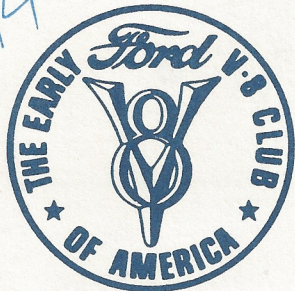
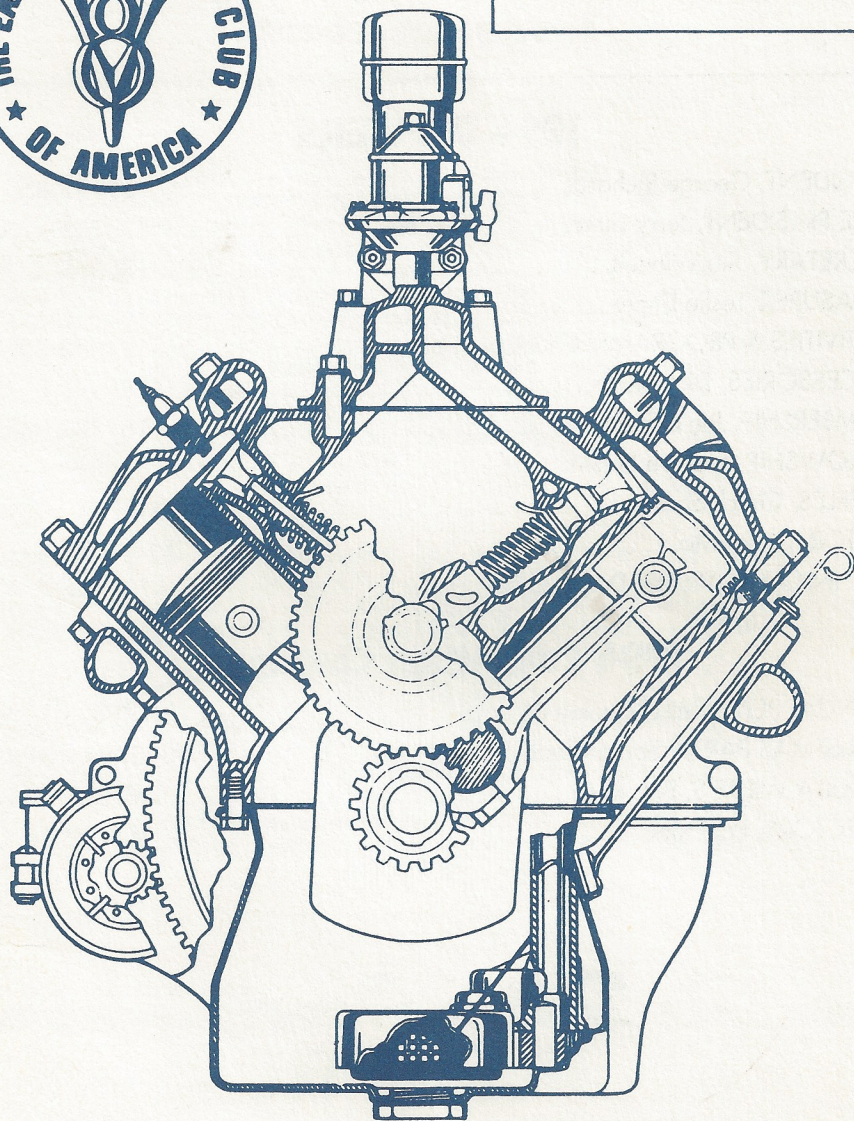


94



SEPTEMBER



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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

SEPTEMBER 1994

President's Message

Our deepest sympathy goes out to member Chuck Mair in the loss of his dear and lovely wife, Polly. We are all saddened to hear of her passing.

We got off to a rocky start with our September meet. When I arrived, I found our meeting room had been rented to another group. But that didn't deter our resourceful and quick thinking staff. Jim Winnett arranged to get the room back and Jerry and Lesley Littner made arrangements at Round Table Pizza for a little "after the meet" socializing. There were about 25 of us and it turned out to be a very pleasant way to spend a hot September evening. Our speaker was Jerry Jensen, on those beautiful '39's. I'm sure you realize it is the best Ford ever built. Right? Thanks very much Jerry.

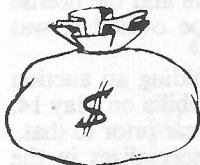
We are all interested in hearing about the Western National Meet. If someone who was lucky enough to attend would give me a call (@ 818 - 992-4537), we could set up a little talk at one of our meetings.

