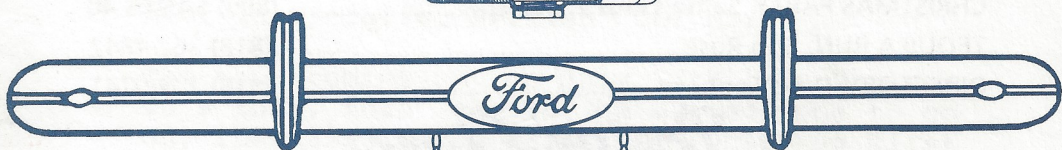
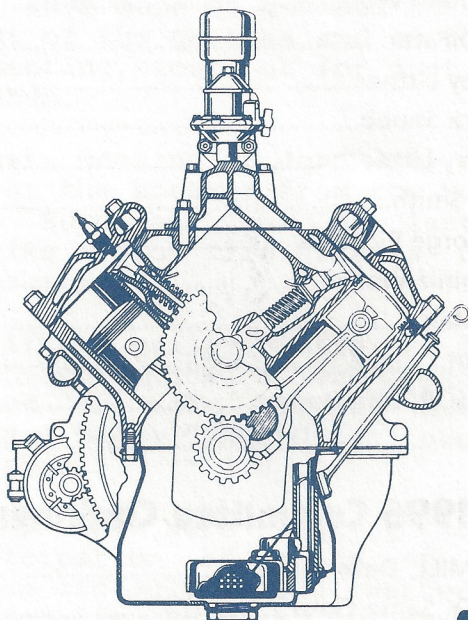






JULY

## *Our 25th Year*



San Fernando  
Valley 's  
CHAPTER 40



# *Drive Lines*

# The Valley 's

---

## 1996 OFFICERS

PRESIDENT, Dick Smith.....	(818) 368-5890
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TREASURER, Lesley Littner.....	(818) 597-9016
PROGRAMS, Chuck Shubb.....	(818) 882-2927
ACCESSORIES, Jerry Littner.....	(818) 597-9016
HISTORIAN, Patti Smith.....	(818) 368-5890
MEMBERSHIP, George Richards.....	(818) 992-4537
FELLOWSHIP, Virginia Wolf.....	(818) 789-6201
RAFFLES, Chuck Mair.....	(818) 785-9413
EDITOR, Don Stout.....	(818) 998-7054
TECHNICAL ADVISOR, Don Durkee.....	(805) 495-5298
TOUR MASTER.....	EVERYONE

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CHRISTMAS PARTY, Santa Claus.....	(800) SANTA 40
TEQUILA RUN, Bob Rose.....	(818) 362-4842
DIRECTORY, Dave Sanborn.....	(818) 709-0741

## *Drive Lines*

Published By

SAN FERNANDO VALLEY CHAPTER 40  
of the EARLY FORD V8 CLUB OF AMERICA

P.O. Box 96  
Reseda, CA 91335

# PRESIDENT'S MESSAGE

July 1996

## *THE VALLEY V8'S 25TH ANNIVERSARY YEAR*

Hello Fellow Club Members:

Well summer is here, and with all this great weather, I sure hope we get all those good old FORDS out of the garages and on the road, to a club meeting, tour, or for just the joy of driving them.

At our last meeting on June 4th, we had Don Cameron as the speaker from the Model T Club on there European Tour of last year, it sounded like a good time. Thanks Don it was very interesting.

I feel a little guilty wining the June Trophy with my '50 Ford, that I just bought from Don Durkee, and to make matters worst, I also won the name badge "JACKPOT". I guess June is my lucky month.

Patti and I are sure looking forward with great anticipation of going on the Harris Tour at the end July to the Western National Meet in Victoria, British Columbia.

The tour coming up on July 13th is a Ventura V8's tour, that should be a good one to go on, (because Gerry Blackwell only run first class tours), please RSVP by July 10th, all the details will be give at our July 4th meeting.

Hope to see you all, at our next meeting on July 4th.

