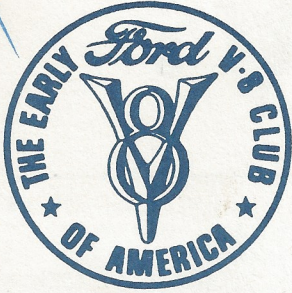
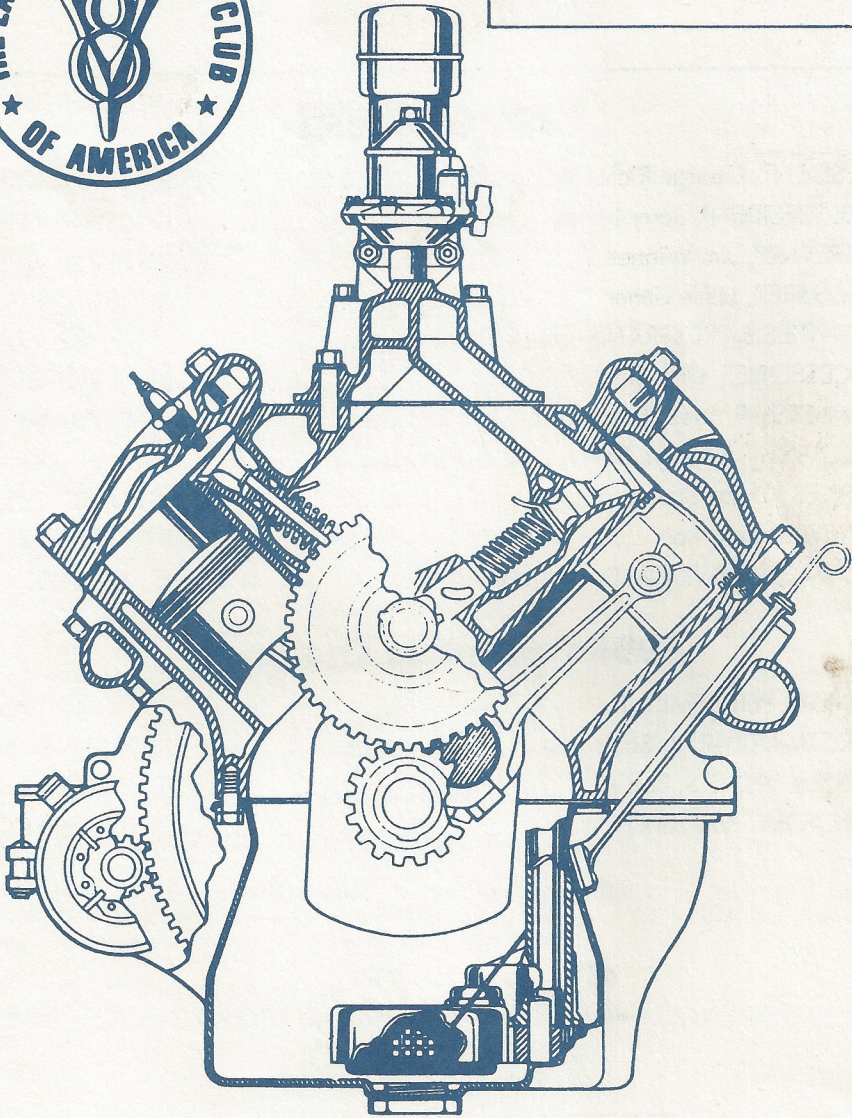


94



DECEMBER



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of the EARLY FORD V8 CLUB OF AMERICA

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COVER/ROY JONES

The Valley V8's

DECEMBER 1994

President's Message

As you know, this will be my last President's Message. I would like to thank the officers for all the help they have given me throughout the year. They have done a really great job. And thanks to all you members who put up with me. If it wasn't for the members who came out on the trips, such as the brunch, the housewarming party, and our bar-b-que, our club couldn't be as great as it is. But we did have some terrific turnouts and you made it happen. A special thanks to you all.

Talk about great turnouts, the November meeting at the Littner's was one of those. We had a chili feast. The chili that the Littners made was the very best. There were so many appetizers and deserts we couldn't eat it all even as good as it was. Shirley thanks those who participated in the turkey raffle. The treasury got some much needed help. Congratulations Lesley and Jerry on a job well done, many thanks. Your new home is beautiful. We know you will have many happy times there.