Shirley and I had a great vacation, touring the great northwest. After attending the Lincoln National Meet, we went on to Vancouver, B.C. We covered about 3,000 miles in our 1978 Lincoln and took second place at the National in Silverdale, Washington.

Our next gathering will be our Peppermill brunch on September 11th. Tire kicking will begin at 9:30, doors open at 10:00 a.m. See you there (795 E. Walnut St., Pasadena). We will be showing off our great little V8's to those big Lincoln owners. Also in September we will tour the Peterson Auto Museum on the 17th. We will meet at Woodley Park at 11:30 a.m. Looks like a very busy time. Our regular October meeting will be on the 2nd. Our speaker will be Dave Sanborn. His subject, the '35 and '36 Fords.

Signing off 'till October. See ya' soon.

Your president George.



JACKPOT

\$20.00

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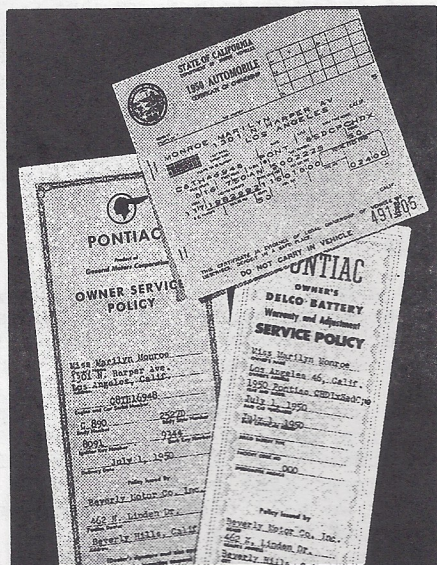
(You just have to be present and wear your name badge to win.)

NINETEENTH ANNUAL
VERDUGO VINTAGE VEHICLES - CHVA

CAR SHOW

SUNDAY, SEPTEMBER 18, 1994

MAIL PREREGISTRATION TO V.V.V. 7000 Day St. Tujunga, CA 91042
FOR INFO: 818-352-4553 HOADY 818-352-1225 JOE JONES



An auction firm, which holds the car's pink slip, is hoping to have Marilyn Monroe's 1950 Pontiac

Alert . . . calling all cars . . .

Auction offers \$50,000 for Monroe's sedan

A Corona auction firm is offering \$50,000 to the person who can deliver a car formerly owned by actress Marilyn Monroe.

Odyssey Auctions said it is seeking the late actress' 1950 Pontiac coupe.

"We obtained a collection of Monroe documents, which includes the California pink slip to her 1950 Pontiac Sedan Deluxe Coupe, and we want to reunite the car and pink slip," said Odyssey chairman Bill Miller.

According to the California registra-

tion document, the car's identification number is C8TH46948 and the license number when Monroe owned it was 19B2992.

The company is holding an auction of Hollywood Memorabilia on May 14, and hopes to find the car prior to that.

Odyssey Auctions specializes in the sale of rare items signed, owned or used by celebrities. The company recently set a world record when it sold a 1931 "Frankenstein" movie poster for \$198,000.

— Daily News wire services

SEPTEMBER V-8 BIRTHDAYS

9/02 LAVERNE SELSON

9/06 SUZANNE CASE

9/07 TOMY THOMPSON

9/11 PATTI SMITH

9/13 ANN CAPLAN

9/15 MARTIN LUENING

9/16 BARBARA SIMPSON

9/18 DICK SMITH

9/20 BOB McCULLAGH

9/24 JERRY VELEY

9/26 HARRIET KAWELMACHER

9/28 BILL CARPENTER

9/28 DIANN CHAMBERLIN

BROKEN AXLE BLUES

The purpose of this article is to share with you my recent unpleasant V-8ing experience. The reason I'm telling the story is because of what I've decide to do to insure that it will not happen again. Since all our Fords (thru 48) are designed the same, I think a lot of you might want to take one or both the precautions I'm about to describe. Let me back up a bit and tell you what happened to me.

On July 25th I broke my second rear axle in just over a year's period of time. The first was just an inconvenience since it happened when I was pulling away from a traffic light and was able to push the vehicle over to the side and have it hauled home. The 2nd time however, I was moving 40 mph on corbin just below Roscoe and it let go and I lost the left rear wheel and the pavement scraped an inch off the backing plate, folded the rear fender under and made a big mess in general. Fortunately the wheel did not hit any other cars so the damage was all mine.

