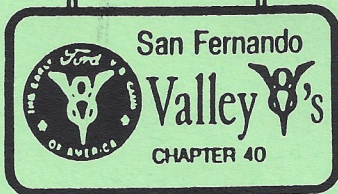
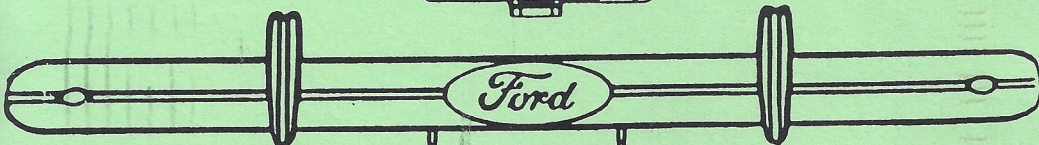
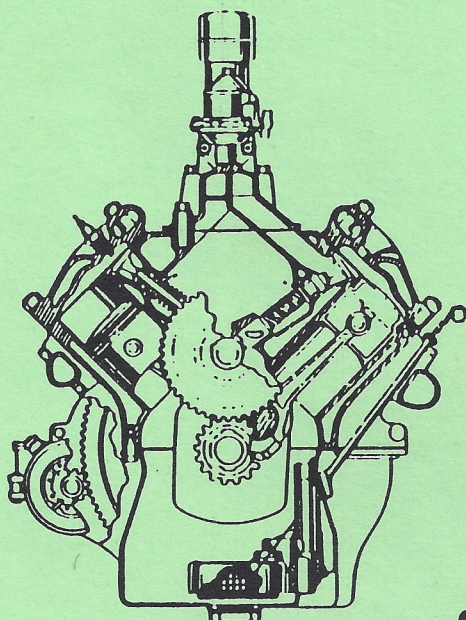




April 1999

Our 29th Year



Drive Lines

The Valley 's

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President	Rose Gott	(818) 767-6153
Vice President	Don Stout	(818) 998-7054
Secretary	Patti Smith	(818) 368-5890
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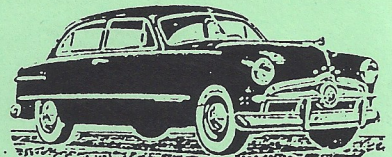
* appointed

Meeting 1st Tuesday 7:00 p.m. Baker's Square
Chatsworth & Zelzah, Granada Hills, California

The *DRIVE LINES* is published by:
The San Fernando Valley, Chapter 40
of the EARLY FORD V-8 Club of AMERICA

Mailing Address:

Valley V-8's
545 North Keystone St.
Burbank, CA 91506



PRESIDENT'S MESSAGE

GREETINGS FELLOW V-8'ERS

HAVE YOU BEEN WORKING ON YOUR OLD V-8, READYING IT FOR THE NATIONAL MEET AT DANA POINT IN JUNE? THIS IS A GREAT OPPORTUNITY TO ATTEND A MEET WITHOUT TRAVELING A GREAT DISTANCE. YOU SHOULD ALL BE "PUMPED AND READY TO GO" AFTER JERRY JENSEN'S INFORMATIVE PROGRAM RECENTLY. IT WOULD BE NICE TO HAVE OUR CHAPTER WELL-REPRESENTED.

WE HAVE SEVERAL MEMBERS WHO HAD SURGERY DURING THE LAST MONTH. I SEND BEST WISHES FOR A SPEEDY RECOVERY TO LARRY BARR, STEVE BOSKOVICH, MIKE MUNROE AND JOHN FARRAR.

I STILL NEED A COUPLE OF VOLUNTEERS TO ACT AS GREETERS AT DANA POINT IN JUNE. I NEED TO SEND THE LIST IN BY APRIL 1, SO CALL ME AND LET ME KNOW IF YOU CAN DO IT.

I HOPE YOU ARE PLANNING TO ATTEND THE TOURS SCHEDULED FOR THE NEXT SEVERAL MONTHS. THEY SOUND GREAT AND YOU CAN'T HELP BUT HAVE A GOOD TIME.

OFFICERS - I STILL NEED YOUR POSITION DESCRIPTIONS AS DISCUSSED AT OUR RECENT BOARD MEETING. IT WILL REALLY BE AN ASSET AT ELECTION TIME IN THE FUTURE.

HOPE TO SEE YOU ALL ON APRIL 6TH AT BAKER'S SQUARE.

ROSE

EDITOR'S CORNER

Wow! Did you get your copy of the '99 Membership Directory ? Fantastic job Jerry! This is the same guy that was walking around with a forlorn look, cause he was worried about getting the directory done. Amazing what you can do with a little time, talent and a photo copier.

