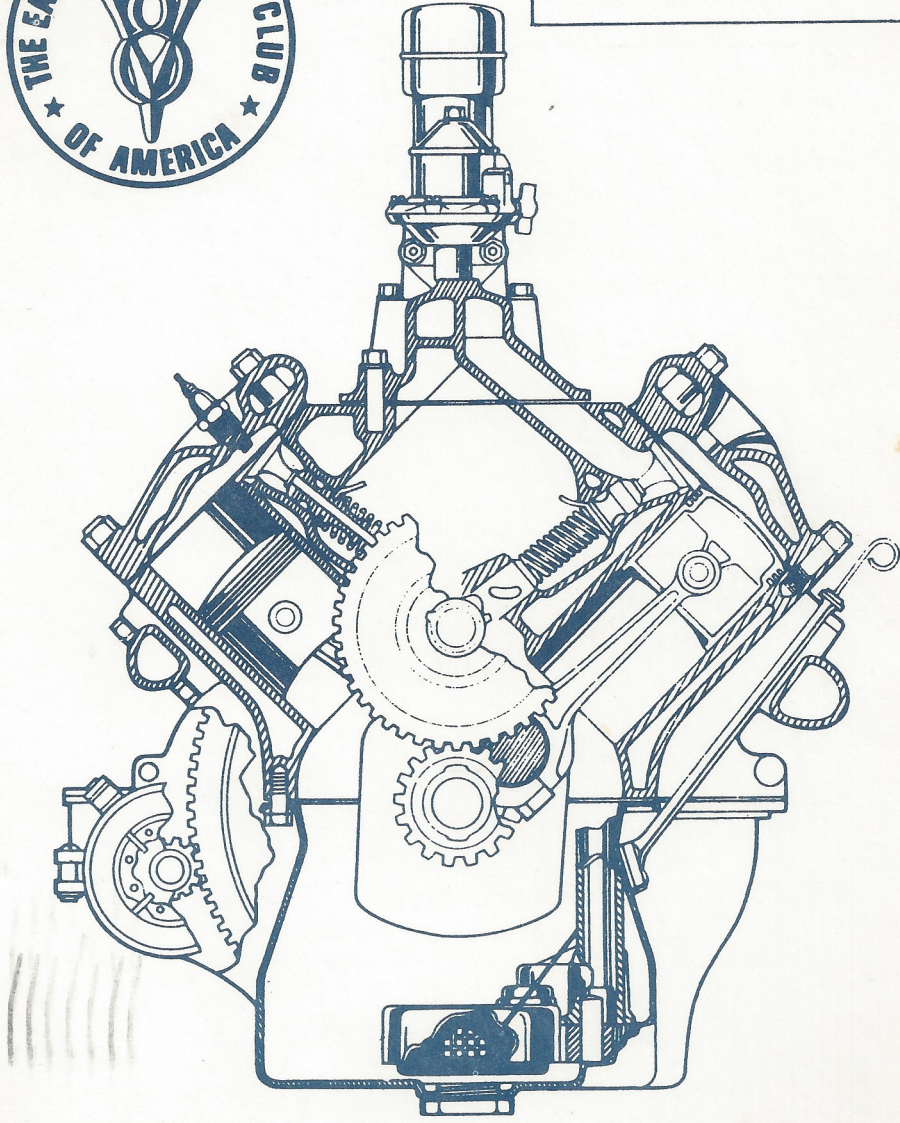




JANUARY



Drive Lines

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Drive Lines

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P.O. Box 96
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THE VALLEY V-8's

January 1990

PRESIDENT'S MESSAGE

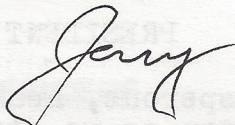
A prosperous, healthy and happy New Year to all of you as we start not only a new year, but a new decade.

Our holiday party at the Calimigos Ranch was enjoyed by all, in a large rustic room well decorated in the holiday spirit. A large fireplace warmed all the new arrivals coming in from the cold evening air. Artificial snow on the path outside made it seem colder than it actually was. John and Virginia Wolf were again the most enthusiastic Early Ford V-8er's driving their '40 Tudor to the party. Santa Don Durkee made his usual visit and distributed not only the exchange gifts, but also gifts to everyone from Santa D. and Mary. Thanks Don and Mary. Many thanks to Al and Ruth Spencer for making the arrangements for the party.

The Valley V-8's annual dues are due and payable January 1st. Please bring your \$15, cash or check to Terry Smith at the January meeting. If you can't attend the meeting send your check to the Valley V-8's, P.O. Box 96, Reseda, CA 91337. If you have changed your address, phone, spouse, occupation or cars owned, please notify Terry Smith so we can update the directory.