Our next meeting will be our Christmas Party on December 4th at the 94th Aero Squadron. If you haven't sent your reservation in, do it now. All the details are in this issue. What a good time to see all your good friends. The turnout for this is going to be another winner. (Fun and games for all).

We'll start off the new year with a new president and new officers. As always they will be installed at the Christmas Party. They will take over at our January 8 meeting. Note the date on this one because it won't be on the first Sunday because that is New Years' Day. However, it will be in the same place, the Congregational Church of Northridge, at 9659 Balboa.

Happy New Year to all, have the best year ever.

By the way, your dues are due. Your membership expires next month. Please get you checks in as soon as you can. Our treasury needs the help. Remember, it's the best deal in town!

Your President George.



JACKPOT

\$20.00

Could Be Yours!

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

VALLEY V-8 CHRISTMAS PARTY

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

94TH AERO SQUADRON

16320 RAYMER AVENUE
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MENU:

- CHICKEN JERUSALEM: WITH SAUTEED MUSHROOMS & ARTICHOKE HEARTS
- ROAST PRIME RIB OF BEEF
- BAKED HALIBUT: WITH LEMON & CAPERS

DINNERS SERVED WITH SALAD, VEGGIES ,
POTATO, DESSERT & COFFEE OR TEA.

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ENTREE CHOICE(S): PRIME RIB _____ CHICKEN _____ FISH _____

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SECRETARY'S VIEWPOINT

Our hearty thanks goes to our hosts, Lesley and Jerry Littner, for allowing us to use their new home for our November "Regular" meeting, which was anything but regular.... we had a great time.

We had great chili, great anti-pasta salad, and there must have been more people with last names that started with the letters M-Z because of all of the deserts. There were all sorts of goodies; pies, cookies, brownies and cakes. So many cakes that a couple of them were raffled off.

There were two turkeys that were raffled off, too. I am talking about the feathered turkyes. The first lucky winner was Al Rohrer and the second lucky winner was Craig Lapair. Enjoy your turkeys gentlemen.

And the luck continued...we finally had someone present, with their name badge, who won the "Name Badge" drawing...that person was Don Dupree. Big bucks went to Mr. Dupree.

We did not get the rain that was predicted, thank goodness. But it did get a bit cool in the shade. Lesley offered jackets and sweaters to those whom managed to come without them.

I believe everyone left with full bellies, if they didn't, that was their own faults. There was plenty of food...I am sure Jerry has had his share, by now.

For those of you who were not able to attend...you missed out on another great outing with good conversation and fellowship.

See you at the Christmas Party!!

Hope you all had a Great Thanksgiving.

Jim

CARS & PARTS WANTED

ITEM	Name / Phone
1940 4 Door or 2 Door	Al (818) 345-3721
1933-34 3 Lincoln	Dick (818) 360-2707
1933 Roadster	Harold Johansen (818) 784-1068
1934 2 window coupe and 1957 Ford heads for a 312 engine	Kent Lowry (818) 368-9830
'51 Ford Convertible	Bob (818) 908-1428 (805) 373-8945

CARS & PARTS FOR SALE

ITEM	Name / Phone
Car Dolly, \$650.00 obo	Dick Smith (818) 368-5890
1978 3/4 Ton Van, \$1,800.00 obo	Mike Munroe (818) 789-7225
1940 Ford Sway Bar	Steve (818) 545-9344
1941 Frame, 1953 Mercury Station Wagon Parts Car	Blacky (805) 268-0040
'53 Merc Engine (new block)	John Powell (805) 647-3494

