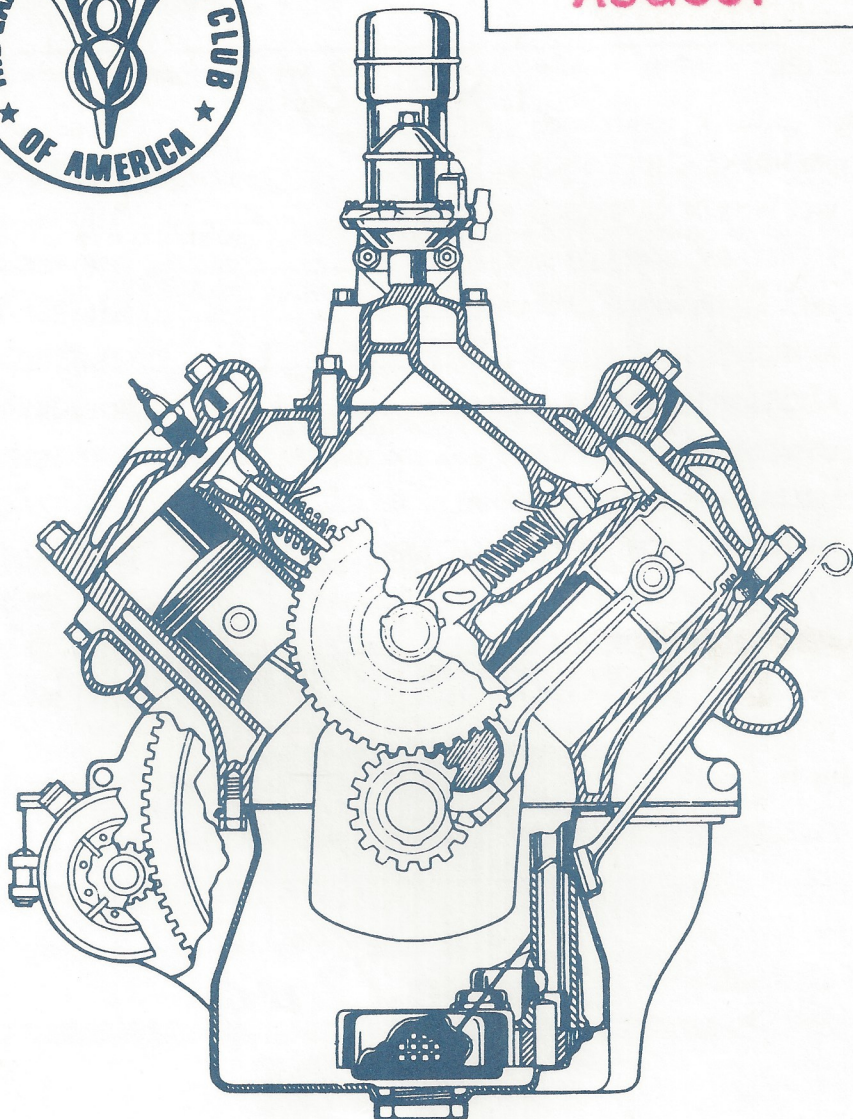




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The Valley V8's

AUGUST 1992

PRESIDENT'S MESSAGE

I want to thank you for the excellent turn-out at Bob's "Big Boy" "Back to the 50's", social meeting. I had a good time. I, also, noticed many wives and kids joined us at the restaurant. We had 40 or so old cars turn out for the occasion. I think everyone won something at the Raffle.

August 2nd is back to the Bank at the regular time. We will feature Jerry Jensen to speak to us on car interiors and convertable tops. Don't miss this one.

August 16th we will have a one day tour that should include the ladies.

The end of the month concludes with the Western National at Coeur D'Alene, Idaho.

See the Calender in this issue for coming events thru the end of the year.

