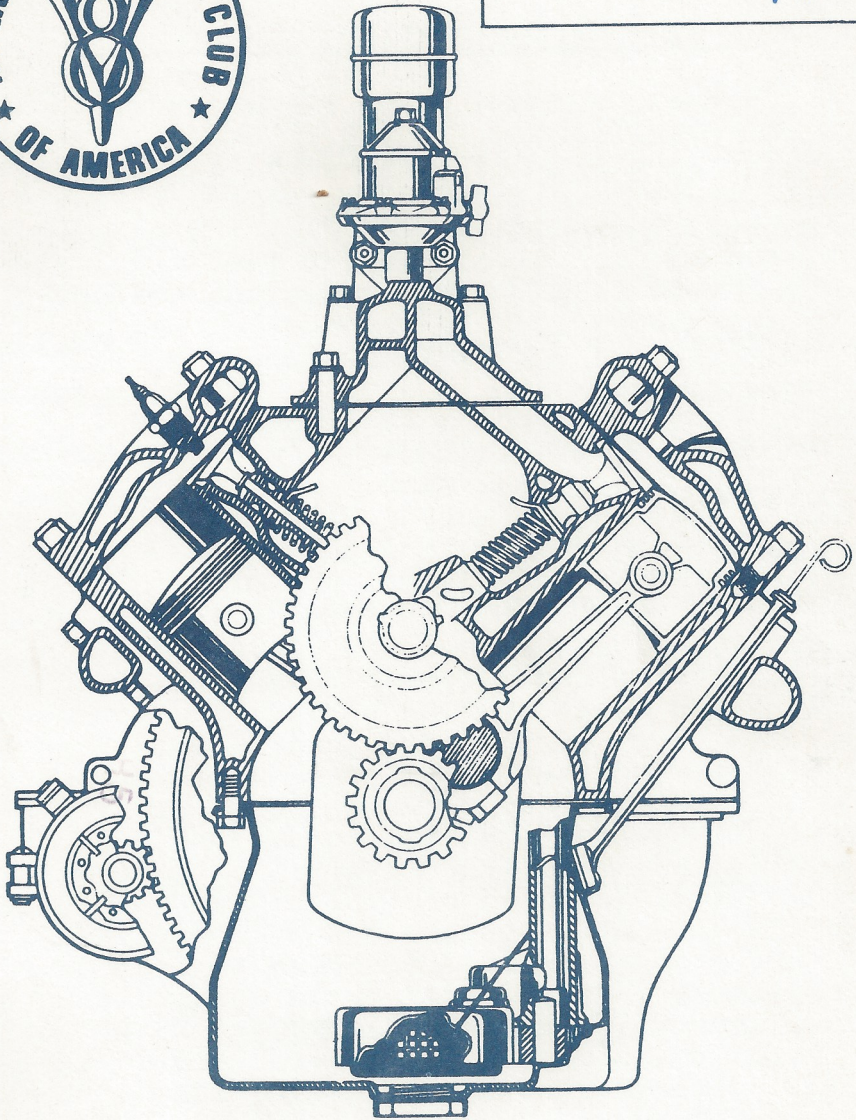




90 FEB *[Signature]*



# 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

February 1990

## PRESIDENT'S MESSAGE

Several weeks ago I had the pleasure of driving my '39 Tudor for the first time since completing a total restoration. There is real satisfaction and pride of accomplishment when you roll out of the driveway on that first test drive. Knowing that a number of you are currently restoring cars, I wish all of you the success of completing your project in the coming year and enjoying that first drive.

I was hoping that a number of you would make a new year's resolution to pay the Valley V-8's annual dues early. The evidence doesn't indicate that many people made that resolution, as we have many members unpaid. As outlined in the January Drivelines, dues are still \$15.

It's time to start setting aside those surplus and unwanted parts for our Spring auction. Last year's auction was a great success and lots of fun, due to your generous donations. Let's see if we can't equal last year's event.

The tour scheduled for February 11, to the Museum of Flying should be quite interesting. This facility is referred to as "The Mini-Smithsonian Air and Space Museum". It is located on property that was once a part of the Douglas Aircraft Co. plant, where the Douglas DC 3, DC 4, DC 6 and DC 7's were manufactured. Several other car clubs have already made this tour and enjoyed it.