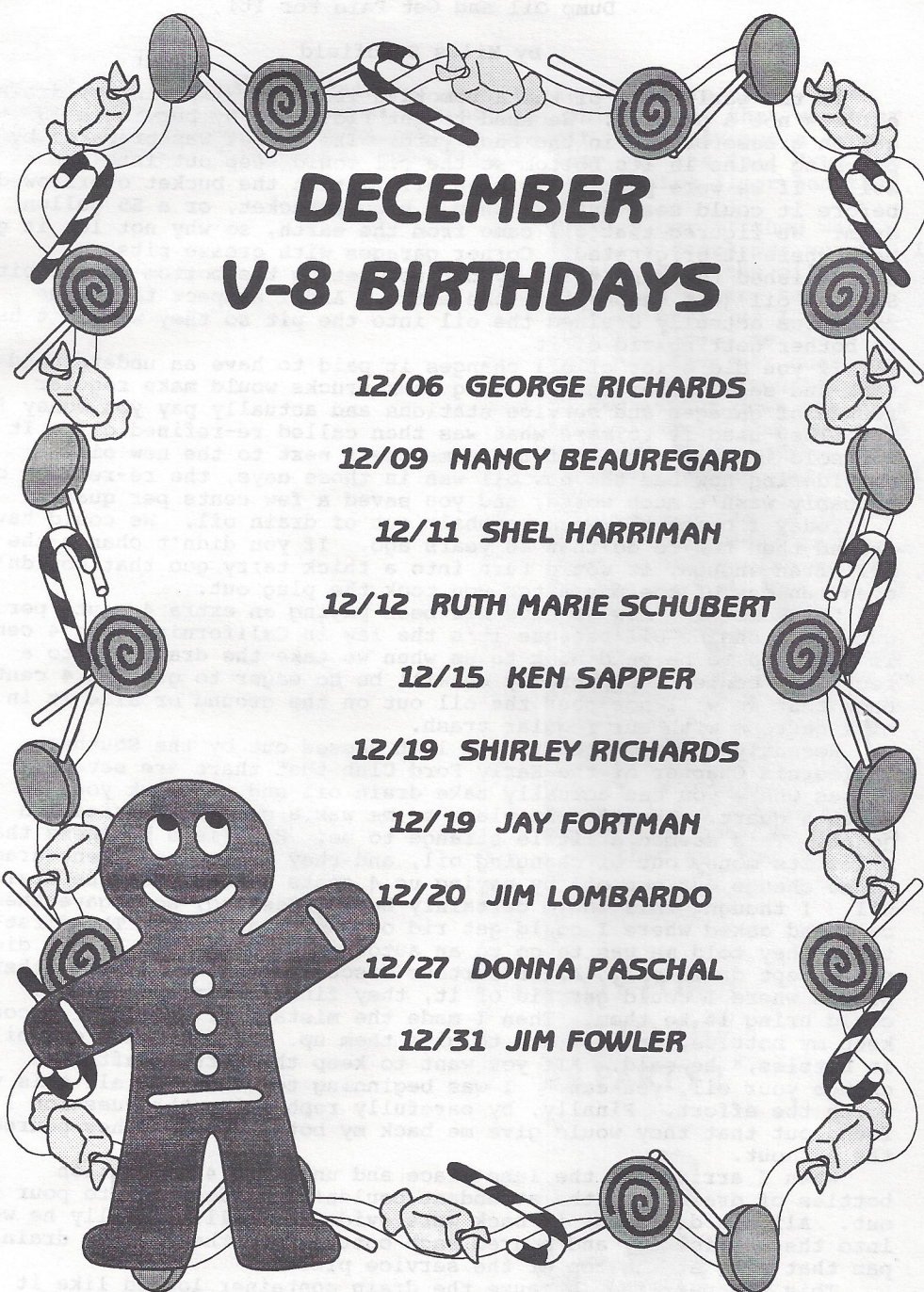
1973 Lincoln Mark IV Coupe,
excellent condition, restored, \$3900

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WE WILL RAFFLE OFF A TURKEY & HAM.
YOU MIGHT WIN THE MAIN COURSE.**



DECEMBER V-8 BIRTHDAYS

12/06 GEORGE RICHARDS

12/09 NANCY BEAUREGARD

12/11 SHEL HARRIMAN

12/12 RUTH MARIE SCHUBERT

12/15 KEN SAPPER

12/19 SHIRLEY RICHARDS

12/19 JAY FORTMAN

12/20 JIM LOMBARDO

12/27 DONNA PASCHAL

12/31 JIM FOWLER



Dump Oil and Get Paid For It!

by Miles Schofield

In the early days of the automotive industry disposing of drain oil was not a problem. We used to get rid of it by burying a 15 gallon grease bucket in the back yard. The bucket was prepared by punching holes in its bottom so the oil could seep out into the soil. If we were putting so much oil in that the bucket overflowed before it could seep out, we used a bigger bucket, or a 55 gallon drum. We figured that oil came from the earth, so why not let it go back where it originated. Corner garages with grease pits accomplished the same thing by not concreting the bottom of the pit. Spilled oil just seeped into the earth. And I suspect that some mechanics actually drained the oil into the pit so they wouldn't have to bother getting rid of it.

