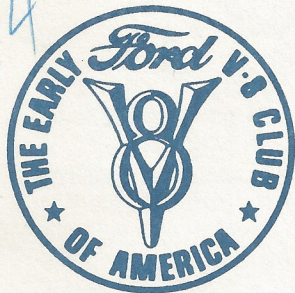
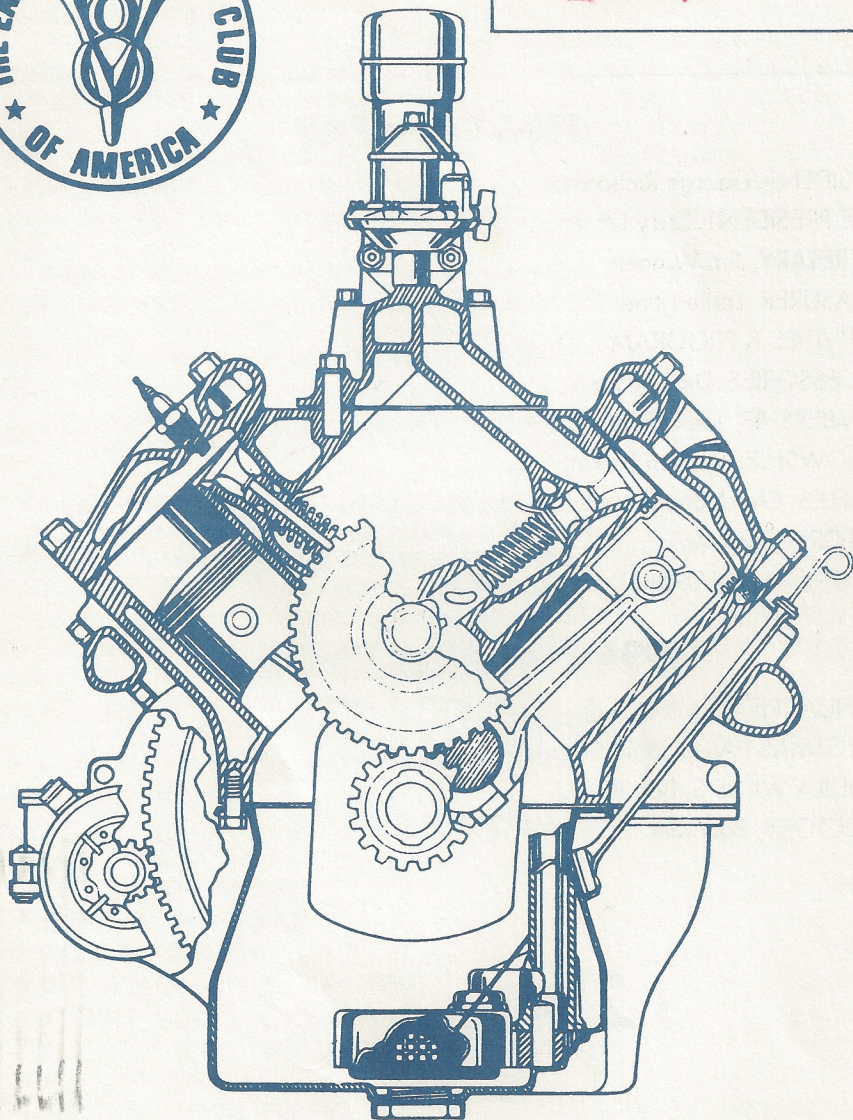


94



JUNE



Drive Lines

# The Valley 's

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SECRETARY, Jim Winnett .....	(818) 768-4228
TREASURER, Leslie Littner .....	(818) 347-1194
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TEQUILA WILLIE'S, Bob Rose .....	(818) 362-4842
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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

## TEQUILA WILLIES – OLÉ!

Sunday, May 15th arrived and neither wind, sleet, snow, earthquake or rain (well maybe light rain) was going to keep us from our appointed rounds!