Before I continue I would like for everyone to know that I welcome input from everyone about what I'm about to describe. perhaps it's not news at all, but something that a lot of you already know about, do or have done.

After the 2nd incident I repaired my 47 Sedan Delivery right away mechanically since as most of you know I work out of it daily. All of a sudden i was nervous driving it. I started thinking what could I have done and what can I dow now not to experience this again. I've been careful about the things we all know regarding rear axles ie: keyway in good shape, proper torque, good fit of the taper to the drum and bearing surface of the axle housing to be in good shape. All these were fine in my case.

After careful inspection of my own axles and talking with others with much old Ford experience, it's agreed that an axle break almost always occurs at the tapper starting at the keyway.

In both breaks in my case it was obvious that the axles had been cracked about two-thirds thru for who knows how long. It occurred to me that if I had made periodic inspections with dye penetrant that I would have most likely found the cracks before the breaks occurred. For those of you unfamiliar with dye penetrant, it's a method of locating cracks in metal normally used by aircraft mechanics and machine shops. The taper area of our Fords can be tested by simply removing the rear drums.

Since I use my Delivery daily, I'm going to test mine every 6

months. I suppose once a year would be fine for most that are only driven occasionally.

Now let me shift to the second thing I've done and tell you briefly how it came about.

I was replacing the axle at my friend from new Zealand's shop (Ace Cobras, Steve Curle) where I work part time. In the midst of the repair he had a friend from new Zealand stop by that was on vacation here. When he saw me in the process of replacing my axle we engaged in a conversation about old Fords.

It was clear almost immediately that his fellow really knows old Fords and has much experience with them. After discussing the usual things regarding axle breaks (taper fit, torque, etc.) he said you know there is something fairly simple you can do to keep from losing a wheel even if you do break an axle.

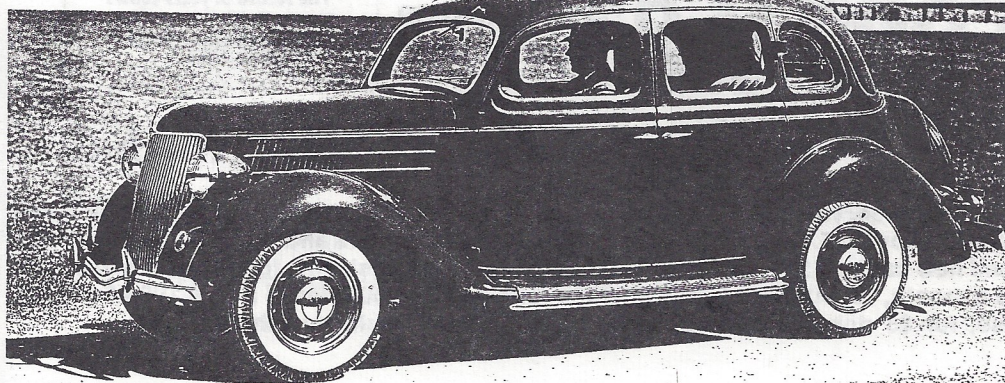
I think I looked at him kind of skeptical, but then he went on to say, you take some one quarter by three quarter steel strap and fabricate a pair of brackets that attach to the backing plates on each side. The brackets are bent to come up over and around the drum to form a catch for the drum in case one separates.

