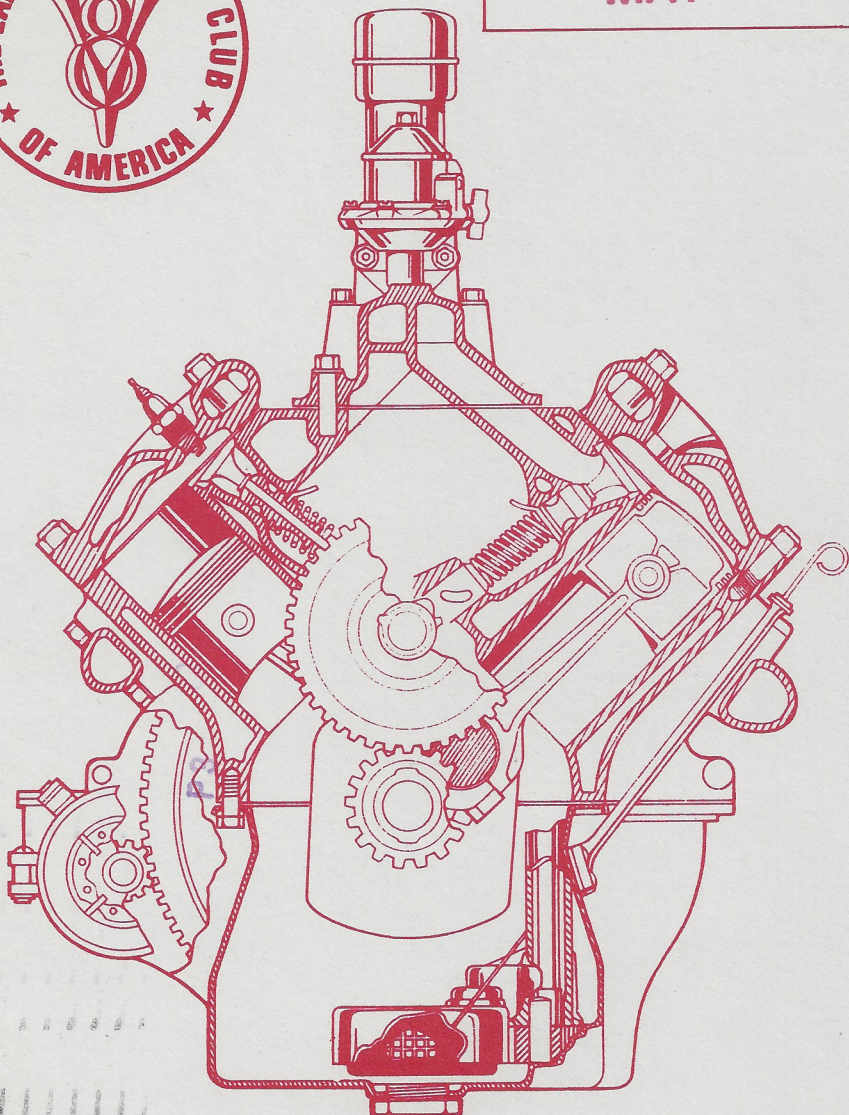




MAY



©1934
©1935
©1936
©1937
©1938
©1939
©1940
©1941
©1942
©1943
©1944
©1945
©1946
©1947
©1948
©1949
©1950
©1951
©1952
©1953
©1954
©1955
©1956
©1957
©1958
©1959
©1960
©1961
©1962
©1963
©1964
©1965
©1966
©1967
©1968
©1969
©1970
©1971
©1972
©1973
©1974
©1975
©1976
©1977
©1978
©1979
©1980
©1981
©1982
©1983
©1984
©1985
©1986
©1987
©1988
©1989
©1990
©1991
©1992
©1993
©1994
©1995
©1996
©1997
©1998
©1999
©2000
©2001
©2002
©2003
©2004
©2005
©2006
©2007
©2008
©2009
©2010
©2011
©2012
©2013
©2014
©2015
©2016
©2017
©2018
©2019
©2020
©2021
©2022
©2023
©2024

