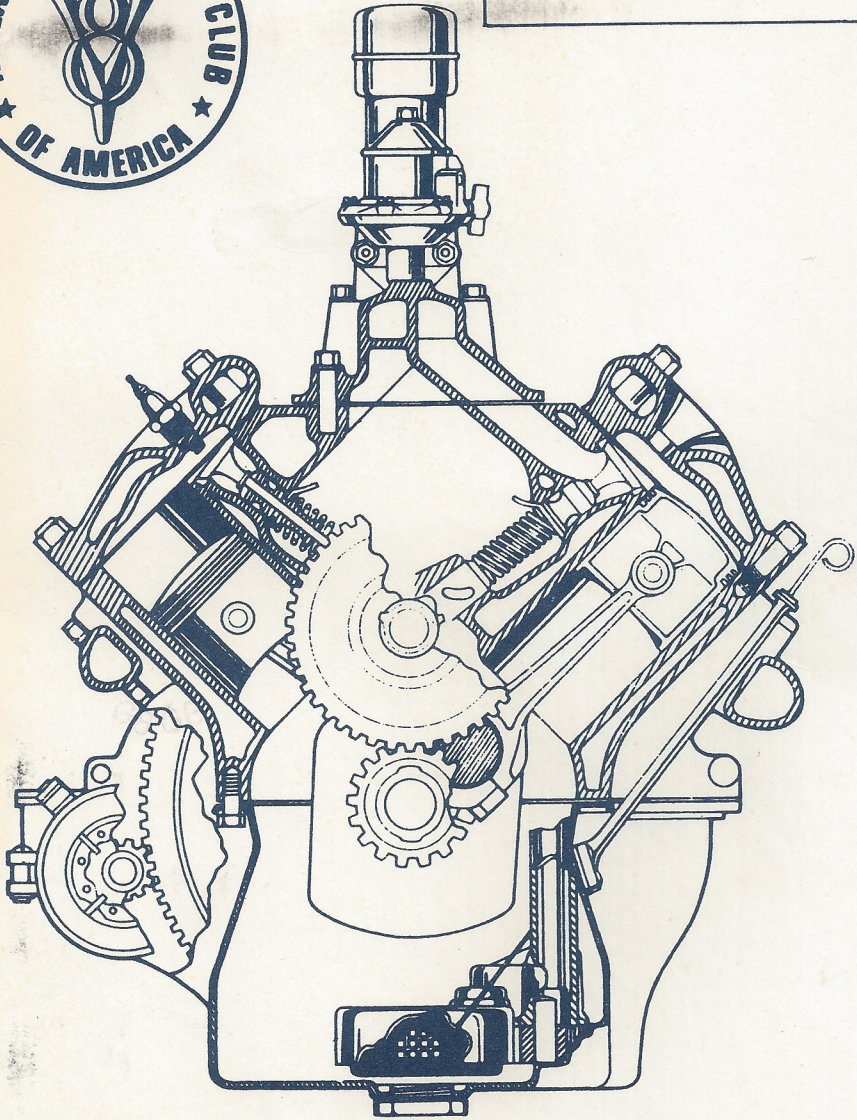




DECEMBER



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

THE VALLEY V-8's

December 1990

PRESIDENT'S MESSAGE

Heading into the holiday season, we have over 200,000 Americans in the Armed Forces stationed in the Near East spending this special time of the year away from their families and loved ones. While they are not involved in armed combat, the potential is imminent. Three times in my life time Americans have fought and died for our freedom as well as freedom for other nations. Most of the time we take our freedom and our lifestyle for granted, including our enjoyment of this hobby. We should give thanks for our blessings; and keep our men and women in the Persian Gulf in our prayers.

I hope all of you remembered that there is no December meeting. The December meeting is replaced by the holiday party at the Calamigos Ranch on December 8th. Get your reservations in to Al Spencer.

The November tour to the Los Angeles City Fire Department Helicopter Unit was blessed with another great day. We were met by Mike Roy the chief pilot of the "A" Platoon, an old friend I have known for over twenty years. Mike gave us a great talk on the Fire Department's air operations and showed us several helicopters. Mike described the helicopters role in the recent Universal Studio fire and several other interesting incidents.

