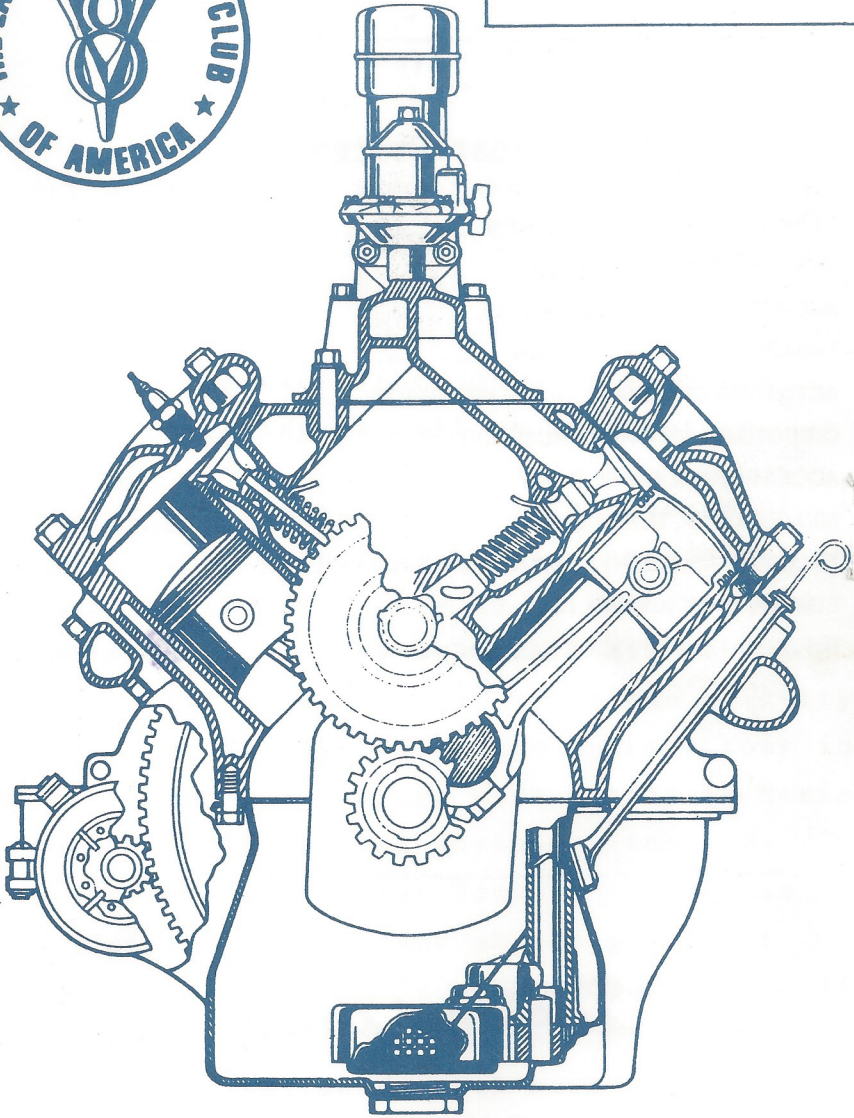




FEB



*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

Valley V-8's  
Nuts & Bolts  
February 1987

In spite of the rain, the year got off to a great start with a good turn out at our new meeting location. The evening was high lighted with Don Durkee's demonstration of running board restoration. Don came well prepared and did his usual excellent job of making his topic interesting as well as informative.

