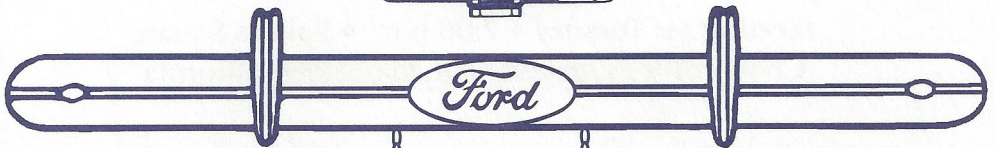
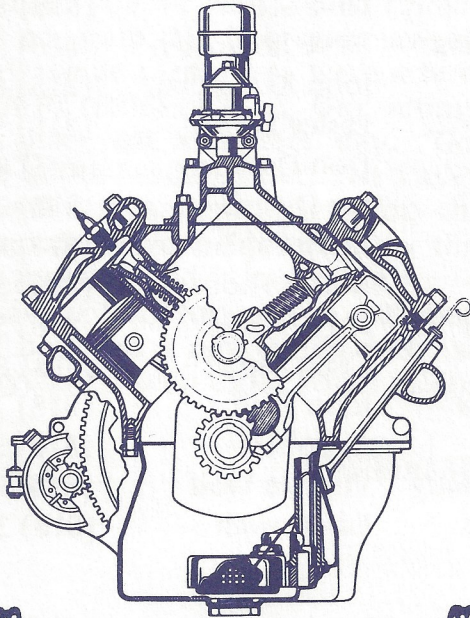






MAR 2000

2000

## Our 30th Year



San Fernando Valley 's  
CHAPTER 40



# Drive Lines

# The Valley

## 2000 OFFICERS

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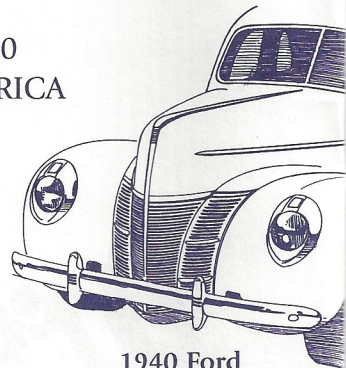
<i>President</i>	Don Stout	(818) 998-7054
<i>Vice President</i>	Steve Boskovich	(818) 341-6876
<i>Secretary</i>	John Kemmerer	(818) 843-2138
<i>Treasurer</i>	Lesley Littner	(818) 597-9016
<i>Tours</i>	Don Durkee	(805) 495-5298
<i>Programs</i>	Joe DiFatta	(818) 700-1939
<i>Editor</i>	Larry Caplan	(818) 366-9178
<i>Publisher</i>	Darryl Thomas	(818) 363-6914
<i>Membership</i>	Jerry Littner	(818) 597-9016
<i>Raffles</i>	Craig Lapair	(818) 893-1640
<i>Tech Advisor</i>	John Wolf	(818) 789-6201
<i>Accessories</i>	Al Rohrer	(818) 345-3721
<i>Social Secretary</i>	Virginia Wolf	(818) 789-6201
<i>Ladies Gifts</i>	Edy Cowan	(818) 366-5530

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

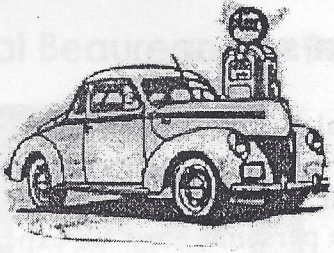
Mailing Address:

VALLEY V-8's  
10944 Oklahoma Ave.  
Chatsworth, CA 91311



1940 Ford





## BETWEEN DRIVES

What has happened to all the free time, and the month of February? I hope you all enjoyed Ed Cholakian's talk for our February program. He has some awesome Cadillacs. Speaking of awesome cars, there were a bunch on display at the *REAGAN RETROSPECTIVE*. Our outing at the Reagan Library took place on a perfect day. "God must be a republican" to quote Leslie Littner. The Valley and Ventura groups were well represented with twenty-three Fords, and DiFatta's Plymouth wagon. I briefly saw the future tours sign-up at the meeting and it looks like we will be busy. I hope you are all looking forward to our meeting on March 7<sup>th</sup>, scheduled between a new moon and Ash Wednesday, on Fat Tuesday. Let's keep those Fords rolling.

