This exhibit presents an important segment of Ford Motor Co. history," says Foundation Chairman Jerry Windle.

Utilizing the medium of a traveling exhibit, the Foundation will be able to present this material in an interesting manner to auto enthusiasts across the country.

"Ford: The War Years 1942-1945" will be on view at the Towe Ford Museum in Sacramento, Calif., through the end of March. Beginning in April, it will be at the Behring Museum in Danville, Calif., through mid-June.

The exhibit then travels cross-country for a special engagement at the 30th Anniversary Grand National Meet of the

Early Ford V8 Club of America in Dearborn, Mich., June 29-July 5.

Following the meet, it travels to the Antique Automobile Club of America Library in Hershey, Pa., where it will remain until after the Hershey swap meet. The exhibit is scheduled to be at the National Automobile Museum in Reno, Nev., January-March 1994 and the San Diego Automobile Museum afterwards.

The Early Ford V8 Foundation is a nonprofit, educational organization established in 1992. This traveling exhibit is only a part of the various programs currently underway to preserve this era of Ford Motor Co. history for future generations. For Foundation information, write: Early Ford V8 Foundation, P.O. Box 2222, Livermore, CA 94551-2222. For exhibit information, contact: Jerry Windle, 4935 E. Mt. View Dr., San Diego, CA 92116, or (619)283-8117 (home)/(619)293-1771 (work).

Your invited to
celebrate the

50th Wedding Anniversary
of

Tomy (Louis) & Ruth Thompson

Saturday, June 19, 1993
12:00 noon until 4:00 p.m.

at 3635 Loma Drive
Cameron Park, CA 95682

RSVP (916) 677-0974

Please no gifts, your presence
will be a gift to us.

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- 1939 Ford Heater - George Richards
(818) 992-4537
- 390 & 352 V-8 Engines - Cheap - Miles Schofield
(818) 342-8881
- Overdrives for sale - Don Durkee
1-805-495-5298
- Take over lease '90 Chry. LeBaron - David Satel
(818) 353-2992
- 1955 "T" Bird - Turquoise Blue - Restored Bill Henry
in 1979 - Good condition \$16,000. Days (805)494-0123
Eves. (805)526-9251

CARS & PARTS WANTED

- 1941 Pickup Stabilizer Bar & Air Filter - Dick Kline
(818) 766-4434
- 1951 Ford Sun Visor (outside) - Les MacWillie
(818) 361-0645

Engine Colors

FORD MOTOR - ENGINE COLORS 1932-1953

YEAR	FORD	MERCURY	COMMERCIAL
32-40	DARK GREEN	DARK GREEN	DARK GREEN
41	DARK GREEN	DARK GREEN/BLUE	DARK GREEN
42-47	BLUE	BLUE	BLUE
48	BLUE	BLUE	DEEP RED
49	BLUE/BRONZE	GREEN	DEEP RED
50-51	BRONZE	GREEN	DEEP RED (*)
52-53	TANGERINE	GREEN	GREEN

(*) "Big Six" (254 ci) Painted Green

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TECH-TIPS

YOUR OLD FORD IS FLOODED? HERE IS HOW TO START IT. THE GAS HAS WASHED THE CYLINDERS SO COMPRESSION IS GONE AND THE GAS/AIR MIXTURE WON'T EXPLODE. POUR REGULAR OIL DOWN THE CARBURETOR. ABOUT 1/6 QUART OR LESS WILL DO IT. COMPRESSION IS RESTORED AND SHE WILL USUALLY START RIGHT AWAY!

CARRY SOME SILICONE ALONG IN YOUR TOOL BOX. SINCE THERE IS NO PRESSURE IN THE COOLING SYSTEM, SILICONE GASKET MATERIAL WILL HOLD WELL ENOUGH ON HEADS AND ENGINE TO GET YOU HOME IN THE EVENT OF A CRACKED HEAD OR BLOCK.

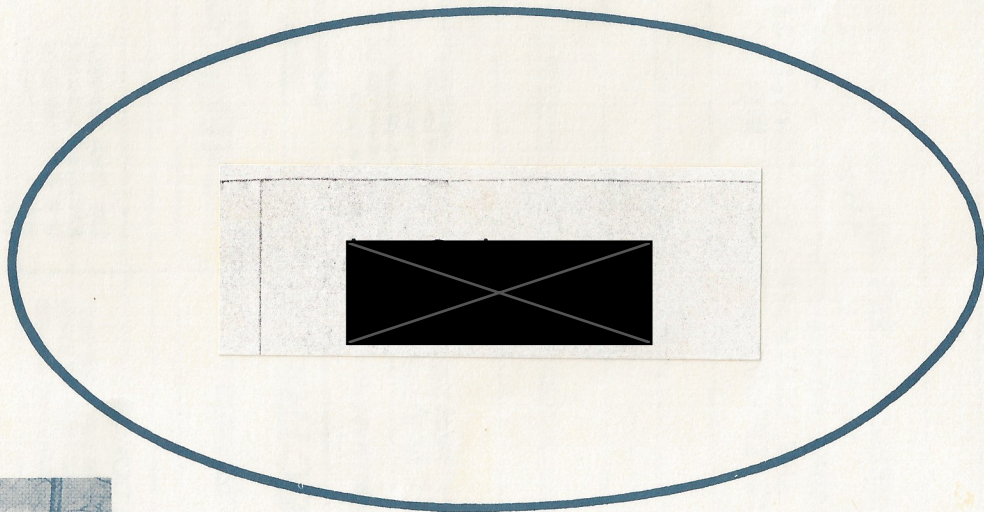
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JIM ROWE.....	1971
DOUG PETERSON	1972
DON DURKEE	1974
ED WARNOCK	1975
JOHN BUSK.....	1976
CHIP WERSTEIN	1977
STAN MARSRAJE	1978
BOB DRAKE	1979
BILL CULP.....	1979
AL SPENCER.....	1980
LARRY CAPLAN	1981
BOB ROSE	1982
DON DURKEE	1983
PAUL KIRK	1984
KENT LOWRY	1985
DAVE SANBORN.....	1986
JOHN KEMMERER	1987
DUDLEY OCHSNER	1988
JERRY JENSEN	1989
JERRY JENSEN	1990
JOE DiFATTA.....	1991
CHUCK SHUBB.....	1992

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

The Valley  **'s**

P.O. BOX 96 — RESEDA, CA 91335



1943 Ford Jeep