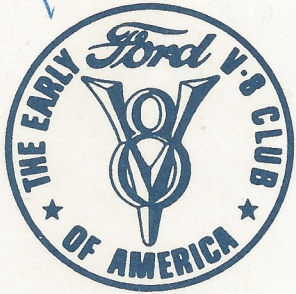
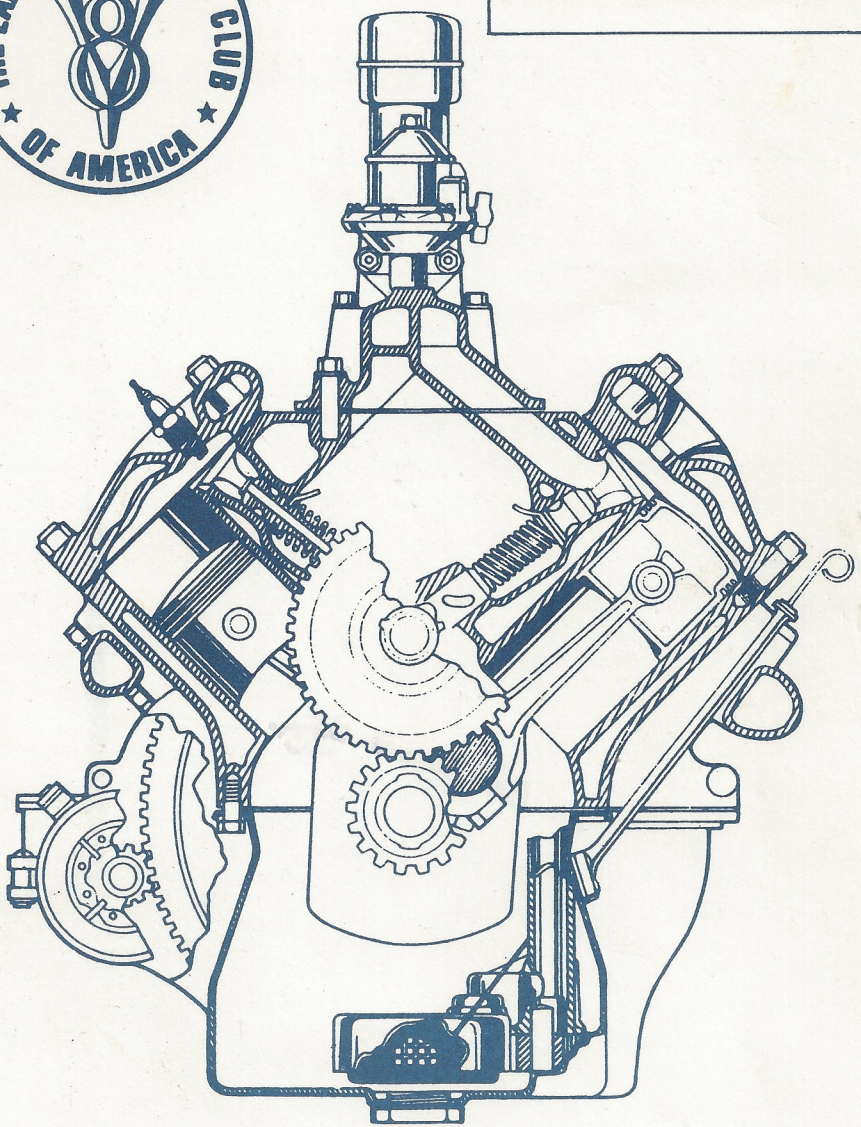


89



SEPTEMBER



# Drive Lines

# *The Valley* 's

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SAN FERNANDO VALLEY CHAPTER 40  
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P.O. Box 96  
Reseda, CA 91335

COVER/ROY JONES

# THE VALLEY V-8's

September 1989

## PRESIDENT'S MESSAGE

Due to an oversight the key to the meeting room was not picked up for the August meeting. John and Virginia Wolf graciously offered to host the meeting at their home. There certainly is a bonus with a meeting at someone's house when they have a garage as interesting as John's. Anyway a good time was had by all. Richard Mottern of Burbank was a guest at the meeting. Richard has a 51 Ford sedan. Gene Wilson won the name tag drawing for \$15.