---

### PRESIDENT DON

### MARCH BIRTHDAYS

3/3	Steve Sadd	3/21	Dennis Keene
3/15	Bob Reed	3/25	Kent Lowry
3/18	Ed Warnock	3/25	Dick Stones
3/18	Ruth Mattern	3/30	Ruth Thompson

### REMEMBER

Your 2000 Valley V8 Dues must be paid this month to continue receiving the Drivelines. See Jerry Littner.

## THE EDITOR'S PAGE

Well, my plea for original material from our members has been answered by two of our creative members: Dudley Ochsner and David Gott. Be sure to read their articles in this issue of the Drivelines. Please think about some personal Ford V8 experiences or knowledge to share with us in a future newsletter. Everyone in our group has a reason for lusting over these V8s. We need to find out yours! By the way, when you read Dudley's story you will find he overlooked contacting our technical advisor and made himself a lot of extra work. As a Valley V8 member you have access to one of the very best technical experts on our Ford V8s, John Wolf. Not only will you gain the benefit of his knowledge but your question may end up as our featured question in a future issue of the Drivelines.

I was disappointed with your answers to last month's Early Ford V8 Teaser. I know it was a tough one but I expected more of you to rise to the challenge. Remember you have all year to redeem yourself in time for our annual award. This month's teaser should catch your eye. The 1940 "Hot Date" convertible has some rather unusual features and you can win this replica by finding the most flaws designed in by the model makers.

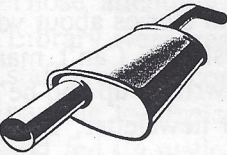
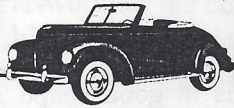
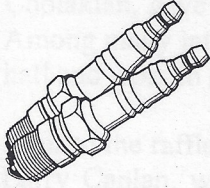
I am pleased to report that we have just signed up a new sponsor for our group. Actually, Daryl Fielder has been a Valley V8 supporter in the past when he managed Canoga Auto Parts. Now, as the General Manager of West Valley Auto Color, he has again agreed to support us with raffle items. His store is also a great source for auto body and paint supplies. They are a fully-stocked PPG dealer and many V8 members have patronized them over the years. For our March Meeting we will auction off a large new PPG wall Thermometer donated by our newest sponsor. Finally, I must report that our Membership Chairman, Jerry Littner, has announced that all 2000 dues must be paid this month to continue receiving the future issues of the Drivelines.

Thought for the Month:

"I can't remember learning anything while I was talking".



## Cal Beauregard + Pope = March 7th Program



Just mentioning the name Cal Beauregard, should bring you, your guest and your classic car to our next meeting!

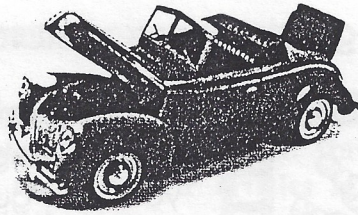
Many of you know Cal . . . and for newer members, you are in for a real treat. Cal has been a club member since 1988 and with the Ford Motor Co. for 32 years (1950 to 1982). And for 11 years, he was also the main man with Chrysler Studios Program, leasing cars to the entertainment industry.

Each year, Cal has shared different entertaining stories about his tenure with Ford.

This month he will tell us his story about Pope Paul VI travels in the Western Hemisphere and what part Cal played in the Pope's travels.

Cal and Nancy live in the Sierra Madre area, married 45 1/2 years. They have 3 grown children and 4 grand kids . . . all of driving age!!!

