

*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



## PRESIDENT'S MESSAGE

September has been an exciting month for V-8ing in spite of the fact that we didn't hold a regular meeting due to the Labor Day Weekend.

September 1-5 was the date of the Western National Early Ford V-8 Meet in San Mateo. I was able to slip away for a couple of those days and really "overdosed" on the beautiful cars displayed at the Concourse held at Bay Meadows Race Track. The Valley V-8 Regional Group was well represented and several of our members won awards (see story elsewhere in this issue).

The other outing held in September was our Annual Pizza Night. Thanks to John Busk who organized this event, our efforts netted us over \$100 and a very enjoyable evening to boot. Trying to keep the neighborhood kids from "stuffing" the ballot box was a bit of a problem for John, Bonnie and myself... however justice prevailed in the end. The winners of the People's Choice Trophies were Jerry Jensen (39 Conv. Sedan) and Frank Brown (AC Cobra) tied for first place while the third place award went to Richard Chutuk (34 Sedan). If Richard had brought just a few more passengers with him I think he might have thrown the entire voting into a three way tie for first!!!!

What a treat it was to see Jerry Jensen's car after hearing all the superlatives being used to describe it. It was no surprize that it won awards at San Mateo and Pizza Night during the short span of two weeks.

For October 4th our meeting will be held at Sidlow Early Ford V-8 Collection starting at 7:00 PM. The address is:

D & S Automotive  
11970 Borden Avenue  
San Fernando Calif

This is a meeting you dont want to miss...

See You There ( at 7:00 PM)

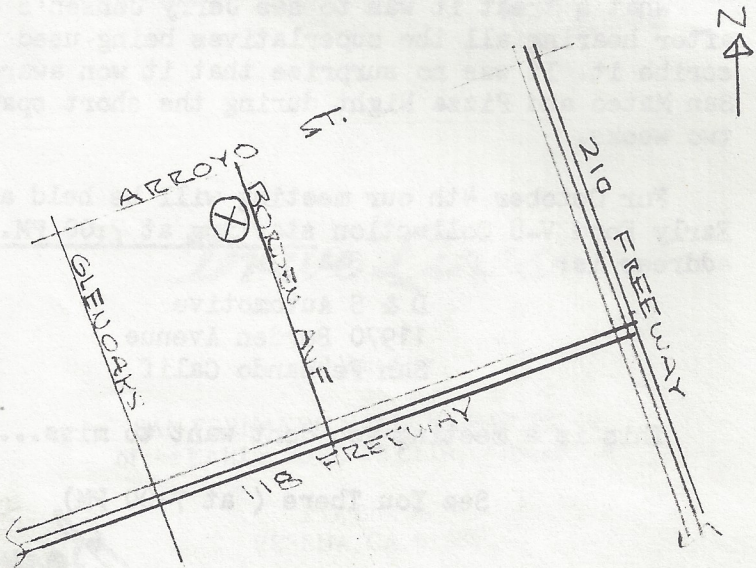
*Sandy*



## UPCOMING EVENTS

- Oct. 4 Valley V-8 Meeting at Sidlows Collection at 7:00 PM. 11970 Borden Avenue in the city of San Fernando
- Oct. 4 All Ford Picnic at La Palma Park in Anaheim For Info. Early Ford V-8 Club, P.O. Box 2294, Costa Mesa California 92626
- Oct. 4 Swap Meet at Pierce College in Woodland Hills Mustang Owners Club. Info 998-0912
- Oct. 11 Swap Meet at Pomona Fairgrounds by the Rust Peddlers. Info 714-836-7892
- Oct. 11 Swap Meet at Pasadena City College by VCCA Info 963-0204
- Oct. 18 Swap Meet at Pomona California by PVCC Info 9646869
- Oct. 25 Swap Meet at the Pasadena Rose Bowl Antique Motor News. Info 423-3063

## MAP OF AREA NEAR SIDLOW'S





## SECRETARY SEZ . . .

Early Fords appearing at the Western National meet in San Mateo were as follows:

Shel Harriman	'32 Victoria
Ed Warnoch	'39 Conv. coupe
Ed Warnoch	'32 Roadster pickup
Jerry Jensen	'39 Conv. sedan
Ed Konecko	'35 Conv. sedan
Don Durkee	Mustang
Jack Miles	'39 Deluxe tudor
Mno Rosso	'39 Merc. conv.
John Powell	
Larry Caplan	flew in

Dunfey's was a huge hotel and the meet was a huge success. The accomodations were excellent. Dunfey's was formerly the Royal Coach Inn as the quests may have noticed by the name on their shower faucets, assuming they took a shower (I certainly hope so). As fate would have it, on the night before the Concourse, the "Med Fly Swat Team" decided San Mateo needed another dose of malathione suspended in molasses. At 9:00 pm sharp, as advertised, helicopters swooped down on Dunfey's in triple formation making a racket and commotion to rival "Apocalypse Now". Needless to say the wary V-8'ers had covered their precious cars - that is all except two cars, and guess who one of them was. The consistency was equivalent to fine globules of pine sap - it took 409 to get it off.