George Richards, our Vice President, will be in charge of the Peppermill Brunch. Al Spencer will be in charge of our Christmas Party. Anybody wishing to help, contact either of these two people. Your support makes the Valley V8's a great club. Thanks.

Chuck Shubb



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(You just have to be present and wear your name badge to win.)

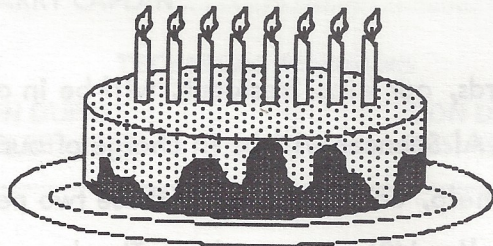
PROGRAM FOR AUGUST 2nd MEETING

The program for August 2nd will feature our resident upholstery guru, Jerry Jensen. Many V8 enthusiasts recognize Jerry as "the expert" in both knowledge of the technical details and skill in fabricating and installing authentic interiors and convertible tops for our early V8 Fords. The list of Dearborn award-winning Fords which have Jerry's interiors is impressive. Perhaps his biggest compliment came in 1990 at Reno when two of these cars were awarded perfect 1000 point scores. So much for credentials.

The presentation for August is going to emphasize upholstery basics. Jerry is planning to show us what is involved in restoring V8 interiors. This will also include an opportunity to see the materials used, research sources available and a chance to ask any questions you may have pertaining to interiors.

Larry Caplan

AUGUST BIRTHDAYS



Aug. 3rd - Carole Jensen	Aug. 19th - Gene Wilson
Aug. 3rd - Lloyd Paschal	Aug. 21st - Kip Coulombe
Aug. 4th - Christine Varney	Aug. 29th - Sharon Hames
Aug. 5th - Tom Sawyer	Aug. 29th - Jim Valeo
Aug. 5th - Grant Lippert	Aug. 29th - K. C. Tauvega
Aug. 11th - Bridget Winnett	Aug. 30th - Jack Kelejian
Aug. 12th - Julie Ochsner	

CALENDAR OF EVENTS.

- Sunday, August 2nd - Regular Meeting at Western Federal Savings, 12175 Ventura Blvd., 2nd Flr., Studio City
Tire Kicking 7:00 P.M., Meeting starts 7:30 P.M.
Guest Speaker: Jerry Jensen
- Sunday, August 16th - Antique Collectors Show - - Glendale Civic Auditorium, 1401 N. Verdugo Rd., (Across from Glendale College) Features an extensive array of antique toys . Admission - \$4.00 for Adults & \$1.00 for children under 12
Meet at Woodley Park at 9:00 A.M. Depart same at 9:30 A.M. SHARP!
- August 24th - 29th - V8 National Meet at Coeur D'Alene, Idaho
Contact Chuck Mair.
- Sunday, Sept. 6th - Social Meeting at Gordy Chamberlious - See a fabulous collection of Cars & Ford Treasures.
- Sunday, Oct. 4th - All Ford Picnic, Lapalma Park
Leave Woodley Park 9:00 A.M.
- Sunday, Oct. 11th - Pepper Mill Brunch. No regular meeting.
- Saturday, Oct. 17th - Tour to Vista, Lloyd Felt (714) 986-4689
- Sunday, Oct. 18th - Party at Joe Di Fatta's
- November - Regular Meeting
- December - Christmas Party at the Oddesey



"BY THE TIME I GET TO PHOENIX"

By Jerry Jensen

In June '91 I sold my '50 Ford Crestliner. With a vacant spot in my garage and some money burning a hole in the pocket of my Levi's, I was considering what I should buy. Several ideas came to mind, but the one that I opted for was a '49, '50 or '51 Mercury convertible. I had owned a '51 Merc coupe during part of my Air Force stint and the year after. It was one of my all time favorite cars.