Speaking of running boards - Your board of directors has been busy running around to assure that we will have an interesting and exciting year. Gerry Blackwell has our tour calendar filled up with at least one activity each month, beginning with her mystery tour in February and culminating with a trip to Merle Norman's San Sylmar on November 14th. By the way, the San Sylmar Tour is limited to forty five people so you should give your reservation to Gerry as soon as possible. If we have too many requests, we may have to limit participation to club members and their immediate families on a first come basis. Our monthly program calendar is also taking shape. On February 1st, Jerry Jensen will give a presentation on an aspect of interior



restorations. In March Don Dupree will give a talk on the identification, disassembly and adjustment of Ford distributors and regulators. Don will have his calibration/test instruments with him and has offered to check our equipment. - So bring your stuff to the meeting in March. In April, if his calendar is clear, Bill Woods will give us a presentation on the disassembly and identification of early Ford transmissions. The annual auction is once again planned for May and Dave Sanborn is already busy planning that night. - Dave has also volunteered to coordinate the quad clubs' breakfast that was a big hit last October.

The Columbia River Regional Group has sent us a batch of raffle tickets that they are selling as a fund raiser, for the Western National Meet that they are hosting in Bend, Oregon this August. The prizes are three Mullin's trailers and tickets can be purchased from Pat Berry at our next meeting. Pat also has raffle tickets for the Eastern National's fund raiser.

Yogi Berra when asked "What time is it ?" asked "You mean right now ?"

Until the next time —

John Kemmerer



So it goes,,,,,,,,,,,,,



Our first meeting at Mercury Savings was very cold we stood outside(BEING VERY DEDICATED V-8) waiting for someone to arrive with the key. Virginia Wolf saved the day as usual.

We had a couple of visitors Bob Mc Roy, Thom Hecks welcome we hope you become members in the near future.

We received a thank you note from Frank Deiny's family.

Pat Berry has raffle tickets for Bend Ore meet.



Dues are due so if your due you better pay your dues or you'll still be due to pay your dues due for 1987.

Chuck Mair can use any help or extra information for our monthly drive lines. Thank you for all the hard work you put in monthly.

If anyone should be interested in our club jackets, Please see me at the next meeting.

Dave Sanborn is scheduling a trip to the Portland swap meet Please see Dave for further details.

Thats it

*Julie B*

Julie (1940 Ford Conv) Blackwell

P.S Hi D.P.J Miss Ya Kiss

*Kiss*



OLD CARS DRIVEN BY MEMBERS

Bill Culp	29 Roadster
Pat Berry	50 Ford
Bill Woods	40 Merc
Virginia Wolf	40 Tudor

PARTS CALL

WANTED

57 Ford Spotlight  
Bill Cermack

FOR SALE

39 Transmission Cluster missing three teeth  
Bill Woods 818-ch8-9544

Bill Woods various items

Rear Wheel Bearings

Front Wheel Bearings

Trans Gears

Axles

Valves

Throw Out Bearings

Head Gaskets

Diff. Bearings

Engine Supports

Shock Links

Coils

Carbs

Shackle Bushings

Thermostats

Radio Tubes

Please See Bill Woods



## An Excuse for Every Occasion

By Dave Sanborn

Envision an exquisite sunny summer day. You are driving down the road in your favorite car enjoying the warm air circulating around your head. You can smell the fragrance of flowers in the air. The engine in your Ford V-8 is purring just as you want. All is at peace in your world. Suddenly the unexpected happens. You are involved in an accident.

Your first thought is fear. Am I hurt? Are my passengers alright? Was anyone else injured? What has happened to my favorite car? The next thought is anger. How could a day that is going so well be destroyed?

Then thoughts turn to INSURANCE! You ask yourself, what can I say on the accident report to make my position in this situation as positive as possible.

Here are some ideas for you to consider:

The other car collided with mine without giving warning of its intentions.

I was on my way to the doctor with rear end trouble when my universal joint gave, causing me to have an accident.

I collided with a stationary truck coming the other way.

A pedestrian hit me and went under my car.

I thought my window was down, but I found it was up when I put my hand through it.

The guy was all over the road. I had to swerve a number of times before I hit him.

In my attempt to hit a fly, I drove into a telephone pole.

As I approached the intersection a sign suddenly appeared in a place where no sign had ever appeared before.

To avoid hitting the bumper of the car in front, I struck the pedestrian.

An invisible car came out of nowhere, struck my vehicle and vanished.

I had been driving for forty years when I fell asleep at the wheel and had an accident.

