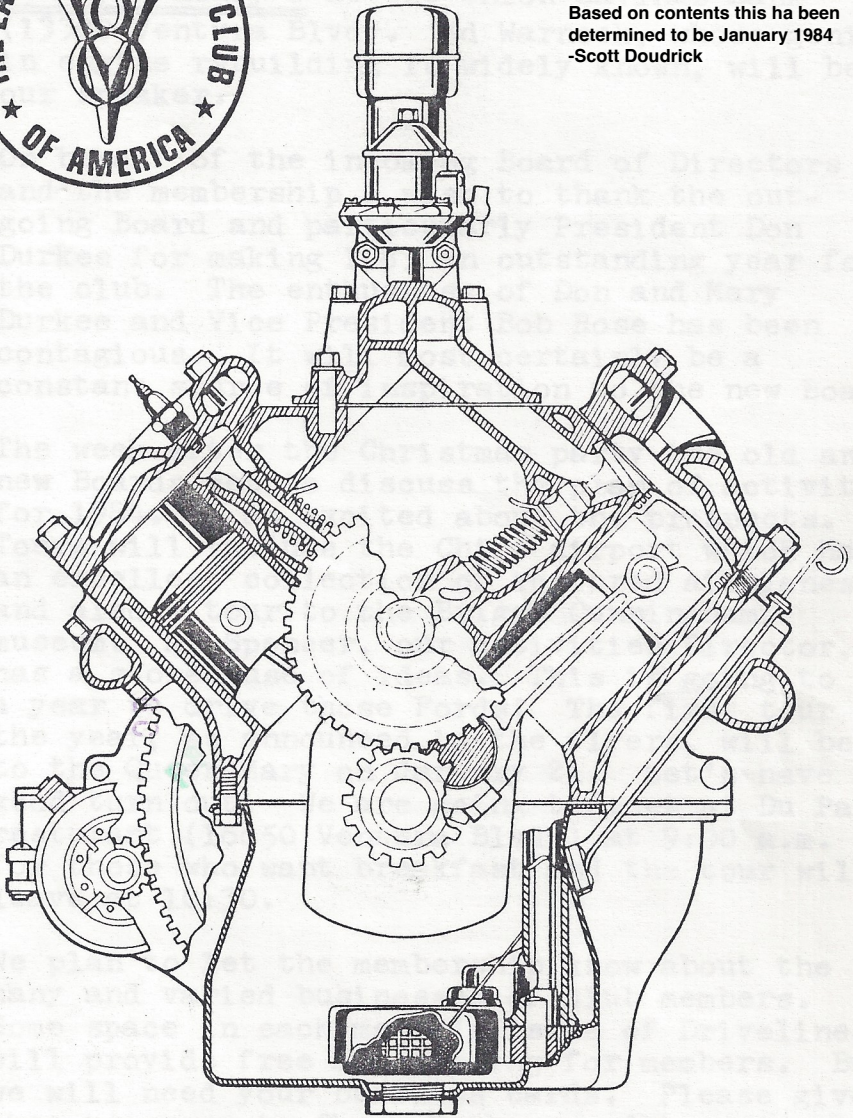




Scanners note:  
Based on contents this ha been  
determined to be January 1984  
-Scott Doudrick



# Drive Lines

## PRESIDENT'S MESSAGE

Please note that the January meeting will be Sunday January 8 at the Union Savings Bank (13300 Ventura Blvd). Ed Warnock, whose genius in engine rebuilding is widely known, will be our speaker.

On behalf of the incoming Board of Directors and the membership I wish to thank the outgoing Board and particularly President Don Durkee for making 1983 an outstanding year for the club. The enthusiasm of Don and Mary Durkee and Vice President Bob Rose has been contagious. It will most certainly be a constant source of inspiration to the new Board.

The week after the Christmas party the old and new Boards met to discuss the plan of activities for 1984. I am excited about the prospects. Tours will include the Chino airport which has an excellent collection of restored airplanes, and also a tour to the Briggs Cunningham museum. Al Spencer, our activities Director, has a storehouse of ideas. This is going to be a year to drive those Fords! The first tour of the year, as announced in the flyers, will be to the Queen Mary on January 21. Let's have a good turn out. We are going to meet at Du Par's restaurant (16650 Ventura Blvd.) at 9:00 a.m. for those who want breakfast and the tour will leave at 10:30.