With a recession in full swing I was going to get a bargain on one of these cars, right? I started examining the Mercury ads in the publications and found very few '49-'51 Merc convertibles for sale. Ads were generally for number 1 or 2 cars going for 30 to 45 thousand or cars with rust needing a total restoration, not what I had in mind.

I had bought an Old Cars Price Guide to get a handle on Merc convertible prices and found to my regret that their quoted prices were less than 50% of of prices in the real world. It took more than a few months to accept the fact that I was going to have to spend far more than I had anticipated, provided I could even find what I was looking for.

I called on several cars advertised in the central states, but they had been sold. I had procrastinated too long due to what I considered an excessive asking price. I found an ad for a '51 Merc in Bartlesville Oklahoma. The ad sounded very promising, so I called. The owner said he would send a video tape of the car for \$10. When the tape arrived I eagerly put it in my VCR. It was immediately obvious that this Oklahoman's standards were very different from mine.

What he called good, I called terrible. While some might say it was \$10 wasted, I say it was \$10 well spent as it saved me a round trip ticket to Oklahoma.

On March 27th my April Hemmings arrived, 5 to 7 days earlier than I usually get it. That evening I read the Mercury ads. There it was, a '51 Merc convertible, but not much information. I recognized the phone number as Arizona, so I made an immediate call, I wasn't going to let this one get away. A lady answered, but she couldn't tell me much about the car except it was blue and white and it did run. Her husband was out of town on business and wouldn't be back until Monday afternoon of the 30th.

On Monday afternoon I called Chandler Arizona again; I connected with the owner, Stan. His description of the Merc was about what I expected. He stated that he already had about eight letters requesting information and pictures including one from Florida with a \$300 deposit. Those hunters that get their Hemmings first class really get a jump on us fourth class guys. Fortunately the \$300 deposit wasn't enough to hold the car so I extracted a promise that the Merc wouldn't be sold if I flew in the next day.

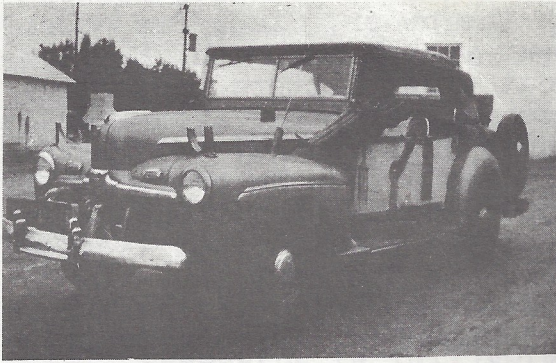
I made arrangements to fly Delta the next morning to Phoenix. I called Chandler, Arizona again to let Stan know I would be there about 10:30 in the morning. As I boarded the 737 for Phoenix I hoped the Merc would be as good as it was described and I wasn't wasting my time and money making this trip. Past experience in looking at vintage cars for sale was that almost without exception vehicles were over rated on the phone. While the Delta 737 was making the approach to touch down at Phoenix the strains of Glen Campbell's tune, "by the time I get to Phoenix" was going through my mind. I was feeling upbeat about this trip.

As I headed out of the airport in the rental car it started to sprinkle and shortly after heading South to Chandler on I-10 the sky opened up and the rain really got with it. I hoped the rain would stop as I hadn't planned on examining a car in the rain. By the time I got to Chandler the rain had disappeared. I pulled into the parking lot at my destination at 10:20 A.M., ten minutes ahead of my estimated time of arrival.