Some of the tours still in the planning stage are: the Heritage House in Pasadena, the Don Durkee Annual overnight tour to Solvang and the Queen Mary 1939 Celebration. We are still looking for help in planning and putting on additional tours.

Thanks to Jack Miles for his enlighten-  
talk on a variety of restoration and main-  
tenance tips at the January Meeting. The  
program for February will be another Loren  
Sorensen Video tape. Some of the high lights  
of the tape are: 50th anniversary of the Ford  
and Mercury, Ford at the 1964 New York World's  
Fair and 25th anniversary of the Mustang.  
See you at the February Meeting.

*Jerry*

### CALENDAR OF EVENTS

- Feb 4 Regular meeting, Mercury Savings  
Magnolia & Laurel Canyon, 7:30 P.M.  
Tire kicking at 7:00
- Feb 4 Swap Meet at El Camino College,  
sponsored by VCCA
- Feb 11 Tour to the Museum of Flying, meet  
at Balboa Park, 9:15 A.M.
- Feb 17-18 Big Three swap meet at Jack Murphy  
Stadium, San Diego
- Feb 18 Pomona swap meet at Fairplex
- Mar 4 Regular meeting, Mercury Savings
- Apr 22 Spring Car Show at Woodley Park  
sponsored by CHVA. Registration \$10  
Chuck Shubb 818/882-2927

### *From the Secretary's Quill*

Jerry kicked off the first meeting of the new year asking for suggestions for club tours. As you may or may not know, we do not have a designated tour director this year. However, several club members have volunteered to honcho specific tours. Dudley Ochsner is working on a luncheon tour to the Heritage House in Pasadena, Don Durkee is coordinating Solvang, Jay Fortman is working with his contacts on a tour to the China Lakes Naval Air Station Air Show and Dave Sanborn is already planning the Quad Clubs' Breakfast. In addition to those that have already volunteered, we need your help. So give Jerry a call with your ideas. Also, let Jerry know whether you prefer Saturday or Sunday tours and whether or not you want to have the Holiday Party at Calamigos Ranch again this year. While we're on the subject of needs, Chuck Mair needs articles for the *Drive Lines*. Please send Chuck articles that you feel would be of interest to the members. We're looking for news about old cars, technical tips or even personal experiences that you may have encountered while working on your "old" Ford product.

Jay Fortman is looking for a '32 Roadster windshield and top and Don Dupree needs a radiator for his '41 Mercury – seems someone stoles his, along with some other goodies from his backyard.

For the first time in fifteen years, Harold Selson came to a meeting without his name badge. You guessed it! Sorry Harold. Harold's loss could be your gain. There will be 20 bucks in the pot at the next meeting – so be there with badges on.

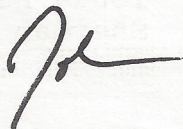
Bob Rose missed out on the fantastic brownies included in the refreshments brought by Joe DiFatta and Jerry Jensen. Try the February meeting Bob, and see what Larry Caplan bakes.

Back to bucks – **DUES ARE DUE.** Send your payment (\$15 I think) to Terry Smith, or to the Club's P.O. Box. Remember, membership in the National is a prerequisite for membership in the local.

Jack "Trust Me" Miles gave a talk on wiring and tips of the trade. Let's see Jack, was that green for gauges, red for ignition and black for tail lights? Whatever – I do know that I'll be sure to put in a 4923 seal the next time I rebuild a water pump - now who do I get to cut the chamfer? Anyhow, if any of this does not make sense, ask Jack. If it does make sense, you're in trouble. – Thanks Jack!

During the presentation, Isabelle DiFatta wanted to know why early Ford V-8's have such a wide tappet clearance? I'm not sure if she got an understandable answer, so I went to the archives and found an answer by Murray Fahnestock published in a 1939 V-8 Ford Service Handbook. The answer has been reproduced on the following page for your edification.

Lin and I will not be at the February meeting. We'll be celebrating our 25th Wedding Anniversary. I wanted to buy a '50 Ford in honor of the occasion, but she wanted to go to the Pro Bowl in Honolulu. Guess who won that one? Watch for us on TV. We'll be thinking of you.

A handwritten signature in black ink, appearing to be the initials 'JL' or similar, written in a cursive style.

