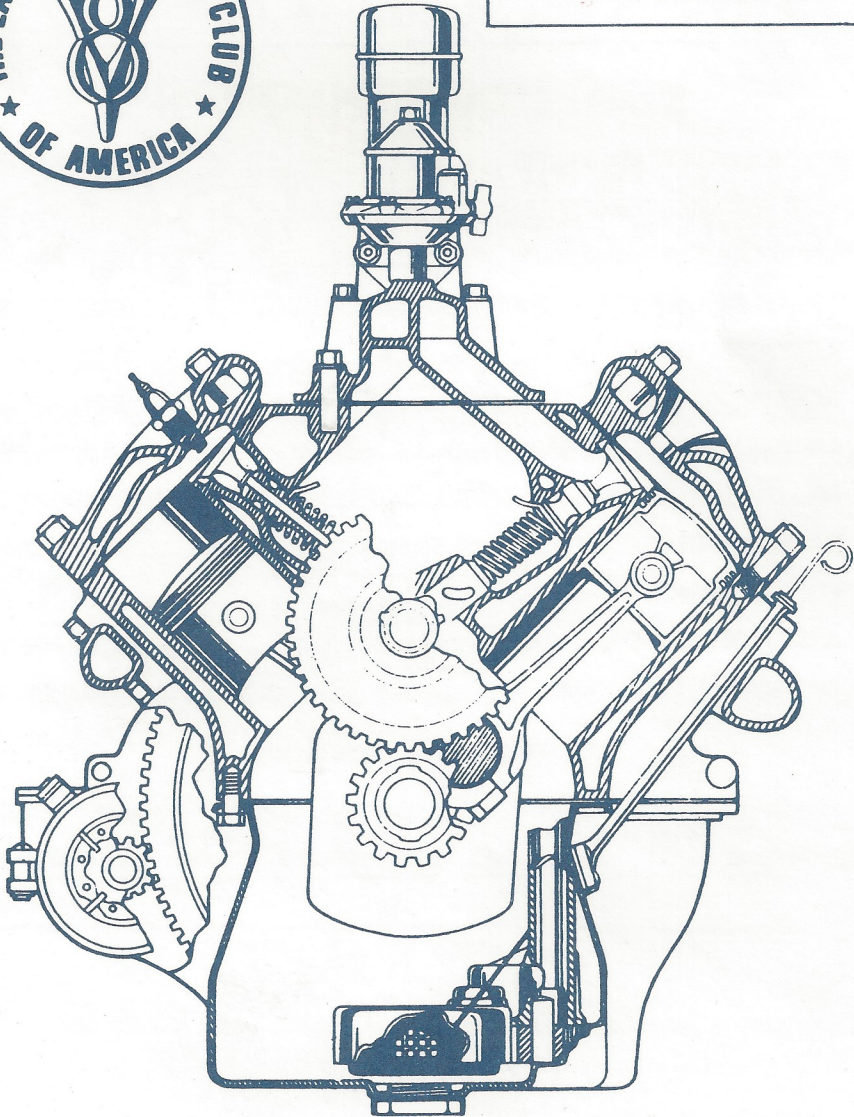


92



DECEMBER



Drive Lines

The Valley 's

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PRESIDENT, CHUCK SHUBB.....	(818) 882-2927
VICE PRESIDENT, GEORGE RICHARDS.....	(818) 992-4537
SECRETARY, JERRY JENSEN	(818) 886-5711
TREASURER, KENT LOWRY.....	(818) 368-9830
ACTIVITIES, JIM WINNETT.....	(818) 768-4228
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MEMBERSHIP, TERRY SMITH.....	(818) 989-3119
FELLOWSHIP, DONNA PASCHAL.....	(805) 527-6464
RAFFLES / HISTORIAN, JERRY LITTNER.....	(818) 347-1194
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ASSISTANT EDITOR, JOE DiFATTA.....	(818) 782-9883
PROGRAMS, LARRY CAPLAN.....	(818) 363-2849

TECHNICAL ADVISORS

DON DUPREE
(818) 883-2747

DON DURKEE
(805) 495-5298

Drive Lines

Published By

SAN FERNANDO VALLEY CHAPTER 40
of the EARLY FORD V8 CLUB OF AMERICA

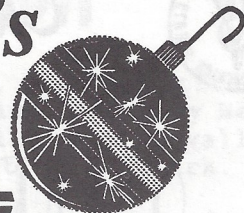
P.O. Box 96
Reseda, CA 91335

COVER/ROY JONES



The Valley V8's

DECEMBER 1992



PRESIDENT'S MESSAGE

Happy Holidays!

This year sure has gone by fast. REMEMBER - No meeting in December. We are having a Christmas Brunch at the Odyssey Restaurant, Sunday, December 6th at 10:30 a.m. I hope all of you will attend. We will be giving away some great door prizes.