The mighty Valley V-8's, and one Chevy didn't know that the name "Tequila Willies" is history and it's now El Torito. However, since I'm listed as the Tequila Willies chairman, we couldn't very well go to an El Torito. I figured it best not to shatter any illusions, so I kept quiet. Do not despair fellow Fordists, the only difference is the name outside. Inside the Tequila Willies banner still is proudly displayed, even the employees are the same, as is the food. Aside from the waffle irons sticking and the orange juice fountain now a big vat, one can't tell the difference.

Reservations were made for 30 and exactly that number arrived at Woodley Park prepared for a 40 minute drive. Chuck Mair collected the money and gave it to me. Some thought that a mistake, I even heard it said that: "He's driving that 66 T-Bird and figures he can outrun us and disappear with the loot!" (There might have been an element of suspicion upon arrival particularly when they found that there was no Tequila Willies anymore). It was also suggested that John & Virginia Wolf drive directly behind me as nothing was going to outrun that '40 coupe of theirs.

Reliable Ben "Chevrolet" DiFatta brought his cellular phone and everybody listened while I confirmed the reservations. With a light drizzle in spots and light traffic most of the way, we arrived in good spirits and hungry.

We dined on a covered patio and heat lamps took the chill off a most enjoyable and tasteful brunch. It was so successful that we had \$17.75 left over and since a 59 cent rebate to each seemed impractical, we put it in the V-8's kitty. We'd better be careful or we'll lose our non-profit status.

Shame on those who missed it. How will you ever explain to your friends, relatives and neighbors where you were on the morning of May 15, 1994 and why you were not with the Valley V-8's.

### ATTENDEES & CARS DRIVEN

POLLY & CHUCK MAIR	'41 CPE
LIN & JOHN KEMMERER	'40 CPE
VIRGINIA & JOHN WOLF	'40 CPE
CAROLE & JERRY JENSEN	'39 2DR
LESLEY & JERRY LITTNER & GUEST	'40 2DR
JIM BOYLE & GUEST	'66 GTO????!
DENNIS KEENE & CHUCK SHUBB	'40 CPE
ISABELLE & BEN DIFATTA & GUESTS MR. & MRS. FLEGIEL	'55 CHEV. BELAIR???:!
GEORGE RICHARDS & SON CHARLIE	'39 CONVERT
SUZANNE & JERRY CASE	'47 SEDAN DELIV.
CARLOS WILHELM & GUEST GAIL	'90 TAURUS???:!
JUDY & BILL SCOTT	'36 PICKUP
PATY & DICK SMITH	'48 CPE
BOB ROSE	'66 T-BIRD

**30 PEOPLE HAD A GREAT DAY**

# *Spring Fling Social and Picnic*

Sunday June 26th, 1994

9:00 a.m. til 5:00 p.m.

(WE'LL LEAVE FROM WOODLEY 8:30 A.M.)

## **Tournament Park**

off the 210 fwy, Hill Ave. exit,  
Pasadena, CA

Bring your Car,  
your Mate,  
your Kids

and your Picnic Lunch

Games for everybody!

Men's Bake-Off Contest!

Sharon Foster

(909) 598-8964

# *The Valley V8's*

**JUNE 1994**

## **President's Message**

Well the auction meet is over. Thanks to all the members who came with parts and those who bought. You did a great job, Don Durkee. I'd like to thank you for all the memberships. Also I want to thank Marilyn Salbin for staying on as our fellowship officer. Your contributions keep this club going.

Your assistance is need for the Drive Lines. Hey all you guys out there, how about someone lending a hand? The life line of the club is the Drive Lines! We need help. It's not right to shift all the work onto one member. Editor is the biggest job in the club. To help, call me (818) 992-4537 or Chuck Mair (818) 785-9413. A little help from you will go a long way to making our bulletin look great.

Our June meeting will be movie about Henry Ford's museum. The tour for June 11 is the Cantor Bus Museum and old house tour (see article in Drive Line).