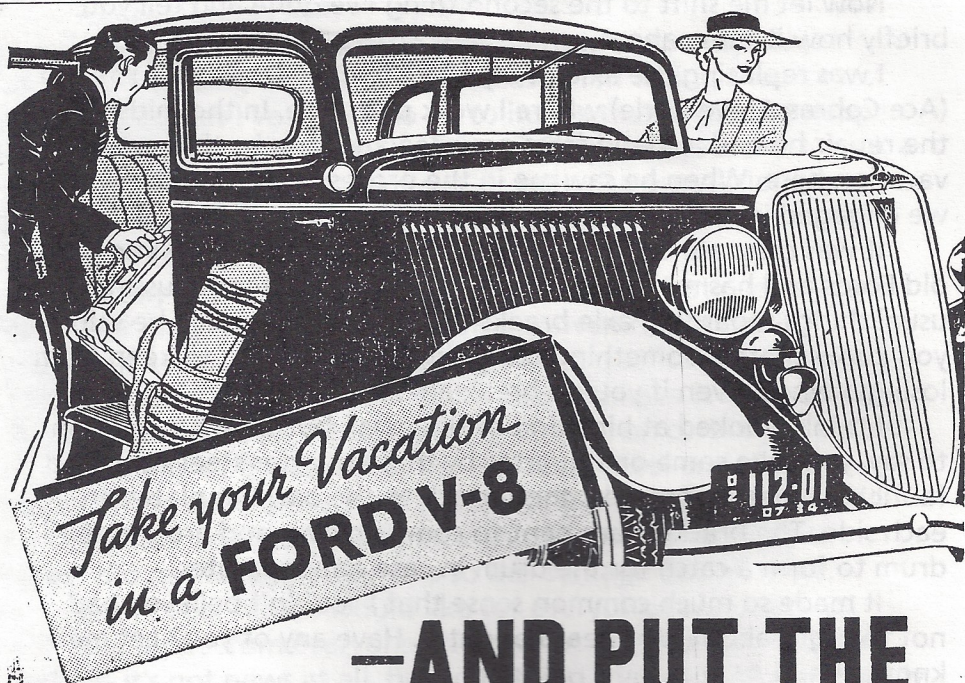
It made so much common sense that I couldn't believe I had not thought about it or heard about it. Have any of you? Let me know.

I made a pair for myself right away, and designed them to attach to one of the wheel cylinder bolts so the only modification is a longer bolt to go through the bracket. I haven't looked into how to attach them to mechanical brake cars yet but hope to soon.

At any rate I feel better about driving my Delivery Sedan in all the various traffic situations that I encounter now. If an of you want more info on the testing, brackets, or have any input or comments feel free to call.

Jerry Case
(818) 989-5211





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Yes I will attend the Peppermill 1994, Sunday, September 11

I have enclosed my check for the amount of _____ for _____ people

Name _____ Phone _____ Regional Group _____

Tickets will be held at the door and can be picked up after 9:30

OJAI OVERNIGHTER IN OCTOBER

*Saturday and Sunday
October 15 and 16, 1994*

We'll start in Santa Monica and tour up Highway 1 to Joe and Laurie Scanlin's house in Ventura for lunch.

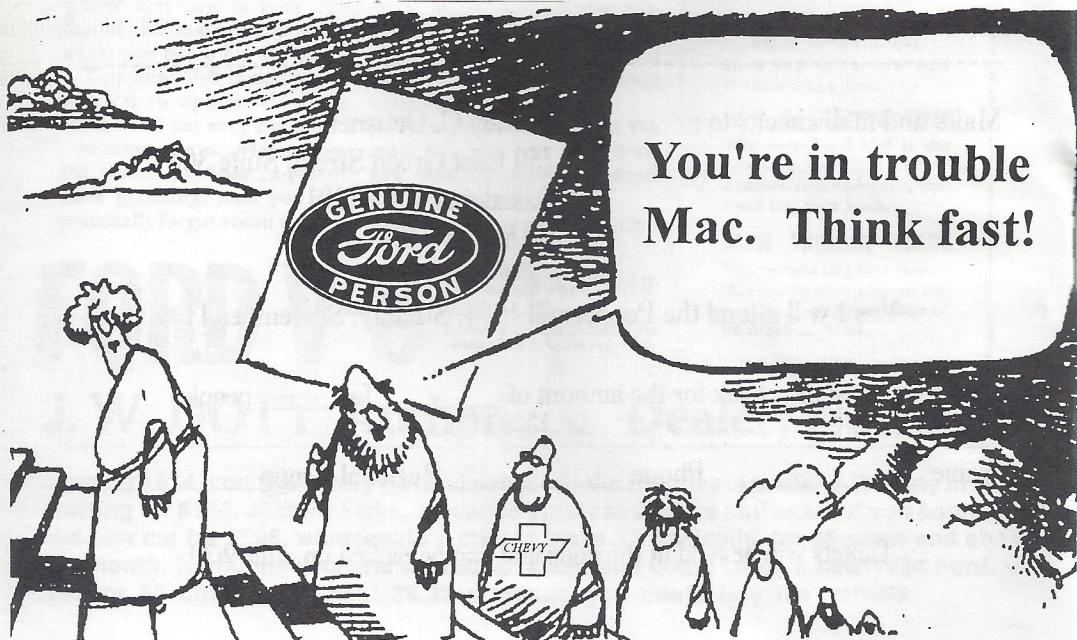
After lunch, it's off on scenic back roads to secluded Ojai in time for shopping on you own. We'll have dinner together at a local eatery and spend the night in Ojai.