The pedestrian had no idea which direction to run, so I ran over him.

I pulled away from the side of the road, glanced at my mother-in-law, and headed for the embankment.

My car was legally parked as it backed into the other vehicle.

Coming home, I drove into the wrong house and collided with a tree I didn't have.

I was sure the old fellow would never make it to the other side of the road when I struck him.

The telephone pole was approaching. I was attempting to swerve out of its way, when it struck my front end.



*\* For Sale - 207 \**

I saw a slow-moving, sad faced old gentleman as he bounced off the hood of my car.

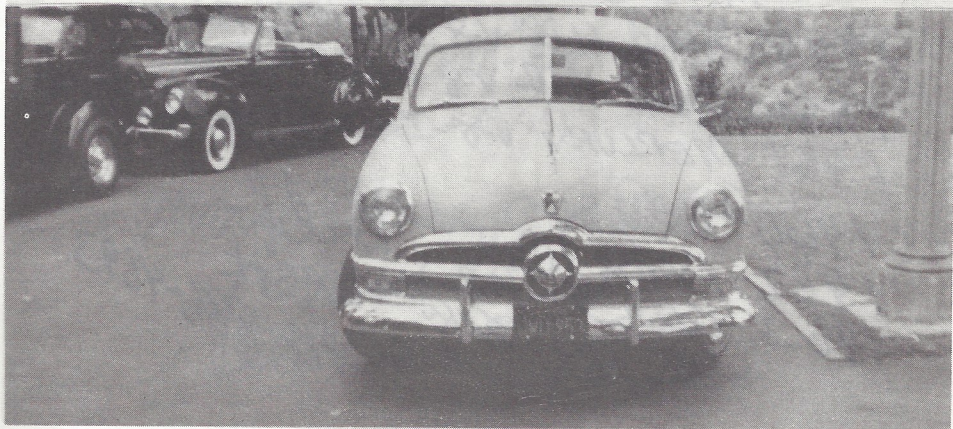
If you choose to use one of these excuses, be forewarned, you may be accused of plagiarism. Each has previously been used in an actual accident report.

WANTED TO BUY:

1932 FORD VICTORIA 2 DOOR

CALL STEVE MOLSTAD

818-891-9778





\* FOR-SALE \*

1920 Dodge Tourings "2" 1 Comp. 5000<sup>00</sup> PR.  
1 BSKT.

1932 Ford Roadster '50's Hot Rod \$10,500  
FLAT HEAD V-8 - ALL STEAL Full Fenders O.B.O.

1930 Ford tudor 312-V-8-4spd.  
CALL FOR MORE INFO. + PRICE

1936 Ford 4 DR ALL ORIGINAL V-8  
Not Running \$1900.

1936 Ford 4 DR-302 V-8-4SPD. 9inch

1934 Ford Pick up ALL STEAL-JAG\*

XJB REAR-4 Wheel Disc. CALL FOR MORE INFO  
\$4800 FIRM

1956 Fords:

2 Victorias 1 COMPLETE + Runs.  
1 NO MOTOR

1 CONVERT. COMPLETE + Runs

1950 MERC ~~2~~ CLUB COUPE - FLAT HEAD  
MILD Custom \$3500 V-8 3500.

1949- Ford 4 DR V-8 3500 - CALL FOR INFO.

1951- Ford 4 DR V-8 Auto \$350<sup>00</sup>

1951- MERCURY V-8 - Auto - Custom \$1600<sup>00</sup>

1960's Fords

1962- Fords

1963 Fords

} CALL  
FOR  
INFO

Bill

LASH

818-886-4693



\* FOR-SALE \*

1961-Ford Starliner 427 V-8  
Tunnel Port (H+M) 4 spd top loader  
\$9500 Firm - Hollywood Knites movie  
CAR

