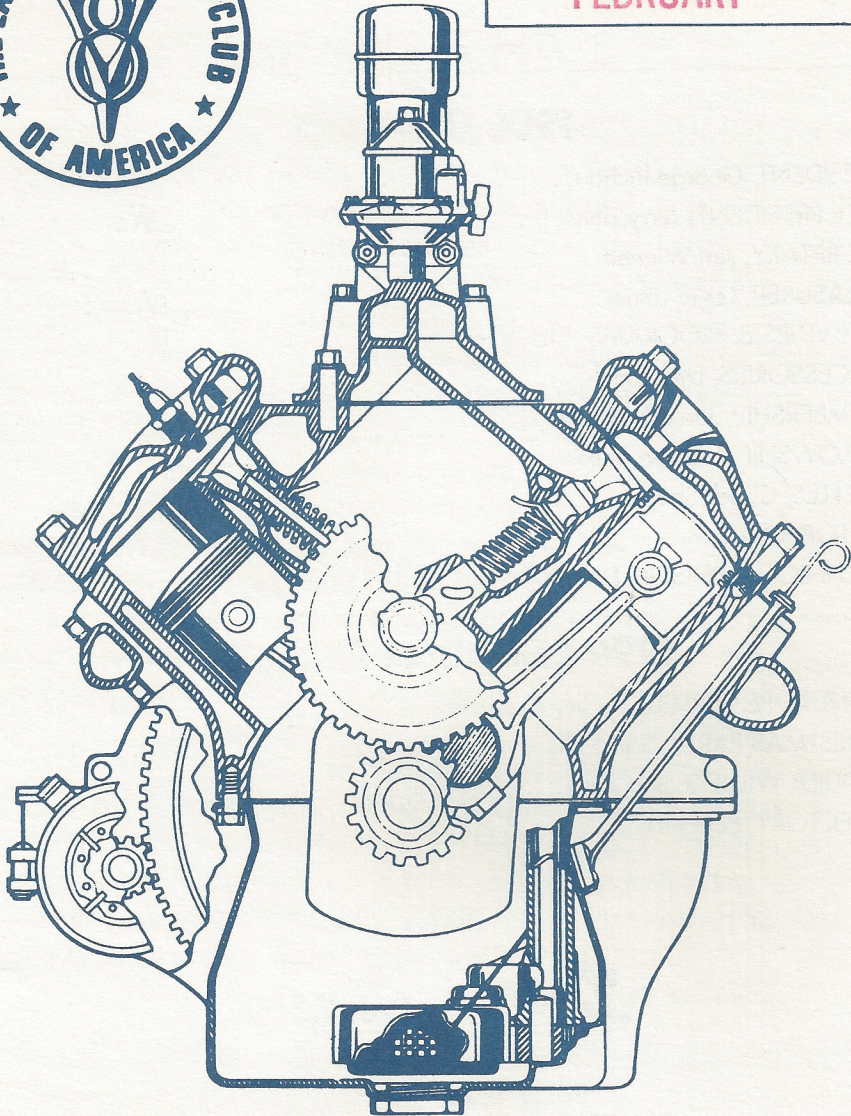


94



FEBRUARY



# Drive Lines

# The Valley 's

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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*

FEBRUARY 1994

## **PRESIDENT'S MESSAGE**

Well, the big news for the February 6th meeting is our tour to Pasadena, to the Route 66 Restaurant. You'll really enjoy the atmosphere in this restaurant. It isn't a hamburger joint! They offer a variety of sandwiches for lunch and our committee (Chuck and me) has selected three for you to choose from: open faced meatloaf, ham on a croissant or a chicken sandwich, umm good. We will have our own area in the large parking lot. There are lots of antique shops nearby and some time will be available to browse. See you there.

We will meet in the parking lot at 12 noon at the church hall, 9659 Balboa Blvd., Northridge. This is our regular meeting place. No reservations are necessary, but if you have any questions, give me a call (818) 992-4537.

Our January meeting saw about 35 members. It seemed that everyone enjoyed the program on the 1994 Mustang. It was truly interesting and we had a '94 Mustang convertible there for our inspection.

Our dues are due at this time and we have about 75% already in, thanks to you who are early birds. This speaks well of our members and reflects your interest in our club. Let's get behind Joe DiFatta and run it over the top in February.