Chuck Mair still needs articles, pictures or stories for the Drive Lines. Our last request for help in this area was rather underwhelming. Let's see if we can't out do Pat Berry and Jack Miles. The Drive Lines is only going to be as interesting as WE make it.

The speaker at the January meeting will be Jack Miles. The subject will be a wide range of restoration and maintenance tips. See you at the January meeting.



CALENDAR OF EVENTS

- Jan 7 Regular meeting, Mercury Savings, Magnolia and Laurel Canyon, 7:30 PM
Tire kicking at 7:00
- Jan 7 Pomona swap meet at Fairplex
- Feb 4 Regular meeting, Mercury Savings
- Feb 17-18 Big Three swap meet at Jack Murphy Stadium, San Diego
- Feb 18 Pomona swap meet at Fairplex
- Jan 19*20 V 8 FIESTA SANDIEGO'S HISTORIC OLD TOWN NATIONAL INSTALLATION OF OFFICERS

PLEASE RETURN WITH 1990 DUES

NAME _____ SPOUSE _____

ADDRESS _____

PHONE _____ OCCUPATION _____

CARS OWNED _____

From the Secretary's Quill

How many of you know that Henry Ford was secretary of Ford before he was president? So, don't underestimate the influence of the secretary's position. — I'm just doing things in reverse. Actually, I went down kicking and screaming and it took Jerry's offer to reupholster my Model A (including the rumble seat) before I accepted.

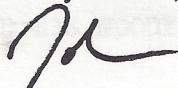
WOW! What a holiday party — The Spencers did it again. The setting at Calamigos Ranch was great. They even provided snow and a fire in the fireplace (with real logs). The room looked like a fashion fantasy with Virginia's black silver gown and tennis bracelet and Bev's red polka dot dress. The professor was in holiday form, with his red suspenders and Santa stuffing. When asked about his wardrobe, Mrs. professor replied "Don't ask me, I don't dress him, I just bring him." — It was worth the price of dinner just to see John Wolf in a tie.

The gifts brought by the members were passed out by Santa Claus, who interesting enough had the Durkee grin and drawl. Some of the more interesting gifts were an NOS set of '41 Mercury hubcaps, a pair of '40 Ford fender skirts, an autographed photo of Henry Ford, a pint of Southern Comfort and a bottle of Aqua Velva. While Santa passed out the goodies, the parking lot attendants were having a contest to see who could shift his '50 convertible from low to reverse the quickest. In addition to the exchange of gifts, everyone received favors, compliments of the Durkees.

The outgoing officers were recognized for their support during the year, with Julie Blackwell receiving the Amelia Earhart award. Ed Warnock did his usual superb job installing the new officers, followed by a short talk by the "new" prez, who assured us that he is going to do a better job than the outgoing prez. — He's got a tough act to follow.

Thanks again to Ruth and Al Spencer for a great evening of fun and conversation.

Secretarily Yours,



Ford's Idea : Better or Bogus?

All a matter of degree.

Did this ever happen to you? You're doing something you've done many times before. It could be anything, like waving to your neighbors or watching the kids give Buster, the old family spaniel, a bath. It's routine, utterly unremarkable.

But then, something strikes your consciousness that changes everything. You discover, for example, that that eight-year-old kid across the street with a deep voice is actually a middle-aged midget. Or that, Holy Cowl, Buster's really a female!

Now, while these aren't matters of great sociological impact, they can stop you in your tracks and cause you to wonder about things.

Here's another one: do you know that the flathead Ford/Merc is an asymmetric engine? That its left and right banks aren't mirror images? That the valve angles on each cylinder bank aren't the same? And that deep down into its cast iron soul, the camshaft and crankshaft are offset from the engine's centerline? It's true.

For example, the crankshaft's offset, which is 3/16 in. according to Barney Navarro, is easily seen at the rear end of a bare block, but, you might miss it if you weren't looking for it. Ditto for the cam's offset. Karl Orr, with a definite twinkle in his eyes says, "Well, some guys knew about the cam's .090-in. offset, but some didn't."

As a result, Orr frequently used cams having a different profile for each bank. Further, the cam offset affected the passenger side of a car, the angle of the valves on that bank is approximately 4.5 degrees, Kong Jackson tells us, while the angle on the other bank is about six degrees. He goes on to say that this applies to '32 to '42 V8s. Engines from '46 to '53 also had valves of different angles, but to a lesser degree.

Why the offset at all?

The main contention is that the offset crank allows alignment of the crank main bearing, crank pin and piston pin to occur after combustion has started. Thus, combustive force is not wasted when the piston is at TDC. Otherwise, it was claimed in a non-offset engine, force is lost when the piston pin, rod journal and crank pin centerlines are aligned at TDC. At that instant, no work is being done by combustion, with the main bearing taking the brunt of the explosion.

Its effectiveness?