It's no April fools joke, Dennis Keene moved the annual auction up one month. You should have received a flyer, from Dennis, giving you a "heads up." As you're canvassing your garage, remember this is a Ford club, as in automobile and ... **CAR PARTS!** ... You might want to set your non car parts aside for the DiFatta's yard sale on May 1st. Marsha and Joe are planning to donate a portion of the proceeds to our club for a special fund raiser. In addition, members are encouraged to bring baked goods and a separate section will be set aside for members to sell their non car items, for the club's fund raiser. Joe will have the details, re. the purpose and objective of the fund raiser at our meeting on the 6th. Joe and Marsha can use some help the night before, as well as, the day of the yard sale.

Word from Steve Boskovich is that both the wild flower and C&G tours have been cancelled. More on that and our other upcoming tours from Steve on Tuesday night. Good to see him back in action. On the subject of tours, a big thanks goes to Ventura V-8 club president Vince Barisic for inviting the Valley group to a fabulous tour to Edelbrock's operation in Torrance, on March 20th.

Bits & pieces ... Bumped into Ernie Baily at Auto Books in Burbank, where Don Zabel is a regular. Good to see him. He assured me he's gonna drop by some Tuesday night, soon. Bad news is he spent all his time in the Mopar section of the store. ... Larry Caplan has aquired Tom Cherry's heater inventory. So if you're looking for anything heater related, call Larry. While we're on Larry and our auction, let Larry know if you come across an extra hard hat, when you're digging out those parts. Seems Larry's still having a problem with Ford deck lids droppin on his head. ... Donna and Lloyd Paschal are all recharged, after their fantastic trip to New Zealand.

Cont'd ...

Editor (contd.)

Sounds like Barbara Williams is doing better, after her bypass surgery..missed you and Bud at San Diego, Barbara, get well!... Received a note from Sharon Foster, reminding us that the Western Meet, in Dana Point is less than three months away. Also, they still need donations for their raffle prizes. See me, if you need more info. ... Dave Gott apologizes for leaving Jerry Jensen off the points list, last month. He's gott ya covered this month, Jerry.Tom Welch checked in from Idaho. Expects to be down here in April. Says "tell John Wolf, I'm working on the coupe, when I'm not shovelin snow." Finally, answer to last months question is: Boskovich, DiFatta and Stout, hit the three score mark this year. Anyone else out there, that will admit it?

Calendar

- April 6th** **Meeting ... Baker's Square**
 Annual Auction
- April 23rd-25th Cambria Tour with Ventura group
- May 1st DiFatta's Yard Sale
- May 15th Tour to Roy Roger's Museum
- June 21st-25th** **Western National Meet ...Dana Point**

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SECRETARY'S REPORT
MARCH 2, 1999
PATTI SMITH

Meeting was called to order at 7:30 PM by President Rose Gott. There were no new members or guests But a nice turnout of members and lots of Early Fords (one Chrysler) in the parking lot.

Plan ahead, the plans for the Christmas Party are under way. Our Christmas Party will be Sunday, December 5, 1999. Stay tuned for further details.

We had two members in the hospital recently, Steve Boskovich for hernia surgery and Larry Barr for back surgery. Both are now at home and recovering nicely.

Treasurer's Report: We are in the black, for more details see Lesley Littner. No Funnies from Lesley's E-Mail this month. Those of us who are computer deprived rely on you to keep us up to us up to date on the latest funnies.

May 16th is the 17th Annual Car Show presented by the Classic Chevy Club.

On Saturday, March 20, there will be a new cruise night at the IHOP on Devonshire and Variel. There will be special discounts for people who bring classic cars and reserved parking for the cars. Time 5 to 9 PM.

April 23-25th is The Spring Tour to Cambria. It sounds like Steve and Gerry have a great weekend planned. We will be staying at the Cambria Pines Inn 800/445-6868. If you want to go to Herst Castle you should make reservations as soon as possible.

April 10th is the tentative date for our Wildflower Tour.

Cont'd ...

Our March Program was a book exchange. There were a wide variety of books and it was fun to pick up some new books. But I want to know who brought "Nine and a Half Weeks" or better yet who took it home? It was a casual night, with lots of time to socialize.

Ladies' Door Prize: Gerry Blackwell and Lin Kemmerer.