In January, we will meet at our new location - 9659 Balboa Boulevard, corner of Superior and Balboa, in Northridge.

I am looking forward to many exciting tours and car shows in the new year - watch the calendar column.

The Early Ford V-8 Club is not just another car club but a visible and effective organization in the collector car hobby. Your participation makes us strong.

Chuck

THANK YOU

Special thanks to Chuck Mair, Joe DiFatta, and anyone else who contributes to our newsletter. A great job!

Chuck Shubb, President

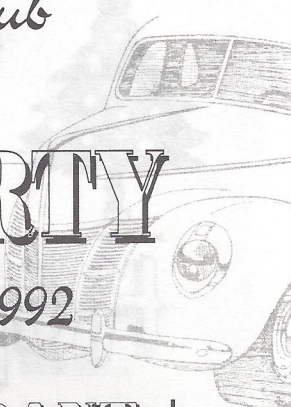
JANUARY TOUR

The tour for January 8th, 9th, and 10th is sponsored by the Southern California Chapter and is a Route 66 Tour from Upland to Laughlin, Nevada. For more information, please contact Sharon Foster at (714) 598-8964.



The Valley V8 Ford Club
EARLY V-8
CHRISTMAS PARTY

Sunday, December 6th, 1992



THE ODYSSEY RESTAURANT

15600 Odyssey Drive
 Granada Hills, California



Doors open at 10:30 a.m. — Door Prizes

Buffet Breakfast served at 11:00 a.m.

Cost — \$20.00 per person (Payable in advance)

**WE ENCOURAGE MEMBERS TO BRING
 UNWRAPPED TOYS FOR NEEDY FAMILIES.**

YES? Please make _____ reservations @ \$20.00 per person.

Enclosed is my check for \$ _____

Reservations after November 30th will be \$28.00 per person.

NAME _____ SPOUSE _____

ADDRESS _____

CITY / STATE / ZIP _____ PHONE _____

Make check payable to: VALLEY V-8's

Mail check to: AL SPENCER
 3948 Goodland Avenue
 Studio City, CA 91604

HOW IT ALL BEGAN . . . 1971

Late spring of 1971, Jim Rowe and Paul Meske, members of the Southern California regional group, placed an ad in the Valley News and Green Sheet about a picnic and registration for a valley chapter of the Early Ford V-8 Club, to be held at Balboa Park.

They set up a card table and make-shift sign and stood around and waited for those early V-8's to roll in. They waited quite a while, but eventually, they came. Paul got 18 names on the guest list. Thirteen enthusiasts paid their dues to become the original charter members and they held their first business meeting June 20.

The club had grown to 17 members. An election of officers was held and The Valley V-8 was chosen as the name of the newsletter by the July 18 meeting. Officers were President- Jim Rowe, V.P.- Dick Berry, Director- Paul Meske, Editor- Doug Peterson, Historian- Francis Fuerstenberg, Activities- Ed Harden, Secretary- Bill Hodgson and Treasurer- Dick Berry.

By October the club was chartered as Regional Group #40, Bob Wilson was the new secretary and Shel Harriman was the activities chairman. The first tour was to Busch Gardens on October 3. The first meeting at Valley Federal Savings was held in October.

The signers of the Petition for Charter were Gordon Chamberlin, Paul Meske, Jim Rowe, Harold Selson and Bob Wilson.

Don Durkee, one of the original 13, recruited Larry Stocker, who signed up in November along with Jack Miles. Six Blue Chip Stamp books were donated to purchase a coffee pot. All members joining before December 31 were considered charter members.

In lieu of a Christmas party, a tour with breakfast was held December 19. Five V-8's and twelve people met at the San Fernando Mission, drove to Tips for breakfast and three V-8's continued to the wilds of Boquet Canyon.

The year ended with 23 members and \$75.87 in the bank.

Ed Warnock



JACKPOT
\$20.00
Could Be Yours!

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

SECRETARY'S VIEWPOINT

by Jerry Jensen

On November 1st members gathered at Western Savings for the last roundup at that facility. Prez Chuck Shubb opened the meeting by having everyone introduce themselves and say what kind of cars they owned. Some members who own brand "X", as well as their true love, their early Ford V-8; elected to state what type of brand "X" they owned, which elicited some smart remarks. Guest speaker Tony Hughes stated he had several '59 Chevys. Tony also owns a '40 Ford. Noting this, Larry Caplan a well known rocket scientist, said that '59 Chevys and '40 Fords were just about equal.

Prez Chuck reminded the membership of the Christmas Party at the Odyssey Restaurant on Sunday December 6th. Members are asked to bring new unwrapped toys for needy families for this event. Chuck also reminded everyone that this was the last meeting at Western Savings. The January meeting will be at the Congregational Church located at Balboa and Superior in Northridge. State Assembly Bill 758 was brought up for discussion, This Bill is aimed at collector cars, with the object of collecting more taxes from us.