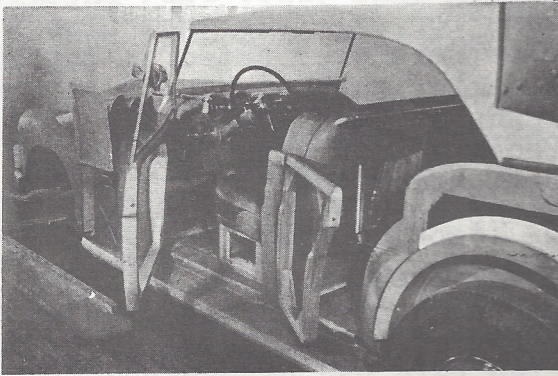
The first look at the '51 Merc convertible from a distance really got my heart rate up, it looked pretty decent. As I got close and circled the car I could see it needed some help here and there. I would say once again it was a car over rated on the phone, but I had expected that. I took the car for a short drive. It was running so poorly that's all I wanted to drive. It felt like an ignition problem. Brakes steering and transmission seemed fine.

After some more looking, I decided I needed to own this car despite it's shortcomings. Stan agreed to deliver the Merc by the following weekend. On Saturday morning, April 4th Stan's driver pulled up in front of my house with my blue and white Mercury on a trailer. I had a smile on my face and a car to fill that empty slot in my garage.

Now I'm singing "California, Here I Come"



Old ranch car that new Kleberg luxury car replaces shows earlier versions of same basic ideas. Game forks, gun wells, winch, method of carrying spare wheels, are recognizable.



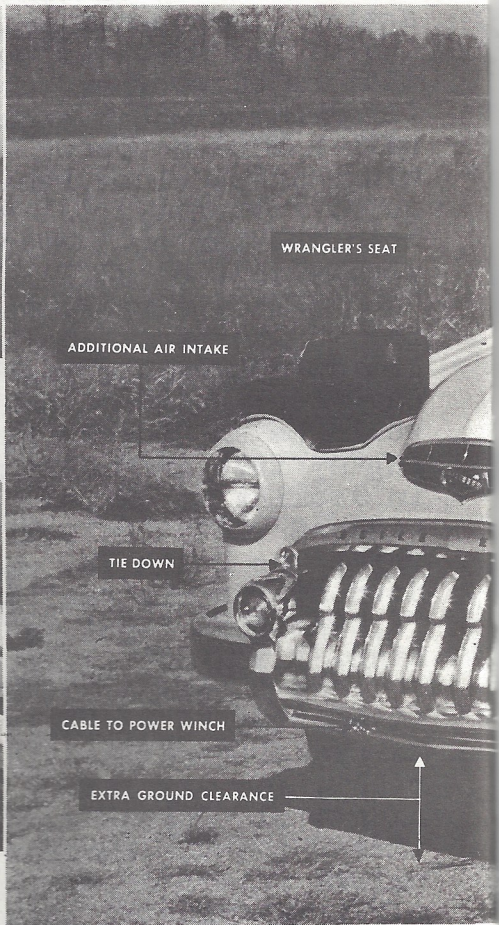
Before construction of new car was started, full-scale drawings were made and this wood "trim buck" was built to test seating and equipment like fender and seat-back compartments.

General Motors, and designed jointly by Buick and the GM Styling Section. It was made for hard usage. Even the engraved silver handrails bolted securely to the dash and to the back of the front seat are there for a purpose. For this car will be driven cross-country, without benefit of roads, more than it ever will be driven on a highway.

The concept of the car began late last winter when a representative of the Styling Section visited Kleberg on his ranch. The tough, weather-creased boss man already had a ranch car. It had been made right there, using a standard car as a foundation. It had served its day. Kleberg figured as how he was in line for a new one.

He and the GM man took off across the mesquite, hog wallows, and dry washes at 60 m.p.h. The visitor got his teeth jolted.

"See what I mean about those handrails?" asked Kleberg.