Name Badge: \$20.00 Gary Glass

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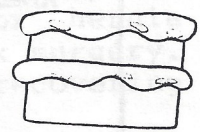
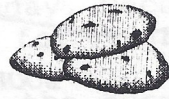
VALLEY V-8 ANNUAL AUCTION

APRIL 6, 1999

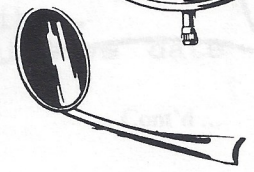
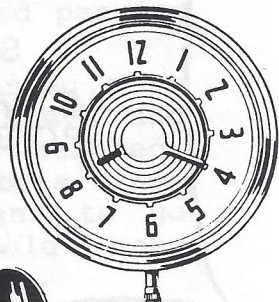
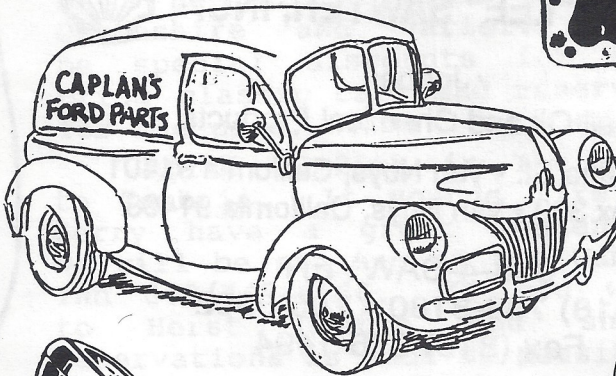
We'll hold our auction one month early this year (to make up for the fact that we held it one month late last year).



Going, going gone!



Now's the time to gather up those extra parts you don't need. Gentlemen, be sure to have your lady read this notice, in case she wants to bake some cookies or a cake. Pack up those baked goods with any white elephants you'd like to see gone from your house or garage and bring them to the April meeting along with your checkbook or cash.



300 Brand-New '50 Mercs

A good friend of mine owns a Ford and Lincoln/Mercury dealership. He is a young fellow who inherited the business from his father and grandfather. He called recently to tell me that he had just discovered 300 brand-new '50 Mercurys in a family-owned warehouse in Michigan, and wanted to get rid of them. I was amazed, and asked where they came from. He then told me it was a long story.

His grandfather, Jack Williams, started selling Fords and Lincolns in the mid-'30s just outside of Detroit, Michigan. The dealership was very prosperous and he was good friends with a lot of corporate people at Ford. Along with the car dealership, his grandfather dabbled in real estate and owned buildings in Michigan, including several big warehouses.

In 1939 Ford introduced the new Mercury, which was a natural for Jack to add to the dealership. Before long, it became one of the largest Lincoln/Mercury dealerships in the country. Things were going great in 1948 when Jack decided to take a vacation to California in the middle of one of Michigan's worst winters. When he got to California the sun was shining, it was 75 degrees and the region was just starting to prosper. Being a shrewd businessman, he could see that California was the land of plenty, and was convinced that the great weather would attract millions of people in the coming years. He realized that a fortune could be made in Southern California.

While on vacation Jack traveled to several areas, looking for a nice chunk of land on which to open up a car dealership. He envisioned a large dealership sprawled over acres of land, unlike the small, compact dealerships in Michigan. Finding a chunk of land for a reasonable price in an area where expansion was just beginning, he went back to Michigan and planned the move to California.

Construction on his new dealership began in 1949. Just before Jack was to move, a strike was threatened at the Mercury plant, and an associate at the Mercury division of Ford approached Jack about renting one of his warehouses. They planned to stockpile new Mercurys before the walkout, so they would have an ample supply of cars to

distribute while the strike was going on. He agreed, and gave them the keys. Approximately 400 cars were housed in the warehouse, but the strike never materialized. The executive at Mercury started pulling cars out in small numbers, sending them to dealerships across the country. During this period, the executive had a heart attack and died. The executive who took over his job came from Ford and didn't know anything about the stored Mercs. Apparently he never found the paperwork on the remaining cars, and the other executives who knew about the cars in the warehouse figured the Mercs had already been sent to dealerships.

Meanwhile, Jack opened the new dealership and sold the one in Michigan. However, he kept all of the other landholdings. He did quite well in California and retired a few years later, leaving the dealership to his son, who ran the business from 1952 until a few years ago, then turned it over to my friend. Last year my friend's dad passed away. Apparently his father still owned all of the landholdings in Michigan, and my friend inherited them. Recently a company that wanted to expand its manufacturing facility approached him about selling one of the warehouses. The offer was good, so he flew back to Michigan to look at the building and make a deal. Walking inside, he found 300 brand-new '50 Mercurys staring him in the face. They were covered with dust, but other than that were perfectly preserved and even had air in the tires. His problem, and the reason he called, was that he had to get rid of the old cars because the building was going through escrow. He contacted Ford about the Mercs and they didn't want to have anything to do with them. My friend said he would sell all of the cars for sticker price, which ranged from \$1500 to \$2000, depending on how they were equipped. I told him I'd take a convertible, and said that there might be a few other people who would be interested.