Bill Woods where are you? This is the second time this year your name has been drawn in the name tag drawing. Better luck next time. .

The Thousand Oaks tandem, those metal bumping brothers, Don Durkee and Tony Hughes were the featured speakers for the evening. Don and Tony brought a Rancho load of tools and a fender to work on for their talk and demonstration. Don and Tony demonstrated how to bump out dents with hammer and dolly and also with a bullseye. They described leading procedures and tools needed for the job. Other topics covered, were shrinking metal, welding and brazing holes and replacing damaged metal with new pieces. Two of the unique tools shown were a pair of vintage lead sprayers. The EPA would go crazy if these tools were in use today. A very good show Tony and Don, thanks.

JUST A REMINDER

Pay your dues for 1993 to Terry Smith!

FOR SALE

- 1960 Cushman Super Eagle. Don Durkee (805) 495-5298.
- 1953 Mercury Wagon parts car. Blacky (805) 268-0040.
- 1963 Ford Galaxie 500 Convertible. Red. 19, 756 original miles. Cal Beauregard (818) 792-4833.
- 1972 Mach I Mustang. \$3,500. Might consider trade. Dudley Ochsner (818) 446-1206.
- 1951 Ford Woody. \$3,000. Tony Hughes (805) 379-3583.
- 1966 Mustang Convertible. 32,000 miles \$12K. Call Chuck Shubb at (818) 882-2927.
- Watch for a notice regarding a parts reduction. Don Dupree (818) 883-2747.

WANTED

- 1952 or 53 Ford Victoria. Ernie Bailey (805) 522-9674.
- 1940 Ford Muffler. Martin Luening (818) 353-1247.
- 1940 Tudor Window Regulators, 48 Steering Box. Steve Sadd (310) 553-0877.
- 1937 Ford Tudor Flatback Trunk Lid. Monte Cheney (818) 363-6463.
- 1951 Mercury RH Grill Extension, RH Rear Quarter Stainless Moulding, LH Door Stainless. Jerry (818) 886-5711.

VINTAGE CARS DRIVEN TO THE NOVEMBER MEETING

'40 FORD DELUXE COUPE	Dennis Keene
'46 FORD PICKUP	Don Dupree
'40 FORD DELUXE COUPE.....	John & Virginia Wolf
'35 FORD 3-WINDOW COUPE	Allan Franklin
'64 FORD RANCHERO	Don Durkee
'39 FORD DELUXE TUDOR.....	Jerry Jensen
'39 FORD DELUXE CONVERTIBLE SEDAN	Cal Beauregard
'51 FORD F-2 PICKUP	Jim Winnett
'55 FORD T-BIRD.....	Dick Smith
'40 FORD DELUXE TUDOR.....	Lin & John Kemmerer
'48 FORD COUPE	Joe DiFatta
'48 FORD TUDOR	Steve Sadd
'41 FORD COUPE	Chuck Mair
'53 FORD COUPE	Lloyd & Donna Paschal
'41 FORD SUPER DELUXE TUDOR	William Toensing
'48 PLYMOUTH	Ernie Bailey

JULIAN TOUR

by Chuck Mair

On Friday, November sixth, Polly and I left for Julian just after 12:00 noon in our trusty '41 Ford Coupe. We missed the Breakfast and Lunch on the Blackwell tour. So we ventured off on our own. We stopped in San Dimas for a Tuna sandwich.

Then to Highway 15 to Escondido - then east on Hwy. 78 to Julian. Arriving at the Julian Lodge, we were greeted by twenty other V8's and their friendly drivers and passengers.

At 5:00 p.m. we all walked to an Historic Building that is now a delightful Gourmet Restaurant. Of course, we all had to have their famous APPLE PIE, which the town sells 6,000 per day.

Saturday morning at 10:00 a.m. we all left for the 40 acre ranch of Ella and Jim Carnahans, which was maybe twenty miles east of Julian - over mountains and desert. After zipping along the road in freshly dusted clean cars (you should have seen everyone slow down on the sandy desert road leading to the ranch). Their driveway, perhaps 1/4 mile long, was lined with antique farming equipment. We were warmly welcomed by the Carnahans, the day could not have been better - the sky bluer; the hospitality finer; the Bar-B-Q; the Frisby Golf game and to top it all off - two '41 Fords in his garage. A convertible and two door sedan with 34,000 original miles. Two years ago he changed the original fan belt and hoses. He still has the original tires. You would have had to been there to see his other collections.

