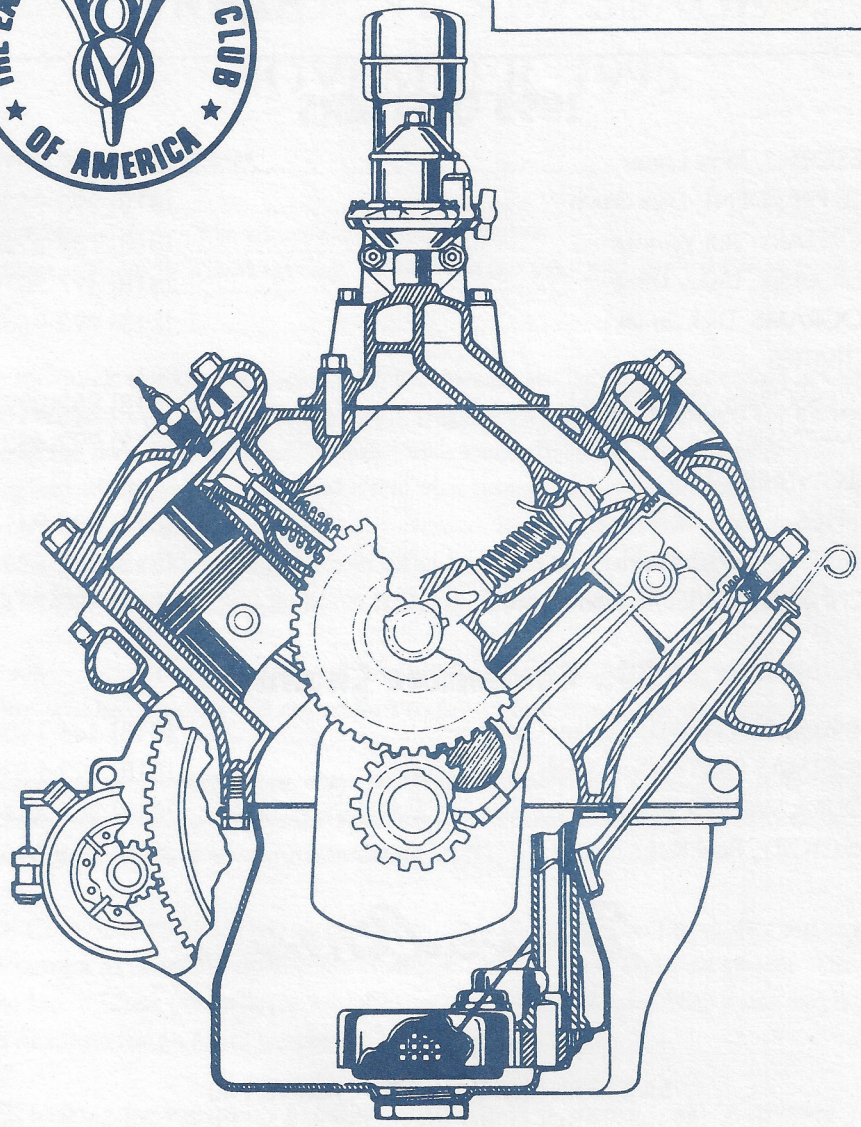


95



NOVEMBER



Drive Lines

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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

PRESIDENT'S MESSAGE

NOVEMBER, 1995

GREETINGS VALLEY V-8ers:

Gobble...gobble...gobble. The turkeys are getting nervous !
I can't believe it's almost Thanksgiving. Where did the year go? Isn't it funny how we say that every year?

Thanks to the quick-thinking of Dick Smith last month, we had a great meeting at Carrow's restaurant. (We had a problem with our key.) Big thanks to Ralph Hubbard for his enlightening discussion of the do's and don'ts of long-distance touring. He told us all about what we need to bring along and where not to stay. I had a real nice time. Hope you did too.

Our November meeting should be a whole lot of fun. We will be raffling-off (2) Thanksgiving Turkeys. The lucky winners will go home with the 'Main Course.'

Please be sure to bring canned goods and non-perishable foods with you to the November 5th meeting. We will be donating our collections to needy families in our community.

Our guest speaker this month is our very own Past President and swell-guy, JOE DiFATTA. Joe will be sharing stories about his recent vacation expeditions to some great old car museums around the country. Should be some interesting stuff.