He said he drained the gas tank on one of them, put in a new batch of gas and a new battery and the car fired right up and ran great. If you are interested in one of these Mercs you can contact Jack Williams at 1-800-April-Fools. **RC**

LOBO'S LAIR



* Hi John, got a question that I'm sure you've never had, but I know a lot of guys have probably been in the same predicament I'm in. I found a fantastic Tokheim clock faced gas pump, that I've always wanted, for a decent price. Here's the problem; my wife says she'll leave me, if I bring one more gas pump home. What can I do?

Name withheld
Agua Dulce, CA

... *Say good bye!*

* I've been told that you can stop a flathead V-8 engine by shoving a potatoe up the exhaust pipe. I tried it on my '40 tudor, but it didn't work. How come?

J.L.
Oak Park, California

... *You're doing it all wrong! You're supposed to blow in the pipe, with more force than the engine is pushing out. Then if your eye balls don't pop out and you don't fry your lips, the engine will stop. What's wrong with just turning the key off? Tell me something JL, did you by any chance go to the same school as Dan Quayle?*

* Say John, do you believe in rotating the tires on you car?

J. K.
Burbank, CA

... *Sure helps, if I want to get anywhere. Happy April Fools!*

SELECTION AND TRAINING OF SERVICE PERSONNEL

In the following paragraphs a detailed description is given for the selection and training of service personnel for different types of work within the service department. The background of knowledge and the experience required for the personnel for each type of work is discussed. The publications which outline the procedures and instructions to be followed for training, testing, and repairing, are likewise given.

Pride in craftsmanship must be instilled in each mechanic. However, mechanics having this pride in their work will find it difficult to retain it if they are forced to work in a dirty, poorly maintained shop. Good craftsmen can only be obtained or retained if good working conditions exist. Good working conditions include:

(a) **ADEQUATE VENTILATION, LIGHTING, AND HEATING.** Men cannot do good work under the following conditions: Exhaust fumes due to lack of proper ventilation, lack of sufficient heat, and improper lighting.

(b) **PROMPT SERVICE AT THE PARTS DEPARTMENT.** Men who work on contract resent any time lost at the parts window (fig. 1). Many larger Dealers employ

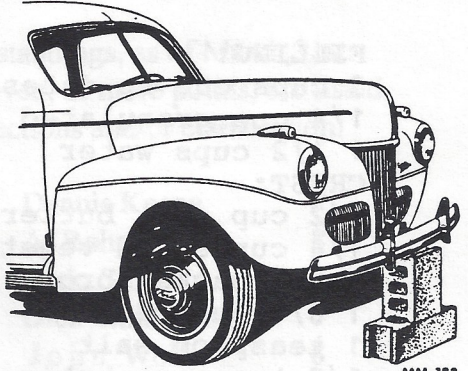


Figure 2—Improvisations Are Costly

parts hustlers to get the parts for the mechanics. Mechanics resent being unable to do first-class work because of any failure by the parts department to maintain a supply of needed parts.

(c) **ADEQUATE GENERAL PURPOSE SHOP EQUIPMENT.** Lack of adequate shop equipment makes it con-



Figure 1—Mechanics Resent Lost Time at Parts Department

stantly necessary for the mechanic to improvise (fig. 2). This lowers the individual's productivity and results in poor workmanship.

(d) **CLEANLINESS.** Provide an adequate supply of clean seat and fender covers, adequate towels and wiping cloths. Provide clean, adequate, and well-kept

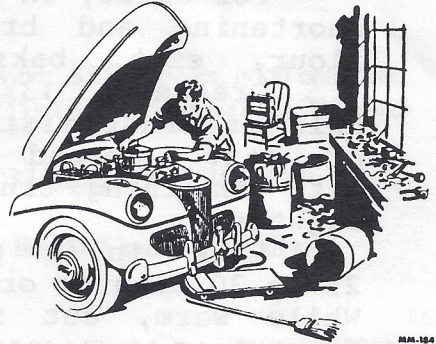


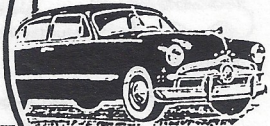
Figure 3—Pride in Craftsmanship Is Difficult Amid Dirt and Disorder

wash room facilities. Your mechanics can't feel or act like craftsmen if they must carry each day's accumulation of dirt on their persons until they get home. Maintain a clean and orderly shop (fig. 3). Don't expect craftsmen to do janitor work.