I'll see you all the first Sunday in June.

George Richards

## **JACKPOT**



# **\$20.00**

**Could Be Yours!**

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

**V-8 TOUR FOR JUNE**  
**Sunday, June 12th**  
**Meet 9:00 a.m. at Woodley Park**

**The Pacific Bus Museum Presents:**  
**1994 MEETING OF MOTOR COACHES**

**Southern California Bus Museum Display Facility**  
**14724 Proctor Street • City of Industry**

(Located 1 block south of Valley Blvd. between 7th and 8th Avenues)

Events hosted by The Cantos Collection and members of the Pacific Bus Museum. If you would like to help staff this event, please contact us!!!

Bring your cameras and the kids - this tour is a different kind of experience. If time allows, we will also visit the Homestead Museum in the same neighborhood.

---

**V-8 CLUB CALENDAR OF EVENTS**

- |                   |                                                       |
|-------------------|-------------------------------------------------------|
| <b>JUNE 12</b>    | Tour to Cantor Bus Museum                             |
| <b>JUNE 19</b>    | Milestone Car Show, at Cal Lutheran Church            |
| <b>JUNE 26</b>    | Spring Fling Ice Cream Social                         |
| <b>JULY 31</b>    | Annual Pizza Party - Dupree residence                 |
| <b>AUG 8 - 12</b> | Western National Meet - Steamboat, Colorado           |
| <b>SEPT. 11</b>   | Peppermill Restaurant<br>Dudley Ochner (818) 446-12-6 |
| <b>OCT. 2</b>     | All Ford (25th Annual) Picnic                         |

*Jim Winnett's*

## **SECRETARY'S VIEWPOINT**

President George Richards was not able to attend the May meeting. So, Vice President Jerry Littner did the honors of heading up the meeting. The "Annual Auction"!

Mr. Littner opened the meeting with the question, "Did you bring your check books?"

The Secret Hand Shaker, Dick Smith, shook many hands... and the best hand shake was given by Carlos Wilhelm.

Amanda Winnett, from Brownie Troop 393, was on hand to sell Girl Scout Cookies.

Bob Rose gave us an update on the Tequila Willies Event, which is May 15th.

Dudley Ochsner reminded us of the upcoming Peppermill Restaurant Event that is on September 11.

Dennis Keene, of the Southern California Chapter, informed us of an annual picnic which will be on June 26th. They are renting a grassy area at Cal Tech, called Tournament Park. There is only room for 80 vehicles, so the first 80 get on the grass. It is a BRING YOUR OWN EVERYTHING; ie. Food, Drink; Old Fashioned Picnic.

Dennis Keene, also informed us that Bill Norton of Valley Ford Parts, 11610 Vanowen in North Hollywood, is closing his facilities. So, until July 4, 1994, if you purchase \$200 or more worth of needed items, Bill will give you a 20% discount. You must show your membership card or Roster Book.

Chuck Mair passed along an idea, as a Club project, to help a Club member who is in the Armed Services. His name is Steve Kawelmacher and he owns a 1940 Delux Tudor, but it is lacking a generator. Chuck Shubb happened to have brought a generator, of that era, for the auction and asked that the generator be donated to Steve. Chuck Mair needs financial help in getting the generator repaired. Please contact Chuck Mair (editor) at (818) 785-9413 for your contribution(s)... Thanks.

Don Durkee – Mr. Auctioneer was decked-out in some fancy apparel (for an auctioneer). Mr. Durkee opened the

auction by auctioning off THREE loaves of Home-made "Basic" bread...donated by Lesley Littner.

This is the second auction (coincidentally, the second auction held at our current location) that I was STUCK with the responsibility of disposing of the items left behind that were NOT auctioned off. In the future, if you bring an item(s) and it does NOT get auctioned, PLEASE take it home with you and dispose of it.

The treats that you enjoyed at the May meeting were brought by Lesley Littner, Thank you, Lesley.