We plan to let the membership know about the many and varied businesses of club members. Some space in each month's issue of Drivelines will provide free advertising for members. But we will need your business cards. Please give them to me or to Chuck Mair our editor or send them to the club post office box.

Our old meeting place at Valley Federal Savings is again available should we desire to meet there. The advantages are that the parking lot for early Fords is much more ample with better

lighting for enhancing their beauty and the meeting room is somewhat larger (it will seat 80). The one possible disadvantage expressed was whether assurance of availability of the room beyond the 1984 year could be obtained. Chuck Mair who is a friend of the bank president agreed to explore the matter and report to the club at the January meeting. Although a majority of members of the outgoing and incoming Boards supported moving to the Northridge location with the March meeting, we wished the opinions of members. So let us hear your preferences at the January meeting.

Drive that Ford in '84!

Paul Kirk  
President

UPCOMING EVENTS

JANUARY 8 Valley V8 Meeting at the Union Savings Bank (13300 Ventura Blvd.)  
Speaker: Ed Warnock  
Tire Kicking 7:00 Meeting 7:30

JANUARY 8 Cars & Parts - Antique swap meet  
Pomona Fairgrounds

JANUARY 21 Queen Mary annual member meeting & national officer installation dinner.  
Meet at DuPar's restaurant (16650 Ventura Blvd) at 9:00 AM for breakfast. Tour will leave at 10:30

IN MEMORY OF ED KONECKO

ED KONECKO WILL BE REMEMBERED FOR HIS PLEASANT WAYS AS WELL AS FOR HIS DEDICATION AND HARD WORK FOR THE VALLEY V8's.

HE DIED ON DECEMBER 18. THE ENTIRE CLUB EXTENDS IT'S HEARTFELT SYMPATHY TO HIS WIFE DOROTHY.

# YOUR SECRETARY SEZ . . . .

XMAS PARTY 1983 of the S.F.V. Early Ford V8's is now encased firmly, but gently, in historical archives. It was enthusiastic, bubbly, and booming, but always under temporal and civil conduct.

The mysterious force holding reins on this remarkable event was in the hands of two gentlemen we all love and respect--Don Dupree and Don Durkee. Everyone of their actions spelled confidence and perfection--the entire panorama unfolded professionally with only one minor snafu: the highly touted magician misplaced the address of his destination and thus created a "no-show". The party had to be reminded occasionally that he was missed; otherwise, we would never have known. Ford devotees have some unknown quality that generates interest and conversation with limitless endurance. This, perhaps above everything else, is the key to a smashing bash.

Kent Lowry as usual had a large table filled with automotive goodies worth over \$75.00; and these were disposed of via gratis raffle tickets to accessory and supply hungry club members. Many were the lucky recipient of big ticket items like six quarts of hi-performance motor oil.

Home-grown story tellers kept the ceiling in a state of vibration as they regaled the believing "Fordites" with unbelievable tales and jokes. The three foremost among these were Don Durkee, Ed Warnock and Prof. Paul Kirk.

Newly elected officers were announced at the proper moment and slowly, one at a time, each marched solemnly to a frontal position. Group photos for posterity were created and then all joined in dedicated fervor to oaths led by Ed Warnock.

## YOUR 1984 OFFICERS ARE:

President -	Paul Kirk
Vice Pres -	Don Dupree
Secretary -	Ed Konecko
Treasurer -	Larry Caplan
Activities-	Al Spencer
Accessories-	Ernie Bailey
Membership -	Terry Smith
Refreshments-	Harold Selson
Editor -	Chuck Mair
Historian & Director -	Ben Defatta

CONGRATULATIONS TO THESE MEN--THE MACHINES AWAIT!