Our annual Christmas Party is fast approaching. It is to be held on December 3rd at the Smoke House Restaurant in beautiful downtown Burbank. Yum.. Food and Fun await ! This is the last issue of the Drive Lines you will get with a reservation form inside. Tear it out and do the right thing. The deadline for an exact number of people is Nov. 24th.

We are still looking for volunteers to fill the positions of 'Secretary' and 'Activities' for 1996. This will be our club's 25th - Anniversary. Please see Dick Smith or me to volunteer. Your efforts will be greatly appreciated.

Get out and drive those old beauties. Autumn is an inspiring time of year. Happy trails.

Your Prez. Jerry



GOBBLE...GOBBLE

**THANKSGIVING
TURKEY RAFFLE**

**THANKSGIVING TURKEYS
WILL BE RAFFLED OFF
AT THE NOV. 5TH
MEETING
DON'T MISS OUT !!!**

**PLEASE BRING CANNED GOODS AND
NON-PERISHABLE FOOD TO DONATE
TO NEEDY FAMILIES !!!**

OCTOBER 1ST MEETING

What a night! We waited for someone to come with the key so we could start our meeting. The key never showed, so we kicked tires a little longer and finally made the decision to move the meeting to "Carrow's." They accommodated us with an excellent meeting room and then we ordered deserts - to die for, such as banana splits, hot fudge sundays, caramel apple sundays, old fashioned (50's) shakes, hot apple pie with a scope of fresh ice cream, etc. Well needless to say, after indulging in one of the above, no one even complained about the last minute move that was necessary. In fact, some members thought it was a great change from the old routine.

The winning name, for the name badge drawing, was "Chuck Shubb". Chuck wasn't there to claim the prize (neither was the key) so next month the pot goes up for some lucky member who attends, and wears their name badge.

Jerry Littner announced that its time for the selection of new officers. Dick Smith has agreed to throw his name in the hat for president. If you haven't served as an officer, this is a great chance to contribute something to the club. Just call any one of the current officers, they would seriously appreciate you contacting them and offering to serve in some capacity.

Ralph Hubbard was our guest speaker for the night. Ralph has driven flat heads all over the United States. He truly enjoys driving his early Ford V-8 to one of the national meets. Ralph handed out a list of parts that he felt would be handy to take on any trip when driving the old classic. He went over each item on his list, and told some very interesting stories regarding his experience with most of these needed extra parts.

Meeting ended with full tummies and smiling faces.

Pinch Hitter,

Al Spencer

JACKPOT



\$20.00

Could Be Yours!

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

NOVEMBER V-8 BIRTHDAYS

- 11/03 TONI MacWILLIE
- 11/03 DAVID GOTT
- 11/04 RICHARD CHUTUK
- 11/06 RUTH SPENCER
- 11/08 STEVE KAWELMACHER
- 11/09 ALLAN FRANKLIN
- 11/09 JOAN SAPPER
- 11/12 ANN MILES
- 11/15 MARY RUTH LUENING
- 11/16 BEN DIFATTA
- 11/19 ROBERT ZECHER
- 11/24 JERRY CASE
- 11/25 ERNIE BAILY



HAPPY BIRTHDAY & HAPPY MOTORING

Reproduced from:

The Saturday Evening Post-THE AUTOMOBILE BOOK
(1977)-Written by: F.Lee Bailey, attorney

A COUPLE OF YEARS AGO I was feeling pretty good about the way my life was going, and I celebrated with a new car. A big Imperial, with a built-in desk, a work lamp and telephone - it even had a front seat that swiveled around so you could talk to the people in the back comfortably. The car was to be delivered New Year's Eve day.

I was out of town that day, and my wife picked me up at the airport when I flew in; she was in the new car. We were going off to Cape Cod to celebrate New Year's Eve - the plan was to drive directly there, right from the airport. (My wife had already packed my bags, and they were in the car).

So off we went, my wife at the wheel, driving along at a pretty good clip. That's the way she drives. She's always aware of the speed limits, but goes along good.

Well, pretty soon I said to my wife, "Better slow down, I see a Blue Gumball Machine"; that's what we call our highway-patrol cars.

Well, he pulled us over to the side of the road anyway, and asked to see my wife's license. The way the breaks went, she'd just lost it the other day at the skating rink. So she said she didn't have it. Then he asked for the car registration. In Massachusetts you have 48 hours to get a new car registration, and again, the breaks were, we didn't have ours yet on this brand-new car.