If you did a lot of oil changes it paid to have an underground tank and sell the drain oil. Big tank trucks would make regular rounds of garages and service stations and actually pay you money for it. They used it to make what was then called re-refined oil. It was sold in cans right off the same shelf next to the new oil. Considering how bad the new oil was in those days, the re-refined oil probably wasn't much worse, and you saved a few cents per quart.

Today I guess they make asphalt out of drain oil. We could have showed them how to do that 40 years ago. If you didn't change the oil often enough, it would turn into a thick tarry goo that wouldn't even run out of the pan after you took the plug out.

For some time now we have all been paying an extra 4 cents per quart for engine oil because it's the law in California. The 4 cents is supposed to be paid back to us when we take the drain oil to a recycling center. Supposedly we will be so eager to get the 4 cents back that we will not pour the oil out on the ground or hide it in milk cartons with our regular trash.

Recently I discovered from a list passed out by the Southern California Chapter of the Early Ford Club that there are several places where you can actually take drain oil and get back your 4 cents a quart. The closest place to me was a quickie lubrication joint. This seemed a little strange to me. Here is a business that makes its money out of changing oil, and they are going to encourage us to change our own oil by paying us 4 cents a quart for the drain oil. I thought this would certainly be interesting, so I gave them a call and asked where I could get rid of some drain oil. The first thing they told me was to go to an auto parts store that I knew did not accept drain oil. After further discussion about all the other places where I could get rid of it, they finally admitted that I could bring it to them. Then I made the mistake of asking if I could keep my bottles, or if I had to give them up. "We sell all our oil in bottles," he said. "If you want to keep the bottles after we change your oil, you can." I was beginning to wonder if all this was worth the effort. Finally, by carefully rephrasing the question I found out that they would give me back my bottles after they poured the oil out.

When I arrived at the lube place and unloaded 4 one-gallon bottles of drain oil, the attendant couldn't decide where to pour it out. All his drums out in back were evidently full. Finally he went into the service bay and poured each bottle into the rolling drain pan that sits at the top of the service pit.

This was puzzling, because the drain container looked like it would only hold about 20 gallons. Obviously the drain pan was eventually going to fill up and somehow they were going to have to

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YEAR MAKE MODEL BODY STYLE

NOTE: Local chapter members must join the national Early Ford V-8
Club of America, P.O. Box 2122, San Leandro, CA 94577. \$25 Year.

get the oil out of the drain pan and put it somewhere else. The drain pan had a large plug at the bottom, which meant that whatever they drain it into had to be down in the pit. If they put a drum down in the pit to drain it into, how do they get the full drum out of the pit? Was it possible that the pit had a dirt floor and they were...? No, that couldn't be, could it?

After safely securing my empty bottles in my car, I then went into the office to see if they would pay me the 4 cents per quart. I found out that most people are so happy to get rid of the oil that they just leave without asking for the money. But we are talking about 16 quarts of oil that I had just "sold" to them, so I was not about to leave without the 64 cents cash that they owed me.

At first the counterman couldn't remember how much per quart he was supposed to pay me. After much rummaging under the counter he finally brought out a 3-ring binder where I had to put down the date with my name and address and sign for the big payment I was about to receive. An examination of the book revealed why he couldn't remember how much to pay. This was October, and the last guy who had signed for an oil payment did it in February.