It's hard to say, although offsets such as this were a relatively common practice in the 1930s. If it were commonplace today, which it isn't, the design would be vindicated, which it hasn't been.

Racers, always a resourceful group, lived with it, but not all of them happily. As straight-shooter Navarro says, "Ford had a strange idea, and it was bogus."

-MG

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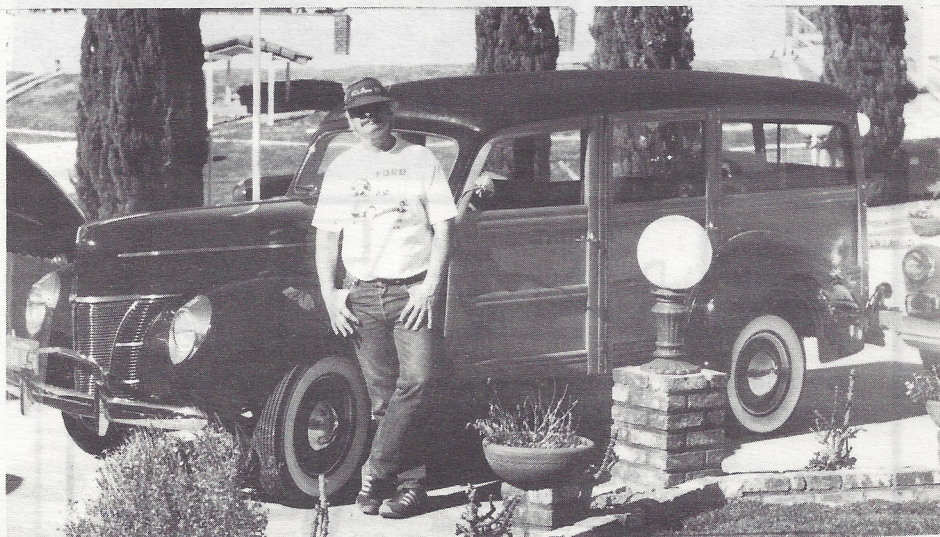


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JOHN BUSK.....	1976
CHIP WERSTEIN.....	1977
STAN MASRAJE.....	1978
BOB DRAKE.....	1979
BILL CULP.....	1979
AL SPENCER.....	1980
LARRY CAPLAN.....	1981
BOB ROSE.....	1982
DON DURKEE.....	1983
PAUL KIRK.....	1984
KENT LOWRY.....	1985
DAVE SANBORN.....	1986
JOHN KEMMERER.....	1987
DUDLEY OCHSNER.....	1988
JERRY JENSEN.....	1989

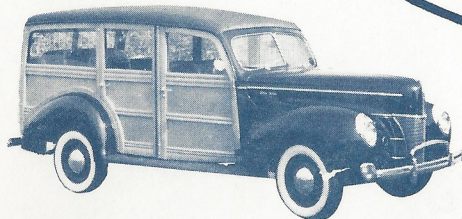
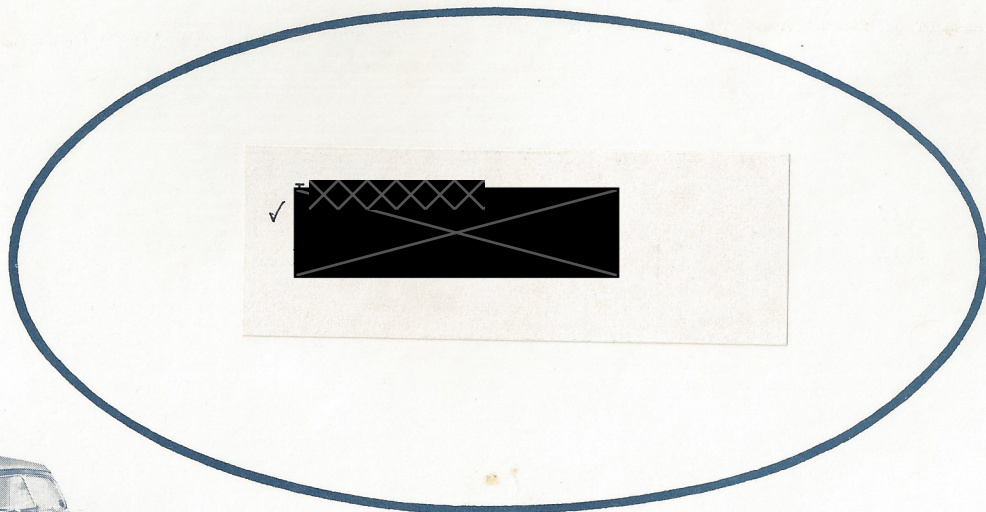
MEETINGS: Mercury Savings and Loan
Magnolia and Laurel Canyon Blvd.
- 1st Sunday of Every Month -

The Valley  *'s*

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Greetings USA 25



51st Anniversary