— See you Tuesday,  
March 7th



## Secretary's Corner

Our second meeting of the year two-thousand was well attended, with an overflow crowd in the back room of Baker's Square. Guests included Chuck Misetich, a former member from many years back, and our speaker for the evening, Ed Cholakian.

Lesley Littner reports that our treasury is in good shape. If you want to know how good, see Lesley. Several of you have not paid your dues. If you're one of the culprits, get your check to Lesley soon!

Editor Larry says he is looking for personal stories about you and your Ford experiences, for the newsletter. Can't manipulate a keyboard? That's ok! Larry says write it up and he'll take care of the typing. Speaking of the newsletter, Darryl Thomas was overlooked when we were acknowledging those contributing to its production at the last meeting. Darryl is the guy who sees that the *Drivelines* gets copied, collated, labeled and mailed to you each month. Thanks, Darryl!

Don Durkee distributed a questionnaire, asking for our preferences on tours. Upcoming tours include the Reagan Library and Edelbrock's operation. Additionally, The Southern Cal Region has invited us to join their March 4<sup>th</sup> tour to see Nick Alexander's collection of woody wagons. Since this is prior to our next meeting, call So Cal's Sharon Foster @ (760) 242-2077, if you're interested in going.

Under new business, Kent Lowry has a friend looking for a car (didn't catch what kind) for A June wedding in the Ventura / Oxnard area. More new business ... President Don asked the officers to stay, after the close of our regular meeting, for a short board meeting.



Following the break, our speaker for the evening, Ed Cholakian, gave a talk on his collection of vintage Cadillacs. Among many interesting things, Ed told us how he fought city hall and won, in a dispute over the storage of his collection.

Prior to the raffle, a Bob Drake '40 Ford' calendar, donated by Larry Caplan, was put up for bid. The calendar has special significance in that the drawings represented some of the last work of artist Roy Jones. Roy Jones was a good friend of several of our club members. He designed the flathead engine artwork for the cover of our newsletter. Ed Warnock was high bidder on the calendar. The meeting concluded with the name badge drawing, won by George Richards.

Our condolences go out to Gary Glass, on the passing of his mother.

Those attending the Reagan Retrospective at the Reagan Library were treated to a grand day. Kirby Hanson and her staff are to be commended. They provided us with excellent parking to display our cars, gave us access to the facilities and fed us well. What a great day! Valley members, with cars, in attendance included: Blacky Blackwell, Boskovichs, Bjornestads, DiFattas, Don Durkee, Gotts, Gary Glass, Jensens, Kemmerers, Littners, Lowrys, Smiths, Stones, Don Stout, Cliff Vess and the Wolfs. Following the event, each participant was sent a thank-you letter, certificate of appreciation and a feedback request for areas to improve.

The latest release of *Automobile Quarterly* ... Vol. 39 # 4, has a spread on the '40 Fords, with emphasis on the convertible. The article titled "Forties Milestone...Quest for the Perfect Car," says that when Henry Ford was asked about his favorite cars, he proclaimed the '32 and '40 the best of all the vehicles his company produced.

... John Kemmerer

## **MOST ACTIVE MEMBER CONTEST FOR 2000**

Once again we plan to find the most active member for the year. David Gott will be maintaining the standings and we will publish these numbers monthly. Be sure and fill out the attendance sheets each month and be sure that your name is on the list for each tour you attend. Below are the rules for earning points during the year.

ATTEND MEETING _____	1 POINT
BRING A 1932-53 FORD TO A MEETING _____	2 POINTS
ATTEND A TOUR _____	1 POINT
BRING A 1932-53 FORD ON A TOUR _____	2 POINTS
ORGANIZE A TOUR _____	5 POINTS
GIVE A PROGRAM _____	5 POINTS
PREPARE THE MONTHLY NEWSLETTER _____	5 POINTS

### **MEMBERS WITH 2 OR MORE POINTS**

Steve Boskovich	2 points
Joe DiFatta	2 points
Gary Glass	2 points
Dave Gott	2 points
Chuck Mair	2 points
Tom Potter	2 points
George Richards	2 points
Al Rohrer	2 points
Dick Smith	2 points
Don Stout	2 points
Dick Stones	2 points
John Wolf	2 points



