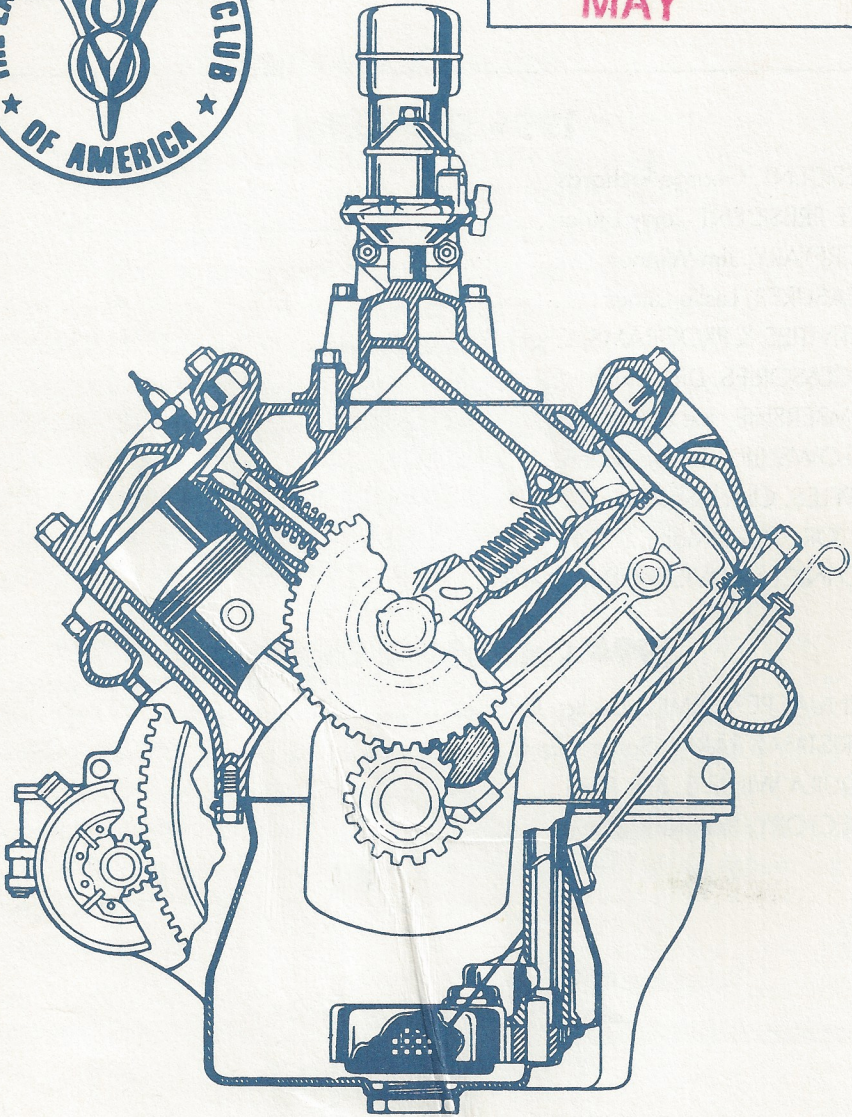


94



MAY



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 V8's

MAY 1994

President's Message

Make Way! May is here, the days are longer and much warmer. Time to get those little flat heads out and bring them to the meeting and travel along on the tours. We had a nice day on Sunday, the 17th, on our Wildflower tour and picnic. About nine cars joined up and we met others in Palmdale. About 35 cars in all. Thank you Carlos for being our tour guide.

The auction is next month, May 1st, and as you know, much of our annual treasury comes from this event. Let's have a full house for this one. Bring out those old Ford parts you aren't using. Don Durkee is our host. Your president will be in Rancho Santa Fe. Shirley and I are hosting the Spring Meet for the Lincoln Continental Owners Club. Chuck and Judy Shubb will be with us for this three day meet. Vice President Jerry Littner will be running the show.