From Dr. Caplan's archives.

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DATE BARS

FILLING:

3 cups cut up dates (1 pound)
1/4 cup granulated sugar
1 1/2 cups water

CRUST:

1/2 cup soft butter or margarine
1/4 cup solid vegetable shortening
1 cup packed brown sugar
1 3/4 cup flour
1 teaspoon salt
1/2 teaspoon baking soda
1 1/2 cup quick cooking oats

For filling, in a saucepan, mix dates, granulated sugar and water. Cook over low heat, stirring constantly, about 10 minutes, until thickened. Cool.

For crust, in a bowl, cream butter, shortening and brown sugar. Mix in flour, salt, baking soda and oats.

Grease a 13X9 inch pan. Press half of crust mixture evenly in bottom of pan. Spread with filling. Top with remaining crust mixture, pressing lightly.

Bake in a preheated 400° oven 25 to 30 minutes or until lightly brown. While warm, cut into bars. Makes 3 dozen bars.

Rose Gott

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CARS, POINTS & PARTS

Following are the '99 point standings, as of March, 31st.
Only those members with seven, or more points, are listed.
See David Gott for any corrections and/or clarification:

Steve Boskovich	11	Dennis Keene	9
Joe Di Fatta	7	Al Rohrer	8
Jerry Jensen	8	Dick Stones	8
Gary Glass	8	Dick Smith	7
Dave Gott	8	John Wolf	8

Wanted:

'32 Ford Rt. side spare wheel mount. John Farrar (805) 269-40328

For Sale:

'65 Lincoln Continental, 2nd owner, 83,000 miles, good condition.
White, Will consider trade. \$4,900. Geo. Williams (818) 785-3300

'36 Ford Pickup \$ 5500. Runs. '37 engine. (805) 268-0040. Blacky

'36/'39 Wheels. \$15, apiece, or first \$60 bucks takes all six.
Dennis Keene (323) 665- 1363

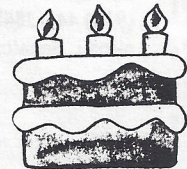
'49/'53 Stock intake & carb. \$25.00 Mike Munroe (818) 789-7225

APRIL BIRTHDAYS

7... Elaine Franklin 8... Bud Williams 11... Mike Munroe

21... Barbara Zabel 23... Bruce Blackwell

25... Dottie Schmelzel 27... Gerry Blackwell



Wayne R. Taylor
National Director
National Secretary/Treasurer



P.O. Box 73
Napa, CA 94559-0073
Phone/FAX: (707) 255-1571

March 9, 1999

Dear Regional Group President,

The following is an article copied from *Old Cars Weekly*, March 4, 1999 issue, which is of utmost importance to our club cars.

NEW BILL WILL CLOSE SMOG-LAW LOOPHOLE

Sen. Richard Mountjoy (R-Arcadia) has introduced a bill SB 285 - which will be heard by the Senate Transportation Committee this spring - to exempt old cars from biennial smog checks. A previous law SB 42 (Kopp) exempted pre-1974 vehicles, but didn't cover checks made with remote-sensing devices. An older vehicle triggering a remote-sensing device can still be required to undergo a smog test.

"I am appalled that hidden traps on the side of the road can snare older cars not required to have smog checks, pulling them into the test as a spider taps a fly in its web," Sen. Mountjoy stated. "There is a loophole in the law which will allow bureaucrats to trap exempted older cars, like classics. People assumed that cars older than 1974 were really exempt as the law says. I am appalled that the bureaucrats, who did not want older cars to be exempt, will be able to keep them under their thumbs because of a hidden loophole in the law."

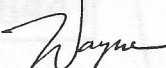
Today I called the office of Senator Mountjoy, and was advised that in addition to letters of support to him, we should send copies to the Senate Transportation Committee members. In approximately two weeks these members will be announced, and I will pass their names on to you.

I urge you to give your support to SB 285, and have enclosed a suggested letter for your consideration, to be used by individuals or collectively by your R.G..

An alternative would be to call, FAX or e-mail :

Honorable Richard Mountjoy
State Capitol - Room #4052
Sacramento, CA 95814
(916) 445-2848 FAX (626) 445-3591
e-mail: Senator.mountjoy@sen.CA.GOV

Thanks,


Wayne

The Valley 's

PAST PRESIDENTS

Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Marsraje	1978
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
Jerry Littner	1995
Dick Smith	1996
Chuck Mair	1997
Dennis Keene	1998

The Valley s

545 N. Keystone St. Burbank, CA 91506