## CALENDAR OF UPCOMING EVENTS

- March 4<sup>th</sup> \_\_\_\_\_ Tour to Alexander's Woody Collection  
(Contact Sharon Foster 760-242-2077)
- March 5<sup>th</sup> \_\_\_\_\_ Pomona Swap Meet
- March 7<sup>th</sup> \_\_\_\_\_ Valley V8s meet at Baker's Square
- March 25<sup>th</sup> \_\_\_\_\_ Tour to Edelbrock Equipment Company  
( Contact Don Durkee 805-495-5298)
- April 4<sup>th</sup> \_\_\_\_\_ Valley V8s meet at Baker's Square

The following news item appeared in *Old Car's Weekly*. It shouldn't surprise any of us that the engine under our hood is rated as one of the 10 best of the 20<sup>th</sup> century.

## Ten best engines of the century

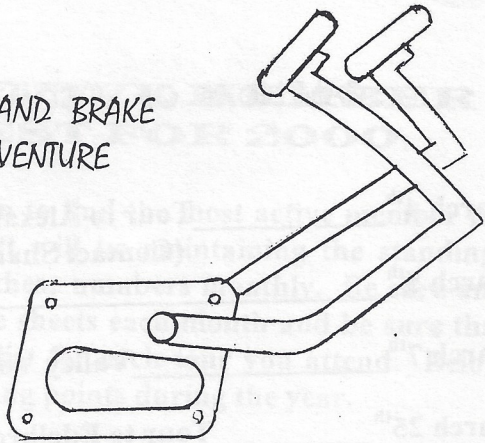
By Bill Siuru

Each year, *Ward's Auto World* lists the 10 best engines currently produced. This year, appropriately, it also selected the 10 best engines of the entire century. They were covered in an article, "The 10 Best Engines of the 20th Century; Ten engine designs that made a difference," written by Don Sherman. The 10 best are:

1. Ford Model T (1909)
2. Cadillac V-8 (1915)
3. Ford L-head V-8 (1932)
4. Volkswagen flat-4 (1945)
5. Chevrolet small-block V-8 ('55)
6. Buick V-6 (1962)
7. Porsche flat-6 (1964)
8. BMW inline-6 (1968)
9. Honda CVCC inline-4 (1975)
10. Toyota (Lexus) V-8 (1990)

All but three direct descendants of these engines are still in production, albeit with lots of refinement and improvements. The air-cooled VW engine is still used in the VW Beetles being produced in Mexico. To date over 21 million air-cooled VW engines have been produced. Also with millions made, the Chevrolet small-block V-8 will be phased out in 2003, after 48 years of production. The Buick-developed V-6 is still used in many GM products. The Porsche six, now liquid cooled, is powering the 911 Carrera. BMW has continued to refine its inline sixes through four generations. The Honda CVCC's current descendant, the 2.3L VTEC, recently helped the Honda Accord earn the first-ever Super Ultra Low Emission Vehicle (SULEV) certification in California. Today, the Lexus V-8 is used in sport sedans and coupes, SUVs, and even Toyota's full-sized pickups.

## THE GREAT CLUTCH AND BRAKE PEDAL ASSEMBLY MISADVENTURE



Like all of us in the V8 world, I thoroughly enjoy my '34 and '38 Fords. I also enjoy working on them as much as possible. Unfortunately, my mechanical ability is more than a little bit lacking, and as you will see as this story unfolds.... So is my planning and foresight.

At one time during the restoration of my '38 Ford, the car was bare back to the cowl. Everything was out even including the front seat. This would have been the ideal time to investigate the *CLUTCH AND BRAKE PEDAL ASSEMBLY* (hereinafter referred to as the CBPA). But, for whatever reason, I elected to ignore the CBPA. After having reassembled the car to the point where it would run, I discovered a lot of wear in the CBPA. I anguished over this error for a week and then spent another week trying to decide if I could live with the problem. The slack grew greater in my mind so I decided the assembly had to come out of the car.

