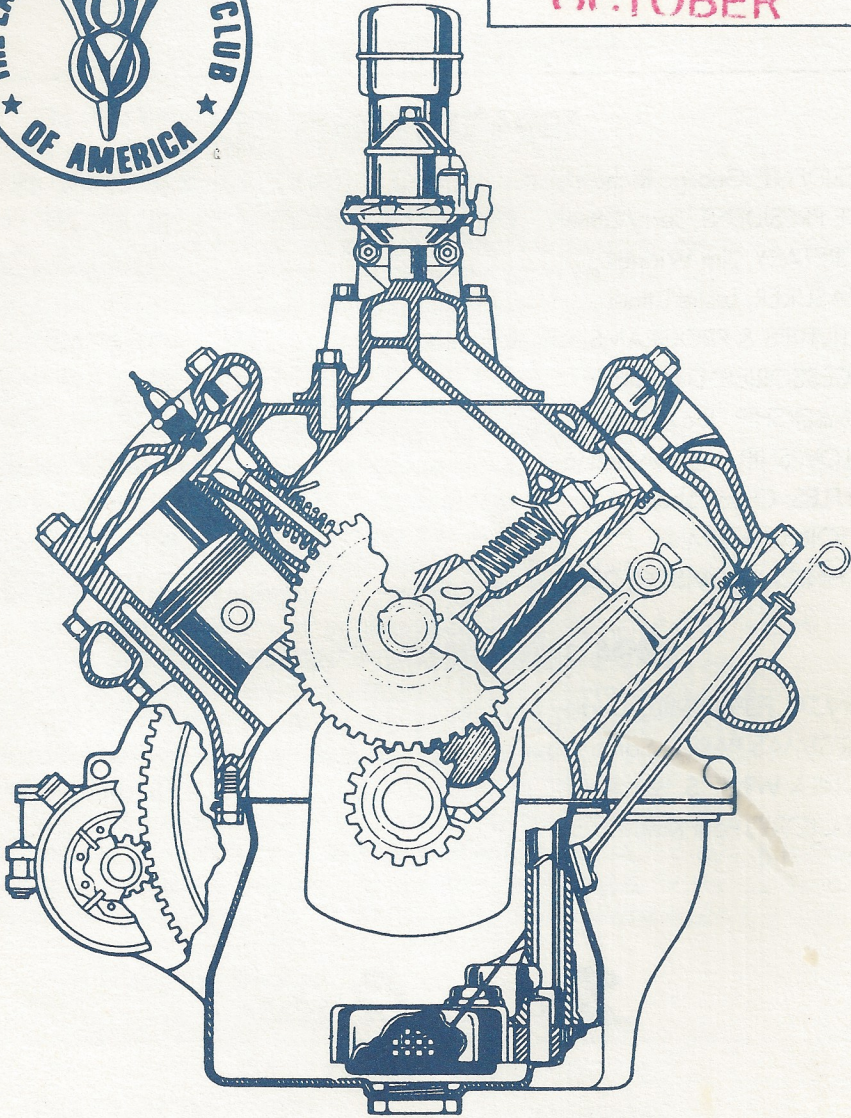


94



OCTOBER



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

OCTOBER 1994

President's Message

This has been a great tour month. We started out with the Peppermill (Bunch?) Brunch. There were about fifty cars from the V8 clubs. All the way from Ventura, Orange County and San Diego. The Lincoln Continental owners Club was there with ten of their best. The brunch was a sell out. About 110 of us enjoyed this fine summer morning together. Thanks to Dudley and Julie Ochsner for all their hard work. I was lucky enough to win the beautiful basket Julie made with all the coffee goodies in it. We are certainly enjoying it. There were lots of very nice raffle prizes given away. Thank you to all who donated these gifts. We all know a great effort makes a great meet. Thanks again Dudley.

Our host passed out the trophies. The Best of Show went to Dan Fenske for his '42 Continental Convertible. The Best Commercial went to Jerry Miller's '41 Pickup. Art Knapp won the Best Touring trophy with his '47 Sportsman. The Best Touring Car went to Shel Harriman for his '32 Victoria. And last but not least Nino Rosso's '39 convertible won for best Mercury. A fine showing was made by all.