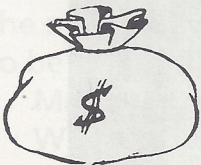
Our April 10th meeting was the first one this year where the day was long and about 40 members attended. The program on generators and voltage regulators was really interesting. Thanks Larry for a great job. Your support and help is truly appreciated by all our members.

Bob Rose has put together the Tequila Willie's Brunch. Let's take the wife out for a grand Sunday drive and brunch. Meet at Woodley Park at 10:30 a.m. on May 17th.

See you soon.

George Richards

JACKPOT



\$20.00

Could Be Yours!

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

DON'T MISS OUT! MAY 1ST MEETING AND AUCTION...

**Come and join the fun at the
Valley V-8's annual
Fundraising Event**

Dig deep into your garages... ask you significant other to find items around the house. Non-auto related stuff is O.K. One guy's junk is another guy's jewels!! So bring it all... for sale and fun!

Where:

**CONGREGATIONAL CHURCH
9659 BALBOA BOULEVARD
NORTHRIDGE**

TIRE KICKING - 7:00

MEETING - 7:30

Our auctioneer will be Don Durkee



V-8 CLUB CALENDAR OF EVENTS

- MAY 1** Parts Auction - "Come, Come, Come"
- MAY 8** CHVA Spring Car Show, Woodley Park 10:00 a.m.
- MAY 15** Tequila Willie's Tour (25 miles) Woodley Park
10:30 a.m. \$15 - adult \$5 - child eat at 12:00 noon
- JUNE ?** Tour to Cantor Bus Museum
- JUNE 19** Milestone Car Show, at Cal Lutheran Church
- JULY 31** Annual Pizza Party - Dupree residence
- AUG 8 - 12** Western National Meet - Steamboat, Colorado
- SEPT. 11** Peppermill Restaurant
Dudley Ochner (818) 446-12-6

Jim Winnett's

SECRETARY'S VIEWPOINT

Because of some technical difficulties, my tape machine did not tape the meeting or Larry Caplan's explanation of the electrical system on your early V-8; the generator, the cut-out, and the voltage regulator and how they work.

So, for those of you, like me, who were not able to attend the meeting, we missed some good information that you had to be there to appreciate Mr. Caplan's knowledge.

May your roads always be safe.

With kindest regards, I am,

Jim Winnett
Secretary

25 February 1994

Adak, Alaska

Weather

Temperature 32, snowing

Winds NNW 42 Knots

Forecast: no sun til June

Dear Chuck,

Thank you for taking time and showing the interest in our "40" and us.

our "40" Tudor is in storage at our home in Ridgecrest, California. I have enclosed the latest picture we have of her up here. She is maybe 80% complete. All that is left to be done (at least major things) is to install the window, all of the trim and get her upholstery.

As I'm sure that all the experts in the club, as anybody who knows anything about "40" would notice that at best this could be called a Hybrid "40" Tudor Deluxe as I knew nothing about "40" other than I've always wanted one that they had those neat Teardrop headlights!

So here's what I got!

We located her in a barn the summer of 86 in Lisbon, North Dakota. She has been parked and not driven since 67. The engine was removed and stored in the trunk. The mice had decided they didn't like where Old Henry had put the upholstery or the insulation on the wiring so they moved it all up under the dash board and got a free ride to Southern California. The off drivers door was torn off it's lower hinge. The rest of the car seemed to be in great shape – hardly any other visible dents and all the parts seem to be there (and a few extra). The most surprising thing of all, there was very little rust. Only two places, the spare tire well and on the wheel well under the battery. Me being sure I had a "40" Tudor Deluxe I bought and hauled her back to California.

We stripped her down to the last bolt (sparing only the deferential) and began restoring it. I was smart enough to check the trust on the rear end to see if it had to be rebuilt. I had rebuilt one in High School and was not in a hurry to do another one if I didn't have to. It turned out to be in great shape.

It didn't take long to figure out that what we had actually bought





was a "40" Standard Tudor that along the way, someone had installed a Deluxe hood and grill on. If I had known as much as I thought I new, I would have know the difference just by looking at the Dashboard.

The engine is completely rebuilt, stock. We still need to locate a stock generator, it has a "46" on it now.