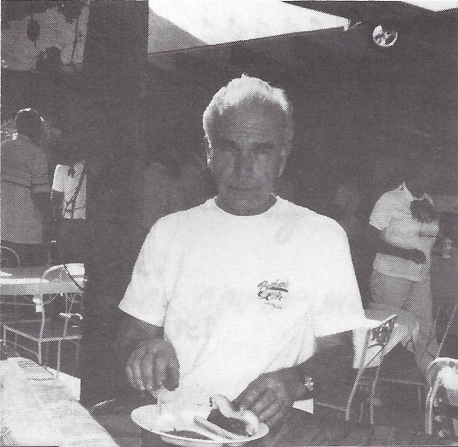
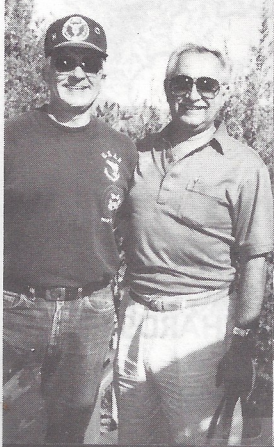
Saturday evening we all went to another incredible restaurant. Our club took most of the tables. Then back to the motel for Blacky and Gerry's games of skill followed by - you'll never guess - APPLE PIE.

Sunday morning we toured a Gold Mine within walking distance. Our guide was very informative. He said they are making more money giving tours than taking out gold.

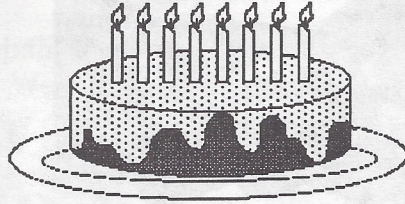
We all left for home around noon. Taking with us - nice memories and fresh apple pies.

Put on over 400 miles in the Ford. A great weekend. Many, many Thanks to Gerry and Blackie Blackwell for this great weekend. Lots of Labor of Love - So well done It is a shame other Fords had to stay behind covered up in the garage.

NOVEMBER BIRTHDAYS



NOVEMBER BIRTHDAYS



2nd – STEWART CAMPBELL

3rd – JOE BELEY

6th – DAVID SATEL

6th – GEORGE RICHARDS

9th – NANCY BEAUREGARD

11th – SHEL HARRIMAN

15th – KEN SAPPER

19th – SHIRLEY RICHARDS

19th – JAY FORTMAN

20th – JIM LOMBARDO

27th – DONNA PASCHAL

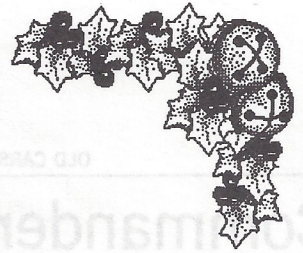
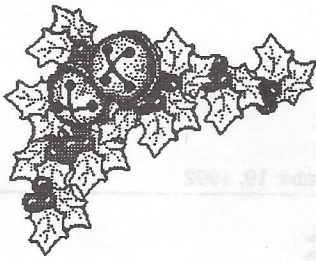
28th – GREG PETROSYAN

31ST – JIM FOWLER

ANOTHER REMINDER

*New members who don't have membership badges,
please contact Lee Wright.*





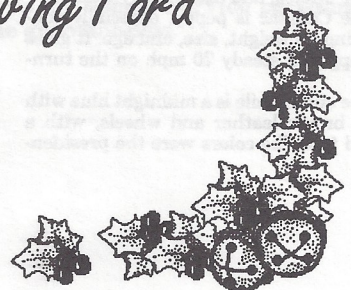
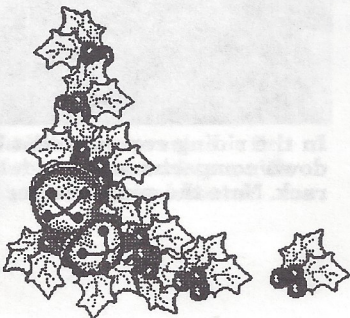
To My Owner . . .

I'm lonely . . . I stay by myself in the garage
. . . sometimes you cover me . . . other times I just
stay waiting for you to take me out for a ride.

Some of my friends are driven to club meetings
and club tours . . . but I stay in the garage.

The weather is beautiful for a Saturday or
Sunday ride . . . please take me for a spin.

Your Loving Ford



Commander in Chief Cadillacs

By Jack L. Tallman

Cadillac Motor Car Division delivered a 1938 Cadillac 9006 presidential parade car to the United States Government on March 31, 1938, and it was in service until Nov. 16, 1956.

This Cadillac was known as the Queen Mary and was used by Franklin D. Roosevelt, Harry S. Truman, and Dwight D. Eisenhower. The Queen Mary was an arsenal on wheels with a gun rack, pistol holders, and many other compartments for ammunition and other items. It is equipped with red light, extra loud siren, smoke screen, two-way radio, heavy-duty generator, runningboards and handles on the sides and rear, plus flag staffs. The Queen Mary was always used in parades with the top down or with a plexiglass bubble.