Yours Truly,

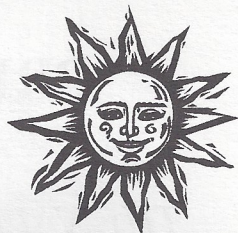
Dick Smith

*August Meeting will be held on Tuesday August 20th*

Tuesday, July 2nd, 1996

# MEETING

*The New Location & Night of the Week*



**WEILER'S**

Weiler's New York Style Deli  
Restaurant • Bakery • Catering  
16150 Nordhoff Street  
North Hills, CA  
(818) 892-8663 • Fax (818) 894-2443

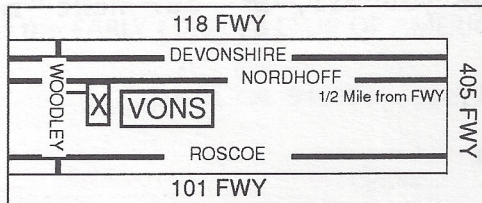
6:30 PM PARKING LOT TIRE KICKING & VISITING  
& Dinner if wanted, the food is good.  
7:30 PM MEETING STARTS

Two ladies in attendance will receive a door prize.

The Trophy for the July 2nd Meeting will be given to a early FORD 1932-53 product in the parking lot, to be chosen by George Richards, Jerry Jensen, and Chuck Shubb they are the judges, so bring your cars.

The name badge drawing (JACKPOT \$20.00), to be given to a club member in attendance that is wearing there badge.

Early FORD's driven to any Meeting, Tour, or Events will receive points, at the NOVEMBER MEETING, the member who has the most points will WIN a \$100.00, and 2nd place will WIN \$50.00.



# Secretary's Report

by Joe DiFatta

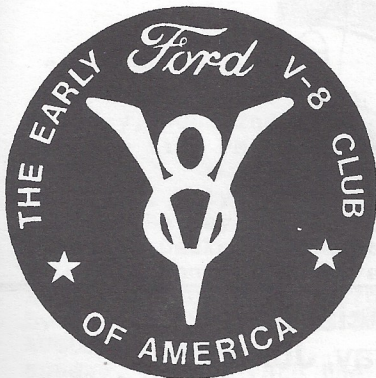
Summer has set ... Everyone wants to stay outdoors. President DICK SMITH finally got everyone inside and started the meeting at 7:45. Discussion about "your" Drivelines ...

Copy is always needed and your personal stories about you and your cars. Give it to Editor DON STOUT. Treasurer LESLEY LITTNER gave her report. We're current in our general fund. Best Car Trophy went to President Smith for driving his '50 Ford and he even won the Name Badge Raffle!! LESLEY LITTNER and ROSE GOTT won the ladies gift baskets. CHUCK MAIR did the raffle - lots of giveaways.

Our speaker DON CAMERON, spoke of their fantastic trip to Europe. 22 Model "T"s were shipped. 44 people visiting and seeing Europe. 3 week trip and 1150 miles. Great Program, Thanks, Don.



**WELCOME NEW MEMBERS!**



*Ken & Dottie Schmelzel  
1950 Mercury*

*Be sure to add them to your roster book!*

## EARLY V8 FORDS DRIVEN TO THE MEETING

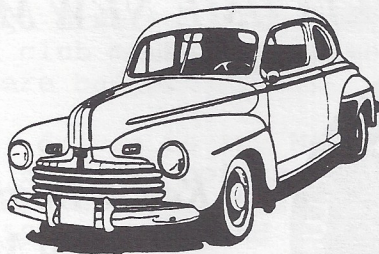
1941 FORD Conv. Chuck Shubb  
1937 FORD Cpe. Jerry & Lesley Littner  
1940 FORD 4 door Al Rohrer  
1950 MERC. Ken & Dotti Schmelzel  
1940 FORD Pick-up Rose & Dave Gott  
1932 FORD Rdst. Dick Stone  
1951 FORD 2 door Les Mac Willie  
1939 FORD 2 door Jerry & Carole Jensen  
1940 FORD Cpe. Gerry & Blacky Blackwell  
1948 Ford Cpe. Joe Di Fatta  
1940 FORD Cpe. John & Virginia Wolf  
1950 FORD Cpe. Patti & Dick Smith  
The other cars were,  
Ken Sapper Roadster, Don Stout 56 Chevy &  
Bob Zecher Mod.