Drive Lines

The Valley s

1984 OFFICERS

PRESIDENT, PAUL KIRK	342-4703
VICE PRESIDENT, DON DUPREE	894-7255
SECRETARY, DOROTHY KONECKO	(804) 484-2611
TREASURER, LARRY CAPLAN	363-2849
ACTIVITIES CHAIRMAN, AL SPENCER	761-1734
HISTORIAN, BEN DIFATTA	347-9305
DIRECTOR, BEN DIFATTA	347-9305
ACCESSORIES, ERNIE BAILY	(805) 522-9674
MEMBERSHIP, TERRY SMITH	989-3119
FELLOWSHIP, HAROLD SELSON	789-1044
REFRESHMENTS, HAROLD SELSON	789-1044
EDITOR, CHUCK MAIR	785-9413
INFORMATION OFFICER, BOB McCULLAGH	886-2644

MEETING - 1ST SUNDAY OF THE MONTH AT

**UNION FEDERAL SAVINGS
13300 VENTURA BOULEVARD
SHERMAN OAKS, CALIFORNIA**

Drive Lines

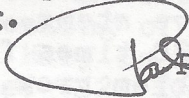
Published by

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

**P.O. Box 96
RESEDA, CA. 91335**

PRESIDENT'S MESSAGE

Our May 6 meeting will feature Auctioneer Bill Norton. Our parts auction always ranks among the best meetings of the year. For Bill to perform at his best it is essential that we have a large number of highly treasured Early Ford V-8 parts. Please bring good desirable parts to the meeting. The meeting is a success to the extent that everyone brings a valued item. Remember that the money that comes in from this auction goes into our Club treasury. This has been the most painless way to raise money for the club's activities. Please rummage through your garage and come to the meeting with good parts and a fist full of money to buy those parts you want that others are sure to bring.

 Paul Kirk

FLASH!!!

Don Durkee and Ed Warnock, co-chairmen, have just informed me that the National Early Ford V-8 Club has accepted our application to host the 1985 Western Regional Meet. Our club together with the Ventura Club will host this event. More details later.

THANKS...

- To Mary Durkee for providing refreshments for our April meeting.
- To Al Spencer for the informative talk with slides on Woody restoration.
- To Bob Rose for coordinating our fun trip to the Chino Air Museum.
- To Terry Smith for getting out our 1984 Club Roster.
- To Don and Mary Durkee for organizing the Annual Solvang Tour (April 28-29).

ADD TO YOUR ROSTER (Members who joined after the Roster went to press on February 20):

Warren, Irv	'34 2 Dr. Sdn.
818-780-7109	'36 Dlx. 5 Wd. Cpe.
818-780-6811	'36 Rdstr.

Designer

Correct phone number for Bill Woods - 818-248-9544

IMPORTANT--WRITE TO THE EPA

The EPA is proposing that leaded gasoline be phased out. Their purpose is to prevent people from using cheaper, leaded gasoline in cars designed for unleaded fuel. However, Early V-8's were designed to run on leaded fuel. Old Cars Weekly reports that using unleaded fuel in pre-1975 cars causes valve seat erosion, broken valve stems, and cracked valve seats--10 to 20 times faster. They report that the problem grew severe when test vehicles, run at an average of 50 m.p.h., were driven only 3,000 to 5,000 miles.

An alternative to eliminating leaded fuel to prevent its use in post-1975 cars is available--simply require that leaded gasoline be priced no cheaper than unleaded fuel. Your president has written to the EPA on behalf of the Valley V-8's. But unfortunately governments are moved not by rational and cogent arguments alone. Volumes of letters provide the necessary pressure. It would be highly beneficial if each Club member took a few moments of time to write the EPA. Here is the address:

U.S. Environmental Protection Agency
401 M Street, SW
Washington, D.C. 20460

Writing your congressional representatives in Washington would also be helpful.

SECRETARY SEZ...