I realized it was all getting to look a little funny, so I got out of the car to talk to the officer. The police are part of my world, and I know many of them personally. Sure enough, I did know him, and he recognized me. I spoke to him a moment or two and told him that everything was really all right. So he backed off. But just as he turned away, he said something under his breath. I couldn't catch it, but it had an edge to it. "Next time," he said in a voice only I could hear, "bring your own wife."

I never laughed so hard in my life. You know why he thought my wife wouldn't show her license or registration? Because he thought she wasn't really my wife at all.

And you know who laughed at the story even harder than I did?
My wife.

Classic Collectible Fords

Ford proved the worth of its new V-8 for 1932

By Gerald Perschbacher

"Traveled 33,000 miles in 33 days — Just imagine! Three years' driving in a month's time!" That's how officials at Ford announced the worthiness of the company's new V-8 engine for 1932. The comments came as part of a printed release by Ford after a special test had been made on the durability and reliability of the new V-8.

"In a sweeping demonstration of Ford V-8 performance, Eddie Pullen, famous race driver, brought his Victoria Sedan to an official stop in Los Angeles, Calif., July 9, 1:25 p.m., having traveled a total of 33,301 miles in 33 days, four hours, and 35 minutes — a distance equal to 1-1/3 times around the world," said Ford.

The event was designed to show the performance qualities of the Ford V-8 under "harder than average conditions." The trip began at 9:50 a.m., June 6, "when Western Union checked the car out of Los Angeles, bound for its headquarters at Rosamond, Calif., a village in the heart of the Mojave Desert." It was there that the car was run night and day around a 32-mile course, making about 1,040 laps during the 33,301-mile trial.

The course was selected "because of its approximating average driving conditions, (and) included a wide diversity of road conditions," said Ford. "In totaling the results of the run, it was found that the V-8 cylinder Ford had traversed 12,181 miles of pavement, 17,490 miles of oiled surface and macadam highway, and 3,980 miles of rough dirt roads — more than the distance across the continent on rough gravel road alone."

Due to the nature of the Mojave desert temperatures were recorded in the 110-114 degree range in the shade at the peak of the day, "yet the V-8 continued at its regular rate of speed and each day an additional 1,000 miles of splendid performance was recorded."

The car faced cool nights, high winds during the day, and scorching sun that combined to make this, in words of Ford officials, "an automotive demonstration both unique as to type and impressive in its results."

How was the car driven under such rugged conditions? What type of driving team was required? "Three regular drivers and a relief man piloted the Ford V-8 through its record economy perfor-

"The Ford V-8 had come a long way from the initial reputation of a Ford car being nicknamed 'F-O-R-D: Fix Or Repair Daily.'"

mance," stated trial officials. "Four-hour shifts were maintained and the car operated almost continuously, stopping only for gasoline and lubrication, regular factory recommended service, and to pick up interested spectators. Those interested were invited to drive, and 155 people wheeled the V-8 Ford around 5,000 miles of the total distance traveled," it was reported in an official statement to the public.

The driving was being reviewed by Los Angeles newspaper representatives, and timing was handled by Western Union. The mileage that was covered was recorded by a sealed speedometer, "certified as to accuracy, installed, and removed by its manufacturer."

What were the results? "Checking of the sworn and certified-to daily reports and memoranda of the run tells a dramatic story. The average miles per gallon of gasoline of 19.64 was remarkable. No less noteworthy is the fact that average oil consumption was only 1-1/2 pints per thousand miles. These figures gain added significance when the high average speed of 41.8 mph — total elapsed time including all stops — is considered." Ford officials were pleased with the results, and didn't mind at all to tell the facts boldly to the public and the press.

"But perhaps the most impressive tribute to the stamina and endurance of the car was its condition when overhauled at the close of the run," explained officials from the oil company involved in the run. "In spite of the terrific punishment already given the V-8, it was capable of many thousands of miles more," the company boasted. "Such condition bears witness also to the importance of regular, factory-prescribed service and inspection, and lubricants of highest quality. Regard-

less of the finished excellence of a motor car, regular lubrication and service are the only things that can possibly bring out its full endowment of satisfactory, economical performance."

The Ford also got 27,625 miles on the first set of tires. That was commendable, since about 20 years earlier, tires were counted as worthy if they only got 2,000 miles of use.

The route covered a 11.8 mile stretch on paved road, curved into a 4.3 mile portion of oiled road, curved again to an 11.3 mile length of both dirt and oiled surfaces, then curved again on oiled road to the beginning.