1956 Ford Club ~~SEDAN~~ 312 V-8  
Auto - mild Custom Body \$6,500

1951-Lincoln 4 DR Sedan  
V-8 - Auto 64m CAR Very nice

427 Ford V-8 Q30 - Roller CAM  
NASCAR Rods, Steel CRANK -

1948 "59" BLOCK FLAT HEAD  
TRI POWER Strombergs - OFFY ALUM  
HEADS - W/ TRANS - W/ 21 CARB MANFOLD  
All For \$1,700 -

MISC - BLOCKS - 47 - 49 - 53

Ford + MERC - CALL FOR INFO

Many Other CAR PARTS

TO MUCH TO LIST

Bill Lash 818 886-4693

# Ten Commandments For The Car Collector

- I. Thou shalt not store thy cars out-of-doors, except, for thy wife's modern iron.
- II. Thou shalt not covet thy neighbor's car, nor, his garage, nor his battery charger.
- III. Thou shalt not love thy cars more than thy wife and children; as much, but not more.
- IV. Thou shalt not read thy Hemmings on company time, lest thy employer make it impossible to continue thy car payments.
- V. Thou shalt not despise thy neighbor's Edsel, nor his Desoto, nor even his 1947 Plymouth.
- VI. Thou shalt not store cars in thy attic.
- VII. Thou shalt not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when, indeed thou art going out to look at another car.
- VIII. Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.
- IX. Thou shalt not promise thy wife a new addition to the house and then use it to store cars.
- X. Thou shalt not buy thy wife a floor jack for Christmas.

Taken from Columbia River Regional Group



### OLD SAW

"The following Mercury joke, c. 1938-39, was told me by a native Kentuckian who worked in Ford's Sandusky, Ohio plant," writes reader Gary Custer, Harrisonburg, Va.

"Henry Ford and some associates were traveling on a muddy back road in Kentucky in one of the very first Mercury cars. They hung the car up in a particularly bad place, and summoned for a nearby farmer to pull the car out with a team or tractor.

"When the farmer came, he was driving an old Model T. After pulling the Mercury free, he gave the car a good looking-over. He then suggested to the strangers that they get rid of such a car, and buy a Ford. A Ford car wouldn't let you down.

"After returning to Michigan, Mr. Ford sent the farmer a new Ford, and thanked him for his good deed and good advertising.

"The storyteller," adds Custer, "thought this story could have been true."

Could be, at least in part. Variations of this yarn have, in fact, been told and re-told for decades. Ford's car is stuck in the mud or ditch. A farmer comes to the rescue. He makes a fuss, but gets the magnate on the road again, and is rewarded with a new car. Or Ford, driving along, runs across a stranded motorist, usually a Model T owner, usually down and out. Henry fixes the car, and sees to it that his new acquaintance gets a new car, and maybe a job offer as well.

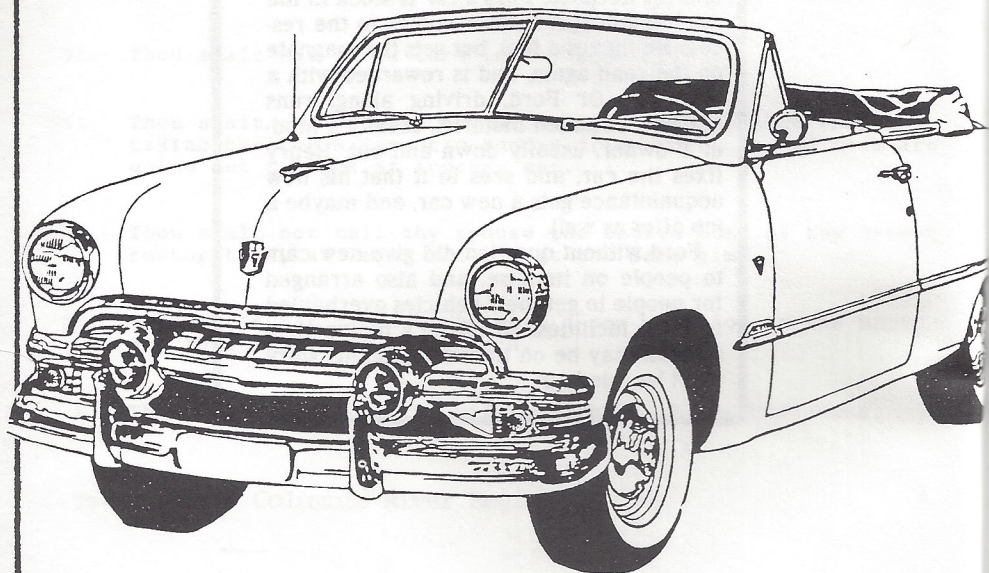
Ford without question did give new cars to people on impulse, and also arranged for people to get their vehicles overhauled in Ford facilities. So Custer's native Kentuckian may be on to something; his story can't be ruled out.