The concourse was long and windy. There were lots of beautiful cars in attendance. One noticable thing was that the Touring calss had almost as many participants as the point judging class (about 60-40). And quite obviously many of the touring class cars could have easily competed in the point judging class.



Most of the cars listed above won trophies of some kind. I attended the awards banquet but I'm still confused as to the meaning of multiple 1st place trophies and a new trophy called Dearborn Class - maybe Ed Warnoch will explain it one more time for me.

SHEL HARRIMAN

### GUIDE TO DEFINITIONS USED IN ANTIQUE AUTO ADS

**AMATEUR RESTORATION:** painted with a brush

**90% COMPLETE:** just needs body

**REBUILT ENGINE:** has new spark plugs

**MUST SELL:** neighbors getting up a petition

**RUNS WELL:** looks like hell

**OLDER RESTORATION:** can't tell it's restored

**MAY RUN:** odds are it won't

**RARE MODEL:** I have only one

**LOW MILEAGE:** the second time around

**RECENTLY PAINTED:** used 12 "foo foo" cans

**ALWAYS GARAGED:** never could get it started

**LOST STORAGE:** health department has  
condemned

**USES NO OIL:** not being driven

**MANY NEW PARTS:** keeps breaking down

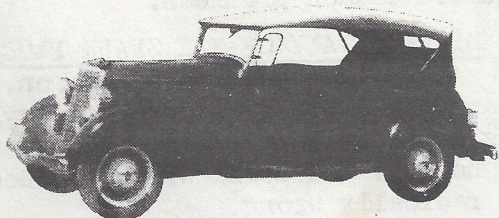
**NO RUST:** fenders are missing





*The Early Ford* 

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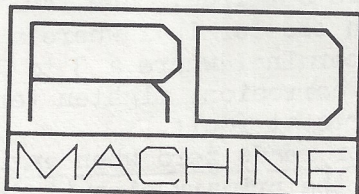
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## IGNITION SYSTEM

A faulty ignition system can provide major frustrations as you all know. We shall discuss some of the more common problems.

### NO SPARK AT ANY OF THE SPARK PLUG WIRES.

Turn the ignition switch on. Hold the end of one spark plug wire 1/16" from the cylinder head while the engine is being cranked. Repeat in turn at each wire. If none of the spark wires produce a spark, something is radically wrong.

A schematic drawing of the ignition circuit is shown, with numbers to establish locations.

See pg 9.

Connect an ammeter between the battery negative terminal (14) and the battery terminal of the coil (7). Turn the ignition switch off. Crank the engine with the starter, observing the ammeter reading while the engine is cranking.

If the engine starts, the trouble is in the primary circuit from the negative (hot) side of the starter relay to the battery terminal of the coil (13) to (7). Momentarily disconnect the ammeter lead from the battery (14) to stop the engine. If the ammeter now reads zero, crank the engine, a little at a time (with the starter, until a continuous reading is obtained. Distributor points closed). Disconnect the ammeter leads from the battery and coil terminals. Disconnect the battery wire from the coil terminal (7).

Turn the ignition switch on. Connect the ammeter positive lead to the terminal (7) of the coil. Work from the coil toward the battery, contact the ammeter negative lead consecutively to each of the primary circuit terminals (8) to (13) until an ammeter reading from 3 to 7 amps is obtained. The faulty part of the circuit is between the terminal where a zero reading was obtained and the terminal where a 3 to 7 amp reading is obtained. Remove corrosion, tighten terminals, repair or replace the parts at fault.

If the ammeter reads zero when engine is cranked, the trouble is in the primary circuit from the battery



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9/507



TWELFTH



ANNUAL

# ALL FORD PICNIC

SUNDAY OCTOBER 4, 1981

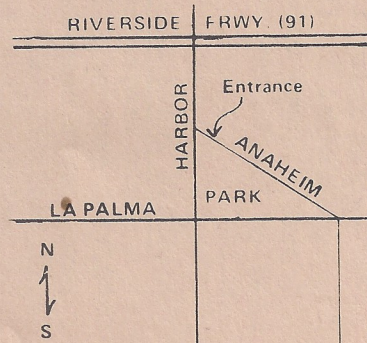
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terminal (7) of the coil to the grounded side (1) of the distributor contact points.

~~Ground the condenser~~ insulated terminal (4) and if the ammeter now reads zero, replace the coil.