The Radio is very interesting. The tuner mounts in the dash pretty much like a Ford's. It has several cables that run down to the tube box (for want of a better expression) that mounts to the fire wall. This tub box weight may be fifteen pounds or more. We have several friends that are electronic types so we have high hopes of getting it working again.

We decided to try to keep as close to stock as possible. The few things we have changed are the paint, she used Dark Shadow Blue (Base Coat Clear Coat), I used newer Blue on the engine and we have installed Duel Exhaust. There will be some updates to the upholstery also. When we get her done she will be like you said about your 41 Coupe, "not just a show car, but fun to drive."

Well, I'll leave it to you to decide if any of this is something to write about in the club magazine, if not it's a nice way to break the ice and get to know people with like interests and yes, I'm sure there are things we'll need your help with to complete our "40".

Well, as you can see by now, I, like most of us who own "40"s, can ramble on about them. There are tons of things I can add to this, but then I would still be rambling, so I'll end this.

We are very fortunate in that we have an acquaintance in Ridgecrest who is also a member, Jay Fortman who not only has been a wealth of knowledge, but also a big source of parts. He also put me on to our Club.

I will be completing my overseas contract, then my family and I will be returning to Ridgecrest this June, never to go north again. Well, maybe to go fishing and hunting.

My wife and I are looking forward to it and hope time will let us make it to a few Club meetings this fall.

Again we enjoyed your letter and the picture and are looking forward to meeting you.

Thank you

Steve K

MAY V-8 BIRTHDAYS

5/01 JIM ALBERT

5/06 MARY LOMBARDO

5/09 HAROLD SELSEN

5/09 PENNY SURTEES

5/09 DOUG PETERSON

5/11 VIRGINIA WOLF

5/12 BEN OSTERGREN

5/14 CHRIS SANCHEZ

5/19 PAUL KIRK

5/20 ANN POWELL

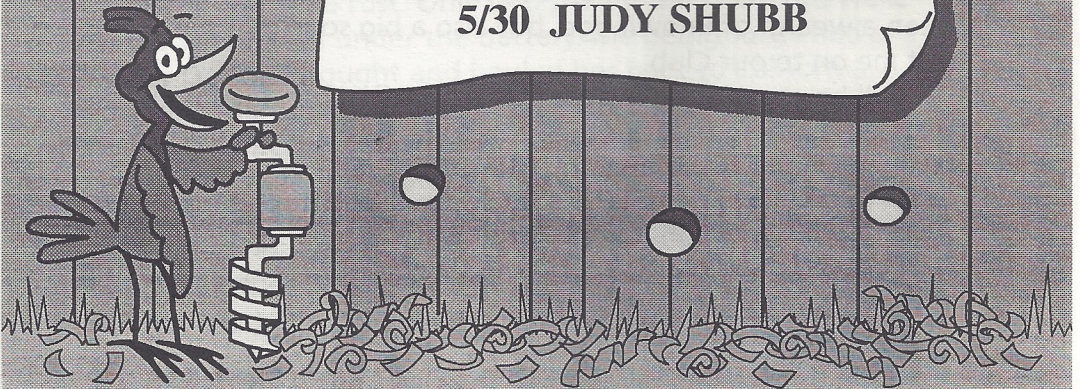
5/25 LYNDA PALMOWSKI

5/26 CRAIG LAPAIR

5/28 EMILY ROSSO

5/30 DUDLEY OCHSNER

5/30 JUDY SHUBB



CARS & PARTS FOR SALE

ITEM	Name / Phone
Good headers for small block chevy	Mike Munroe (818) 789-7225
39 Ford P/U 350 CUI Chevy Customer paint - new interior must see Must see! \$14,000	Daryl (818) 785-1539
54 Chevy P/U restored to original condition \$20,000	Daryl (818) 785-1539
37 Zephyr original V12 fast head new interior, new paint restored, make offer	Daryl (818) 785-1539
40 Ford Coupe \$11,000 older restoration	Dale (818) 885-8867
1946 Ford Super Deluxe Business Coupe Spec. 1946 CA License, nice restoration \$15,990	"Cars with Class" (818) 785-7644