The following Early Ford products were driven to the April 1st meeting:

Jim Clary	'50 Merc 2dr.
Kent Lowry	'40 Pickup
Ernie Bailly	'46 Club Coupe
Alan Berlin	'39 Dlx. Coupe
Bill Woods	'40 Merc Coupe
Al Spencer	'40 Woody
Chuck Mair	'41 Coupe
Don Dupree	'34 Cabriolet

All Fools Day induced a larger than usual turnout for the monthly meeting. Upcoming events--(1) The Durkee-Solvang over nighter (April 28-29) which has become a three star annual event. Speaking of stars, Durkee is in Iowa again and Mary is not there to keep him out of trouble. (2) The May 6th meeting will be our annual parts auction emceed by none other than Valley Obsoletes Bill Norton (himself). So bring parts and bring money and you're bound to have fun.

Past events--Bob Rose, organizer of the highly successful Tequilla Willies Brunch tour, wants to make it perfectly clear that he was not the prize winner (it was Don Dupree).

Ben Difatta made another plea to support the auto parts houses that donate to our raffle, Don's Auto Parts and Canoga Auto Parts (mention the Club when you trade there).

Several guests included Manny DelVillar and Andy Pidemore. Andy is from the Deereborn area and attended Henry Ford trade school in 1942. They received a salary while attending school, but were also required to put a percentage of each paycheck into savings or they would be dismissed from the trade school.

Ed Warnock, the printer, (he says it's a mid-life career change or maybe a change-of-life) brought us up to date on hosting the 1985 National meet. It looks like we will co-host with Ventura (their Prez was in

attendance). Larry Caplan has contacted past promoters of National meets (Darrel LaFond) for advice. The word is--break the task into small pieces (smash it) and also have a fund raiser, --raffle a car/a vacation/a video recorder/left over Olympic memorabilia--to keep the registration price down so we won't scare 'em away. It will have to be in August and probably at the Holiday Inn in Ventura with the concourse at a State Park. Ed says we're a guaranteed winner to host the meet because "nobody is going to fight us for it" (cause we're so tough?).

By the way Tom Welch missed the name tag drawing for \$25--that's two months in a row his name was drawn--better show-up in May Tom, three's a charm.

Terry Smith says when you're out of town bring your National Roster with you and meet a friend--he found it very rewarding in Kansas City.

The feature presentation was made by Al Spencer, who had his beautiful '40 Woody on display at the meeting. Al's one man show covered everything from a pictorial history of the Ford station wagon to termite inspections. Briefly, Henry bought a forest on Iron Mountain in Northern Michigan and built the first woodies in 1929 (those Model-T depot hacks weren't really made by Ford). The checkerboard pattern on the sides was used '29-'34 but was replaced by horizontal panels in '35 (the framing was maple with gum or birch panels. The mid '36 had the first glass windows instead of just snap-on curtains. This feature required hollow double panel doors which were much heavier. For '39 only, the spare tire moved inside. By mid '41 darker mahogany panels were used giving more contrast with the framing. The sportsman convertible debut came in '46 (with only 3 in the Mercury line). In '49 came the 2dr metal woodies with bolt on wooden panels. In '52 the die nock

(wall paper) panels came out with wood framing. Other product recommendations by Spencer for woody restoration were Jasco stripper, coarse steel wool, and man-o-war marine varnish. And last but not least, don't expect the top section from one woody to fit on another woody. Al had two '40's, tried it, didn't fit, Oh sh_! Thanx for the great presentation Al (color slides and all).

Substitutingly yours,

Shel Harriman

* * * * *

Dorothy Konecko had out of town family visiting her. We do thank you Shel for being our sub.

COMING EVENTS

May 6 Valley V-8 Meeting. Annual parts auction with the world famous auctioneer Bill Norton. Bring lots of good parts.

May 19 Car Show at Burbank Lutheran High School. 7-10 a.m. Placement of cars on field 8:00 a.m. Gates open to public

May 20 Scenic brunch tour to Ventura. Champagne brunch at the Holiday Inn at which time we will examine their facilities for the 1985 Western National Meet which we together with the Ventura group will be hosting. Leave at 9:00 a.m. from Bob's Big Boy restaurant (northwest corner of Reseda and Devonshire in Northridge).