Many thanks to Russell Sylvis for volunteering to be our Raffle Chairman. It's much appreciated.

George Richards

# **JACKPOT**



# **\$20.00**

**Could Be Yours!**

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

**Hi Club Members!**  
**Let's forget the quake & the aftershocks**  
**& Let's Go Cruising...**

**12 NOON • 12 NOON**  
**PROGRAM FOR FEBRUARY 6, 1994**  
**MEETING IS AT ROUTE 66 RESTAURANT IN PASADENA**  
**425 SO. FAIROAKS AVE., PASADENA**

We will have a luncheon meeting/car show, kick tires and have a people's choice car show. Anyone who drives an old car gets a ballot.



*Restaurant  
& Bar*

For the ladies and us guys there are several nice antique stores directly across the street. We will then have lunch of excellent quality food at reasonable prices, conduct a short business meeting, then socialize some more. We will be joined by members of Mt. Baldy View V-8's.

**MEET AT 12 NOON PROMPTLY AT**  
**CONGREGATIONAL CHURCH HALL**  
**9659 Balboa Boulevard, Northridge**  
**ENTER ON SUPERIOR AVENUE - PARKING LOT**  
**WE WILL CARAVAN AS A GROUP**

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**TOUR ON SATURDAY, MARCH 26TH**  
**PASADENA MODEL RAILROAD CLUB**  
**Meet at Woodley Park - Details to Follow**

**Jim Winnett's**

## **SECRETARY'S VIEWPOINT**

The FIRST meeting of 1994 was started at 7:32 p.m. by our new President, Mr. George Richards.

New member, Mike Monroe, was introduced and later became the winner of the "Name Badge" drawing...what great LUCK! The new President was heard saying, "I have been a member for five years and still have not had my name drawn"...the year is young. Mr. Monroe did alright during the raffle, too...try the Lottery!

Mr. Joe DiFatta, Membership, announced that 58 members have paid their membership renewal fees. Send yours in, soon, to make it in time for the new roster.

Past President, Mr. Chuck Shubb, was awarded a plaque for his two, consecutive years as President of Valley V-8's... Thanks, Chuck, for a job well done and for all of your efforts in making the Valley V-8's a great club to belong to. Chuck has taken on Double Duty this year. he is organizing the Programs for the meetings AND planning the activities/events for us. And from me to the other members; please make it to as many meetings and events as you can, so Chuck's efforts do not seem futile. See the activities he has planned for us in this Drive Line and in future Drive Lines.

For those of you who were not able to attend January's meeting, missed an up-close, no-hassle opportunity to view a 1994 Mustang Convertible, courtesy of Galpin Ford, Steven J. Rizzo and Denny Jones. Mr. Rizzo is in sales and Mr. Jones is in the parts department. See them when you go to Galpin Ford for your Ford needs...sounds like a commercial!

Mr. Rizzo talked about the evolution of the Mustang (1964 to 1994). He handed our "Motor Trend's" write-up about the 1994 Mustang. Which, included the style choices Ford picked from; one choice was the "Bruce Jenner" style; another the "Rambo" style and the chosen one: the "Arnold Schwarzenegger" style.

Mr. Rizzo and Mr. Jones answered a number of questions and were very informative about about the 1994 Mustang. You should have been there!

For those of you who attended the Auto Show at the L.A. Convention Center, may have seen club members; Cal Beauregard's 1949 Lincoln and Don Stout's 1956 Chevy there, among the new automobiles.

The new President was heard saying, "One down and eleven to go". George, I think you will do well. It will take a little time to get settled in, but once you do, everything will go smoothly. Thank you for taking on the President's job and continuing the tradition of the Valley V-8's

I apologize for not passing the attendance, Parts for Sale and Parts Wanted clipboards out at the January's meeting. When I was handed the "Torch" for the position, I wasn't handed the clipboards and I did not know that that was part of this job. It will NOT happen again.