It looked as if I was going to get my big payment, but I didn't realize the amount of humiliation that went with it. While handing me the cash, he announced in a loud voice that he was giving me 64 cents. This was in easy hearing distance of the waiting room, which was populated by 5 well dressed car owners who would never change their own oil. After noticing their looks of disapproval I thought about telling everybody that I changed my own oil because I liked to do it, and that I really didn't need the 64 cents. From the looks on their faces it seemed that they had already made up their minds that I was some poor destitute who had to sell drain oil to get his next meal. So I stumbled out of the place, tightly clutching my hard-earned 64 cents.

It may not be easy, but the system does work if you are persistent enough. They will accept the drain oil and actually pay you 4 cents per quart for it. And you can keep your bottles for the next time. Now if I could only figure out how they get the oil out of that pit.

REMINDER !

**BRING AN UNWRAPPED TOY FOR A
"LESS FORTUNATE CHILD" TO THE
VALLEY V-8 CHRISTMAS PARTY !**

THANK YOU.



HOUSEWARMING AT THE LITTNER'S IN AGOURA

As you can see from these photos, we really warmed the place up. There were so many desserts we ended up putting some of the cakes into the raffle. These photos were taken by Joe Schubert.



TWO-YEAR OIL LEAK

There are lots of horror stories around, but seldom one as satisfying as this one, because it comes to a happy ending. This is from the November, 1994 issue of The Baldy Viewpoint, Baldy View Chapter, Upland, CA.

THE NIGHTMARE IS OVER or, How I fixed it With a Hacksaw

by Bill Simons

Some of you are aware of my two-year-long fight with a persistent oil leak in the engine of my '34 roadster. I've pulled the engine out three times since December '92 and returned it to the "rebuilder" twice without a cure. Each time I put it all back together, I would start it up and it would leak just the same as always. I replaced pan gaskets, transmission seals, oil pans and oil pump gear gaskets, all without success. Over the last two years I must've lost more oil than the Exxon Valdez!

Finally, at the end of my rope and out of complete desperation, I called the best '34 Guru I know, Gene Weaver, who lives in central PA and has restored many a '34. I went into a long dissertation of all my attempts to fix the problem, when in mid-sentence he interrupted me, and asked one question. When I gave him the answer he said, "Here's your problem." I could not believe it, but he knew exactly what the problem was and had the cure. All I could say was, "Are you sure?" and "It's that simple?" It seems he had the same problem himself back in 1963 when he first began restoring '34's and he said it almost drove him crazy. I assured him that I could identify with his frustration.

After changing clothes, I headed straight for the garage to make the prescribed alteration. I dropped the oil pan for the umpteenth time (I can do it now in my sleep), setting a new world indoor record of 23 minutes, 12.34 seconds. I grabbed hold of the oil return drainpipe that extends about 5" down into the pan from the rear main cap, and feeling a little like Lorena Bobbitt, proceeded to cut off 4" with a hacksaw.

I re-installed the pan, starter motor, exhaust crossover pipe and wishbone; added motor oil; and fearfully started the engine. The final test was a 15-mile drive. Success! Not a drop of oil lost. The reason for the nightmare was the pressure in the pan backing the oil up in the 5" return tube and forcing it out through the rope seal at the rear of the rear main cap. When the length of the tube was reduced to 1", the problem was eliminated.

If you happen to see a '34 Dearborn Blue Roadster cruising down the highway this fall, I guarantee you will see a guy at the wheel with a big smile on his face.

Editor's Note: Did all '34's have this problem? What about earlier V-8's? Was there a bulletin from Ford telling how to fix it? If anybody knows the history on this let us know and we will put it into an upcoming issue.

ADVANCE NOTICES

The January meeting is one week later, January 8, because of the conflict with New Years Day, but it is still in the same place, the Congregational Church of Northridge on Balboa.

For the February meeting, we may be changing our meeting place, and might even change the day of the week we meet. Read your February Drivelines carefully so you don't end up in the wrong place on the wrong day.