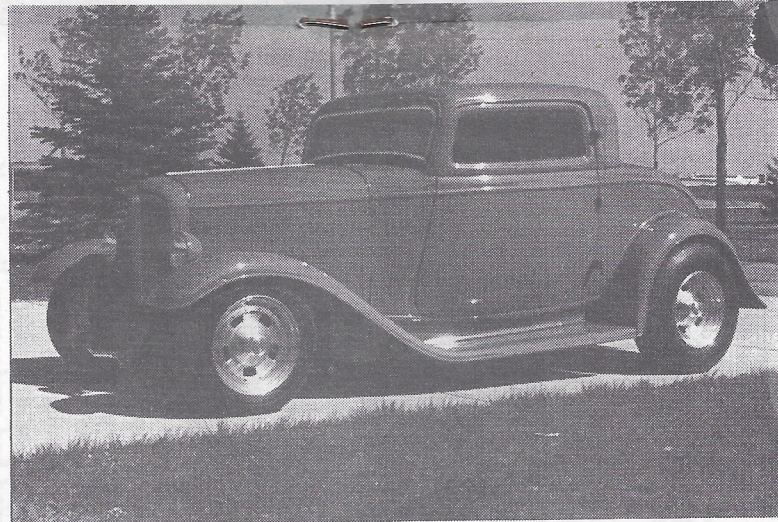
The Ford V-8 had come a long way from the initial reputation of a Ford car being nicknamed "F-O-R-D: Fix Or Repair Daily." While the trusty four-cylinder powerplant that moved the Model T had gained a good reputation for reliability, other parts in the system did not always match the endurance of the engine. Radiators, good enough in themselves, often

had damage inflicted on the core, resulting in water loss and cooling problems. Transmissions were often in need of adjusting on the bands, and the Model T usually needed some type of tinkering to keep it going. But the car had come out of an age when cars had been restricted by price and availability most often to the wealthy buyer. And people of that type back then usually had a paid driver to fix the vehicle. The Ford Model T put cars in the hands of the common citizens. And when it came to keeping the cars fixed, backyard mechanics developed.

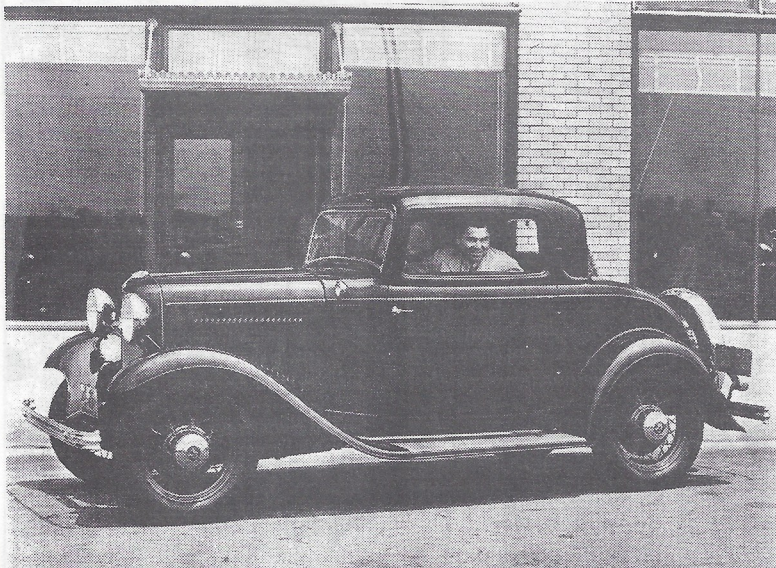
By 1932, that was the past. Drivers wanted cars that could perform with a minimum of breakdowns, were looking for closed-car convenience, and wanted luxury appointments. The Ford grew from a leather-seated touring car and part-time farm implement to an enclosed sitting room with wool upholstery and styled to look good on the boulevard.

The V-8 matched the new image. Lizzie, the little Ford that rambled right along, was a lady, and by 1932 had become a high performer, too, at least by the standards of time. Buyers liked it, and took to Ford like bees to honey.

Today, car collectors appreciate the simplicity and endearing features of the early Ford V-8. It carries its own sound, its own feel, its own charisma, if such can be said of an engine. Proud as Henry Ford was in the performance of the V-8 in the trial mentioned in this article, he would, no doubt, be prouder yet of the degrees in which his V-8 is still held in high regard by both hot rodders collectors today.