With kindest regards, I am

Jim Winnett  
Secretary

# *February Birthdays*

2/4	Marsha DiFatta
2/11	Don Durkee
2/13	Greg Garcia
2/18	Bill Scott
2/19	Ten Martin
2/19	Lee Wright
2/21	Roger Montgomery
2/25	Joe DiFatta
2/27	Pat Culp
2/27	Lin Kemmerer

---



CATHOLIC CHARITIES

January 10, 1994

Valley V8 Ford Club  
Joe DiFatta  
5920 Lemona Ave.  
Van Nuys, CA 91411

I would like to thank you so very much for your most generous contribution to Loaves & Fishes in Van Nuys. Because of your generosity many needy people were made happy during this holiday season.

We appreciate your kindness and hope you have a very Healthy and Happy New Year!!

Warmest Regards,

Barbara Ausburn  
Volunteer Coordinator

# FORD'S 75TH ANNIVERSARY

## A Summary of 75 years of Ford Products

By George Richards

Ford Motor Company was organized in Dearborn, Michigan with \$150,000 in Capital. There were 12 stockholders including Henry Ford with 25% interest. In 1908 Henry Ford increased his holdings to 58% and by 1919 the Ford family had sole control of Ford Motor Company. Between 1919 and 1956 the Ford Motor Company stock remained entirely in the Ford family.

On December 21, 1955, Ford filed a registration statement with the Securities & Exchange Commission for the Sale of 10 Million Shares at \$64.50 each. Today there are over 350,000 Shareholders with nearly 100 Million Shares issued.

### Historic Dates & Events

- |      |          |                                                                                                                          |
|------|----------|--------------------------------------------------------------------------------------------------------------------------|
| 1903 | June 16  | Ford Motor Company was formed.                                                                                           |
|      | July 15  | The first Ford was sold, a red Model A to Dr. E. Phenning of Chicago for \$850.00.                                       |
| 1904 | Jan. 12  | Henry Ford set a world's speed record of 91.37 mph on a frozen lake in his "999" racing car.                             |
|      | Aug. 17  | Ford Motor Company in Canada, Ltd. was incorporated.                                                                     |
| 1908 | Oct. 1   | The 1909 Model T Ford was introduced. The Model T held the record for the most cars of a single make & model until 1972. |
| 1911 | April    | The first Branch Plant of the Auto Industry was opened in Kansas City, Mo.                                               |
| 1913 | Jan. 5   | The \$5 wage plan for an 8 hour day replaced the \$2.34 wage for a 9 hour work day.                                      |
| 1915 | Dec. 10  | The 1,000,000 Ford was assembled.                                                                                        |
| 1917 | Oct. 8   | Tractor Production begins at Dearborn.                                                                                   |
| 1919 | Sept. 27 | Edsel & Henry Ford became sole owners of Ford Motor Co.                                                                  |
| 1922 | Feb. 4   | Lincoln Motor Company was purchased from Henry Leland for \$8 million.                                                   |
| 1925 | Nov. 25  | The first Tri-Motor plane was completed and tested.                                                                      |
| 1927 | Feb. 10  | The first Radio-Range system was developed by Ford and later given to the government.                                    |
|      | May 26   | The final Model T was assembled.                                                                                         |
|      | Dec. 2   | The Model A Ford was introduced as a 1928 model.                                                                         |
| 1929 | Oct. 21  | The Henry Ford Museum & Greenfield Village was dedicated.                                                                |
| 1932 | Mar. 9   | The first Ford V-8 was introduced and sold for \$10 more than the 4 cylinder.                                            |
| 1935 | Nov.     | The Lincoln Zephyr with a V-12 engine was introduced.                                                                    |
| 1938 | Oct.     | The Mercury was introduced to compete with Pontiac and Dodge.                                                            |