## CARS AND PARTS FOR SALE

'40 steering wheel Joe Di Fatta 805 295-8788  
5 chrome wheels 5 on 5 1/2 X 8, Goodyear Eagle  
tires New 275R60x15 & 245R60X15 All \$500.00  
Lee Wright 818 846-4906  
'38 FORD 4 door Deluxe, Black, all original,  
runs good \$7,500.00 Holice Cotton 818 781-4910

## CARS & PARTS WANTED

'32 Roadster Dave Gott 818 767-6153  
'39 generator (1 post) Geo Richards 818 992-4537

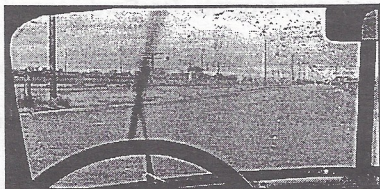


**Great, Successful Social Party  
at DiFatta's home, Sunday, June 23rd**

***Details & Pictures in August Issue!***

The following cars and drivers have points towards the November JACKPOT

Lin & John Kemmerer	8 points
John & Virginia Wolf	10 points
Al Rohrer	8 points
Patti & Dick Smith	10 points
Joe Di Fatta	8 points
Dick Stone	8 points
Gerry & Blacky Blackwell	7 points
Daivd & Rose Gott	8 points
Geroge Richards	4 points
Lloyd & Donna Paschal	5 points
Jerry & Lesley Littner	6 points
Jerry & Carole Jensen	5 points
Don & Mary Durkee	5 points
Ken Sapper	2 points
Judy & Chuck Schubb	3 points
Richard Valleroy	3 points
Wayne Burns	2 points
Ed Hardin	1 point
Bill King	1 point
Richard Chutuk	1 point
Bob Rose	1 point
Cal & Nancy Beauregard	1 point
Vicki & Dennis Keene	2 points
Chuck Mair	4 points
Steve & Sue Boskovich	2 points
Carlos Wilhelm	2 points
Allen Franklin	1 point
Dave Sandborn	1 point
Bob & Jackie Monnick	2 points
Leslie Mac Willie	2 points



"LOOKING AHEAD"

JULY

Tuesday, JULY 2nd Meeting at Weiler's" Restaurant, tire kicking 6:30 PM, 7:30 meeting will comes to order.

Saturday, July 13th, a three stop tour plus a BBQ at the end of the day, the first stop at Carroll O'Connors , 2nd at Allen Deckers, 3rd at Art Bjornestad and then on to the BBQ. The tour will leave IHOP in Thousan Oaks at 9:45 AM, there will be a \$5 charge per person and you have to RSVP by July 10th. Dick Smith 818 368-5890

AUGUST

Sunday, August 18th the Art Astor tour more details to follow in our next DriveLine.

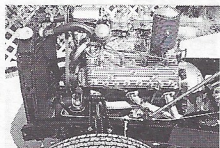
Tuesday, August 20th Meeting at Weiler's Restaurant, tire kicking 6:30 PM, 7:30 meeting comes to order.

## *Editor Says.....*

Sure seemed like a short month to me, but we were on vacation a fourth of the time enjoying the beach and driving some C - Cars. It is true; as Editor I can print anything as long as it's not a Chevy or talks about ruining a Ford. Well, maybe I should write a letter to the Editor; not many people do. Has anybody taken the time to welcome Jerry Windle as Editor to the *V-8 Times*?

Not too much to report on my Ford this month, except I won't be driving it to Joe's Sunday -- Someday!!!

Let's get the Fords running and out on the road.



Don Stout  
(818) 782-4604

### **LETTERS TO THE EDITOR**

**Dear Editor:**

Will our President award points for Fords towed to V-8 events?