Special Buick Dynaflow built for King Ranch only superficially resembles company's familiar Roadmaster model. A 1949 frame was reworked to cut wheelbase $5\frac{1}{4}$ in. to 121. Large rear overhang boosts bumper-to-bumper length to 213 in., compared with standard 209, while height is 6 in. greater. Chassis and body members are extra-braced throughout to accommodate empty weight of 5,464 lb., 900 lb. greater than frame was built to carry. Axle shafts and steering

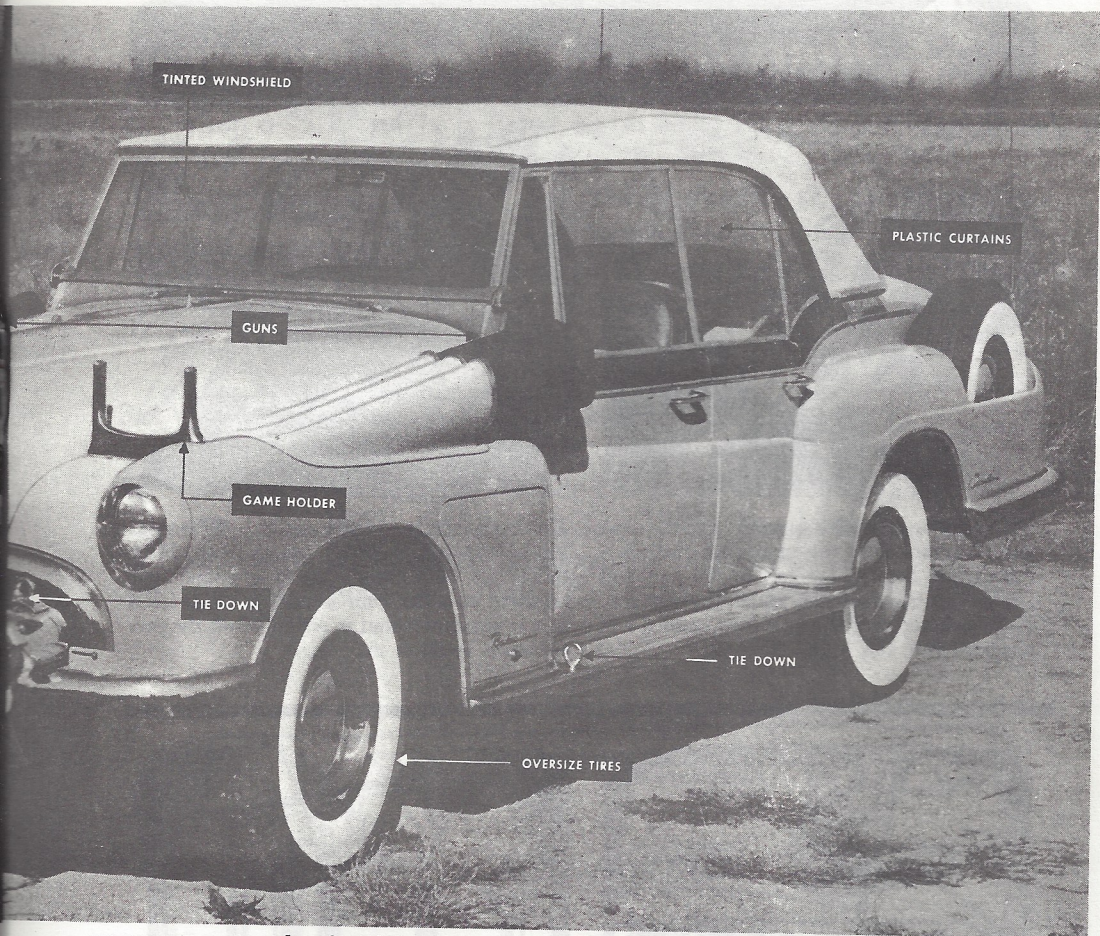
Pretty soon they flushed some sand dunes. "You're not going to drive over those!" exclaimed Kleberg's guest.

"Sure am," said the rancher.

He valved some air out of his tires to give the wheels more surface area, pressed the starter, and away they went. Once through the sand, Kleberg calmly fished a carbon dioxide fire extinguisher out of the luggage compartment and pumped up his tires again to normal pressure.

"So I need a good ranch car," concluded Kleberg. "See what I mean?"