May your roads always be SAFE!

With kindest regards, I am

Jim Winnett

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### EARLY V-8 FORDS DRIVEN

33 Panel Truck	Chuck Shubb
34 Fordor	Al Rohrer
36 Cabriolet	Richard Valleroy
39 Convertible	Richard Chutuk
39 Deluxe Tudor	Jerry Jensen
40 Coupe	John Kemmerer
40 Coupe	Bill Nolan
41 Coupe	Chuck Mair
46 Pickup	Don Dupree
51 Ford	Leslie MacWillie
51 F-2 Pickup	Jim Winnett

Don Durkee arrived on a 1960 Cushman Motorscooter.

Russ Sylvis drove his 62 Lincoln

Bob Rose drove his 66 T-Bird and

Marty Luening drove his 50 Plymouth

### ***Welcome Back to the Club***

Greg Petrosyan ('42 Merc. 5 W. Coupe)

1214 Vista Ct., Glendale

W: 818-604-7293; H: 818-507-6621



# CARS & PARTS FOR SALE

---

ITEM	Name / Phone
'40 Ford Parts for sale -Grill - New Steering Wheel, Shocks etc.	Joe DiFatta (818) 782-9883
Car Dolly - \$700.00	Dick Smith (818) 993-9538
'53 Cadillac four door - all original - \$2,500.00	Ralph Hubbard
'67 Shelby Mustang Fastback - \$10,000	(818) 792-6237
'42 Ford four door	Irv Warren (818) 780-6811
'31 Ford Roadster	Russ Sylvis (805) 527-4387
'41 Ford Frame - \$350.00	Blacky Blackwell (805) 268-0040
'50 Plymouth - \$5,000.00	Marty Luening (818) 353-1247
1950 Club Coupe, Black, new White Walls, Light Grey Leather interior, New Carpet, Engine Excellent Asking \$9,500 OBO.	Dottie Ackerman (818) 894-9476
Also Barber Chair, new chrome, red mohair - \$2,500 OBO	
'69 Ford PU F-250 with shell, rebuilt engine, new interior or new paint - \$4,500 obo	

# CARS & PARTS WANTED

---

ITEM	Name / Phone
'40 Columbia Overdrive, Hot Water Heater, Ash Tray, Convertible Spare Tire Hold-Down	Richard Valleroy (310) 828-7276
'41 Ford Hood release cover plate on Grill Chin	Chuck Mair (818) 785-9413
'32 Dash Plastics and Back Lower Seat	Greg Petrosyan (818) 507-6621
'38 Radio for parts	Dudley Ochsner (818) 446-1206
'41 Lincoln 16" Wheels, 6" wide	Ralph Hubbard (818) 792-6237
'40 Wing Window, '40 Rear Fenders for Coupe, '40 Coupe Window regulators (L&R)	John Kemmerer (213) 891-4550

# **JUNE V-8 BIRTHDAYS**

---

**6/02 HAROLD JOHANSEN**

**6/02 BILL NORTON**

**6/03 JERRY JENSEN**

**6/04 MARY SETKA**

**6/06 DON STOUT**

**6/06 RALPH HUBBARD**

**6/07 LARRY CAPLAN**

**6/07 AL SPENCER**

**6/07 KAREN LOWRY**

**6/09 JOHN KEMMERER**

**6/12 SAM FABER**

**6/12 GEORGE RICHARDS**

**6/19 SHIRLEY RICHARDS**

**6/23 CHUCK MAIR**

**6/23 AL ROHRER**

**6/24 BARBARA SADD**

**6/24 JOHN SANCHEZ**

**6/29 RUSS SYLVIS**

---

## PEPPERMILL '94

It is certainly a surprise, but it is time to begin talking about our annual brunch at the Peppermill Restaurant in Pasadena. This has been a long time favorite for all of the Southern California Regional Groups and we hope it will continue so again this year.