We have reached the time of year when we have to start thinking about club officers for 1990. If you have a desire to be one of the club officers next year, see or call me or one of the current officers.

The new 1989 Club Roster had an omission of a member. Sam Faber, 3177 Grangemont Rd., Glendale 91206, 818/790-4122. Please add to your club roster.

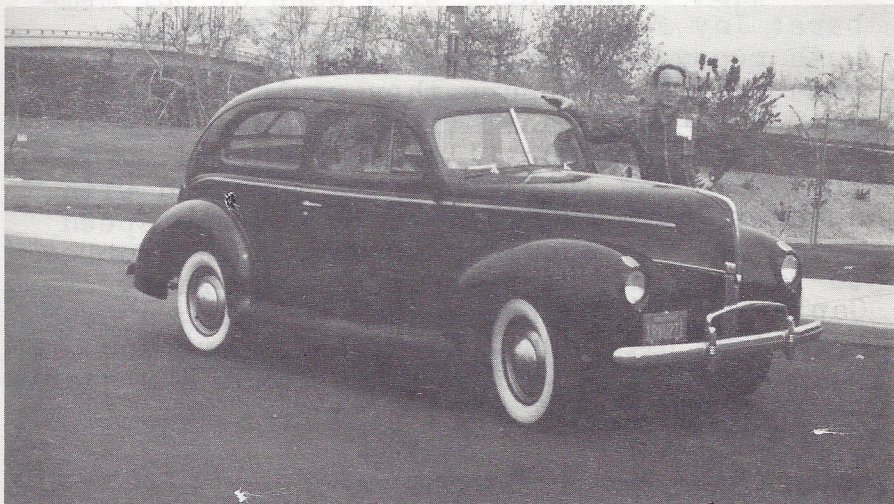
What's happening with some of our members: Jay Fortman and Bob McCullagh are both recovering from heart attacks. Give them a call, I'm sure they would like to hear from you. Jack Miles and John Wolf will have gone to Bonneville and returned by the time you read this. They are involved with separate cars in attempts to set new speed records. They should have some good stories to tell at the September meeting. Larry Caplan is in the process of building a new garage at his house. How soon before you buy another car Larry? Chuck Shubb has start-

ed a ground up, frame off full restoration on a '35 Ford roadster. That should keep him busy for awhile. It has been reported to me that Don Durkee has resigned from his position at Kemp Ford in Thousand Oaks. What's the program now Don? Can we get you to do a little body work for us now?

We have several events scheduled for September. The 3rd, The Second Annual Burbank Festival of Automobiles at Olive Recreation Center in Burbank. The 23rd, tour to Tom Sparks house to view his collection. The 24th, the Fourth Annual Brunch Tour to the Peppermill Restaurant in Pasadena. See detailed information on these events elsewhere in this issue.

For a number of years the club has had a pizza night car show in September in place of the monthly meeting. The last couple of years has seen a decline in interest and attendance, so we have cancelled it and will have our regular meeting at Mercury Savings. See you there!