On Saturday we met at Woodley Park for a trip to the Peterson Museum. About 30 cars turned out for this trip. They had a very nice display of early Southern California living. There were cars of the '20s through the '50s. Chuck Shubb put this one together for us. Thanks Chuck. It was nice to see Jack Miles back on his feet and back with the Valley V8s.

We owe a special thanks to Jerry and Leslie Litner and to Joe DiFatta for getting out the Drive Lines so fast. Remember our next meeting is October 2nd. Dave Sanborn will be our speaker on '35 and '36 Fords. Save that December 4th date for our Christmas party. See you all on October 2nd.

Your president, George

EARLY V-8 FORDS DRIVEN

1939 Ford Cono Sedan	Cal Beauregard
1939 Ford Delux Tudor	Jerry Jensen
1939 Ford Convertible	George Richards
1940 Ford Coupe	John Wolf
1948 Ford Super Deluxe Coupe	Patti & Dick Smith
1951 Ford F-2 pickup	Jim Winnett

Kent Lowry drove his beautiful black 1957 retrackable.

Sunday, October 2nd meeting will be held at the

**CONGREGATIONAL CHURCH HALL
9659 BALBOA BLVD., NORTHRIDGE**

TIRE KICKING: 7:00 P.M.

MEETING: 7:30 P.M.

The October 2nd meeting will feature Dave Sanborn as our program. He will speak about 35-36 Fords. Dave was president of our club in 1986 and a member of our club for many years.

FORD CLUB MEMBERS...

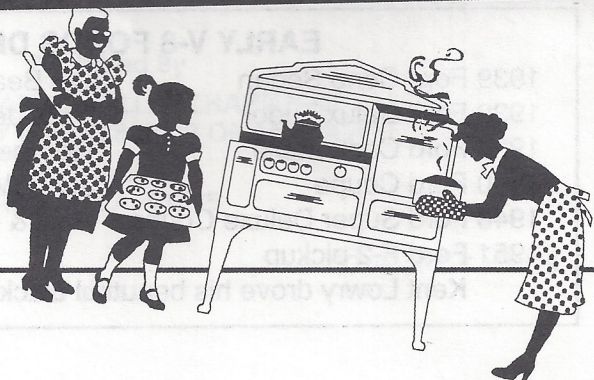
Volunteers needed for 1995 Committees

Contact Jerry Litner

or

George Richards

**DON'T MISS THE "GOBBLE-GOBBLE"
GIVEAWAY !!!
THANKSGIVING TURKEYS TO BE RAFFLED
AT OUR NOVEMBER MEETING.**



SECRETARY'S VIEWPOINT

Arriving at our meeting location, we found the parking lot, we usually use, full of cars. The church was having a function that filled the parking lot.....BUT, fortunately, the parking lot off of Balboa Boulevard was empty and the V-8ers were able to park their cars off the street. After that confusion was conquered, we had our meeting.

President George Richards opened the meeting informing us that the refreshments did not arrive nor did the raffle items. However, after we had a short meeting, we were adjourned to the Round Table Pizza at Devonshire and Balboa....should have been there. There was good pizza and good conversation.

John Sanchez was the name that was drawn for the name badge drawing....BUT Jonh was not present...SO, the pot grows for the next meeting and there are only two more of those, for this year.

Jerry Jensen was our speaker for the evening. He spoke on the 1939 FORDS and he brought show and tell items. Jerry's presentation was very informative. If you have a '39 or would like one, Jerry is an individual to seek-out for questions you may have regarding the '39s. Jerry would NOT pass some of his show and tell items around, because they were small, hard to find items and might get LOST!, ha, ha.....

I hope everyone had a good summer and I hope the roads that you traveled were safe.