The original engine was a Cadillac V-16. In 1946, a new L-head V-8 engine was installed. In 1952, a new OHV V-8 engine was installed. The engine was replaced every 100,000 miles or so, and the car was freshened at the same time with new leather, paint, top, etc. This Cadillac was driven around the country constantly, to be any place the president might be. While the president might travel by train or plane, the Queen Mary would be driven ahead to meet him for local parades. This car was taken to Europe during World War II and after the war as the president would travel.

The car's wheelbase is 166 inches, overall length 21½ feet, weight 7,660 pounds, and the tires measure 8.25x16 with self-sealing inner tubes. Its present engine is a 1952 Cadillac V-8, 331 cid, 7.5:1 compression ratio, 3-13/16 x 3-5/8 bore and stroke, 190 hp at 4,000 rpm, 4.30:1 rear axle ratio, three-speed standard shift, power brakes, and extra heavy frame.

The Cadillac is peppy, especially considering its weight, size, and age. It gives 14 mpg at a steady 70 mph on the turnpike.

The automobile is a midnight blue with light brown leather and wheels, with a khaki top. The colors were the presiden-

tial seal colors at the time. On the trunk was a neon sign that read "POLICE DO NOT PASS." This was removed, along with the two-way radio, by the government.

This car has been driven thousands of miles and is solid and quiet and easy to handle at turnpike speeds. It always attracts attention and I enjoy the 1938 model more than its replacement 1956 Cadillac, which I also own.

As the replacement for the 1938 Cadillac, the 1956 Cadillac Convertible Sedan Presidential Parade Car was named the Queen Mary II.

The government used the car from Aug. 13, 1956 till Jan. 23, 1968. It was used by Presidents Dwight D. Eisenhower, John F. Kennedy, and Lyndon B. Johnson. This Cadillac was always used with the top down with 10 Secret Service men, two in the front seat, two on the runningboard, two on the rear bumper steps, and usually two in the jump seats.

The President sat on top of the back seat or folded top. There are extra cushions that were placed on the folded top for the President and other dignitaries to sit on. There are also spotlights to illuminate him at night.

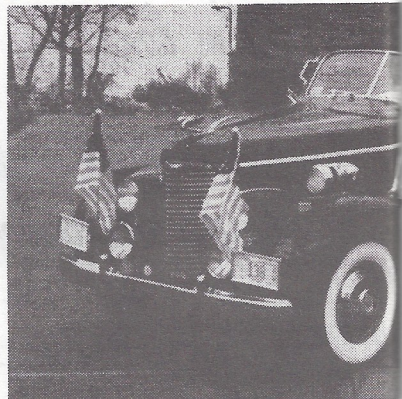
The 1956 Cadillac has the large extra loud siren with oscillating red light, pistol holders, rifle rack, phones, and small compartments. It also was an arsenal on wheels.

The car was directly behind the Kennedy car the day he was assassinated in Dallas carrying Secret Service and Vice-President Johnson, I believe.

The car is 21 feet long and weighs over 7,000 pounds. The wheels have a narrow rim inside the tire to support the car if the tires are shot out. This special Cadillac would travel 115 mph when delivered to the White House.

The body was built by Hess and Eisenhardt and the series is a 56-8600. The car is black with beige leather and a light beige top.

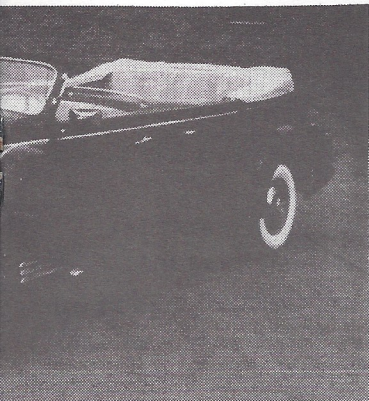
The Queen Mary II now has 79,068 miles and has flown all over the world via Air Force One.



"Queen Mary" 1938 Cadillac Presidential Parade Car of Decatur, Ill. The car's 166-inch wheelbase. This car was used by Truman, and Eisenhower during the



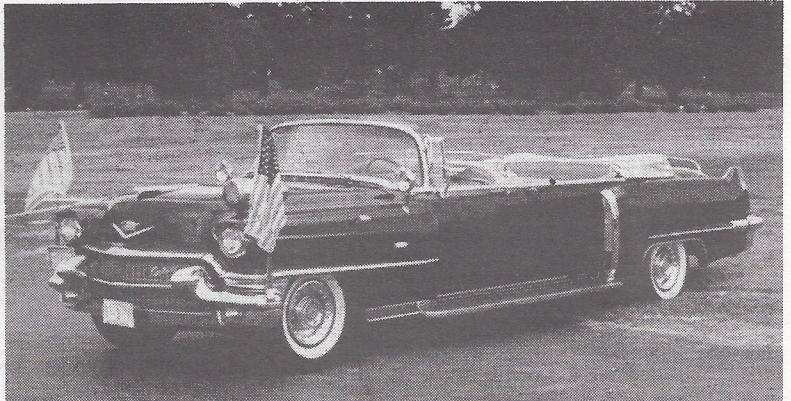
In the riding compartment of the down compartment for a telephone rack. Note the gauge cluster mounted