- 1939 Dec. The First Lincoln-Continental was introduced as a 1940 model.
- 1940 Nov. 20 Ford introduced a six-cylinder engine in the 1941 Models.
- 1942 Feb. 10 World War II halts civilian car production. Lincolns & Mercuries were available with optional Fluid Drive on the few 1942 models that were produced. The Fluid Drive was known as Liquimatic Drive.
- 1943 May 26 Edsel Ford died at the age of 49.
- 1945 July 3 The First Post World War II cars were produced by Ford & are known as 1946 Models.
- 1947 April 7 Henry Ford dies at his home in Dearborn, Michigan.
- 1948 April The Fresh new 1949 Lincolns with V-8 engines replace the V-12 Lincolns & Continentals. The Mercury was also introducing their 1949 models.
- June The 1949 Ford was introduced.
- 1950 The Vinyl Roof was offered on the Ford Crestliner and Mercury Monterey.
- 1951 Ford & Mercury introduced Hardtops and Automatic Transmissions.
- 1952 Ford introduced their all-steel wagons. The Country Squire still had wood panels over a steel body.  
Lincoln introduced Ball-Joint Suspension.
- 1953 June 16 Ford's 50th anniversary and the Ford Rotunda Building was reopened.
- 1954 The Y-Block engine replaced the Flathead engine for 1954. The Ball Joint Suspension was now a feature of Ford & Mercury.
- Sept. The Thunderbird was introduced as a 2 seater personal car.
- 1955 June 24 The 20,000,000 V-8 engine was assembled.
- Oct. 4 The Continental Mk II was unveiled.
- 1956 Jan. 17 Public sale of Ford Motor Company stock begins.
- 1957 April 15 The first Skyliner Retractable Hardtop was delivered to President Eisenhower.
- Sept. 4 The Edsel was introduced as a 1958 model as competition to Oldsmobile and other medium priced cars.
- 1958 Jan. 1 The 4 Seater T-Bird is introduced.
- 1959 Sept. The Ford Falcon was introduced as a 1960 model to compete with the Corvair and the rising tide of imports.
- Nov. The last Edsel a 1960 Forder Hardtop was introduced.
- 1960 Mercury introduced the Comet which was build on a lengthened Falcon body shell.
- 1961 The all new Lincoln Continental was down-sized & became a sales success.



- 1962 Ford Introduced the intermediate-sized Fairlane series.
- 1964 April 16 The highly successful Ford Mustang was introduced.
- 1965 Ford & Mercury underwent the most extensive changes on their full-sized cars since 1949. The changes were in styling, naturally, suspension systems and chassis. Disc Brakes were available for the first time.
- 1967 Mercury introduced the Cougar to compete with the Mustang and Camero. Ford introduced the Four Door T-Bird.
- 1968 Feb. 28 The continental Mk III was introduced.
- 1969 April The Ford Maverick was introduced and later replaced the Falcon.
- 1970 Sept. The 1971 Pinto was introduced as a sub-compact to compete against the VW and other subcompacts.
- 1971 Sept. The Motorcraft Trademark replaced Autolite Brand on all parts except spark plugs.
- 1973 July 5 The last convertible, a 1973 Mercury Cougar rolled off the assembly line.
- 1974 Sept. 27 The Ford Granada was introduced along with the Mercury Monarch.
- 1975 All domestic models were equipped with Electronic Ignition and the Catalytic Converter was introduced.
- 1977 April 14 The three member chief of office was established and comprised of Henry Ford II, Philip Caldwell and Lee Iacocca.
- Nov. 15 The 100 millionth Ford was assembled, it was a Fairmont Futura.