Larry Caplan obviously put a great deal of time and effort into preparing his program on the 40 Ford. Larry even went to the effort to break down the ownership by year of the early Fords in our club. It turns out there are twice as many 40 Fords as the next closest year. As I recall, there are 54 forties

in the club. It was a great program Larry.
Thanks!

Chuck Shubb will be co-ordinating multi club tours in 1991, including the W.P. Chrysler, Olds and CHVA. The January tour is to the Richard Carpenter car collection in Santa Fe Springs and the February tour is to San Sylmar. Detailed information will be in the January Drivelines.

As of this writing there are several of the club's officer positions still open for 1991. I can tell you that Joe DiFatta has volunteered to head our club as president in 1991. He has some exciting ideas for next year. Lets give him our total support and help him in any way we can. See you at the Calamigos Ranch.

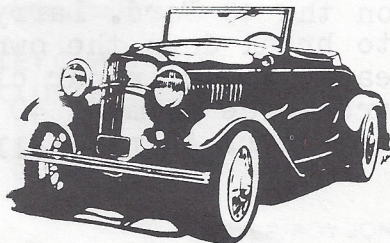
Jerry

CALENDAR OF EVENTS

- DEC. 8 Holiday Party at the Calamigos Ranch, 7:00 p.m.
Call Al Spencer for reservations (818) 761-1734.
- JAN. 6 Regular Meeting - Mercury Savings & Loan
Magnolia and Laurel Canyon Blvd., 7:30 p.m.
- JAN. 13 Tour to Richard Carpenter Car Collection
- FEB. 3 Regular Meeting - Mercury Savings & Loan
Magnolia and Laurel Canyon Blvd., 7:30 p.m.
- FEB. 9 Tour to San Sylmar

Welcome To New Member -

Michael Kowalski





The Ford Club goes to the Los Angeles Fire Department Helicopter Division. Eight Classic Fords and approximately 25 members and their guests were present for a "First Hand" Report.



Chuck and Polly Mair stand by their 1941 Ford Coupe and trophy. At the Wine Rally November 15th, Chuck, Polly and the car were three seconds of the rally time. Also in the race were Joe DiFatta, Ben DiFatta and Jack Kelejian.

DUES LETTER WILL BE SENT SOON!

\$18.00 for 1991

(Deadline For Roster - February 15, 1991)

Vintage cars driven to the November meeting

| | |
|----------------------|-------------------------|
| Bill Toensing | 41 Ford Super Dlx Tudor |
| John & Virginia Wolf | 40 Deluxe Coupe |
| Bill Woods | 40 Merc Club Coupe |
| Cal Beauregard | 51 Lincoln Cosmo Conv |
| Chuck Mair | 41 Ford Coupe |
| Joe DiFatta | 48 Ford Coupe |
| Jerry Jensen | 39 Ford Deluxe Tudor |

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made, excellent condition, Bob Rose
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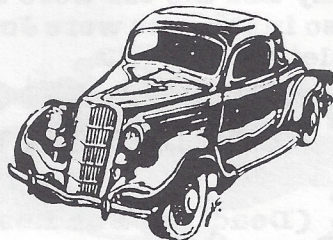
56 DeSoto Fireflite 2 dr HT \$4,500, 51 Packard
4 dr Dlx \$2,500, 56 Packard Patrician \$7,500,

74 Imperial 4 dr HT \$4,500, 82 Peugeot 604
Turbo Diesel \$3,500, 66 Citroen ID 19 sed.
\$1750, 55 Pontiac 4 dr \$3,000, 61 Panhard
PL 17 4 dr, Bill Toensing 818/578-1699,
818/753-6542 work

Cars and Parts Wanted

Speed equipment for flathead Lincoln V-8
Jack Miles 818/3478617

46-47-48 Ford Woody
Joe DiFatta 818/782-9883



>>>> DECEMBER <<<<<
>>>>>>>> BIRTHDAYS <<<<<<<<<<

December 2 - Stu Campbell

December 3 - Jo Velley

December 6 - George Richards

December 12 - Shel Harriman

December 19 - Shirley Richards

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

Please let us know when your Birthday is !