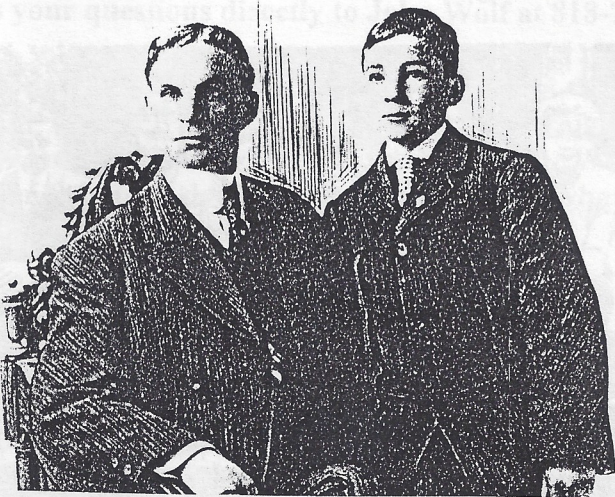
Armed with this decision, I set about to find out how to remove the CBPA now that it was buried between the transmission and the frame. I talked to a lot of people but neglected to call our advisor, John Wolf. This was also a mistake because John most likely had the solution. In any case, most everyone I contacted responded with "I am sure it comes out but I don't remember how" or "Don't know, the question never came up".



So, primed with this learned advice, my neighbor, Gordon Merchev (also a V8 person) and I commenced to remove the offending CBPA. We started with removing the pin-or trying to remove the pin. We pounded on that pin to the point that we were exhausted! After hours of this routine, we threw down the ten pound hammer and decided to try the old wiggle deal. After about thirty minutes of twisting and struggling, the CBPA popped out of the car.

As I stood there holding on to the assembly much like you would hold a chicken by the neck, I could easily see why people said they could not remember how to remove the CBPA. Moments after we succeeded, we could not say what combination of angles and pedal arm positions resulted in our success. The same situation occurred when we replaced the CBPA. Not sure what happened, but relieved to have the job done! Perhaps memory here is like pain.....once removed.....quickly forgotten.

DUDLEY OCHSNER

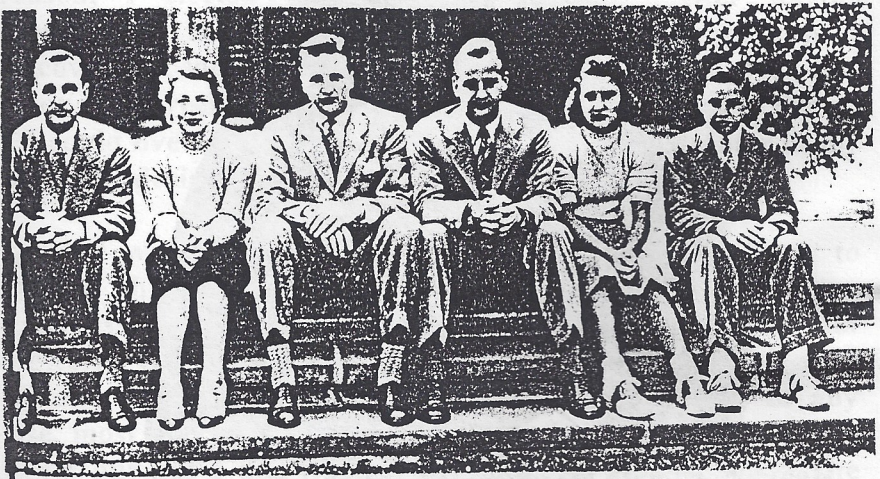


Henry Ford with his young son Edsel in the early years of the 20<sup>th</sup> Century. At the close of the 20<sup>th</sup> Century he would be named "Businessman of the Century" by Fortune Magazine.