With kindest regards, I am

Jim

by Miles Schofield

Reading Jerry Case's story last month about how to keep the rear wheels on when an axle breaks brought back memories of the days when a lot of early Fords were run on race tracks. At that time many racing associations required "safety hubs" to avoid the problem of having wheels wander off on their own. The safety hub was a ring with two studs which was placed over the bearing housing on the inside of the drum. Tack welding another ring on the end of the bearing housing prevented the first ring from coming off. When the drum was installed, the two studs on the ring took the place of two of the bolts that secured the backing plate. It wasn't an easy installation because everything had to be spaced just right so that nothing rubbed. But when it was all in place there was no way that the drum and wheel could come off when an axle broke. Safety inspectors would look under the car for the telltale long studs sticking out of the backing plate. Those of you who have a collection of Hot Rod or other racing magazines from the fifties might even find a picture of commercially produced safety hubs for Fords.

Jerry's "Australian" method using external straps that contact the outer rim of the drum will work on the street as long as you don't get sideways after the axle breaks and bend the restraining straps out. They also have the advantage of waking the driver up with the racket they make when the drum moves out enough to contact the straps.

Incidentally, breaking the axle at the outer end is not the worst thing that can happen. I have seen them break at the inner end, which allows the wheel to move out about 3 feet and start wiping out traffic in the oncoming lane.

I saw that happen once in a Jalopy race. Most Jalopys ran locked rear ends, so the driver still had power to one wheel even with a broken axle on one side. He didn't know anything was wrong. The pit crew was waving at the driver to get him to come in, but when he got close they waved him away because he didn't realize his car was about 3 feet wider than normal and was going to wipe out anything he got close to. Talk about confusion. He thought his pit crew had gone crazy. So he gave up on them and stopped off by himself in the infield, got out, and stood there staring at the axle like he couldn't believe it.

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YEAR
OLDER
AND
DEEPER
IN DEBT.

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Harold Johansen (818)784-1068

1934 3 window coupe and 1957 Ford heads for
a 312 engine. Kent Lowry (818)368-9830

THE PETERSEN AUTOMOTIVE MUSEUM

Petersen's car collection is not what you might think. Since it carries the name of one of the most prominent automotive industry people ever to sit in a hot rod, it seems that somewhere in the museum there ought to be something to show Petersen's taste in cars. But you won't find any indication that Petersen himself had a hand in any of the exhibits. It is even difficult to find any prominently displayed copies of the three most popular Petersen magazines, Hot Rod, Motor Trend, or Car Craft, although we did see one lying on the seat of a car in the parking lot. Petersen's magazine empire, and Petersen's incredible generosity, are the source of the fifteen million that got the place started, evidently with no strings attached.

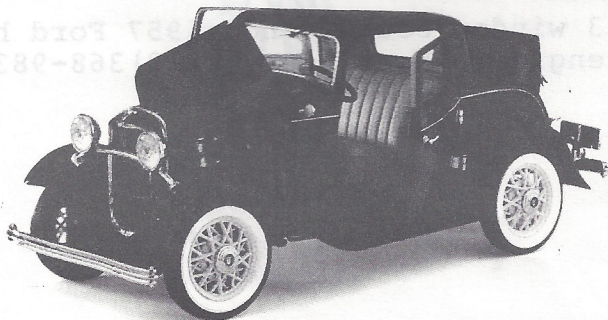
The museum is run by Los Angeles County as a branch of The Natural History Museum, and they have created an automotive museum that is really for everybody, not just car collectors. If you have ever been to the old Harrah's, or other displays of car collections, you might expect that the Petersen is just another assemblage of cars displayed in long boring rows. That type of display might be like a gift from the gods for a car collector who is interested in seeing the minute differences between 1938 and 1939 early V-8's, or who needs to find out what a 1932 Detroit Lubricator carburetor really looked like. Instead, the emphasis at the Petersen is on displays that show what it was like to live in various periods of automotive history.

On the first floor of the Petersen are what they call "Streetscapes," consisting of "authentic scenes, lifestyles and actual vehicles that marked the milestones of the motor car and shaped the city of Los Angeles." In other words, the displays show what life was like in certain periods, with real cars and motorcycles of the period on display.

On the second floor are more traditional displays of car collections, presently showcasing dream cars, French Luxury cars, and race cars. A Hollywood Gallery is dedicated to cars of the stars, and of course includes the Flintstone movie car, which is just a mockup that doesn't run. Two more galleries on the second floor have motorcycles and cars of the fifties. These second floor galleries will have changing exhibits from time to time.