*Jerry*



LARRY CAPLAN

## CALENDAR OF EVENTS

- Sept. 3 Regular meeting, Mercury Savings, Magnolia & Laurel Canyon, 7:30 PM, Tire kicking at 7:00
- Sept. 3 9:00 AM, Burbank Festival of Automobiles at Olive Recreation Center in Burbank, entry includes two complimentary lunches, judging & trophies
- Sept. 23 Tour to Tom Sparks to view his auto collection. Meet at Balboa Park, Burbank Blvd. parking lot at 9:15 AM.
- Sept. 24 Dave Sanborn's Fourth Annual Breakfast Tour to the Peppermill Restaurant. Meet at Balboa Park, Burbank Blvd. parking lot at 9:00 AM.
- Oct. 8 20th Annual All Ford Picnic at La Palma Park in Anaheim.
- Oct. 15 Tour to Bothwell Car Collection
- Oct, 29 Westlake Car Show

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Charles Manson c/o Gordie 818/246-6686

38 pickup gas gauge, tank and dash units  
Tomy Thompson 818/841-7967

51 Ford curved chrome side strip, Rich  
Mottern 818/848-4948

41 Ford, defroster kit, literature, left front  
fender "Super Deluxe" script, Bill Toensing  
818/547-6051

8BA type truck crank pulley, Bill Culp 818/  
344-0969

VINTAGE CARS DRIVEN TO MEETING

Bill Toensing	41 Super Dlx Tudor
Don Dupree	46 ½ Ton Pickup
John Kemmerer	40 Tudor
Paul Montroy	40 Coupe
Harold Selson	36 Coupe
Don Durkee	50 Club Coupe
Gordie Chamberlin	40 Ford Coupe
Jack Kelejian	41 Ford Coupe
David Sanborn	36 Pickup
Chuck Mair	41 Ford Coupe
John & Virginia Wolf	40 Coupe

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>>>>>>>>>    **BIRTHDAYS**            <<<<<<<<<<<

**September 7** - Tony Thompson

**September 13** - Ann Caplan

**September 15** - Marty Luening

**September 24** - Jerry Veley

**September 28** - Diann Chamberlin

<<<< **Happy Birthday to All of you.** >>>>

---

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# How to Break in Your New Car

BY TOM MCCAHILL

(Reprinted from December, 1950 *Mechanix Illustrated*)  
(TAKEN FROM EARLY FORD V-8 CLUB SAN DIEGO)

There are too many buttonheads who think break-in means break-up, says MI's auto expert. Being an old maid for the first 2,000 miles will save you major overhaul costs later.

There are more opposing thoughts about how to break in a new car than my dog Joe has hairs on his tail. As is true of most controversial subjects, on this one everybody thinks he's right. Some automobile manufacturers give the customer break-in instructions that are nearly foolproof, others claim their cars are broken in when delivered--but they all underestimate the genius some of our smarter fools can display when it comes to reducing a

nice new horseless carriage to junk by ignoring sound rules or making up their own screwy ones.

I'll never forget the time at Indianapolis several years ago when one of the automotive greats sounded off on how he personally breaks in a new car.

"I take the damn thing out as soon as I get it," he explained, "and I run it wide open for nearly an hour. If that doesn't freeze the SOB up, then I got a thoroughly broken-in car with nothing else to worry about."

"What if it does freeze up?" I asked.

"Oh, well," he said, "I tow it right back to the dealer and I tell him, 'Fine car you're selling--won't even run for an hour!' and he gives me a new one---quick."

Now, if this startles you, let me assure you that this buttonhead isn't the only guy who thinks this way. I know a number of characters who believe in the same method of "breaking in" a new car. I'd hate to pay their oil bills after 20,000 miles.

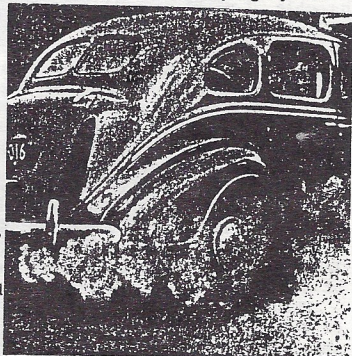
In the old days, all really high class cars of the Rolls-Royce, Pierce Arrow, and Locomobile ilk were driven several thousand miles by company drivers before delivery. It was the standard practice and many of these cars were completely torn down and rebuilt before they were delivered to the buyer. In the interest of manufacturing economy this practice has long since been dropped. Today, it's up to the customer to shake down his new car and locate the bugs, if any.