Outgoing President Don Durkee surprised all of his fellow officers with a personal memento of his reign. Each treasure was hand-made with great skill and precision. Picture a mirror 7 1/4" by 9 1/2" with V-8 blazently etched in the top left-hand corner with a border prominently emanating from this and going full distance around. The border's width along with its curves at the corners with the V-8 insignia was strongly related to the "moderne era" of design. This period was also the Early Ford V-8 period. Or to put it more simply: strongly flavored with "Art Deco". Discreetly resting in the lower right-hand corner is the Ford glass insignia and surprise of surprises! the month and year of each recipient's car was etched in ever so small numerals. All this is held inside a 1 3/4" walnut frame, beautifully stained and hand-rubbed to a sensuous finish. This has to be the epitome of award presentation! Each one of these treasures will easily last a century or more. The big question is --how did Don and Mary ever find the time to do thirteen of these so flawlessly and so correctly date-wise on the glass??? Now I believe what an ancient sage once said: "Busy people always find time to do big things."

Yes, Mr. 1983, you were some year. In some areas you will hold the record for a long time. 1983 an outstanding year for the Early Ford V-8's and their proud owners.

Your Obedient Secretary,  
Ed Konecko



She: "Either those cars go or I go!"  
He: "Shucks, you never keep your word."

BUMPER STICKER OF THE MONTH:

**Eschew Obfuscation (Look it up)**

\*\*\* 1934 FORD ASSEMBLY AT RIVER ROUGE \*\*\*

The 50th Anniversary of the 34 Ford, as remembered by Lorin Sorensen....

The River Rouge plant, three miles from Henry Ford's lab at Dearborn, was in full production by the spring of 1934. Along with the ten other plants now in operation, 90,000 cars a month are being manufactured, or more than 1,000,000 a year. 185,000 sightseers tour the facility each year to date trying to comprehend the interwoven activities of blast furnaces, open hearth furnaces, coke ovens, assembly lines, testing shops, the rolling mill, the foundry, miles of railway tracks, and waterfront docks lined with steamships, tugs and all the machinery of handling millions of tons of ore and coal and other materials shipped into the great plant.

The visitor must walk when he visits the foundry, where he wonders at the perfection of cleanliness and order amid so much noise of machinery and such a horde of workers. Not a murky windowpane, not a heap of litter is to be seen. The guide explains things as they pass through. The casting of the V-8 cylinder block in one piece, stands out among a welter of unaccustomed impressions. Eventually the sightseer's path leads past the assembly lines, more than twenty-five miles of them. They move with never a pause, each conveyor at the proper speed for the adjustment of the part it is bearing toward the final assembly. Passing from the foundry to the machine shop, one watches the cylinder blocks grabbed by monster machines that drill eighty-six holes into them in one operation, and marvels at a hundred other operations performed on schedule to the split second. Finally, in the main assembly line, which is nearly a thousand feet long, the complete car is put together; having started as a bare frame, it collects parts as it moves along. The radiator is lifted on and fastened down, the engine bolted into place, the wheels attached. The onlooker becomes so absorbed in watching one operation that the next one takes place before he can see it. At last he stops to look at the most striking incident of the tour; the fitting of a completed car body on the chassis.

Through an aperture overhead appears the body, hanging on a big hook at the end of a chain. It is painted and upholstered. Probably it has come for the Briggs or Murray works, which make most Ford bodies. It is one of



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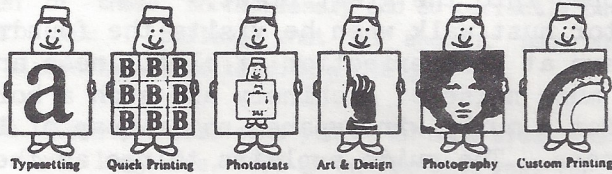
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a line that has been moving with unbroken precision up an incline, from a point several hundred feet away, to its position over the assembly line. After it is hitched to the chain, it descends with ponderous deliberation to meet the oncoming chassis. Workmen on each side push it gently into place as it swings in the air. With a slight thud it settles on the frame. Men with tools poised are ready to bolt it on tight. Slowly then the car moves forward, while another body descends from above to meet another chassis.

About a minute after this procedure, a finished FORD V-8 moves off the one under its own power and goes on its way maybe to Detroit, or into one of the new leviathan trucks which takes the cars assembled at River Rouge to cities with a radius of several hundred miles, or aboard rail cars or steamships to be distributed to eager customers, through their dealers across the continents. May, 1934.

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TO OUR READERS: I'm sure most of us will find this old reprint very basic and simple, but when it was written, it was as profound and revolutionary as some of our exploits of today.....