The date is Sunday, September 11, 1994 and the price will be \$9.75 per person and we will be asking that you mail in your checks and reservations by September 6th. The actual flyer and reservation form will be in the July and August bulletins. As usual, there will be awards and prizes. Hope you all can attend!

Dudley Ochsner  
Peppermill Chairman

Please mark you calendars - SEPTEMBER 11, 1994

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### THE AUCTION

First there was Laurel and Hardy...then there was Abbott and Costello... and now there is DURKEE and KEENE the comedic auctioneers for the Valley V-8's!

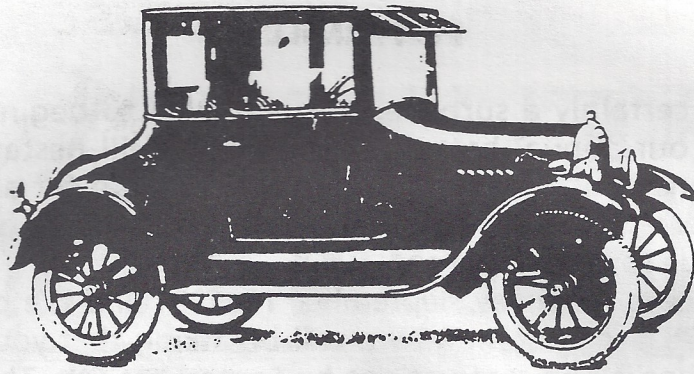
I could not believe my eyes when I saw Don Durkee walk up to the podium wearing very baggy pants with pictures of Fords all over the, and a funny cap. Sure looked like an auctioneer to me.

Overall, the auction was successful with almost every donated treasure being sold. Don and Dennis were continually cracking jokes - while trying to sell you "Needful Things".

THREE CHEERS to DURKEE AND KEENE for a job well done!

Thanks to all who attended.

In appreciation  
Jerry Littner



## HENRY FORD

*HENRY FORD, the man most universally identified as the creator of modern mass production, was born on July 30, 1863, on a farm, near Dearborn, Michigan, U.S.A. He was the first surviving child of William Ford and Mary Litogot. His father was a County Cork-born emigrant, his mother was the foster-daughter of Cork City emigrants.*

*In the 1820's, John Ford, grandfather of Henry, was a tenant farmer on the Madame estate at Ballinascorthy, Clonakilty. He was one of five sons of William Ford and Rebecca Jennings, three of whom emigrated to America in the 1830's. John Ford and his family left Ireland in 1847. The party included John's mother, Rebecca, his wife Thomasina (Smith), his seven sons and his brother's family. In 1848 John Ford bought an 80 acre farm at Dearborn, Michigan and his son William, after several years working on the railways, took a job on a farm near Dearborn.*

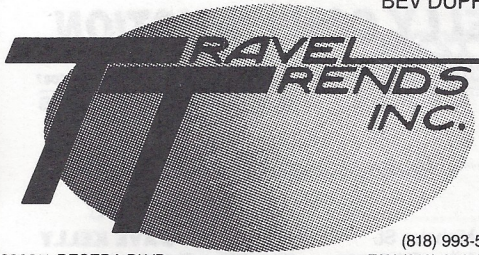
*William Ford's employer was Patrick Ahern, a native of Fair Lane, Cork City, born in that city in 1804, who had emigrated in 1825. He had married a Margaret McGinn and they had adopted a child called Mary Litogot. William and Mary met and married and settled on their own farm near Dearborn where Henry was born in 1863. Thus Henry Ford's father was a Corkman and his mother's foster parents were from Cork also, a fact of which he was quite proud.*

*An early motivation for Henry Ford seems to have been the drudgery of farm life without any other prime mover than animal power. After years of experience with steam and petrol engines he built his first successful car in 1896 and in 1903 he founded the Ford Motor Company.*