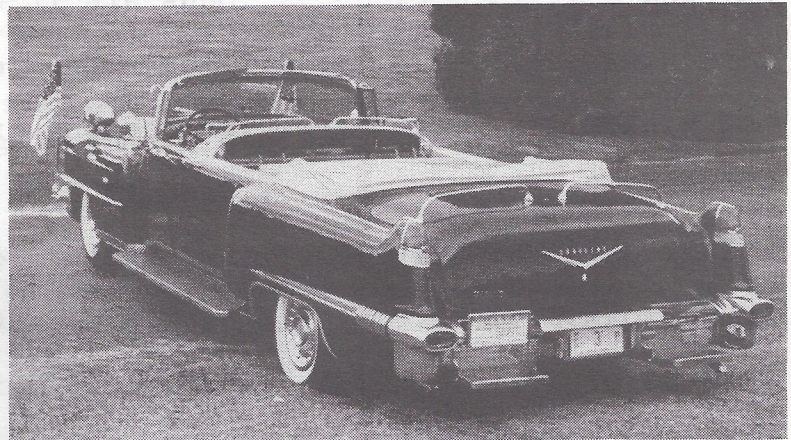
1938 Cadillac is revealed a flip-top and two rifles stored in a rifle box just under the dashboard.



1938 Cadillac is revealed a flip-top and two rifles stored in a rifle box just under the dashboard.



Front view of the 1956 Cadillac Presidential Parade Car owned by Jack Tallman of Decatur, Ill. This car was used by Presidents Eisenhower, Kennedy, and Johnson during the years 1956 to 1968.

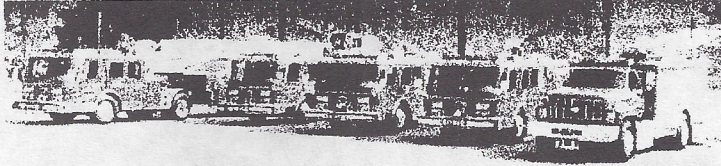


Rear view of 1956 Cadillac "Queen Mary II" shows side-mounted and rear bumper-mounted runningboards for Secret Service personnel as well as trunk lid-mounted chrome grab handles.

BUYER BEWARE !!!

GUIDE TO DEFINITIONS USED IN ANTIQUE AUTO ADS

- AMATEUR RESTORATION.....Painted with a brush.
- 90% COMPLETE.....Just needs body.
- REBUILT ENGINE.....Has new spark plugs.
- MUST SELL.....Neighbors getting up a petition.
- RUNS WELL.....Looks like hell.
- OLDER RESTORATION.....Can't tell it's restored.
- MAY RUN.....Odds are it won't.
- RARE MODEL.....I have only one.
- LOW MILAGE.....The second time around.
- RECENTLY PAINTED.....Used 12 "foo foo" cans.
- ALWAYS GARAGED.....Never could get it started.
- LOST STORAGE.....Health department has condemned.
- USES NO OIL.....Not being driven.
- MANY NEW PARTS.....Keeps breaking down.
- NO RUST.....Fenders are missing.

OFFICE OF THE MONTEBELLO FIRE CHIEF ROBERT D. FAGER

October 13, 1992

Mr. Lee Wright
2020 North Valey Street
Burbank, Ca 91505

Dear Lee:

I would like to extend the sincerest gratitude of the Montebello Fire Department for your participation in the Celebration of our 70th Birthday by entering in the Montebello Royale Parade. A tremendous impression was made on the residents and other spectators seeing so many fire units gathered at one time - from vintage to state-of-the-art. Fire Personnel were as equally impressed as the spectators. This gathering of participating parade fire units spread over six blocks and culminated a very successful Royale Parade.

We hope that those people who took part enjoyed participating as much as we enjoyed putting it on. It was our pleasure, in some small way, to thank you for your participation with a barbecue at Fire Headquarters, and for any other service we might have provided.

Very shortly you will be receiving a commemorative plaque for your participation. Again, I would like to thank you on behalf of the entire staff and membership of the Montebello Fire Department.

Respectfully yours.

Robert D. Fager





Burbank Big Boy named historic site

By Karen Denne
Daily News Staff Writer

BURBANK — Not only is admission free to the state's new point of historic interest, but there's a special on: a double-deck burger, fries and a salad for \$4.49.