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Drive your old car forever

It's simple, easy and cheap — here's how

By Michael G. H. Scott

Before looking at a cost-effective method of preventing valve train wear using unleaded gasolines, here's something to keep in mind regarding your radiator. A hot-running engine will greatly reduce valve life.

Should your radiator genuinely need repair — if there is a leak from one or more of the core's tubes — make sure the radiator shop is both sufficiently skilled and honest enough to fix it properly. Too often, the offending tube(s) is merely blocked off. The leak thus fixed, the car owner happily drives on until the first hot weather or traffic snarl. Then he or she discovers the car runs hotter than ever because the cooling system is now that much more under capacity.

Remember, many vintage and newer automobiles had marginal cooling systems to begin with; using antifreeze, with its lower heat transferability than plain water, does not help matters.

Before 1983, gasolines had lead contents as high as three grams per gallon. Today, the maximum allowable content is 1/10th of one gram per gallon, though a 1989 article in the *Wall Street Journal* suggested that many of the major brands of regular do not even have this level.

Even unleaded sold by a company still offering 1/10th of a gram leaded regular will have a residual 1/20th of a gram because terminals must remain flexible in their ability to ship, store and shift gasoline as the market demands, and are unable to completely clean storage tanks, pipes, ship holds and other containers each time a

change of product is made. This is confirmed by current specification sheets for one big oil terminal that handles the products of three of the "seven sister" major petroleum companies. The sheets show 0.05 of a gram for unleaded and 0.10 of a gram for leaded regular gasoline.

Because of lead's toxic side effects, the Environmental Protection Agency ordered it removed from all gasoline. But after concern for increased valve wear in the nation's vast fleet of older soft block/seats in automobiles, trucks, farm equipment, marine and stationary engines, it was decided to pacify an increasing vocal minority by allowing a residual 0.10 gram per gallon. This was at best a political move as that small amount of lead is only a slight help for engines run moderately and already having a coating of lead oxides from years of burning more heavily leaded gasolines.

Newly rebuilt engines lose even that protection during the grinding, machining and polishing of overhaul. But thanks to modern lead substitute products, our old cars are actually better off without leaded gasoline. If that sounds too good to be true, read on and we'll review some facts.

Originally, all gasoline was "unleaded," since tetraethyl lead was not introduced until 1924, and then only as a cheap octane booster, allowing high compression ratios and more power without increasing cylinder displacement. Soon it was discovered that the lead oxides produced during combustion left a protective coating that reduced valve seat recession.

Under high temperatures, valve and seat form a brief, microscopic weld at each closing. Sustained high speeds, pulling a trailer uphill on a hot day, and other high load, high rpm situations exacerbate this fatal attraction steel valves and iron seats have for each other.

Vintage Ford and Chrysler products came from the factory with induction-hardened and insert valve seats, respectively. Other makes, including Hudson and Reo, cast the entire block of harder chrome nickel alloy iron that reduced valve seat wear. But any engine with any seat will wear if driven long and hard enough. General Motors recommends either leaded gasoline or a lead substitute for its current severe-duty 454 cid truck engines, which come from the factory with hardened valve seats, as do all new vehicles.

Many hobbyists believe their cars will need premature valve jobs if operated on unleaded or low-leaded gasoline, especially if they lack hardened seats, as most older automobiles do. But both Amoco and Standard of Indiana sold unleaded gasoline throughout the 1930s, '40s and '50s to date and throughout the East and Midwest, serving hundreds of millions of cars and trucks.

Remember that two scenarios will cause rapid valve train wear: running too lean a fuel mixture and running under load at high rpm (high rpm alone seems less serious). Unleaded gasoline may be used if engine speed is kept below a steady 70 percent of maximum horsepower, as it is even at high road speeds with overdrive transmission. If your car was available with an optional overdrive or Columbia rear axle (two-speed), consider installing it. You'll save fuel and wear throughout the drivetrain with more relaxed, quieter cruising in the bargain. And there are several aftermarket overdrives available for cars that

never came with overdrive originally. Remember that roads were not always what they are today, and that rear axle ratios were usually as low as 4:1, which means your engine is really howling by 60 mph.

Since many of us like to drive our cars with peace of mind, there are products readily available offering lead's wear protection without that deadly metal's side effects: brain damage in children, senility in adults.