**January 9th, 1994  
President George Richards  
runs his first meeting...**

**11 more to go!!**

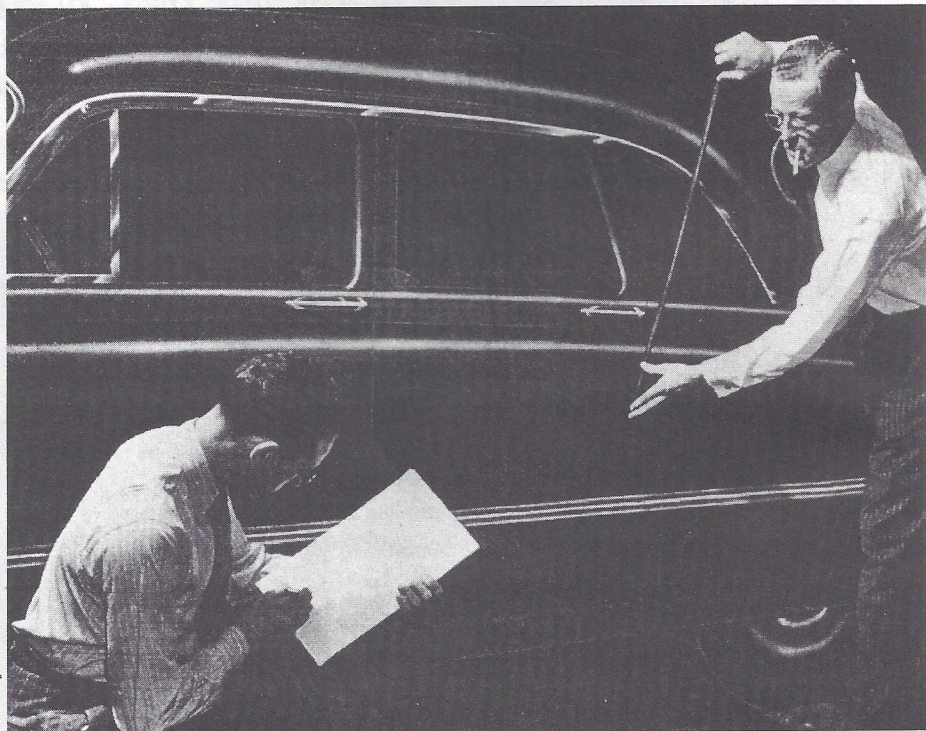


# CARS & PARTS FOR SALE

ITEM	Name / Phone
'51 Chevy Truck - immaculate, totally restored black paint/12 volt am/fm stereo - dual side mounts. \$11,000	Jesse Jasso (818) 896-8392
1939 Ford P/U restored 350 V8 Chevy engine new custom paint. \$15,000 OBO	Roger (818) 785-1539
'41 Mercury 4 dr. sedan, 5,000 miles on rebuilt engine. Complete original car. Body work complete, primered and ready to paint. Completely rewired and converted to tube shocks. Took Booby Prize at Peppermill 3 years running ('90, '91, '92) \$4,900 OBO	Lee (909) 598-8964
'51 Ford Deluxe 2 dr. sedan. Low miles on rebuilt engine. Overdrive. Good driver, been on Laughlin and San Luis Obispo Tours. Took 1st place for class '90 San Diego "All Ford Picnic" and 3rd place women's choice '93 Peppermill \$4,500 OBO	Lee (909) 598-8964

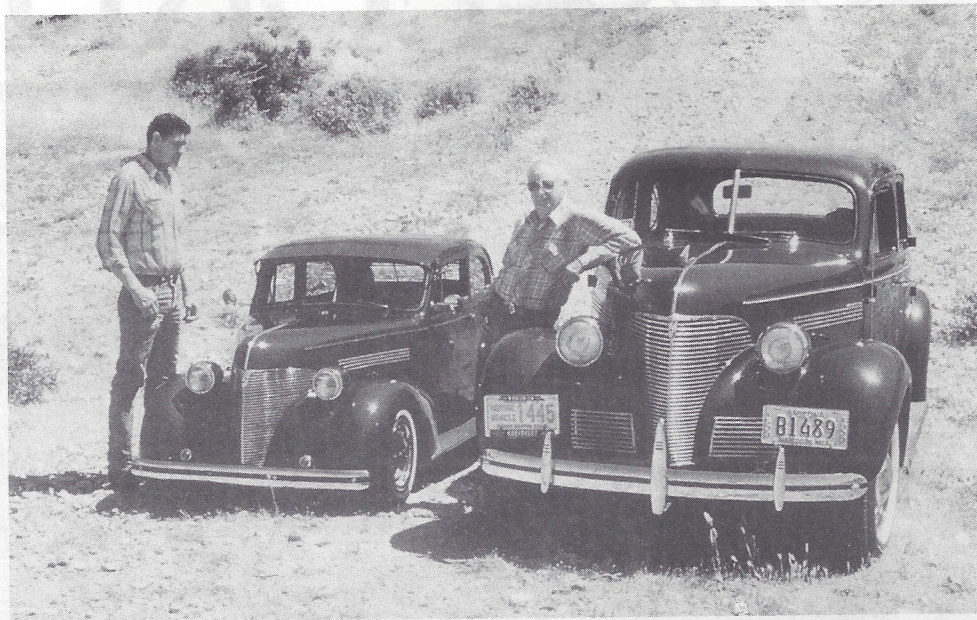
1949 FORD

courtesy of the author (4)



The birth of a design. **Above:** Full size blackboard drawing of a design proposal.

“Thank goodness this happened to a Chevy and not a Ford...”