*"Pointless In A Chevy"*

**Dear Pointless** -- Sounds personal; Maybe I should not comment.

*Editor*

**Dear Editor:**

I want to secure an early Ford in pristine condition; convertible preferred. I have equity in condominium for trade. Do you have any recommendations?

*"V-8 Lover"*

**Dear V-8 Lover** -- Send information. I will advertise it for you. Then, come to a club meeting and see some beautiful Fords.

*Editor*





## JULY V8 Birthdays



July 3	Mary Durkee
July 3	Bill King
July 3	Tom Welsh
July 8	Jackie Monnick
July 9	Chuck Shubb
July 12	Terri Norton
July 15	Joe Schubert
July 17	June Scott (Williams)
July 21	Ken Schmelzel
July 22	Ed Hardin
July 23	Steve Boskovich
July 25	Terry Smith
July 29	Harriett Rose
July 30	Joyce Booth

*Joe DiFatta  
9755 Farralbone Ave.  
Chatsworth, CA 91311*

*Dear Joe:*

*We arrived here in St. Louis for the Central Ford Meet on schedule after 5 days of steady driving, our trip was trouble-free and no over-heating, maintaining a 55 - 60 mph. average the entire trip. The car performed outstanding, more so as we approached our destination. See you on the 23rd.*

*Regards,  
Nino Rosso*

# The '47 Ford sedan delivery combine

By Peter Winnewisser

Designed especially for businesses doing door-to-door sales, the Ford sedan delivery was authorized late in 1928. It proved popular enough to continue the body style into 1942, when World War II brought civilian-car production to a halt. After WWII, Ford used the 1942 body stampings on 1946-'47 deliveries with Deluxe passenger-car trim and updated styling.

In 1947, the sedan delivery was the only Ford light-duty commercial vehicle to receive a facelift. Changes came at midyear, and the differences were only cosmetic. At the end of 1947, with a total redesign of the Ford's truck and car lines planned for 1948 and 1949 — the sedan delivery was discontinued. It reappeared, in 1952, as the 115-in.-wheelbase Courier Custom sedan delivery, which was based on the Ford Ranch Wagon.

According to the *Standard Catalog of American Light Duty Trucks* (Krause Publications), 3,187 sedan deliveries were produced in 1946 and 3,484 in 1947. The base prices of the '47 model were \$1,302 with a V-8 and \$1,271 with a six.

The 1946-'47 issues of the *Ford Truck Sales Handbook* for dealers and salesmen listed 16 features of the 6-1/2-ft., 114-in. wheelbase Deluxe-chassis sedan delivery:

Choice of two engines, 90-hp six or 100-hp V-8; all-steel body with steel top; body completely sealed to exclude dust and moisture; fully-lined and insulated interior with a 92.5 cu. ft. loading capacity; objects up to 10 1/2 ft. long can be loaded next to the driver's seat; steel floor with plywood platform and steel skid strips; large rubber-sealed rear door, with an opening 39.35 in. wide by 43.44 in. high (equipped with an independent door lock); and fingertip-steering post gear shift.

Standard equipment included front bumper with guards; rear bumper; two windshield wipers; side mirror; cowl ventilator; adjustable driver's seat with artificial leather trim; interior light; 17-gal. in-frame tank; spare wheel compartment under platform; safety glass throughout; and five, 16-in., disc-type, four-inch drop-center rims with four 6.00-16 four-ply tires.

Options available for the sedan delivery included a hot-water heater-defroster, governor, and a right-hand passenger jump seat. For those who wanted to go the extra bucks for driver comfort, an Adjust-O-matic radio with touch-bar tuning could be installed.