CARS & PARTS WANTED

ITEM	Name / Phone
Looking for a Pickup - Any Year	Miles Schofield (818) 342-8881

EARLY V-8s FORDS, DRIVEN

Jerry Littner - 1940 Tudor Deluxe
Chuck Shubb - 1993 Utility Panel
Lloyd Paschal - 1953 Club Coupe
Jerry Jensen - 1939 Deluxe Tudor
Al Rohrer - 1934 Fordor
George Richards - 1939 Ford Car
A 1926 Ford was driven by Lee Wright and
Joe Setka drove a 1957 T-Bird

SERVICING THE WINDSHIELD WIPER

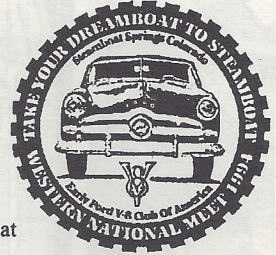
The vacuum type windshield wiper is used on all models of the new Ford cars and trucks; because of its construction practically no wear takes place on any of the moving parts of this type of windshield wiper and it is seldom necessary to service the unit. In the event a wiper fails to function properly, however, the procedure listed below should be followed:

1. Inspect the suction line and fittings for leaking.
2. If there is no leakage in suction line or fittings, remove the two small screws which hold the cover on the front of the wiper motor and examine the tripper spring for breakage. If broken, replace it.
3. In some cases the failure of the wiper to operate may be due to need of oil in the wiper

motor, which can be done without removing it from the car. Secure an old piece of suction hose approximately 6" in length and slip one end over the outlet of the wiper. Move the wiper bar by hand to either side and just before the valve mechanism "clicks," insert the hose into a small can of good light machine oil. Then pull the wiper bar quickly in the opposite direction, thus sucking the oil into the motor. Next move the wiper bar back and forth in a normal manner so as to allow the surplus oil to be blown back into the can. This operation will fully lubricate one side of the wiper motor. The other side should then be lubricated by repeating the process but by starting the blade on the opposite side of the shield. (Do not permit oil to touch the wiper blade as it might cause the rubber to curl.)



**TAKE YOUR DREAMBOAT TO STEAMBOAT
WESTERN NATIONAL MEET
AUGUST 8-12, 1994**



Come to one of the finest resorts in the world. Steamboat Springs is a world class ski area in the winter and a world class vacation spot in the summer. Show off your early Ford V8 and recharge your batteries. We of the Hi-Country Regional Group proudly invite you to the beautiful Colorado Rocky Mountains for the meet of a lifetime!

August '94

MON 8th	EARLY ARRIVALS - CHECK IN, Noon - 6 P.M. VISIT STEAMBOAT VILLAGE RESORT OR TOWN OF STEAMBOAT SPRINGS
TUES 9th	CHECK IN, 8 A.M. - 6 P.M. CAR INSPECTION WELCOMING PARTY ride ski gondola to top of Mt. Werner.
WED 10th	CONCOURS AND TOURING JUDGING, EVENING BAR-B-Q AND RODEO
THUR 11th	DRIVING TOUR THROUGH GORE RANGE WILDERNESS AREA AND OVER RABBIT EARS PASS - BOX LUNCH INCLUDED. PRESENTATION OF TOURING AWARDS AT LUNCH.
FRI 12th	CAR EVENTS, SWAP MEET EVENING BANQUET WITH PRESENTATION OF CONCOURS AWARDS
SAT 13th	FAREWELL CONTINENTAL BREAKFAST