## DWARF 1939 CHEVROLET

**E**RNIE Adams is one of those fellows who can build anything. There aren't many left. He's a craftsman in the tradition of those who used to hammer out the coachbuilt classics of the 1920s and thirties. And what's amazing about Ernie is that he learned it all on his own. He taught himself.

By trade, Ernie Adams is a line mechanic. He maintains a fleet of cement trucks for the Tanner Company in Phoenix, Arizona, doing everything from welding to electrical and mechanical work. He obviously enjoys what he does — so much so that when he comes home, he keeps right on working.

Ernie Adams, who grew up in the tiny town of Harvard, Nebraska, began building cars at age nine. He'd take the sideboards off orange crates, soak them in water, and twist them into shape, using buggy wheels and adding jar lids as “lamps.” He put together a motorized tricycle when he was 10, in 1951, and built his first dwarf car in 1965.

A word about “dwarf.” Ernie is the ac-

by Michael Lamm  
photos by the author

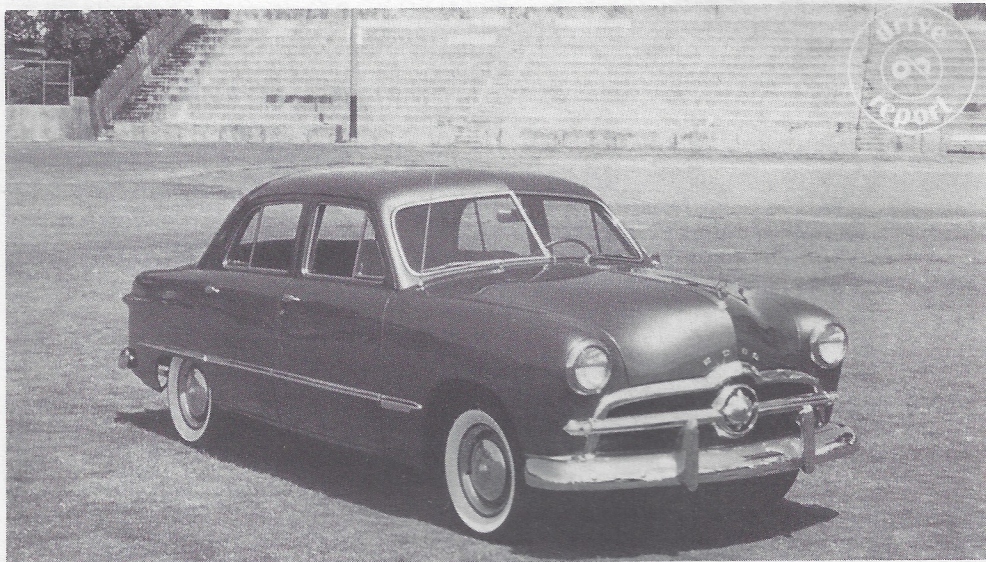


knowledgeable father of dwarf auto racing. If you've never heard of this sport, neither had I. But you'll be hearing more about it in the future, because it's fast evolving from a grass-roots hobby into big business. There are several regional dwarf car racing associations, at least one of which runs a speedweek series. There's even a magazine called, appropriately, *Dwarf Car Racer*. According to editor Jeff Diehl, there are currently an estimated 1,500 dwarf race cars in existence, although the number remains unconfirmed. The cars compete on 75 dwarf-friendly tracks in 17 states. Racers call themselves “dwarfers.”

Ernie Adams built his first (*the first*) dwarf race car in 1979, and he says that he has personally constructed some 50 of them. Present rules call for motorcycle engines and transmissions. Displacement is limited to 1,250 cc, and weight has to run between 1,000 and 1,200 pounds. Dimensions, too, are regulated, and the race cars must have specific safety items. These petite racers reach speeds of 100 mph, usual-

---

# THE FABULOUS 1949 FORD



## SUCCESS HAS MANY FATHERS

---

by **Tim Howley**  
photos by the author

---

**N**O car in the early post World War II period had the impact of the 1949 Ford. With that turnaround car Henry Ford I and his Model T ideas were finally dead and buried. Oddly enough, in the 45 years since its introduction on June 18, 1948, the once-acclaimed forty-niner has never had the collector appeal of earlier and later models. Nor has its styling story ever been told with full knowledge of all the circumstances. Mike Lamm did a driveReport on a '49 Ford convertible in the fifth issue of *SIA*, May/June 1971. Much has been written about the car in other publications since. Unfortunately, all too many stylists claim the design as their own. So after 22 years we've decided to reopen the investigation and shed some new light.