June 3 Valley V-8 Meeting. Dan Krehbiel will tell us how to put Ford "bug" identification on glass.

June (specific date to be announced later)
Tour of historic houses in Pasadena.

July 1 Valley V-8 Meeting.

September Briggs Cunningham Tour.

REAR HUB PULLER FOR 1932-1948 FORDS

Using this hub puller is the only way you can pull the rear hubs and be sure that you are not going to bend the axle or distort the brake drum. This is the way "Henry" designed the hub to be removed.

When using this hub puller, remove axle nut, and washer. Replace nut so it is flush with end of axle. This will protect the threads on axle so they won't be distorted by puller.

Tighten puller down making sure it is seated squarely or you could bend the end of the axle. When you get the puller as tight as you feel you should go without distorting the puller groove in the hub, hit the puller screw head with a heavy hammer. If the hub doesn't pop off the axle taper, don't keep hitting or axle will expand at threads and could be ruined. The last resort is to take Oxy-acetylene torch with a small tip, make sure puller bolt is tight to axle then heat the hub keeping the flame away from puller bolts. It doesn't take much heat to expand hub from axle taper.

Listed below are the names and number of the pieces you need for a complete puller. These can be bought from a Proto Tool dealer:

PART NAME	PART NO.
Puller Base	4001B
Puller Scres	4001S
Puller Adapter Ring	4001R
Adapter Ring Bolts	4001C

--Courtesy "Puget Sounds"

WANTED

Old Pick-Up
Ford or Chevy
1952? or 3rd Car?

Should be Running

Allan (the printer) Franklin
(818) 795-5554

POMONA ANTIQUE CAR & PARTS (?)

SWAP MEET

.....

March 25th, a bright, sunny and perfect day for a swap meet. Arriving about 8:00AM, it took nearly 45 minutes to get into the parking lot. This was by far the largest Pomona meet that I have seen, with more cars, parts, and people than at any Southern Calif. meet. I even saw a pick-up truck full of parts for a 1927 MOON, and believe it or not some guy was arguing about price.

After a totally frustrating morning, and while attempting to leave the mad house, here comes directly in front of me, one carrying a large FORD script box, the other pathing and leading the way through the masses of humanity, are LARRY CAPLAN & JERRY JENSEN. Both were oblivious to my oncoming car, so I had to hit the horn to alert them..... Both had grins from ear to ear. I knew they must have found a crate of NOS coils, a bunch of Strombergs, or at least Holleys, etc, etc.

Anyway, after stopping them in mid field so I might share their enthusiasm, I said: "What you got fellas?" The weight of the box forced Jerry to kneel and rest his precious cargo beside the car.

He said; "Avacados!:" Larry, in full agreement and sheer joy proclaimed, "Avacados, avacados, they were 6 for a dollar, and we couldn't resist!!!!"

Now as you know, FORD people don't stretch the truth, and they said: "Oh, that's not all though, we found some gaskets, pistons, and some bumpers arms too, but we already took them back to the truck." Well, I guess that's true, because all I saw were the green pears, but the box was Ford script.

"Have one", Jerry offered, "Uh, no thanks" I answered, as I didn't want to deplete their supply.

"Well, we gotta go Bob, see you later."..... Had I thought, I would have directed them to FARMERS MARKET, where their desires could be more readily satisfied.

Anyhow, while the rest are degunking, derusting and attempting to explain to their wives why they spent so much money, the JENSENS and the CAPLANS were eating guacamole, and old HENRY FORD is turning over in his grave....

Submitted by:
Bob "The Green Grocer" Rose

THE GREAT LICENSE PLATE CRISIS OF
1943

During World War II, everyone was trying their best to conserve, scrimp, save, protect and collect in the name of national defense. This held true for individuals, groups, companies, businesses, and even the various local and state governments.