Hot rodders have considered the '32 Ford five-window coupe a classic since the earliest days of the sport on California's dry lake beds.



A car in much demand among street rodders today is Ford's 1932 coupe, better known as the classic "Deuce Coupe."

Clubs
Early Ford V-8 Club of America
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 San Leandro, CA 94577

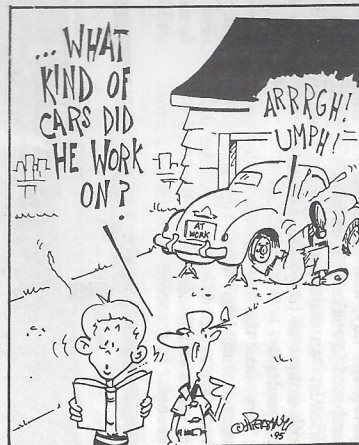
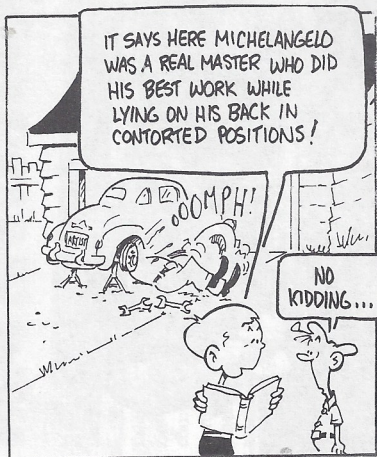
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WHAT TO BRING ON A TOUR

WHEN GOING ON TOURS IN YOUR FLAT HEAD THERE IS A TRIED AND TRUE LIST OF EXTRA PARTS THAT SHOULD BE CARRIED IN THE EVENT A BREAKDOWN OCCURS. RALPH HUBBARD RECENTLY PUT TOGETHER A NICE LIST OF EXTRA PARTS AND PUT ON A LITTLE TALK AT LAST MONTH'S VALLEY V8 MEETING. HERE IT IS—

1. NEW FUEL PUMP OR REBUILT ONE.
2. NEW FUEL LINE AND INSURE STEEL LINE TO TANK IS OK.
3. COIL—REBUILT ONE OR ONE TESTED TO BE SURE ITS GOOD.
4. FAN BELT - USE LARGE GATES TYPE THAT FILLS SLOT IN PULLEY— RUN SOMEWHAT LOOSE SO AS NOT TO WEAR BUSHING OUT IN GENERATOR.
5. HYDRAULIC JACK (BOTTLE JACK) AND A COUPLE OF 2 x 4 BLOCKS.
6. VOLTAGE REGULATOR / CUT OUT
7. RESISTOR
8. GENERATOR OR EXTRA BRUSHES AND SPRINGS
9. SPARE CARBURATOR FOR PARTS.
10. REBUILT DISTRIBUTOR AND GOOD CONDENSER
11. RADIATOR HOSES, 1 UPPER 1 LOWER
12. BATTERY CHARGER
13. EXTENSION CORD— WORK LIGHT—FLASH LIGHT
14. BATTERY JUMPER CABLES AND EXTRA WIRE.
15. K.W. BLOCK SEAL OR BARS LEAK FOR LEAKY RADIATOR
16. TEST LIGHT
17. SPARE INNER TUBE AND LUG WRENCH
18. AT LEAST 2 ONE GALLON WATER CONTAINERS, FILLED.
19. SOME EXTRA QUARTS OF ENGINE OIL.
20. SMALL AMOUNT OF TOOLS NECESSARY TO DO SOME ROAD REPAIRS.
21. EXTRA SET OF WATER PUMPS 1 LEFT 1 RIGHT WITH GASKETS
22. NATIONAL V8 CLUB ROSTER.
23. DUCT TAPE
24. EXTRA HEADLIGHT BULB AND OTHER SPARE BULBS.
25. PATIENCE

"Otto Mechanic"
By Jay Piersanti



Trivia quiz

Hardtop names

Once the automobile industry got back to full swing, after World War II, new models appeared. They were sleeker and more stylish than ever before; designed to entice the car-buying public. The most revolutionary of the new models was the "hardtop convertible." It debuted in the Cadillac, Buick, and Oldsmobile lines, then trickled down to low-priced GM models. Soon, Chrysler, Ford, and independent automakers had their own versions.

Like convertibles, the hardtops had doors with no top frame. The chrome frames surrounding the door and quarter windows disappeared with the glass when the windows were rolled down. The pillarless side window area - combined with the wraparound rear window glass - lent the cars an open, airy feeling and gave them the appearance of a convertible with its top up.