The story of how Henry II came home from the Navy to rescue the company, and the arrival of the Whiz Kids has been told and retold. By late September 1946, Ford management was convinced that Bob Gregorie's styling proposal was too large and heavy to compete successfully with the postwar Chevrolet and Plymouth. This proposed Gregorie Ford would be bumped up to a Mercury, and a new Ford would be designed from scratch and put together in record time. The engineering was done under Harold T. Youngren, who had just come over from GM, followed by an army of GM engineers. Ford was out to structure its company totally along GM lines.

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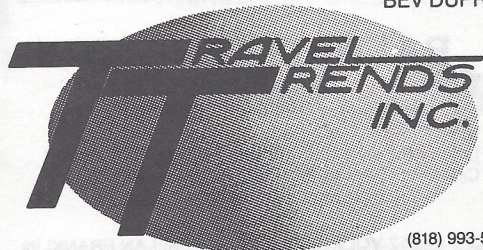
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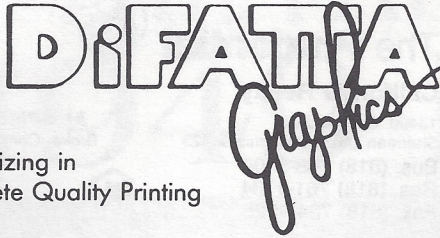
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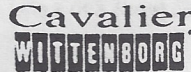
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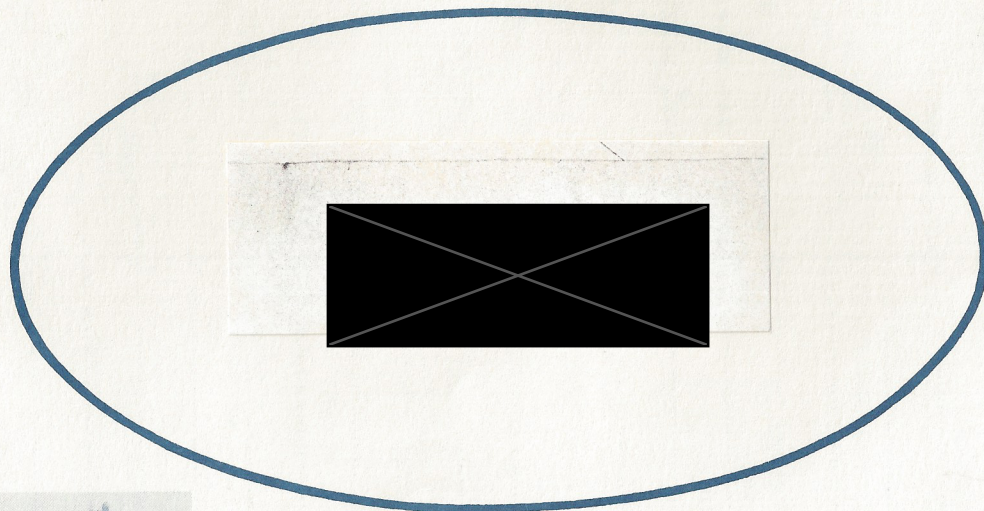
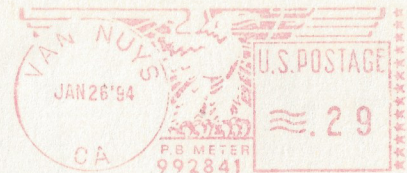
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JIM ROWE.....	1971
DOUG PETERSON .....	1972
DON DURKEE .....	1974
ED WARNOCK .....	1975
JOHN BUSK.....	1976
CHIP WERSTEIN .....	1977
STAN MARSRAJE.....	1978
BOB DRAKE .....	1979
BILL CULP.....	1979
AL SPENCER.....	1980
LARRY CAPLAN .....	1981
BOB ROSE .....	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
CHUCK SHUBB.....	1993

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

**The Valley 's**

5920 LEMONA AVE., VAN NUYS, CA 91411



**1944 Ford Cab over Fire Truck**