GM started from raw. It took six months



components are made of nickel-chrome-moly steel and shot-peened for extra strength. Heavy-duty radiator core was provided. A 1½-gal. storage tank mounted over engine stores additional cooling water. Cooling system capacity is 32 qts., compared with usual 18. Extra hood opening above grille provides 35 sq. in. additional aperture for air entry. Hood, doors, and deck lid are of aluminum alloy .064 in. thick. Rear quarter panels are 20-gauge steel. The 15 by 8.90

six-ply tires are size of light-truck tires. Collapsible top is manually operated to save weight. Curtain frames snap into door sockets and are secured by screw locks. Spring-loaded, chrome-plated plaques close sockets when curtains are removed. Each compartment in car lights up automatically when it is opened. Tie downs on parking lamps and running boards are for lashing on game. Car's predominant color is beige. Top is suntan fabric.

to design and produce exactly the automobile that Kleberg wanted.

It's strictly functional. On the front right fender, which is beefed up to take the load, there's a demountable wrangler's seat complete with an airplane-type safety belt. On the left front fender is a rustproof-steel fork, also demountable, to hold any big game the rancher happens to shoot. Fenders hold six guns, with leather cases, within easy reach of the driver and his front-seat passenger.

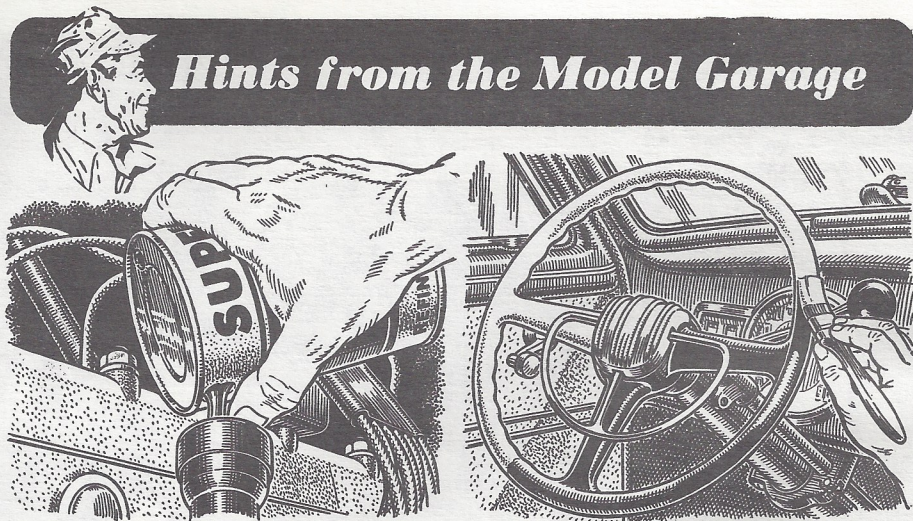
The car has a two-way radiotelephone; a power winch to drag it out of holes, sand, or mud; a first-aid compartment; a refreshment

bar; ammunition-storage space; cast-aluminum running boards impregnated with Carborundum® for sure footing; an extra-large radiator and an emergency water supply for Texas heat; a tachometer, compass, and sensitive altimeter; an outside gas tank; and hydraulic-assisted power steering.

That's only a peek. Here's more:

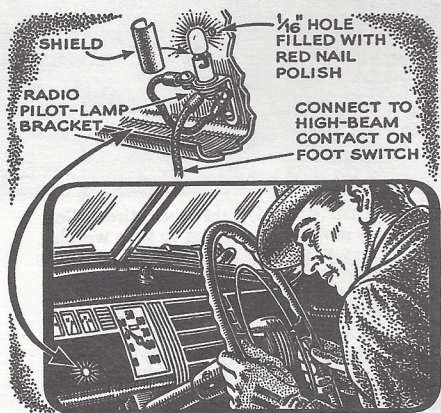
The biggest passenger-car tires available; special wrap-around bumpers to protect the body and fenders from dents; extra-heavy-gauge body and fender steel; three extra inches of ground clearance; modified wheel-base and over-all length.