Personally, I'm an old maid when I break in a car for myself and I have found that it pays dividends over and over again. When I'm trying out a manufacturer's new baby, I give it the works, like the jerk in Indianapolis, because this treatment reveals a lot of bugs I want our readers to know about. But, believe me, I don't manhandle my own new cars that way!

I never drove the MI Ford over 40 until the speedometer showed 500 miles. I would drive it for not more than an hour at a time for the first 200 miles and then I'd stop, raise the hood and let the engine cool down for 15 or 20 minutes before starting again. I didn't want any hot spots, that come from constant running of a well-put-together engine, destroying my new powerplant. When I had 500 miles on the clock, I drove back to Andy Granatelli's shop in Chicago, where the MI Ford was hopped up, and we rechecked everything from the inside out. Then, and then only, was I ready to give it a real spin.

To show how well this precaution paid off, I drove this car from Los Angeles to New York (over 3,000 miles by my route) at high cruising speeds without adding one drop of oil to the crankcase, which needed only about one pint when I arrived in New York--and the engine had close to 30,000 miles on it by that time. If I had taken the car right out when new and booted it hard, my bearing surfaces, cylinder walls, and cams wouldn't have remained perfect as they have. Constant hard running of a tight new engine causes distortion which in turn results in scars, mars, and permanent damage to close-tolerance parts. The extent and seriousness of the damage will be determined by the amount of initial distortion through abnormal expansion.

(See HOW TO BREAK IN YOUR NEW CAR, next page)



We see a lot of oil burners like this on the road. They mean worn rings and cylinders, which allow oil to creep into the combustion chamber.

## HOW TO BREAK IN YOUR NEW CAR, Continued

In addition to the engine there are many other parts of a car that also need breaking in and loosening up. For example, wheel bearings, brake drums, shock absorbers and, in fact, even coil springs need warming up. In the Army, they have a word for exercising new springs before using, especially in cold weather. The word is Gymnastication. Heavy coil springs, whether on artillery pieces or tanks, are flexed for some time in order to limber them up before they take a full shock load. This prevents a lot of breakage. The goon who slams a brand-new car over deep ruts is asking for trouble and will usually get it, if not that day, then a few months later when a spring lets go. All parts will last longer and give better service if they have a chance to develop a natural so-called groove. New transmissions and rear-end gears usually have a number of microscopic high spots that will smooth out better if the engine is not run at wide open throttle. At top speed, the high spots expand and are knocked or gouged off instead of worn off. Knocking off a high spot often causes a crack or fissure to develop that may cause a complete breakdown a year or so later.

I like to put myself in the car's place and imagine how I would like to be broken in if I was the car. Here's how I believe in doing it. With any new car I buy, I try to run it for not more than an hour at a time, at definitely low speeds, before stopping for a cool-off period. I keep constantly alert for hot smells you can sniff on nearly all new cars and if the odor gets bad, I stop at once and let the load cool off again. As you know, while the car is running nearly all moving parts are expanding with heat, and this is when the initial damage can be done.

I always add several ounces of a good light penetrating lubricant to my gasoline to keep the valves free and cool, and I usually throw a quart of the same stuff in the crankcase---- after making sure the crankcase oil doesn't contain a detergent that might clash with it chemically. I change the oil after 200 miles and replace it with a light, high grade non-detergent oil, to which I add another quart of Rislon or some other top-flight repelling lubricant.

I never drive a new car faster than 50 during the first 200 miles and then only for a minute or two. After the first oil change, if the engine seems to be running cool, I let the car drift closer to 60, for short distances only, and then slow down for a cool-off. I drive pretty much this way for the first 500 miles. Then I change the oil again and have the car greased from stem to stern. The next 500 miles should have you over most of the bumps and with caution you're safe at speeds up to 70, providing you keep a weather eye cocked for overheating. Any abrupt change in oil pressure, up or down, is a warning of extreme expansion or distortion. It also may indicate internal heat not shown on the water temperature gauge.