The third floor is reserved for art, and presently includes cover art from the Auto Club's Westways magazine, and various other art works, all with an automotive theme.

Seeing the Petersen is quite an experience. You can't help but be impressed with the terrific job they have done in setting up the displays and making it have universal appeal. It's a great place to take visitors from out of town. And it most certainly has to be watched, for who knows when they might put on a display of early V-8's, and we will finally find out what that Detroit Lubricator carburetor really looked like.



OCTOBER V-8 BIRTHDAYS



10/01 ART SURTEES

10/03 DAVID SANBORN

10/07 RICHARD KLINE

10/12 CHERYLE STOUT

10/15 RICHARD MOTTERN

10/20 ISABEL DiFATTA

10/22 JOE SETKA

10/24 LESLEY LITTNER

10/24 JAN HARDIN

10/29 CAL BEAUREGARD

10/31 LEE FOSTER



VALLEY V-8 CHRISTMAS PARTY

SUNDAY, DECEMBER 4TH - 6:30 P.M.

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16320 RAYMER AVENUE
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MENU:

- CHICKEN JERUSALEM: WITH SAUTEED MUSHROOMS & ARTICHOKE HEARTS
- ROAST PRIME RIB OF BEEF
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DINNERS SERVED WITH SALAD, VEGGIES ,
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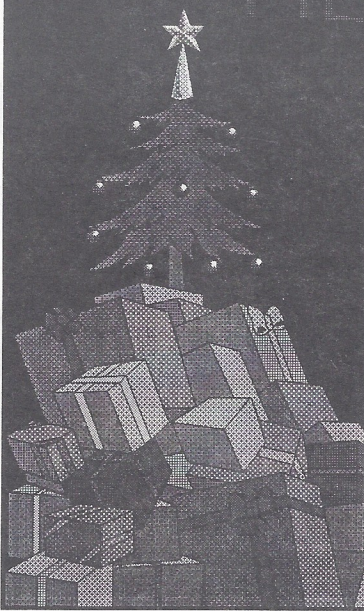
ENTREE CHOICE(S): PRIME RIB _____ CHICKEN _____ FISH _____

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CHRISTMAS PARTY REMINDER:
 PLEASE BRING AN UNWRAPPED
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 CHILD ! THANK YOU.



MAKE YOUR RESERVATIONS
 EARLY LOOK LIKE IT'S
 GOING TO BE THE EVENT OF
 THE YEAR !



WHICH ANTIFREEZE TO USE?

The antifreeze that we have always used (unless you are old enough to remember using alcohol) is an ethylene glycol formula. It is a deadly poison to animals. Both birds and dogs have been killed by drinking it where it was spilled. What is even worse, it tastes good, so it is nothing to leave lying around in puddles if you value animals. It has one advantage in that we have heard that it breaks down quickly when exposed to air and sunlight, so that it is not considered an environmental threat.

Recently available on the market is another type of antifreeze, made from propylene glycol. It is in a white bottle and is supposedly a safe, environmentally correct antifreeze. However, it may be dangerous to your engine. Here is what General Motors has to say about it, dated August, 1994.

"General Motors currently has insufficient information regarding propylene glycol based engine coolants to allow its use in General Motors vehicles. GM Engine Coolant Specifications, 1825M and 1899M are both based on ethylene glycol formulations (at least 85%). GM has not developed any specifications for propylene glycol based coolants. Some chemical properties are different between propylene glycol and ethylene glycol and the differences have not been comprehensively explored through long-term testing.

"Some questions remain about whether viscosity, boil and freeze points, and heat transfer differences are significant. In particular, these differences could affect coolant performance under extreme cold and heat conditions. In addition, as with any coolants with different chemical formulations, propylene glycol and ethylene glycol based coolants should never be mixed in the same cooling system. Until such time that these issues are resolved, GM does not recommend the use of propylene glycol based coolants."

The decision on whether to use this new antifreeze is up to you. I, personally, use it only in my toilets in the mountains to keep them from freezing. My feeling is that when GM okays it, I will use it in my car. Until then, I will stick with ethylene glycol, mixed 50% with water.