If the engine does not start and ammeter reads 7 to 9 amperes as the engine is cranked, the trouble is in the condenser or the ignition secondary circuit. Remove the condenser for test or replacement. Again attempt to start the engine. If the problem has not been corrected, remove the coil and clean any oil or foreign matter with laquer thinner. Replace the coil if it has any carbon tracks from the secondary contact brush. Test the coil. If both coil and condenser were found to be satisfactory, replace the rotor.

### SATISFACTORY SPARK FROM SOME BUT NOT ALL SPARK WIRES.

Test the spark from the end of each spark plug wire at idle speed. A spark that fails to jump a 1/16" gap regularly without missing is considered a weak one.

The fact that a satisfactory spark is obtained from ~~some~~ wires eliminates from consideration the entire primary circuit. (points, condenser, and coil) Likewise, the rotor, as well as the coil to rotor high tension circuit, all of which can be considered as being satisfactory.

This condition indicates faulty insulation or series resistance (air gap) in the high tension circuit.

Replace spark plug wires if the insulation is damaged. Make sure all the spark plug wires are soldered to their terminals (17). Make sure the spark plug wire terminals and the terminal sockets are free from corrosion and that the wires are firmly seated into the terminal plate. If this has not corrected the problem:

Remove terminal plates and clean them. If the terminal plates, housing, or rotor electrodes (18) are burned or have carbon tracks from the terminal plate or housing spark plug wire terminal sockets or electrodes (18) to ground, replace the parts at fault. Make sure the wires are firmly seated into the spark plug wire terminal sockets of the terminal plate.

### INTERMITTENT SPARK AT ALL SPARK PLUG WIRES.

Test the spark from the end of each spark plug wire as we did previously. A satisfactory, but intermittent spark, indicates a probable primary ignition circuit problem. The possible exception would be in



relatively rare cases of intermittent break-down of the insulation in the coil, or when moisture, oil, or foreign matter are allowed to accumulate in sufficient quantities on the distributor terminal plates, housings, or distributor rotor to conduct high tension circuit intermittently to ground.

Tighten all connections in the primary circuit, including both terminals of the condenser (2) and (4) and both ends of both battery cables (13) (14) (15) and (20).

Replace and/or respace points, making sure the breaker arm is not binding on its bearing. Make sure the spring tension is within the specified limits (see service bulletin). Reset timing, and again test the quality of the spark. If the spark is still intermittent, test the coil and condenser, examine terminal plates and rotor for moisture, oil, or foreign matter. Clean any part in question, and replace any parts having carbon runs imbedded into the surface.

#### WEAK SPARK ALL SPARK PLUG WIRES.

A weak spark at all of the spark plug wires can only be the result of trouble in some unit or units that have an equal effect all all of the spark plug wires. The entire primary circuit including the points, condenser, coil, and rotor are included.

Since the ignition secondary output is dependent on the primary voltage, the condition of the battery is of prime importance. Assuming your battery is ok, the primary circuit is tested in two steps.

1. Test distributor contact dwell. As this varies depending upon the model of the car, the service bulletin must be referred to. If dwell is not within the limits considered normal for your car, replace contact points that are visibly burned or pitted or adjust points to obtain the correct dwell.

2. Test resistance battery to coil. Disconnect the battery wire from the coil (7) and install an ammeter in series at this point. Connect a voltmeter from the battery negative terminal to ground. Turn ignition switch on. If no ammeter reading is obtained, crank the engine slightly to close the points (an amperage reading is only possible when contacts are closed). Divide the voltage reading by the amperage reading to determine total resistance of the primary circuit. Total resistance of the ignition primary circuit is normally 1.1 ohms cold or 1.4 ohms when hot.



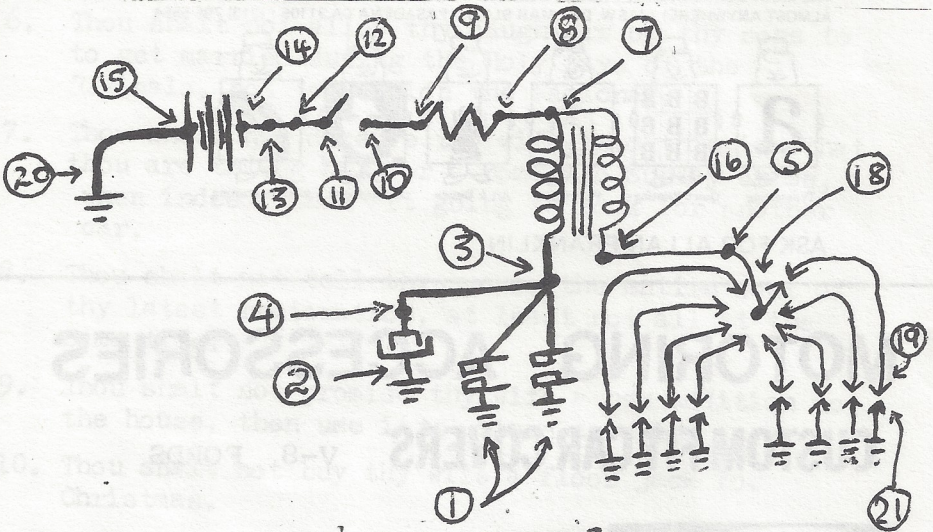
If the resistance of the primary circuit is higher than normal, leave the ammeter connected in series and connect the voltmeter parallel in turn to each of the units in the circuit.