With 2,000 miles on the clock, I'm through with the break-in and ready for the big test which I feel is almost a must. I change the oil again, add my friction-proof lubricant, get the car greased, and change the grease in the transmission and rear end to eliminate any gear or casting chips. I also change the oil filter. At this point, I feel I have done my job and that now it's up to the manufacturer. As you may know, most new car guarantees are for three months or 4,000 miles, whichever occurs first. I figure that if I'm going to have any major trouble, I might as well have it within the guaranty period and let the company worry about it. As I always do my 4,000 miles long before the first three months, I give the car the works at 2,000 miles.

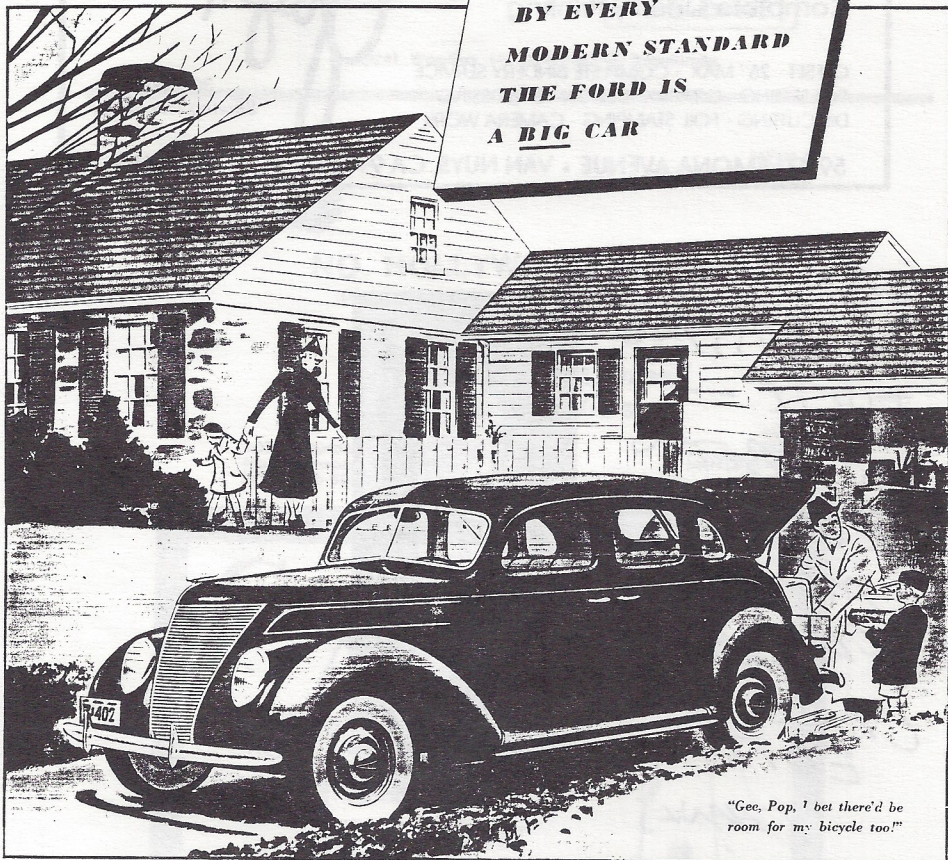
At 2,000 miles, I take off on a long trip and beat the pants off the car for the purpose of finding the really well-hidden bugs. If I happen to be in the East, I usually head for the Penn Turnpike, where a 70-mile-an-hour speed limit is only a figure in the highway commissioner's noggin. The Turnpike is 156 miles long and it can be a car killer. I open the throttle and let her go for mile after mile. If rods are scheduled to pop, they'll sail out now like confetti at a Naples wedding. If a generator pulley bearing is just so-so, it will fizzle off now. If a fuel pump is weak, it will poop out and so will a hundred and one other parts such as timing gears, rear end, or transmission.