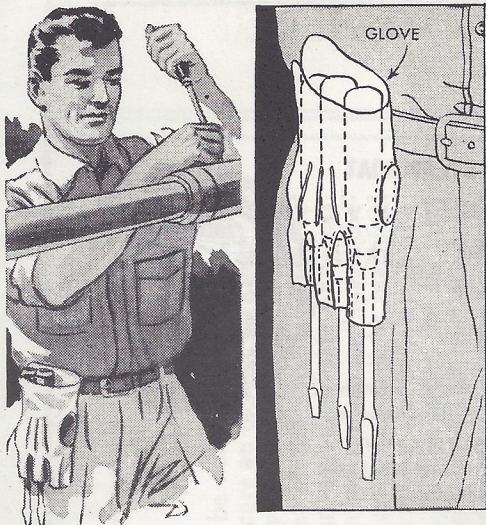
This schedule leaves ample free time to take in a variety of local events including nature hikes with llamas, horseback riding, fishing, golf, tennis, rafting, ballooning, therapeutic hot springs pools, or maybe just put your feet up and enjoy the peace and quiet. See the concierge in the host Sheraton Hotel to arrange for these activities as well as for children's events.

3 GREAT PRIZES

- ◆ **FREE ROOM FOR TWO** 4 Nights - for the August 1994 Western National Meet at the SHERATON STEAMBOAT RESORT HOTEL. To Be eligible for this drawing you must register for the '94 Steamboat meet by Dec 31, 1993. This 6 month early registration period begins with the 1993 GRAND NATIONAL IN DEARBORN. (See our Representatives)
- ◆ **TWO VACATION PACKAGES** FOR TWO PEOPLE EACH, ONE FOR SUMMER AND ONE FOR WINTER 1995 at Steamboat Springs. Raffle tickets for these packages are available. One book of 6 tickets \$ 5.00

Information: EARLY FORD V-8 CLUB
HI-COUNTRY REGIONAL GROUP
P.O. BOX 3137
LITTLETON, CO 80122

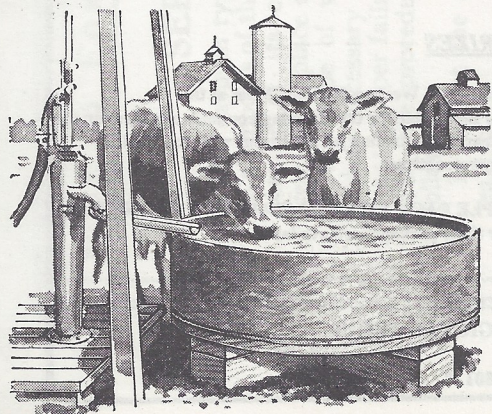
Glove Provides Small-Tool Holder



Several screwdrivers or other small tools can be carried conveniently in a holder made from a discarded glove. Slits are cut in one side of the glove to permit fastening it to a belt, and the thumb and finger tips are removed.—W. B. Eagan, Louisville, Ky.

Prolong Life of Metal Stock Tank By Proper Mounting and Care

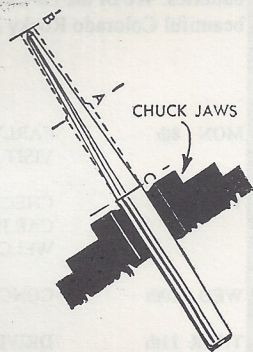
Proper mounting is important in prolonging the usefulness of a metal stock tank, particularly where special conditions, such as changing the herd from one pasture to another, make it necessary to move the tank. In any case, the tank should not be placed directly on the ground, especially in cinders, as the latter cause corrosion which is harmful to the zinc coating. It is better to support the tank 8 or 10 in. above the ground on a wooden platform made to conform to the shape of the bottom. Elevating the tank not only promotes sani-



tation by preventing stock from stepping in the water, but also permits air to circulate under the tank and thereby keeps it dry. An excellent base for supporting the wooden platform is made by half-lapping 2 or more timbers and assembling them in the form of a cross as shown. Occasional cleaning and sterilizing of the tank is important. Use an old broom to clean the tank rather than a shovel or hoe, as scraping may injure the protective zinc coating. Let the tank dry in the sun to sterilize it. Draining and drying the tank periodically induces formation of protective zinc salts on the metal that prolong the life of the tank appreciably. If straw has been piled around a tank to insulate it during the winter, be sure to remove it when freezing weather is over.