If one accepts a 10 percent survival rate, there are probably less than three-dozen '47 sedan deliveries still in existence today. One of these is

 Old Cars Presents

# Showcase

## the best features of cars and trucks

owned by Al Mattei of Canastota, N.Y. This car was originally used by a funeral director as a flower car. It generally saw service only in good weather. Mattei purchased the car

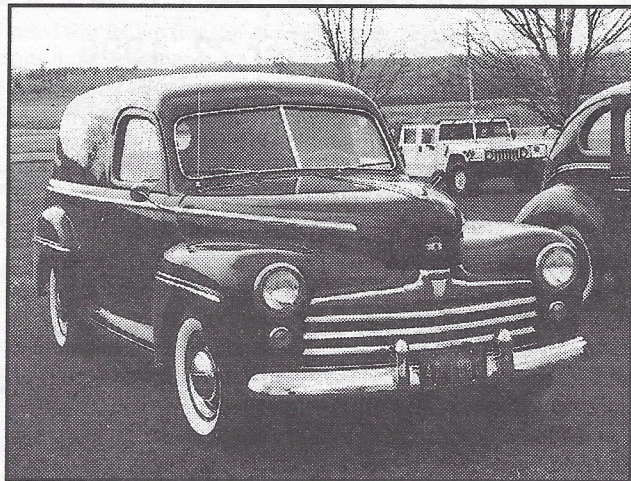
three years ago and, since completing restoration in the spring of 1995, has driven it some 1,500 - 2,000 miles. In April, at the beginning of this driving season, the car showed 6,143 miles on its odometer.

On one of his trips last summer, Mattei drove the car over 500 miles to Connecticut for the Early Ford V-8 Club's national meet, at which he won a first prize in his division.

The restoration process concentrated on the body and sheet metal, since the car was in good shape mechanically and the motor needed

only a tune up. The body was completely stripped, primed and then painted black. In the interior, the floor, upholstery, front mat and dash were redone. The side panels are original.

The car is equipped with 15-in. tires which, Mattei believes, were optional for the sedan delivery. In addition to standard equipment, it has beauty rings, a Columbia rear end, dual exhausts, heater-defroster, radio, two tail-lights, directional signals, and the optional folding passenger-side seat.



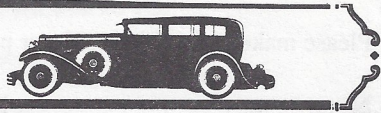
**Al Mattei has the best of two worlds, a car to show and a truck to use.**

Mattei owns 20 operating old cars and is not about to say that the sedan delivery is his

favorite. Still, it ranks high on his list along with several Mustangs and a couple Buicks. He does note that the '47 Delivery was the first car he took out this spring. "There are very few of these," he says. "I love this car and really have fun with it. I can go any place with it now."

---

# of Values



# Early Ford V-8 Club of America

Ventura

Valley V-8's

San Diego

Southern California

Santa Maria Valley

Central Coast V-8

Baldy View

Atascadero

## ELEVENTH ANNUAL PEPPERMILL BRUNCH

Sunday, September 22, 1996  
795 EAST WALNUT, PASADENA

**ALL WOMEN  
JUDGING TEAM**

**VALUABLE  
RAFFLE PRIZES**

**GIFTS FOR  
EVERYONE**

- |          |   |
|----------|---|
| <b>A</b> | <b>THE HUNK - Best of Show</b>              |
| <b>W</b> | <b>THE CHIPPENDALE - Best Convertible</b>   |
| <b>A</b> | <b>THE BEKINS - Best Commercial</b>         |
| <b>R</b> | <b>THE CENTERFOLD - Best body Most fun</b>  |
| <b>D</b> | <b>THE FONZ - Best Street Rod or Custom</b> |
| <b>S</b> | <b>THE NERD - It needs help</b>             |

**Tire Kicking Begins 9 a.m. · Doors Open 10 a.m. · Brunch Served 10:30 a.m.**

Mail to arrive by September 19 to:

David Sanborn  
8925 White Oak Avenue  
Northridge, CA 91325  
818/709-0741

Yes, I will attend PEPPERMILL BRUNCH on September 22, 1996

Please make check for \$9.75 per person payable to PEPPERMILL BRUNCH

Name \_\_\_\_\_ Phone Number \_\_\_\_\_ Regional Group \_\_\_\_\_

*Tickets will be held at the door and can be picked up after 9 a.m.*

## Early Ford V8 European Tour - September 1997

Some of you have heard of the two very successful tours in Europe sponsored by the Model" T" Ford Club of Southern California and have asked, "Why can't the Early Ford V8's do the same"? Well there is no reason not to, if there is enough interest!