The state Historic Resources Commission bestowed historic status Friday on the Bob's Big Boy restaurant on Riverside Drive in Burbank. Preservationists hailed the decision as a step in recognizing the importance of Southern California's car culture.

The distinction was somewhat lost on Laura Schmidt, 19, a waitress serving up Big Boy combos.

"Yesterday it was thought of as just a hamburger place and today it's a historical landmark," Schmidt said. "It's strange in a way."

The restaurant's designation falls short of landmark status, officials said. But it does put the site — the oldest Bob's in the nation — on a par with such notable locales as the Santa Monica Pier and Descanso Gardens in La Canada Flintridge.

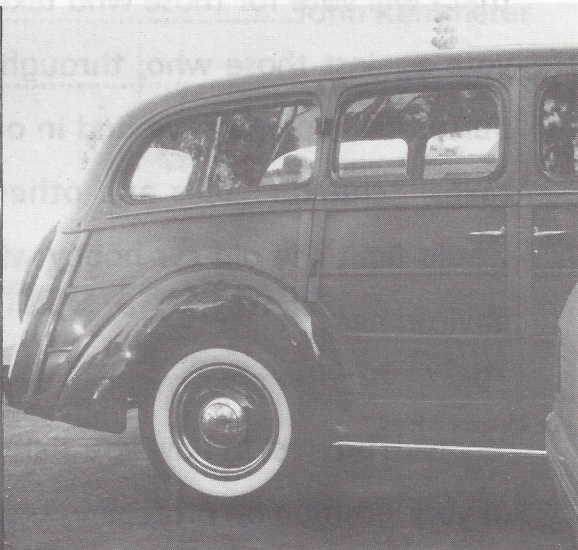
The 43-year old coffee shop — which once sported car service — is notable for its large picture windows, its sign with pink and white neon lettering, and overside roof overhangs.

A SPECIAL BUILT '36 FORD



This '36 Ford was originally built for Harry Bennett, General Manager and V.P. for Henry Ford in the 1930's. Harry drove the car for three years, then was returned to Henry Ford and placed in storage for twenty years.

It is originally a 1936 Ford 4 door - extended 2 feet. The rear sheet metal (upper 1/2) was removed. The extension was added over the body and fenders. Wood veneer was bolted and glued over the sheet metal. This car is presently in Chatsworth at a body shop that one of our member, Jerry Case, works for. The car is owned by a car enthusiast from Beverly Hills.



The following is a sample of the letter that should be sent by every member to our government officials regarding our old car hobby:

Old cars are a valuable part of our American heritage. The old car hobby is a constructive past time for a large part of our population. We believe that our hobby should be protected and that those of limited means should be able to enjoy it. Consequently, we ask your help in preventing actions that unnecessarily detract from opportunities to enjoy our hobby.

To indicate how strongly I feel about this, I want you to know that I will vote for those who take steps to protect the old cars and vote against those who, through action or inaction, threaten the pursuit of happiness we find in our hobby. Please oppose excessive taxes, "clunker" bills and other environmental trade-offs that would limit the old car hobby without significantly improving our environment.

I am interest in how you stand on these issues; please advise me of your position on protecting the old car hobby.

1993 OFFICERS

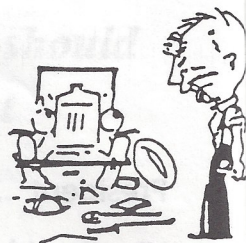
President	Chuck Shubb
Vice President	George Richards
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Activities	Jim Winnett
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Fellowship.....	Donna Paschal
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Editor	Lesley Littner
Assistant Editor	Joe DiFatta
Programs	John Kemmerer
Technical Advisor	Don Dupree

1993 Committee Chairmen

Annual Peppermill	George Richards
Christmas Party	Al Spencer
Directory	Paul Kirk

SERVICE DEPARTMENT

by Tom Tierney



When some of our cars were "born" we had SAE 10, SAE 20, SAE 30, and SAE 40 oils at our disposal and no more. Back then, before multiple-viscosity oil was available it was smart to use the thinnest oil possible. An engine with many miles on it might require SAE 30 or SAE 40. I owned clunkers that demanded motorcycle oils such as SAE 60 or 70! "You should have heard those things purr." Anything for oil pressure...

Heavier oils (higher SAE numbers) are much thicker, especially when cold. Before it thinned it couldn't lubricate places it could reach when hot. As a result, you were increasing tolerances unknowingly in using thick single-viscosity oil. In other words, if the engine is revving but no oil—Well, you get my point.

We now have SAE 10W-30, SAE 10W-40, and SAE 20W-50. Recently, a new SAE 5W-30 was introduced. These newer lubricants are designed for today's driving habits and higher RPM engines but they can be used in our older cars, and successfully. I use SAE 10W-40 in our 1949 Cadillac.