*The principal manufacturing innovation credited directly to Ford is the assembly-line method of automobile production, which he first used in 1913. His industrial philosophy was simple — reduce the price of the product, increase the volume of sales, improve production efficiency, increase output to sell at still lower prices and so repeat the cycle indefinitely. These policies were heresy to contemporaries who saw the car as a rich man's custom-built plaything, but Ford's ideas were justified by his company's growth to a giant with a surplus balance of 700,000,000 dollars by 1927. In that year the last of 15 million Model T's was built, to be replaced by the Model A. Five years later, he repeated the process by introducing the V-8 to the market. Thus, the Ford Motor Company grew to its present status.*

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# A STEEP HILL... HOW ABOUT REVERSE!

## The Sad Saga of the Struggling V-8 60

It had made its initial appearance in 1936, in the small Fords of Britain and France. Some would say that it should have remained there, for when the new 60-horsepower V-8 was transplanted to these shores the following year, to power Ford's full-sized passenger cars — and even trucks as large as the one-and-a-half ton jobs — the results were rather less than felicitous.

At 136 cubic inches, the new mill was almost exactly the same size as the four-cylinder Willys engine. The Ford 60 had the advantage in terms of horsepower. Initially, though by 1939 — thanks to the efforts of Barney Roos — the Willys was churning out a respectable 61 bhp. From the start, however, the Willys had the greater torque output of the two, and in any case it was called upon to propel a car that was some 300 pounds lighter than the Ford.

A number of steps were taken in an effort to bring the Ford 60's performance up to an acceptable level:

- The compression ratio was advanced from 6.12:1 in the larger engine to 6.60:1 in the economy version.

- A 4.44:1 final drive ratio was substituted for Ford's customary 3.78:1 cogs.

- A different transmission was employed, this one a spur gear, wide-ratio unit designed to keep the diminutive powerplant turning over at a brisk clip.

- 5.50/16 tires were substituted for the usual 6.00/16 skins, resulting in an even higher numerical ratio, overall.

All of which translated to a 21.4 percent increase in crankshaft revolutions per mile. Not, one might reasonably deduce, a situation conducive to long and happy engine life. Ford's 1937 sales brochure

claimed that "The 60-horsepower V-8 gives all the power the average driver needs," but in practice most owners tended to drive these cars with the right foot stuffed in the carburetor! And as Paul Woudeberg has observed, "When the 60 was installed in the 1½-ton (truck) chassis...the result must have been nearly hopeless." Ratios as high as 6.6:1 were offered, which did little for either fuel economy or speed; and as Woudeberg notes, "the longevity of the 60 in truck use was notoriously low."

Even in passenger car duty the small V-8 operated under a severe handicap. One-third smaller in displacement than the four-banger that powered the Model A, it was fitted to cars that were at least a hundred pounds heavier than their predecessors, and then assigned to cope with traffic whose speed had increased by at least ten miles an hour!

Still, the advent of the V-8 60 could hardly have come as a surprise to those who had followed the career of Henry Ford. For the old man had never really given up his dream of once again building — as he had in the heyday of the Model T — Everyman's Car. And as proud as he must surely have been of his big, fast, 85-horsepower V-8, over the years Ford had seen his cars moving progressively farther and farther from his original concept. Viewed in that light the Spartan, 60-horsepower car of 1937-40 seems to have been almost inevitable: a bare-bones automobile, offered only in the base trim line, propelled by a diminutive engine and built with fuel economy as the primary objective.

Mercifully, the little engine was available for only one season in the larger

trucks, but the situation worsened, over time, with respect to the passenger cars. Between 1937 and 1940 the Tudor sedan — Ford's most popular body style — picked up an additional 183 pounds of weight, causing the little engine to struggle harder than ever in order to carry the load. Drivers tended to push their cars to the absolute limit, particularly in hilly country. Even on flat ground, only the advantage of a tail wind would permit speeds as high as 70 miles an hour. And so again the engines — which were really rather decent little machines when they were treated with due respect — simply pounded themselves to pieces!