One item of major concern for most, was saving scrap metal. The state of Illinois went one better and decided that the best way to save, was not to use at all, so they came upon the brilliant idea of making their license plates out of something other than metal.

Needless to say this cut down on prison business, as this was the main occupation at Joliet State Prison. The problem was determining what to make them from. It was brought to someones attention that FORD MTR. CO. had been doing a lot of work with plastics made from soy-beans, so low and behold they began stamping the plates from soy bean plastic.

All went well, but after a short period of time, some of the rural folk from down state Illinois began noticing their new plates were disappearing!! An article was written in the Chicago Tribune that upon their release from prison, some of the former license plate manufacturers were getting revenge upon having had their business taken away, and were stealing the plates for spite... Well, this proved false, and further investigation was necessary.

A brilliant Illinois resident discovered that only in the country or rural areas was the problem noticed, so the entire police force in Pekin, Illinois set up a mass investigation, and a deputy, late one evening, while scouring a neighborhood farm, heard a crunching, munching like sound; he turned his flashlight onto a nearby car, and saw two hogs, and two turkeys consuming a pile of green material.

The material turned out to be the license plates of three cars parked beside the barn. You see, pigs and turkeys, as well as chickens are very fond of soy beans, even in the license plate form. It never said whether the deputy was rewarded, or promoted, but at least they found out that the criminals weren't crooks.

Written by Illinois # 455617

DON'S Auto Parts

MACHINE SHOP and BALANCING

Monday thru Friday 9 a.m. to 8 p.m.
Saturday 9 to 6 - Sunday 10 to 4

Domestic &
Foreign
Parts & Supplies



894-6441

10241 Woodley (At Devonshire), Sepulveda

COMPLETE LINE OF AUTOMOTIVE PARTS
MACHINE SHOP

Village Auto Supply Co.

360-2181

CECIL L. PRICE
OWNER

17548 CHATSWORTH ST.
GRANADA HILLS, CA 91344

Ditzler
Automotive
Finishes



INDUSTRIES




Canoga Auto Parts Co.

340-1536

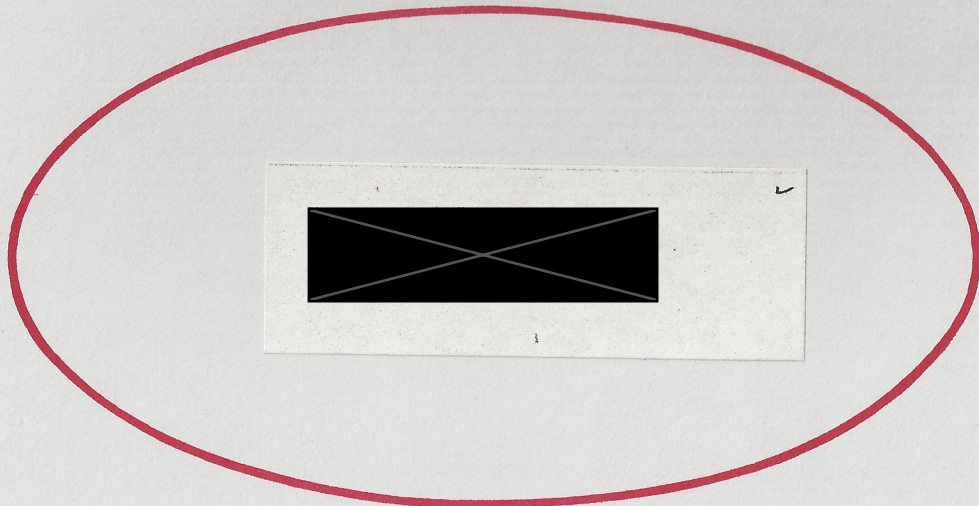
21422 SHERMAN WAY
CANOGA PARK, CALIF. 91303

DARYL FIELDER
GENERAL MGR.

WE HONOR BANKAMERICARD
AND MASTER CHARGE

The Valley 's

P.O. BOX 96 - RESEDA, CA 91335



Drive your Ford in '84