Normal resistance of the individual units is:

Ignition switch	0.02 ohms hot	0.02 ohms cold
Resistance unit	0.56 " "	0.35 " "
Bakelite ignition coil	0.60 " "	0.50 " "

Replace units having high resistance.

If the output of the coil is unsatisfactory, substitute a condenser known to be good and repeat the test. If still unsatisfactory, replace the coil. Always be sure the terminal plates and rotor are clean. Be sure all high tension wire terminals are soldered to the wires and that their terminal sockets are free from corrosion.



IGNITION SCHEMATIC  
V-8 FORD

Now that all of this ignition system trouble shooting has thoroughly confused you, don't come to me for help, because I don't know either. Good luck and happy V-8ing.....

Bob Rose

Just got word that Rick Van Blair, our old buddy and devoted club member will be moving to Beaverton, Oregon, around the first of October. Good luck Rick, we'll miss you very much. Don't forget us, we won't forget you.....





## BOBS TRANSMISSION SERVICE

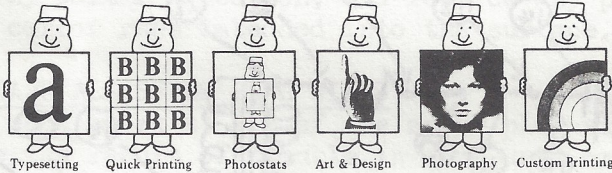
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## TEN COMMANDMENTS FOR THE CAR COLLECTOR

1. Thou shalt not store thy cars out-or-doors, except thy wife's modern iron.
2. Thou shalt not covet thy neighbor's car, nor his garage, nor his battery charger.
3. Thou shalt not love thy cars more than thy wife and children; as much, but not more.
4. Thou shalt not read thy service bulletins on company time lest thy employer make is impossible to continue thy car payments.
5. Thou shalt not dispise thy neighbor's Chevrolet; nor his DeSoto; nor even his 1947 Hudson.
6. Thou shalt not allow thy daughters or thy sons to to get married during the Holy Days of the Reginals, not to mention the National.
7. Thou shalt not deceive thy wife into thinking that thou are taking her for a romantic Sunday drive, when indeed, thou art going to look for another car.
8. Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.
9. Thou shalt not promise thy wife a new addition to the house, then use it to store cars in.
10. Thou shalt not buy thy wife a floor jack for Christmas.

Hoses Jr.



## NATIONAL SCENE

The Valley V8's were well represented at the Western National Meet in San Mateo. I believe all attending had a great time and certainly enjoyed the fine display of some one hundred twenty-five flat head Fords on the concourse.

Ed and Dorothy Konecko drove their '35 convertible sedan and received a third place trophy in concourse judging. Nino and Emily Rosso drove their '39 Mercury convertible and received the "Earliest Open Mercury" award. Jack and Ann Miles motored up in their '39 Dix tudor winning a Dearborn Award for best in class '39 closed. Jerry and Carole Jensen trailered their beautiful, freshly completed '39 convertible sedan, won a Dearborn Award for best in class '39 open and were a strong contender for Best of Show. Shel and Cathy Harriman toured up in their '32 Victoria with Ralph Hubbard driving Ed Warnock's '39 convertible coupe and Ed and Deni trailering their '32 roadster pick-up. Ed's cars received Dearborn Awards as previous best of class winners.

Other Valley V8'ers attending in more modern transportation were Al and Ruth Spencer and girls, Don and Mary Durkee, John and Ann Powell and your pres, Larry Caplan. Andy Cohen was rumored to have slipped in to pick up his "orange motor" powered '39 convertible sedan. It's sure a beauty.

Last month I reported incorrect dates for the 1982 Western National. The correct dates are July 19-23, 1982 in Olympia, Washington.

Remember our annual Christmas and Tenth Anniversary Party convening on December 4th at the Skytrails.

Ed Warnock



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**WE'VE GOT YOUR PART!**



*The Valley*  *'s*

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