"HAPPY 50TH ANNIVERSARY TO THE 1934 FORD"

edited and condensed by  
Bob Rose

For Sale

- |  |        |
|--|--------|
| 1938 Ford 5 window coupe. rebuilt motor & brakes, LeBaron Bonney upholstery kit            | 6,000. |
| 1956 Mark II needs total restoration   | 3,500. |
| 1963 T-Bird conv. needs total restoration  | 2,500. |
| Various early Ford parts   |        |
| Call Bob McCullagh 886-2644  |        |
| 1946 Ford sedan coupe, rebuilt engine, fair paint, good brakes, good electrical new tires. | 3,000. |
| Call Ernie Baily 805-522-9674  |        |



V **ANNOUNCEMENT!** V

# ANNUAL MEMBER MEETING, & NATIONAL OFFICER INSTALLATION DINNER

FRIDAY JAN 20, TO SUNDAY JAN 22, 1984

**HOTEL RESERVATIONS:**  
HOTEL QUEEN MARY  
P.O. BOX 8 LONG BEACH, CA  
90801 (213) 435-4747

**HOTEL RATES:**  
\* 50.00, & \* 65.00 PER NIGHT  
YOU MUST IDENTIFY YOURSELF AS  
MEMBERS OF THE EFVBCA FOR  
SPECIAL RATES.  
DEPOSIT OF ONE NIGHTS OCCUPANCY  
REQUIRED 30 DAYS PRIOR TO ARRIVAL.

**DINNER RESERVATIONS:** (SAT)  
BARRY BOWYER  
2509 VALENCIA AVE  
SANTA ANA, CA 92706  
(714) 835-0500 (DAYS)  
(714) 972-1911 (NIGHTS)

**MENU:** (SAT.)  
EYE OF THE PRIME, ENGLISH CUT  
\* 20.00 (INCLUDES TAX, & TIP)  
CUT OFF TIME: JAN 10<sup>TH</sup>  
6:30 RESTORATION HOUR  
7:30 INSTALLATION DINNER

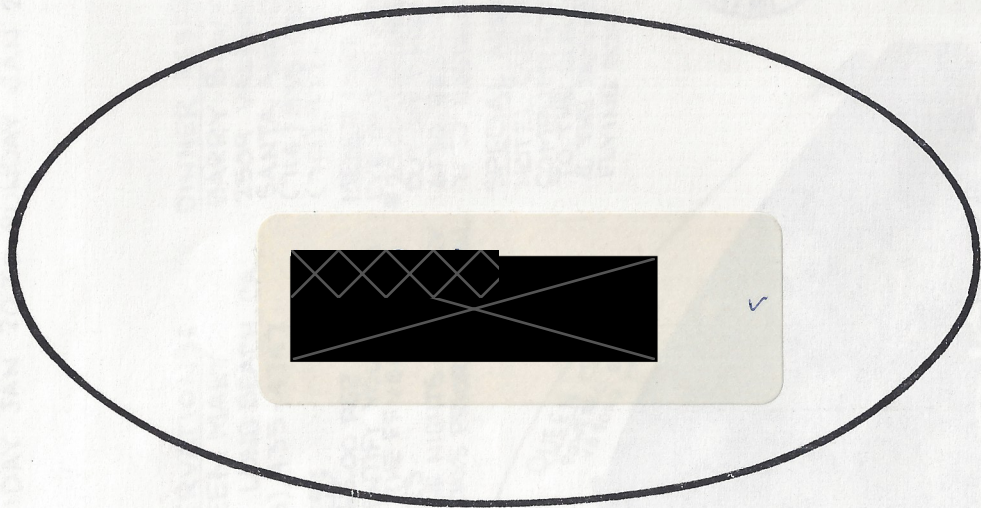
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& THE FAMOUS HOWARD HUGHES  
FLYING BOAT "SPRUCE GOOSE"



**PARKING:**  
WE ENCOURAGE ALL CLUBS TO PARTICIPATE IN TOURING TO  
THE QUEEN MARY IN THEIR EARLY V8'S THE HOTEL HAS  
ALLOWED ALL 1932, TO 1953 FORDS THAT DRIVE TO THE SHIP TO  
PARK IN THE EMPLOYEE SECURED PARKING LOT THE HOTEL  
ASSUMES NO LIABILITY FOR LOSS OR DAMAGE

# The Valley 's

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JANUARY