Hints from the Model Garage

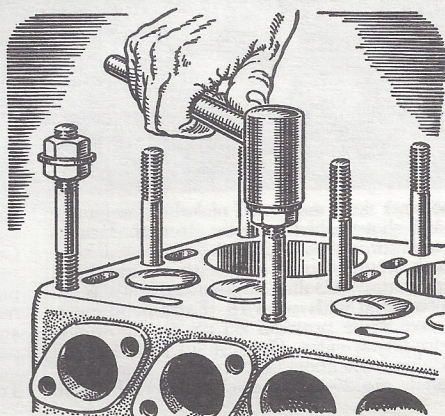


Where's the Funnel? If you can't find it, pour oil in the crankcase this way. Punch one hole in the top of the can and another in the side just under the top rim. Keep a finger over the side hole until it's in position over the inlet.

Refinishing Steering Wheel. Model-airplane dope is better than most paints for refinishing a steering wheel that tends to blacken your hands. It dries hard in a few minutes and is not affected by perspiration as paint may be.



High-Beam Indicator for Old Cars. If your car is an older model not fitted with a high-beam headlight indicator, you can quickly remedy the situation. R. L. Parmenter, of Middleboro, Mass., did the job as shown. Ground one of the lamp terminals. Drill a 1/16" hole through the dash ahead of the lamp and fill it with red nail polish. A fiber shield fitted around the lamp keeps light from showing on the floor.



Two Nuts Tighten Stud. This variation of the old two-nut trick makes it possible to use a socket wrench in reseating studs in an engine block. The washer between the two nuts keeps the wrench from slipping down over the lower one. After the stud has been seated by turning the top nut, the nuts are released by first turning down the lower one with an open-end wrench. This keeps the stud from loosening.

V8 TRIVIA QUIZ

1. When a "S 2" suffix is listed on an early Ford V8 part (hardware), the finish is?
A. Cad Plated B. Nickel Finish C. Copper Plated
D. Raven Finish
2. When a "S 7" suffix is listed on an early Ford V8 part (hardware), the finish is?
A. Chrome plated B. Cad. plated C. Zinc plated
D. Tin coated
3. White sidewall tires were generally not available in?
A. 1939 B. 1949 C. 1936 D. 1946
4. What year was the first "Super De-Luxe" Ford offered?
A. 1949 B. 1941 C. 1942 D. 1946
5. Liquamatic Drive was offered on the Mercury in?
A. 1940 B. 1942 C. 1946 D 1951



Answers: 1 - D, 2 - B, 3 - D, 4 - B and 5 - B

Reproduced from:

The Saturday Evening Post - THE AUTOMOBILE BOOK
Editorial - 1907

THE SPEED MANIAC

The other afternoon, while going along a narrow but excellent road, I heard the hum of an approaching car, which I could not see because of the dust about it. As I never take chances when others are with me, I gave up the entire roadbed, running my car slowly, and had only just cleared when there flashed past in the middle of the road, and with such a dust cloud all around him that the driver could not possibly see twenty feet ahead, a racer, runabout type, going at the rate of probably fifty miles an hour!

The driver was bent over the wheel, the woman with him was doubled in an effort to keep on her hat and escape the bewildering dust, neither of them could possibly see, as I say, twenty feet ahead, and yet they were going along, keeping the middle of the road, sounding no horn, and at the rate of fifty miles an hour!

If I had not got entirely off the road, no doubt there would have been coffins for several. Now is any punishment too severe for a driver of that kind?