Nearly all automakers had hardtops on the market by 1955, when Buick and Olds took the next step and extended the concept to four-door models.

When they were first introduced, hardtops were special, top-of-the-line models. To identify them, the manufacturers used snazzy names, often taken from exotic locales, to name the cars. Some of the names were later applied to the high-trim models in general. Others were exclusively used on hardtops.

The following gives a list of automakers coded with letters and hardtop model names coded with numbers. How many can you match up correctly?

- | | |
|---------------|-------------------|
| A. Buick | 1. Catalina |
| B. Cadillac | 2. Riviera |
| C. Chevrolet | 3. Newport |
| D. Chrysler | 4. Bel Air |
| E. DeSoto | 5. Hollywood |
| F. Dodge | 6. Holiday |
| G. Ford | 7. Sportsman |
| H. Hudson | 8. Victoria |
| I. Nash | 9. Mayfair |
| J. Oldsmobile | 10. Coupe DeVille |
| K. Packard | 11. Diplomat |
| L. Plymouth | 12. Country Club |
| M. Pontiac | 13. Eagle |
| N. Willys | 14. Belvedere |

Answers: A-2; B-10; C-4; D-3; E-7; F-11; G-8; H-5; I-12; J-6; K-9; L-14; M-1; N-



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- >BROILED ORANGE ROUGHY
- >CHICKEN TERIYAKI SERVED OVER RICE

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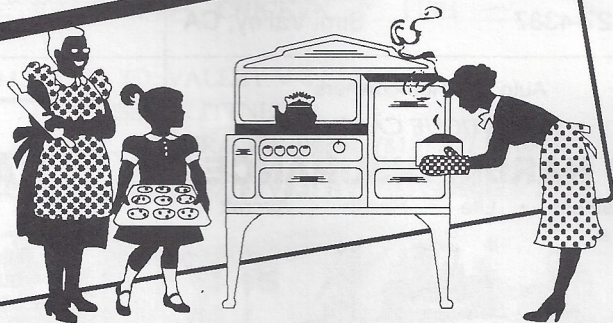
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AT OUR NOVEMBER MEETING.**



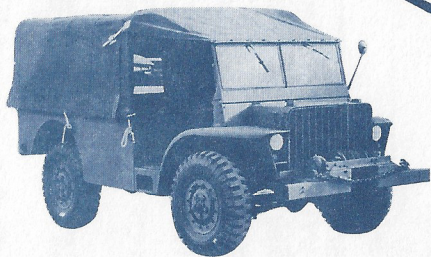
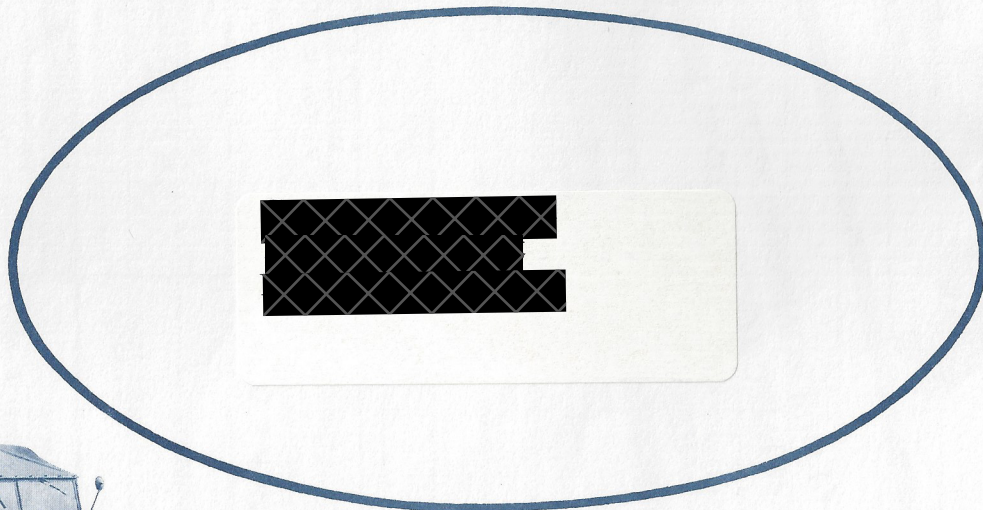
PAST PRESIDENTS

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
GEORGE RICHARDS	1994

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

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