Turning Tapers on Bar Stock

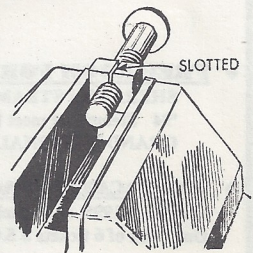
Turning short tapers on small-diameter stock is done faster if the end of the stock is not supported by a center and the turning is done in 2 steps, feeding away from the chuck. With the taper attachment set, a cut is taken from points A to B, roughing out the taper to within $\frac{1}{32}$ in. Next, a cut is taken from points C to A, and then a finish cut is made the entire length of the taper. For tapers on very small diameter stock, it is best to chuck the work almost to point A for turning the A-B portion. Rechuck it to turn the other section.



Earl R. Goddard, Denver, Colo.

Split Nut Protects Bolt Threads When Clamped in Vise

Here is a simple way to protect the threads of a bolt which must be held in a vise for slotting or cutting. Just saw through one side of a nut having the same threads as the bolt. Then, turn the nut on the bolt and clamp the nut in the vise. The slot in the nut will allow it to close tightly on the threads and hold the bolt securely, although the threads will be protected from damage.



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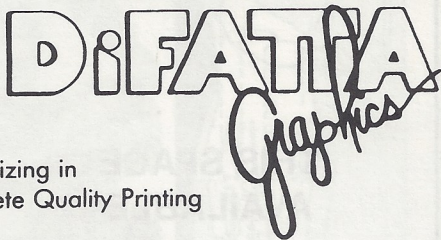
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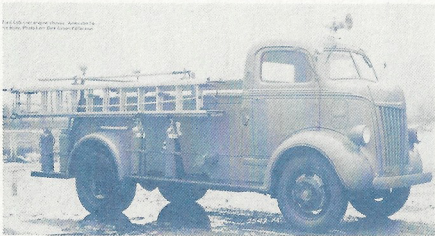
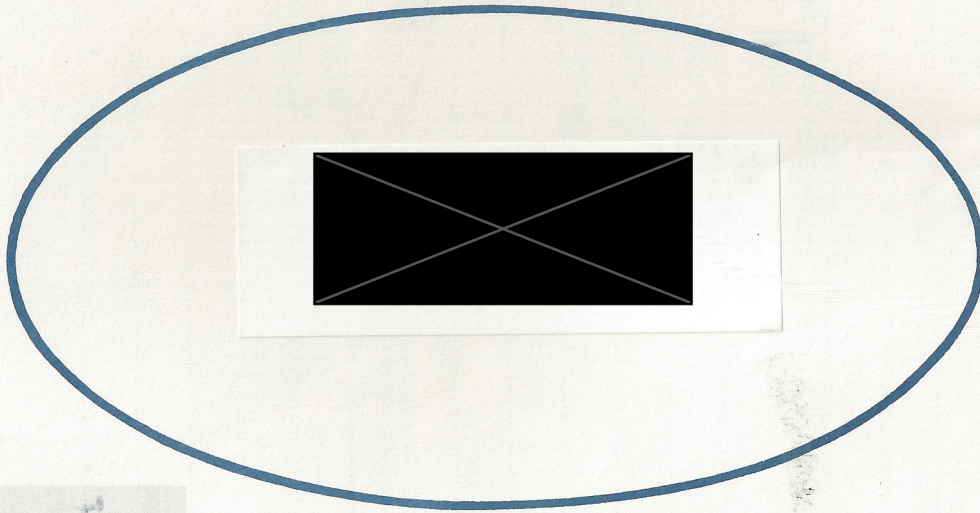
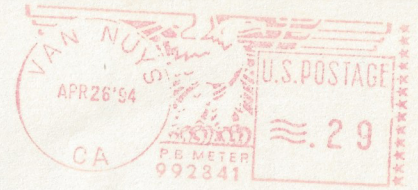
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Meetings are held on the first Sunday of every month at 7:00 p.m.

The Valley 's

5920 LEMONA AVE., VAN NUYS, CA 91411



1944 Ford Cab over Fire Truck

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