Various soft, dissimilar metals will, like lead, protect valve seats and guides. But nickel and cadmium both form deadly compounds; phosphorous harms catalytic converters; and potassium, which was tried in Europe, causes valve sticking, at least in the formulation attempted. The Red Line lead substitute I use in my Packard Super Eight has sodium as the dissimilar metal, which is benign, clean and formulated to protect without the heavy, corrosive and power-robbing deposits of lead.

If you've seen an engine dismantled after years of running on leaded gasoline, you've noticed the thick, clay-like layer of lead on the bottom of the oil pan, with varying amounts throughout the engine. This decreases spark plug and exhaust system life. By using a quality lead substitute, you gain the advantage of lead without the drawbacks.

Such substitutes won't harm catalytic converters for owners of late model cars and trucks wanting increased valve train protection. Like lead, sodium has a cumulative effect, so if you occasionally forget to add lead substitute, there is some carryover protection. But it is only a waste of money to more than double the manufacturer's recommended dosage because, as with lead, this will only cause deposits even in an engine in severe service.

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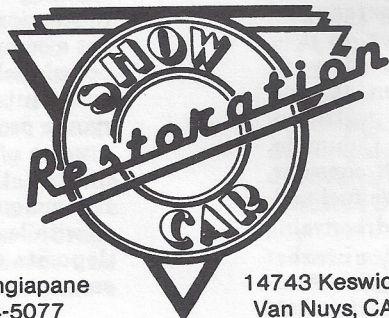
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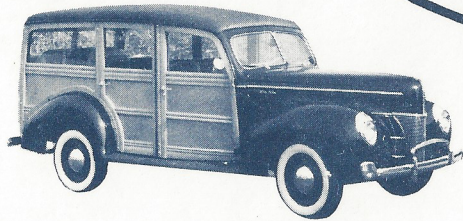
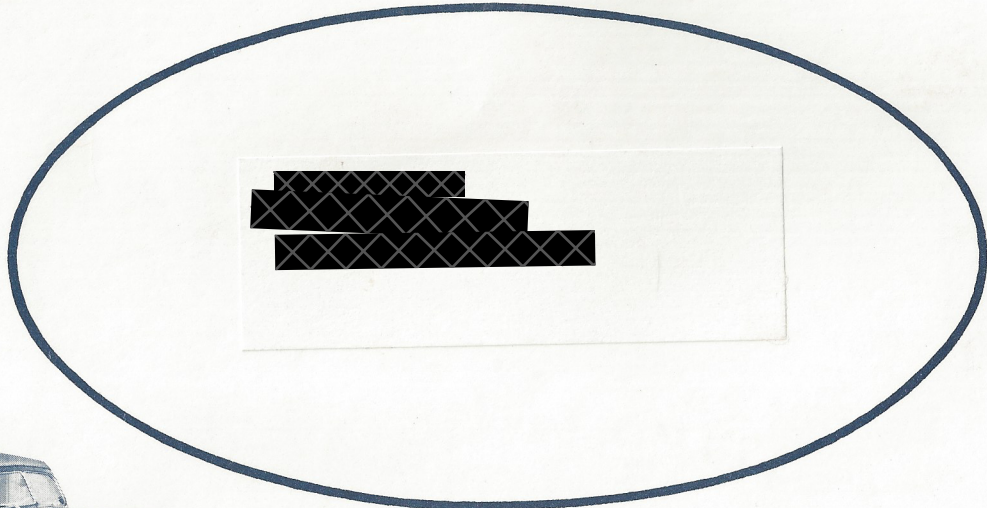
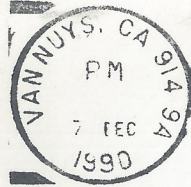
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| CHIP WERSTEIN..... | 1977 |
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| BOB DRAKE..... | 1979 |
| BILL CULP..... | 1979 |
| AL SPENCER..... | 1980 |
| LARRY CAPLAN..... | 1981 |
| BOB ROSE..... | 1982 |
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| DUDLEY OCHSNER..... | 1988 |
| JERRY JENSEN..... | 1989 |

MEETINGS: Mercury Savings and Loan
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The Valley  **'s**

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