After breakfast on Sunday morning, we'll tour to the airport in Santa Paula and then return home.

MAKE YOUR RESERVATIONS IMMEDIATELY!

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(213) 665-1363 for further details**



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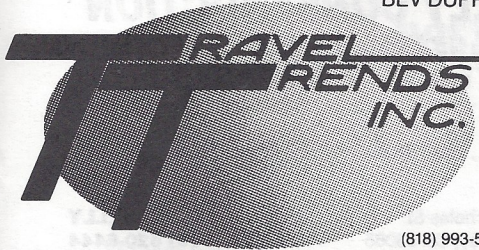
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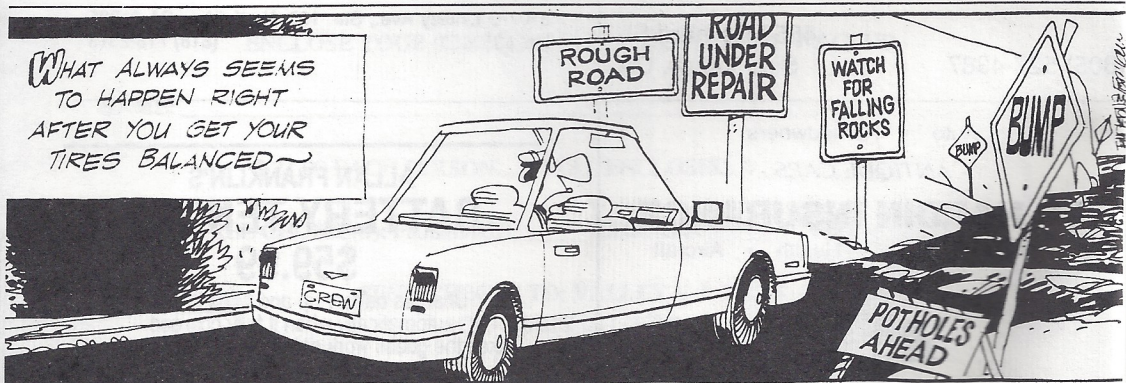
My appreciation to all that called and sent cards to me during my recovery.

Many Thanks to everyone
Jack Miles

HI AND LOIS By Brian and Greg Walker



MARY WORTH By John Saunders and Joe Giella



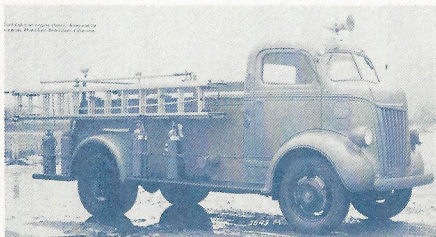
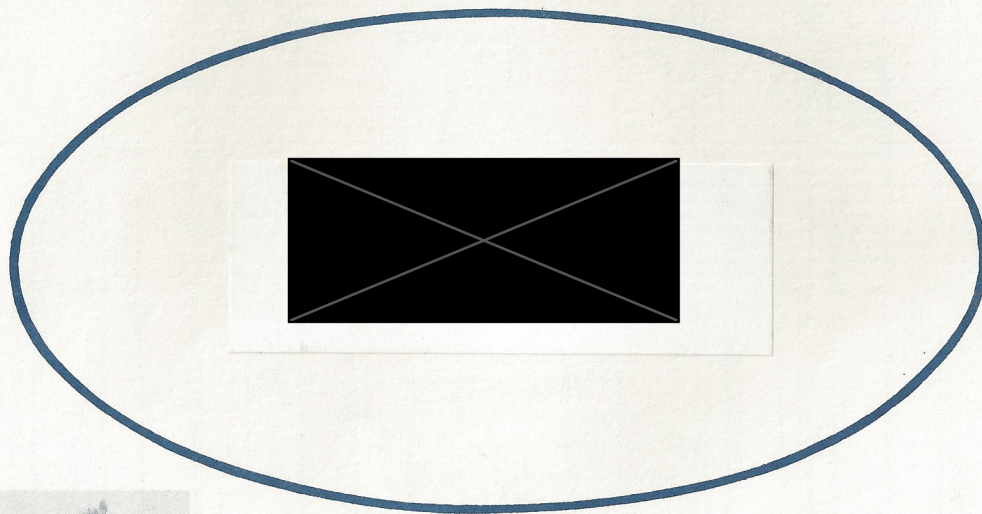
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