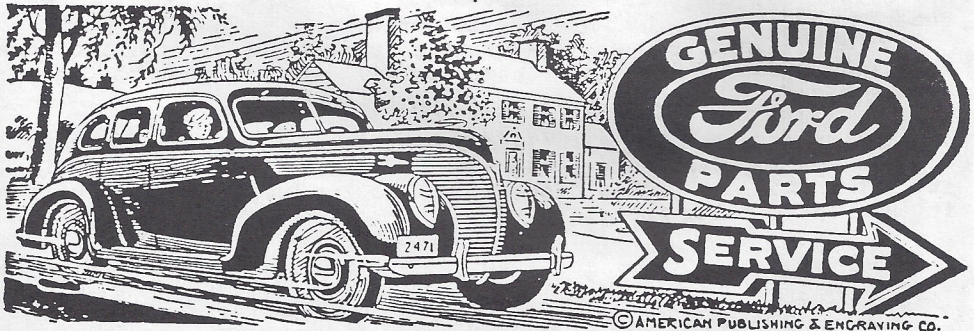
NATIONAL MEETS FOR 1995

- V-8 CENTRAL NATIONAL MEET - JULY 5-9 - NASHVILLE, TENNESSEE
- V-8 EASTERN NATIONAL MEET - JULY 24-29 - HARTFORD, CONNECTICUT
- V-8 WESTERN NATIONAL MEET - AUGUST 21-25 - BEND, OREGON

Ford Fact

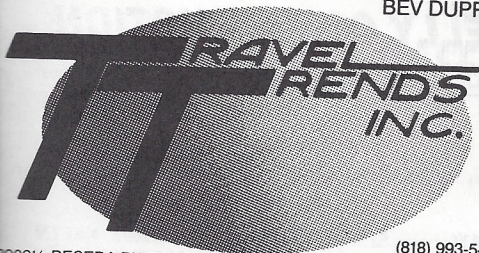
Henry Ford always sought the simplest solution to technical problems. He specifically ordered the distributor mounted against the cam gear during development of the V8 engine. This was a radical departure from established engineering practices of the day. Ford wanted to eliminate gears between the camshaft and distributor because of inherent errors and tolerances that built up.

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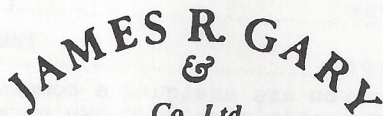
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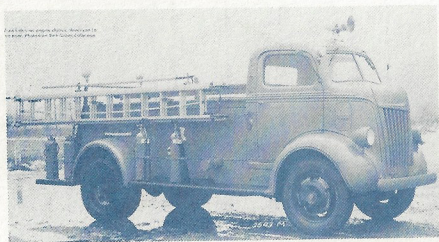
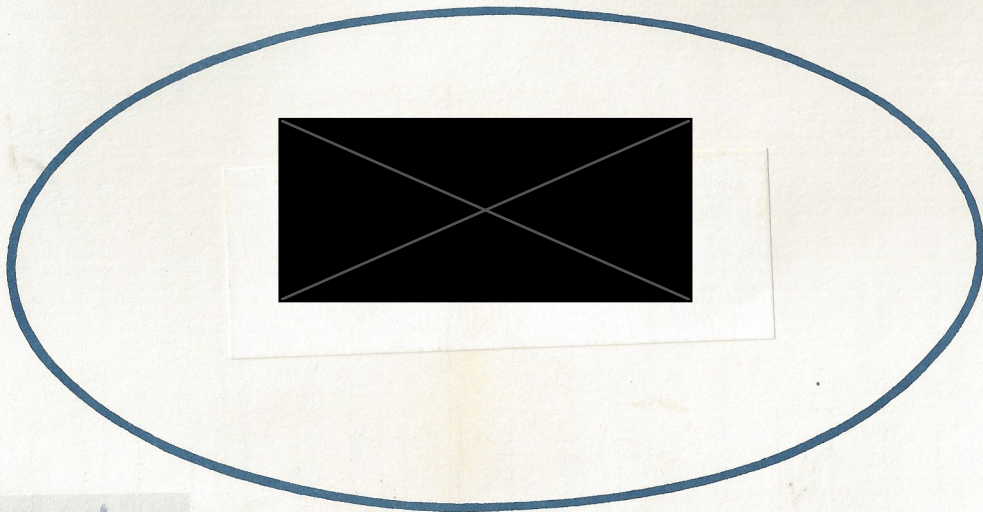
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JERRY JENSEN	1989
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JOE DiFATTA	1991
CHUCK SHUBB.....	1992
CHUCK SHUBB.....	1993

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

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