First things first: SAE means "Society of Automotive Engineers". They grade oil viscosity (thickness). API, American Petroleum Institute, grades the quality.

SAE 5W-30 oil, for example, has the lubricating capabilities of SAE 5 when the oil is cold. When this same oil gets hot, it has the same cushioning qualities of SAE 30. The "W" means "winter"; most people incorrectly think it stands for "weight". When single-viscosity SAE 30 is real cold you almost have to pry it out of the can. I saw this when I was in Alaska.

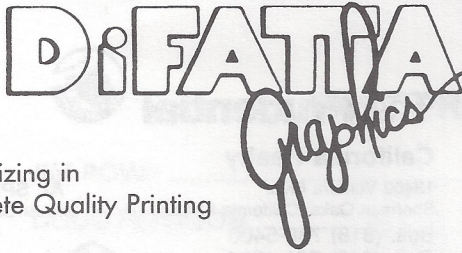
I've used multiple-viscosity oil in the two 1940 La Salles I drove. Also used it all the 1941 Cadillacs I had. I even used it in a 1932 Huppmobile I had in the Sixties. All cars have done well with it.

I also learned several years ago that paraffin-based oil was being sold, and still is today. Unknowingly, I was using a brand of this oil in the vehicles I used in my glass business. I had no problem until I used it in our 1949 Sixty Special Cadillac. After the engine was rebuilt, I followed the mechanic's instructions. I used a non-detergent oil until the engine was "broke in", then I went the SAE 10W-40 paraffin-based oil.

Joyce and I drove this Cadillac to a North-South Meet and the next morning some of the lifters actually hammered when I first started the engine. They soon pumped up and were quiet. This became a regular thing and I had nightmares of having to go back into the engine. Everything inside the block was new at that time.

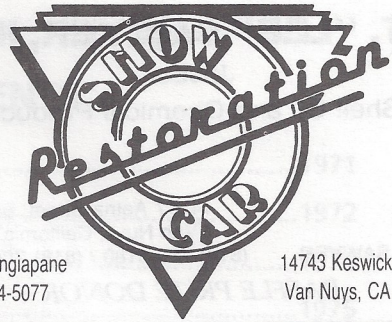
About that time Joyce and I traded for a 1981 Fleetwood and I began reading the Owner's Manual. This car needed a grade of oil which I discovered I wasn't using. I began to inspect cans and bottles of oil until I found a brand having the API requirements I needed. I bought a case of this oil and decided to use it in all our vehicles. To my pleasant surprise, the lifter problems in "Ol' Blue" disappeared!. Don't tell me, "Oil is oil."

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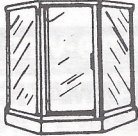


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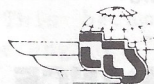
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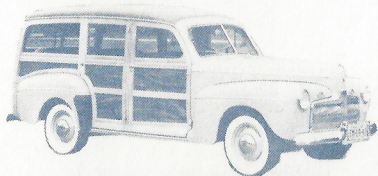
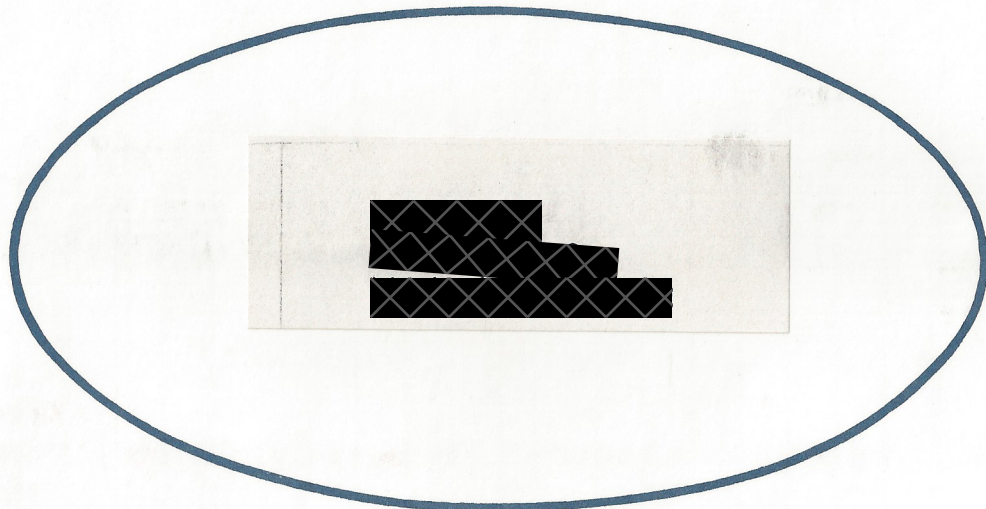
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