For one 1946 car I owned, while running from New York to Texas, I had to get two new generators, a starter (of all things), a new fuel pump, a new fan belt, two new water pumps and last, but far from least, a new battery to replace the original one that was burned out because of a faulty voltage regulator. I got all this new stuff for free, but it took some hollering.

When you've reached your 4,000 miles, the car's all yours so far as breakage or replacement of defective parts is concerned. If you have taken the time to break it in correctly, you should be all set for thousands of trouble-free miles. One last reminder--never race a cold engine.

I'll admit the first part of my break-in program may sound a little old fogeyish. All I can say is that in more than a million miles of driving, with many makes of cars, I have never had a ring job, a new clutch or a major overhaul except for replacing one defective rear end.

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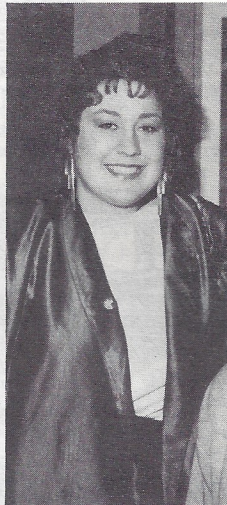
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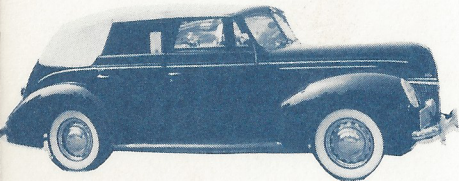
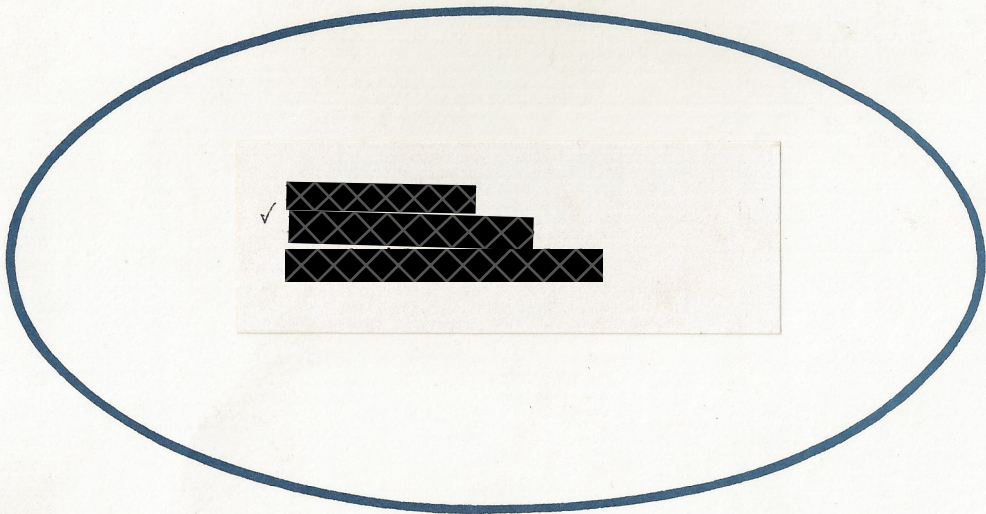
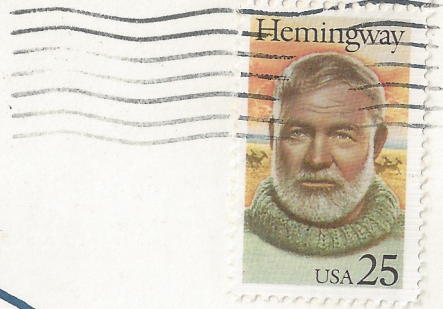
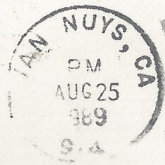
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