### **"WHY DO WE DO THAT?"**

Henry Ford had an abiding interest in time and quality, and for him the two often meshed.

One day, for example, he passed by a stand where each Ford engine was being tested before being installed in a Model T. "Why do we do that?," he asked his workmen — and himself. The only reason he received was that such testing was standard practice; all auto manufacturers tested every engine before installation.

Ford went straight to his engineers and said, "The only reason we make a trial run of the engine is we are not sure we made it right. Let's make sure of that and stop this testing." After that, each Ford engine came alive in an automobile as it was driven off the final assembly line. Time and money were saved, and engine quality was improved. Ford, as he so often did, pointed a way to inexpensive quality manufacturing.



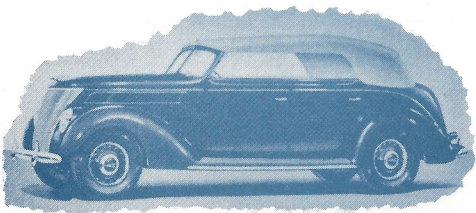
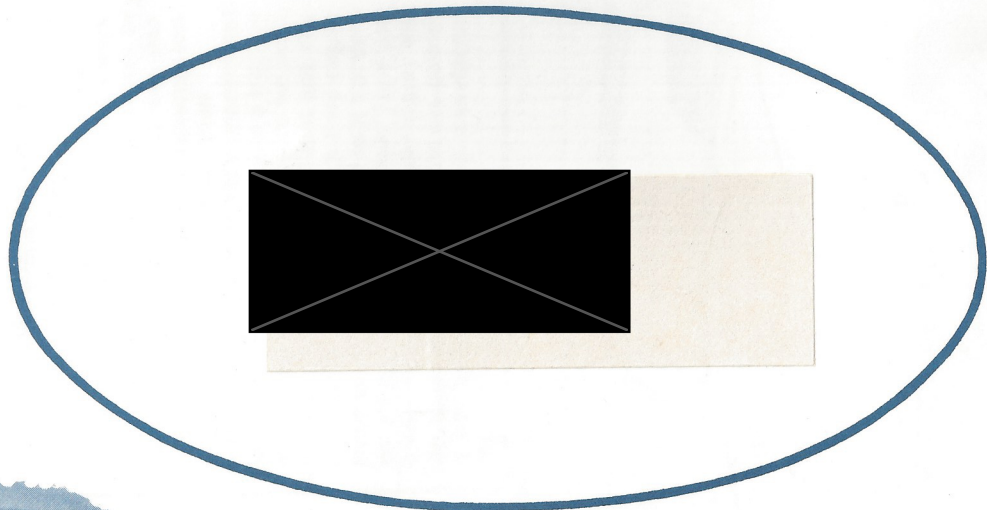


## PAST PRESIDENT

JIM ROWE.....	1971-72
DOUG PETERSON.....	1972-73
DON DURKEE.....	1974
ED WARNOCK.....	1975
JOHN BUSK.....	1976
CHIP WERSTEIN.....	1977
STAN MASRAJE.....	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

*The Valley*  *'s*

P.O. BOX 96 - RESEDA, CA 91335



**50th Anniversary**