All the contacts have been made in Europe by the "T" Club. The group air negotiations, the shipping of cars from Los Angeles or Savannah to Rotterdam, and a very nice three week tour of Holland, Belgium, Germany (the Rheinland) and Luxembourg was the first "T" Tour. The second "T" Tour covered Switzerland, Germany and Austria. The tour covers approximately 1,200 miles. To obtain the maximum discounts on these tours for shipping, air, ground arrangements there must be 24 cars and approximately 50 people.

The current estimated cost for the first trip above including: shipping the cars round trip, round-trip fare, the three week tour, including accommodations with bath and about one-half of your meals will be approximately \$4,750. per person, despite the dollar value being near an all time low. Final prices will not be available until early January, 1997 due to union negotiations (shipping), air fares and dollar fluctuation.

A \$500. deposit per person will be necessary to hold your space. First checks will be held as your reservation until there is a maximum of 21 Early Ford V8's vehicles. The deposits are fully refundable until October 1, 1996, after that date \$100. per person will be deducted for moneys already expended.

A luggage van (limited to one (1) suitcase per person) will proceed the tour each day. Your Ford V8 must be in original, and good touring condition to attend this tour.

Traveler's insurance is available to cover your expense, if you have to cancel for medical reasons, etc., and cannot be replaced from the waiting list.

Payment schedule will be as follows:

\$ 500.	per person	Due until we have 21 cars
\$1,000.	per person	Due September 1, 1996
\$1,000.	per person	Due December 1, 1996
\$1,000.	per person	Due March 1, 1997
\$1,250.	per person *	Due June 1, 1997
\$4,750	Total (plus or Minus)	

**Make your reservations early as the tour can only take a  
maximum of 24 cars and 50 people.**

\* The last payment will be adjusted up or down depending on the final costs being obtained. Additional passengers in cars will have their costs adjusted accordingly.

**FOR FURTHER INFORMATION, CALL, FAX OR WRITE TO:**

Early Ford V8 Club European Tour  
Lee A. Chase  
601 Lorraine Blvd.  
Los Angeles, CA 90005  
Phone: (213) 938-4601  
Fax: (213) 933-5310

# Valley V-8 Members Going On Harris Tour

... If you aren't staying in Palmdale (Sat. Night)  
... we're going to leave from Weiler's Restaurant  
Sunday at exactly 6:45 a.m.  
- Contact Joe DiFatta

## WHAT WOULD I BUY?

Several months ago I went to Jim Koontz's home to see his 1931 Chevrolet sport coupe. As I had not had an opportunity to see, in detail, Chevy's offering for 1931, this really had my interest.

Many items, when compared to the Model A, were immediately noticed on Jim's award winning restoration. It has a six cylinder engine, full instruments, no spark control lever, and has a more luxurious interior including the windshield which cranked up to allow additional ventilation at the bottom. Were these items responsible for Chevy's sales success in 1931?

A lot happened to automobiles in the period from 1927 through 1931. Automotive design made great strides. Four wheel brakes became standard. High pressure tires of reliable quality were made available. Horsepower increased and closed body styles became the sales leaders.

The "low priced trio" of the automotive offerings were Ford, Chevrolet and Plymouth. They, being the most popular, accounted for about two-thirds of the American automotive market. Ford's Model T became obsolete and Chevrolet began to gain sales from Ford. The four month shutdown of the Ford assembly lines to allow retooling for the new Model A gave Chevrolet a unique advantage. Chevrolet expanded their production and in 1928 Chevrolet outsold Ford for the first time.

Henry's national sales promotion and the much improved features of the Model A finally started to pay off. In 1929 the Model A's were flowing from the plants. The public, having been subjected to a very effective advertising campaign, shifted their latent Ford Model T affections to the Model A, and grabbed them as fast as the production would allow. In 1929, Ford again regained its sales dominance. By 1930, Ford had 40 percent of the market.