To continue the small engine for 1941, with the cars slated to gain another 200 pounds, was clearly out of the question. Sales of the 60 had already dwindled to almost nothing, making the 1940 version one of the rarest Fords of that era. One suspects that no tears were shed by most Ford executives, for the 60 had never been a really profitable enterprise. The smaller engine cost only three or four dollars less to manufacture than the 85-horsepower unit. Perhaps a similar savings was realized in building the transmission, perhaps not. But the 60 undersold the 85, model-for-model, by \$56 in 1937; and even though the spread was reduced to \$41 by 1940 it is clear that the "economy" Ford was not a money-maker.

But don't malign the little engine. It gave a good account of itself in the midget racers of the day, and in Europe, fitted to smaller cars and driven over roads that were better suited to its capabilities, the junior edition V-8 continued to flourish into the 1960s.

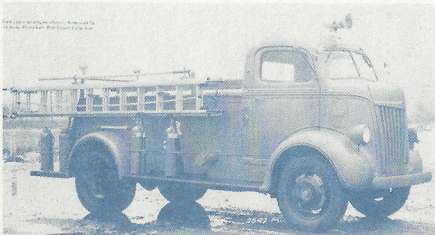
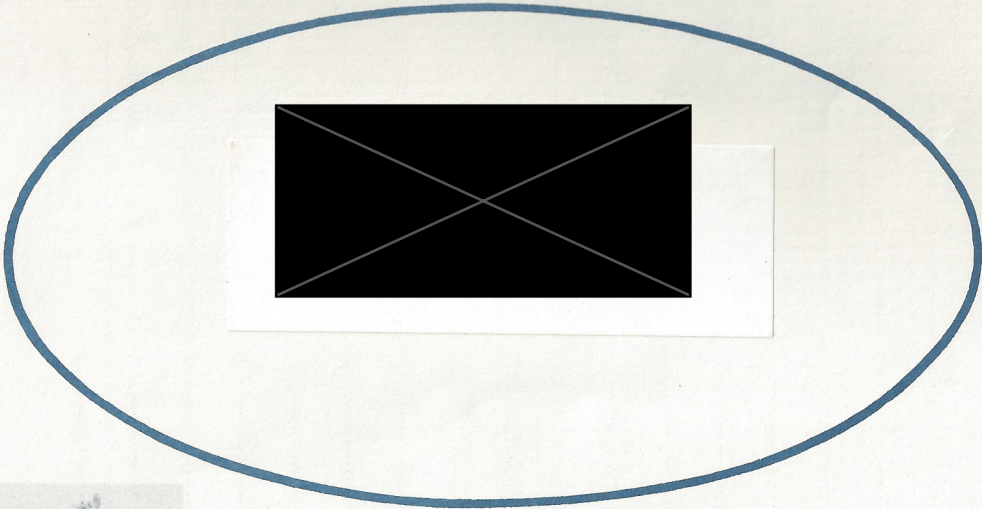
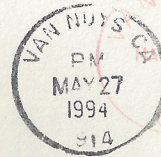
## PAST PRESIDENTS

JIM ROWE.....	1971
DOUG PETERSON .....	1972
DON DURKEE .....	1974
ED WARNOCK .....	1975
JOHN BUSK.....	1976
CHIP WERSTEIN .....	1977
STAN MARSRAJE.....	1978
BOB DRAKE .....	1979
BILL CULP.....	1979
AL SPENCER.....	1980
LARRY CAPLAN .....	1981
BOB ROSE .....	1982
DON DURKEE .....	1983
PAUL KIRK .....	1984
KENT LOWRY .....	1985
DAVE SANBORN.....	1986
JOHN KEMMERER.....	1987
DUDLEY OCHSNER.....	1988
JERRY JENSEN .....	1989
JERRY JENSEN .....	1990
JOE DiFATTA .....	1991
CHUCK SHUBB.....	1992
CHUCK SHUBB.....	1993

**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**