## Questions on Tappet Clearance

**Q.** Why is so much tappet clearance used for Ford V-8 engines?

**A.** Ford uses ample tappet clearance because all valve stems expand under heat. This expansion may easily be as much as .008 or .010 inch under extreme conditions of sustained high speeds. It is because Ford uses ample valve clearance (to allow room for expansion) that Ford engines "stand up" so much better than other engines under extreme conditions. With Ford, reliability comes first.

While using ample tappet clearance to secure reliability, the Ford engineers have made the valve-action quiet by using a "multi-speed cam," which may be fancifully compared with an 8-speed transmission, operating as follows: The cam is so designed that, while the push rod is in contact with the heel of the cam, the rod and valve are at rest and the valve is closed. As the cam revolves, the slope of the cam (which represents First Speed) comes into action, and the rod is lifted gently to take up nearly all of the clearance between rod and valve stem.

Did you notice that word "nearly?" Just as the rod is about to touch the valve stem, Second Speed comes into action, as a section of the cam is reached which has a much gentler slope. Consequently, instead of hitting the valve stem a hard and noisy blow, the push rod is eased gently against it, thus greatly reducing both noise and wear.

As soon as the push rod has made firm contact with the valve stem, a section of the cam, with much greater slope, comes into action. Thus Third Speed opens the valve, against the resistance of the valve spring, as quickly as possible. Finally, the nose of the cam comes into contact with the tappet, where the rate of opening is slowed down. This Fourth Speed slows down the rate of opening to zero, while still holding the valve wide open.

Further movement of the cam commences the closing of the valve, and Fifth Speed increases the rate of closing. While Sixth Speed almost closes the valve, at a much more rapid rate. Then that part of the cam having a more gentle slope is reached, and the head of the valve is eased gently down on the valve seat. Finally the push rod is moved rapidly away from the valve stem by the Eighth Speed. This completes the complete cycle of operations.

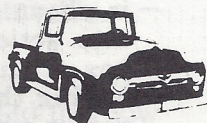
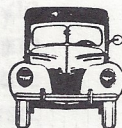
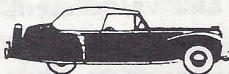
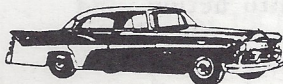
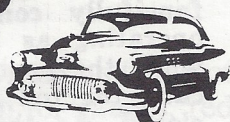
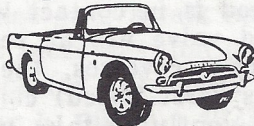
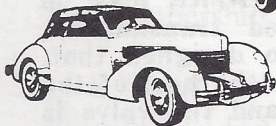
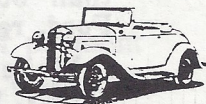
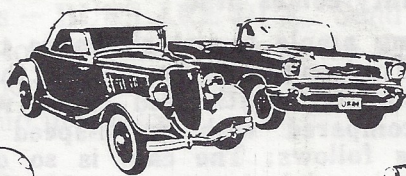
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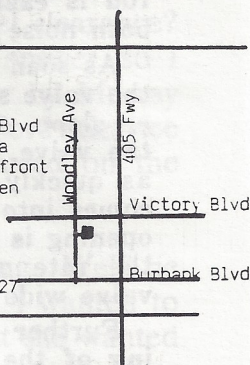
Sunday April 22

For Info Call:

Chuck Shubb (818) 882-2927

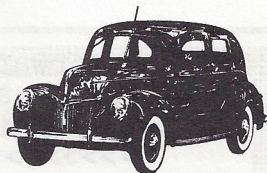
Ron Cook (818) 886-0459

101 Fwy





# TOUR



## MUSEUM OF

# Flying

Join the Valley V-8's on a tour to the Museum of Flying. This is a new facility at Santa Monica Airport. Using exhibits, videos, aircraft and film, the Museum of Flying shows how aviation has embraced and stimulated changes in science, art, economics, culture, politics, and entertainment. Throughout the facility, the adjacent courtyard, and the ramp adjoining the active runway on Santa Monica Airport, historically significant aircraft will be on display.

Date: Sunday, February 11, 1990

Time: Meet at Balboa Park, parking lot N/W corner of Balboa and Burbank at 9:15 AM. Tour leaves Park for Santa Monica at 9:30 sharp!