In 1931 things changed. The margin of cost between the "low priced three" and the rest of the market narrowed. Ford's share dropped to 28 percent while Chevrolet again went into the lead.

Chevrolet sold 85,489 more cars than Ford's 627,104 while Plymouth sales only accounted for 106,259 cars. What happened? Was it Chevy's six cylinder, better appointed interior, ease of operation, advertising, style, or cost that changed the market?

Getting back to Jim Koontz's 1931 Chevy, we were standing in his garage when he said, "Would you like to take it for a spin?" What a surprise. This unexpected treat gave me an opportunity to compare the Model A to one of its competitors.

Well, off we went. Several impressions were quickly made during the drive. The steering required much less effort, however it did not turn as quick as the Model A. The brakes were very good, requiring similar effort to operate the cable system. I could see the engine's temperature and oil pressure from the dashboard gauges. There wasn't any spark lever to adjust and no knob to "tune" the carburetor. The six cylinder engine was obviously smoother than the Ford, with just a hint of noise coming from the overhead valves. Acceleration seemed a "tad" slower than the Model A, possibly from the greater weight of the car, even though it had 10 more horsepower than the Model A. As a result of the longitudinal leaf springs at each front wheel, the ride was comfortable and the handling was noticeably better. There was much less body roll when cornering, as compared to the Model A's transverse spring system.

It was a great drive in Jim's Chevy. Am I going to start looking for a Chevy? No, I don't think so. I've been spoiled by Henry's legacy and I'll continue to be a happy Model A owner.

As for Jim, you'll just have to ask him whether he prefers to drive his Model A or his Chevy.

Jim's answer: "I much prefer driving my 1931 Chevrolet over my 1930 Ford."

Gene Brown

Member Dayton Buckeye Model A Ford Club  
*Reprinted with permission from the Dayton Buckeye Exhaust*

Submitted by Jim Koontz Jr. VCCA #28, Ohio.

## Will Trade My Thousand Oaks, CA Condominium for a Vintage Car!

Condo is presently rented, has positive cash flow, and about \$25,000 equity! For details contact Jerry Stussman @ 1-805-497-2067 or 2004 Bridgegate Court., Westlake Village, CA 91361

To prevent tools from rusting, place a piece of charcoal, chalk, or several mothballs in your toolbox to attract any moisture.

*An agreeable person  
is a person  
that agrees with me!*

**Three '40 Ford Coupes needing restoration for sale.  
Plus '40 Pickup and '36 Pickup Body  
Call Charles if interested (310) 650-3066**

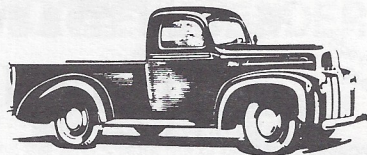
### Lots Of Lasts in 1939

*Here's a list of "lasts" that occurred in 1939 for the Ford V-8:*

1. Painted line in the bumper (blue)
2. Bulb headlights
3. Flat dash
4. Dual gauge (Speedo/inst. cluster)
5. Liquid or bulb temperature gauge
6. Banjo steering wheel
7. Floor shift
8. Spyder hubcaps
9. Rumble Seats
10. Crank-out windshield
11. Top mounted wipers
12. Four door convertible
13. Manual top
14. Body color hobcaps
15. Wind wings
16. V-8 insignia on hubcaps
17. Cut-out for generators
18. Three brush generators
19. Bug wheel bolt pattern
20. Swing-up antenna knob controlled
21. Headlight switch on steering wheel