NOTE: The 85% number in the GM statement refers to the formulation of the antifreeze, not to the percentage of antifreeze in your cooling system. A 50% mixture is the accepted industry standard for freezing, boiling, and corrosion protection.

Miles Schofield

Ford Fact

One of the eccentricities of Ford engineering was that several engineers would be assigned to work independently on the same project.

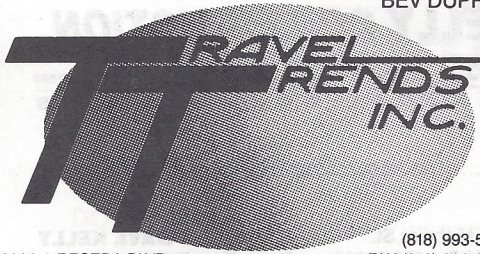
Henry Ford believed that a competitive spirit would not only uncover the best design, but would spur each team to harder work.

This practice stopped after Ford relinquished control of the company.

*Presented by the
Early Ford V8 Foundation*

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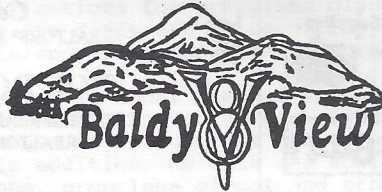
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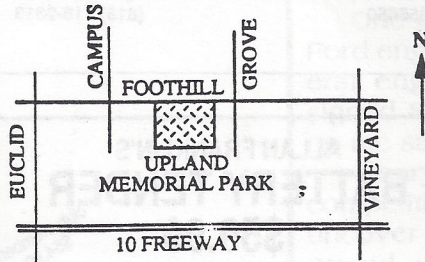
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UPLAND MEMORIAL PARK

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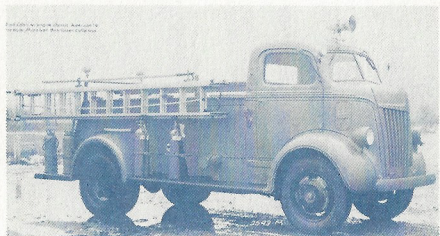
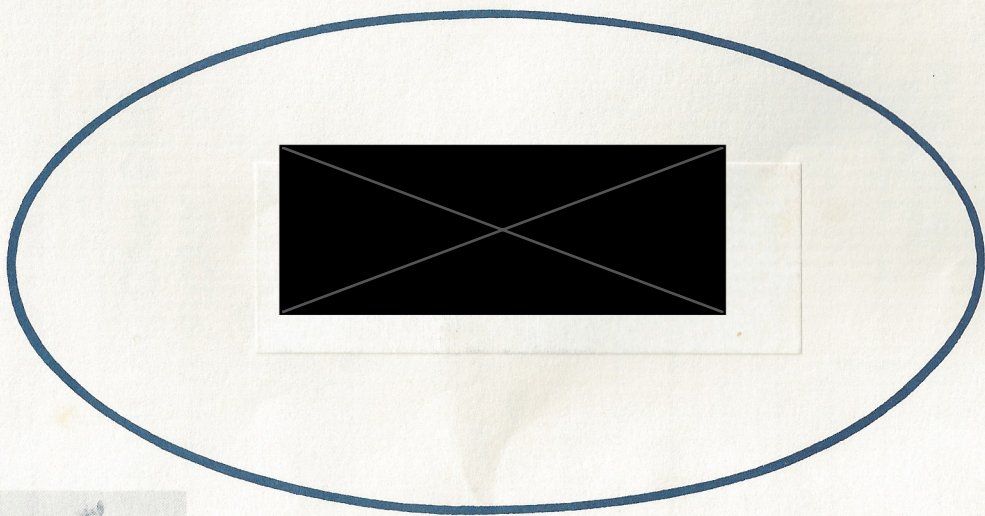
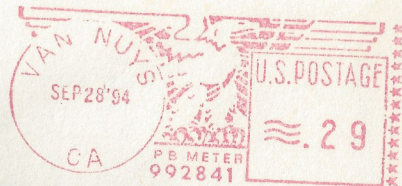
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JOE DiFATTA	1991
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Meetings are held on the first Sunday of every month at 7:00 p.m.

The Valley  **'s**

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1944 Ford Cab over Fire Truck