Museum: Admission, group rate \$2, tour at Museum to start at 10:00 AM. Tour lasts approximately 1½ hours.

Lunch: There are several restaurants in the immediate vicinity.

Please forward the following information with your \$15.00 annual dues. We need to update our membership directory.

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_  
\_\_\_\_\_

PHONE \_\_\_\_\_ OCCUPATION \_\_\_\_\_

CARS OWNED \_\_\_\_\_  
\_\_\_\_\_  
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tire covers, Ted Mersch 213/257-4724

59 A engine, bored, cam, dual carbs, heads,  
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39 Ford brake and clutch assembly,  
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1932 Roadster windshield and bows for top  
Jay Fortman 818/345-8594, 619/377-4686

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32,33,34 open car windshield wiper motors  
Harold Johansen 818/784-1068

41 Mercury radiator, Don Dupree 818/894-7255

>>>> BELATED JANUARY <<<<  
>>>>>>>> BIRTHDAYS <<<<<<<<<<<<

January 19 - Jack Miles

January 25 - John Wolf

January 28 - Jerry Littner

>>>> FEBRUARY <<<<<  
>>>>>>>> BIRTHDAYS <<<<<<<<<<<<

February 6 - Cecely Adams

February 11 - Don Durkee

February 27 - Lin Kemmerer

February 27 - Patricia Culp

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

Please let us know when your Birthday is !

Your Name: \_\_\_\_\_

Your Birthday: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_

Spouse's Birthday: \_\_\_\_\_

Fill out the above information and mail to:  
Virginia Wolf  
13024 Hartsook Street  
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VINTAGE CARS DRIVEN TO THE JANUARY MEETING

Joe DiFatta	48 Ford Coupe
Chuck Mair	41 Ford Coupe
Virginia & John Wolf	40 Ford Coupe
Art & Lorraine Bjornstad	40 Ford Convert.
William Toensing	41 Tudor Spec Dlx
Harold Selson	36 Ford Coupe
Harold Johansen	32 Ford Roadster
Jerry Jensen	39 Ford Tudor

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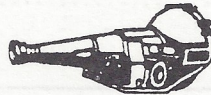
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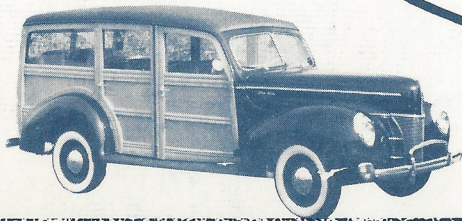
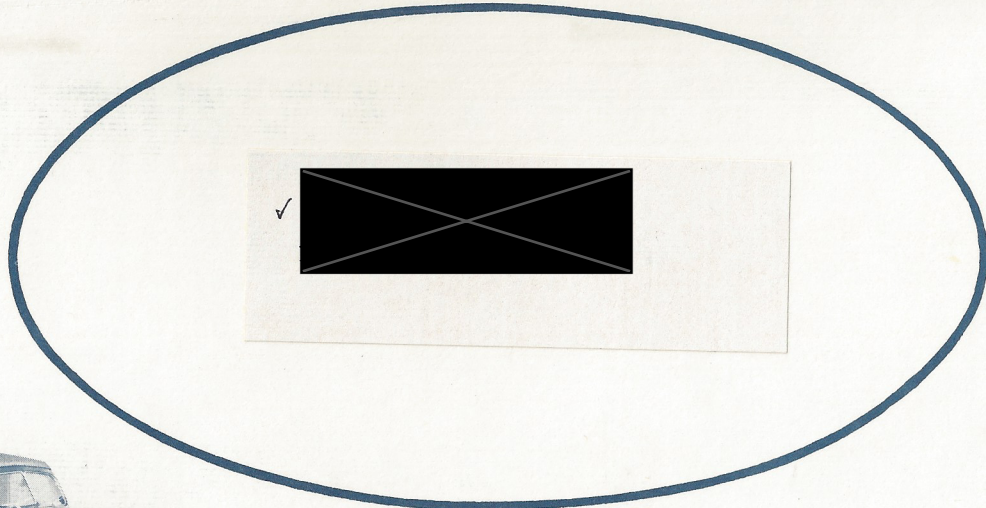
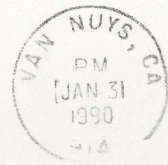
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