At his best, the automobilist is a considerate gentleman who slows down and sounds his horn on coming to a crossroad, who invariably notifies a driver of his approach by a small toot of the horn, who crowds neither pedestrians nor wagons into the ditch or so near to it that they are in danger of falling, who obeys the request to "slow down" and who does not shower with mud and water people he chances to have overtaken just at a pool, or confuse with his approach and dust those he may have come upon in a turn of the road. In a word, he is considerate of the rights of those he meets, and it is entirely from that viewpoint that I write.

Intelligent people do not offer objection to the speeding of automobiles, if the increased pace ceases through towns and on such roads where the request to reduce speed is made; intelligent people realize that the automobile is a great stride in methods of transportation; that, from being a luxury, it has now come almost to be a necessity; that it has come to stay; and that its requirements must be fairly considered in legislation. It is not fair to place speed limits at unnecessarily low figures; they should be put at such figures as is necessary to safeguard the ordinary traffic of the road. Once such a figure is established, however (and ten miles an hour is generally agreed to meet the sane judgement of all), compliance should be exacted under penalty of jail, instead of a fine, which has very little, if any, deterring effect upon the class of automobile owners that supplies the flagrant offenders of not only local speed regulations, but of common rules of decency.

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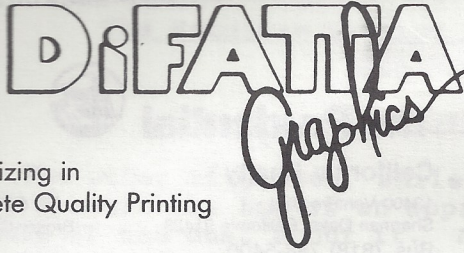
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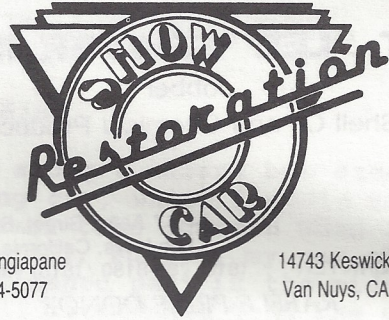
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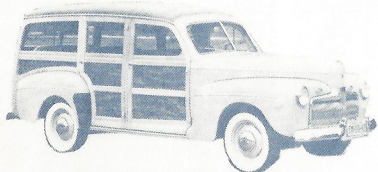
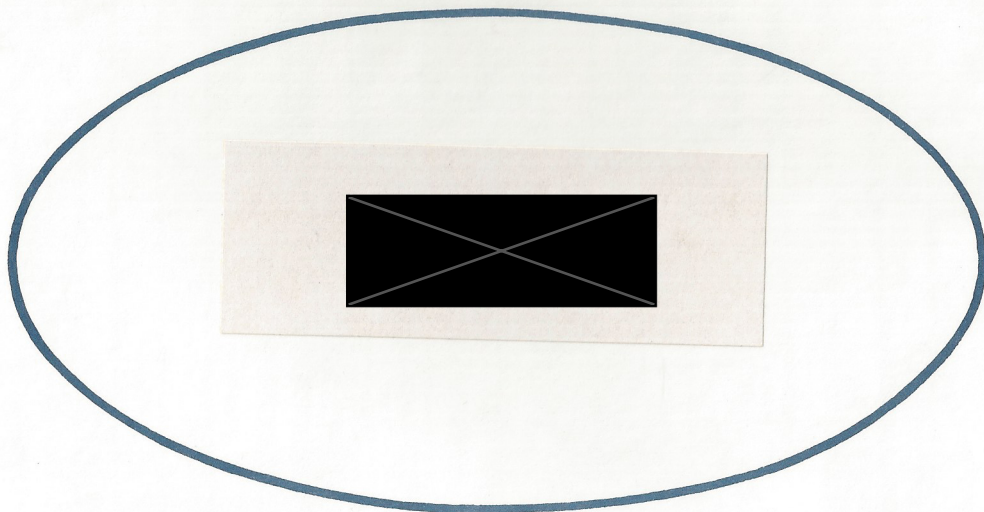
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