### Firsts For Forty

Windwings  
Tower Wipers  
Sway Bar  
Column Shift  
Seat Beams

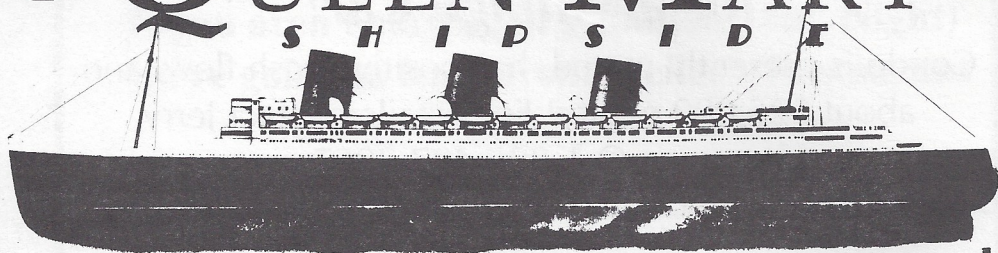


DON'T MISS THE BOAT



# QUEEN MARY

S H I P S I D E



## CAR SHOW

SUNDAY, AUGUST 25, 1996 • 10 am - 4 pm



The magnificent 81,000 ton 20 story high 1000 foot long luxury liner Queen Mary, the worlds largest floating palace, is the breathtaking backdrop and setting for the Annual Queen Mary Car Show. Only 500 Show Quality Cars will be accepted for V.I.P. display shipside in the shadow of the Queen Mary. This fabulous car show will fill up fast. **DONT MISS THE BOAT!!! SEND YOUR PRE-REG. IN THE MAIL TODAY!!!**

**TO REGISTER:** Complete the form below and mail to: **BOB FRENCH**, P.O. BOX 622, DOWNEY, CA 90241. Make check payable to **BOB FRENCH** Be sure to include a **SELF ADDRESSED, STAMPED ENVELOPE** to receive confirmation, map and entry pass.

**FOR MORE INFO. CALL BOB FRENCH AT (310) 869-4977**  
**PRE. REG. DEADLINE AUGUST 19, 1996**

1952 ANNUAL 1996

# Road Kings

OF  
BURBANK

Charity

## Carshow & Picnic

### JOHNNY CARSON PARK

July 14, 1996

Spectators Welcome

8:00A.M. TO 4:00P.M.

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For Information Call (818) 842-KING



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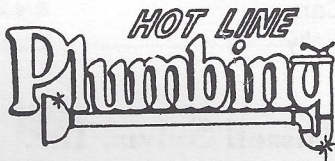


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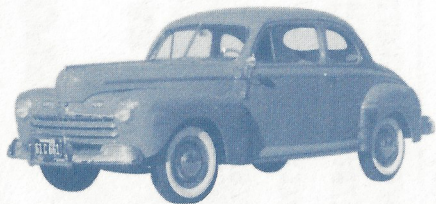
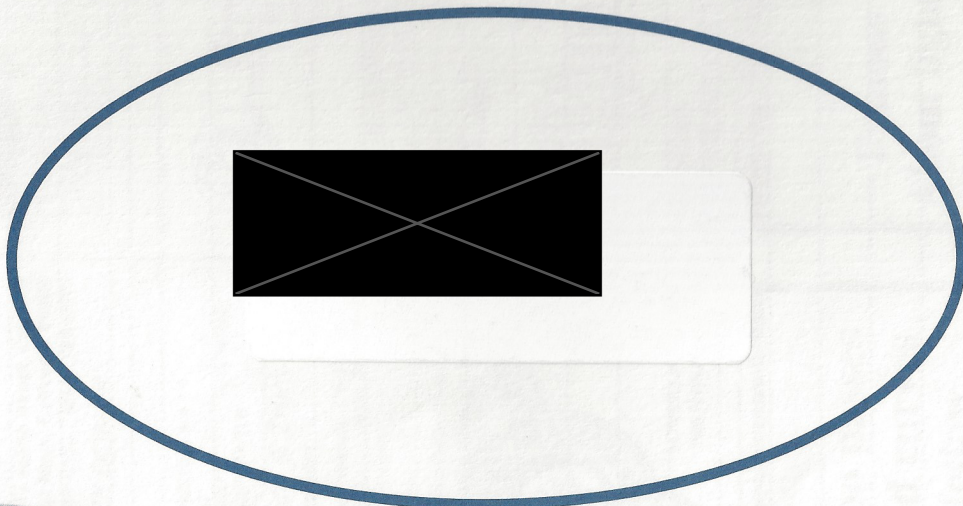
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