## LIFESTYLES OF THE RICH AND FAMOUS OR KEEPING UP WITH THE FORDS OF GROSSE POINTE FARMS

At one time, in the mid nineteen eighties five Ford families still lived in the affluent Grosse Pointe Farms neighborhood on Provencal Road. There are 35 mansions on Provencal Road. It is just two blocks long, measuring seven tenths of a mile. Even today it is still the heart of "Ford Country". Henry Ford II's sister, Josephine, has lived there for many years. Her son, Walter Buhl II and his wife lived nearby. It was reported that they have since moved from this house because it was too large for their needs. Other famous members of the Ford family who have lived there include the late Henry II with his wife Kathy, and Henry II's niece Lynn Alandt, (daughter of Benson Ford) with her family. Edsel II still resides in the same house that his father and mother, Anne, lived in during the early nineteen forties. Forget about taking a leisurely ride down this private road as a sign is posted "DO NOT TRESPASS, RESIDENTS ONLY". A guard will be "happy" (?) to read the sign to you if you can't read it. It was reported that many years ago Henry II could be seen jogging through the neighborhood in the early mornings. He would be wearing a black jump suit and fur cap or an otter-skin flight suit.



Origins of the Grosse Pointe Fords. Edsel and Eleanor with their four children; Henry II, Benton, Josephine and William.



When Mrs. Edsel Ford died in 1976, her estate was worth more than \$80 million of which \$15 million was put in an endowment fund to maintain her Grosse Pointe Shores estate. When Henry Ford died, some estimates put his fortune over \$700 million (although the Government said it was \$466,141,500). His voting stock in the Ford Motor Co. was left to Eleanor Ford and his four grandchildren; his non-voting stock was left to the Ford Foundation. Thus the family maintained control of the Ford Motor Company then and still does to this day.

A web page ([WWW.FORDHOUSE.ORG](http://WWW.FORDHOUSE.ORG)) shows a lot of the interior of the Edsel and Eleanor Ford estate. The home is open for public tours by appointment

DAVID GOTT

### ***ASK YOUR TECHNICAL ADVISOR***

Each month we will print the response to the best question of general interest submitted to our technical advisor. Please address your questions directly to John Wolf at 818-789-6201

#### **Question:**

The tour season is fast approaching and overnight tours can take us several hundred miles from home. What do you recommend that we do to prepare our car and what should we take along with us in case of trouble?

#### **John's Answer:**

- (1) Check all fluid levels and fill as necessary. Be sure that all the tires have air pressure of 30-32 pounds. Check the fan belt for cracks and adjust it for 1 inch free play.
- (2) You should carry the following spare parts with you: fuel pump, coil, fan belt, water pumps.
- (3) You should bring all the tools necessary to replace the parts listed above.
- (4) If your car is in good shape this is all that you should need. Good luck.

---

# TROUBLE-SHOOTING

## SERVICE BULLETIN

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### Excessive Fuel Consumption

Between 1945 and 1949 a series of Dealers' Trouble Shooting bulletins were added to the Service Bulletin binder maintained in each Ford Dealer's Service Department. The information below and on the following page has been excerpted from the bulletin titled "*Excessive Fuel Consumption.*" A chart is provided which indicates the normal gas mileage expected from each factory vehicle. The first nine entries identify the various combinations used with V8 engines and the last five entries pertain to Lincoln V12 engines. If the vehicle in question differs significantly from the chart a three layer set of tests are outlined to identify and correct the problem.

#### The preliminary inspections

1. conduct performance assurance and lubrication
2. check brakes, tires and wheel alignment
3. check exhaust system for restrictions
4. check spark plugs and spark at each cylinder
5. check carburetor accelerator pump

#### The secondary procedures

1. test fuel consumption accurately
2. observe owner's driving habits
3. check ignition timing on the road
4. check air cleaner, carburetor and fuel pump pressure
5. time ignition, clean and gap plugs
6. recondition carburetor

If the problem still persists then the last tier is invoked

1. Foot or hand brakes drag
2. Exhaust back pressure
3. Camshaft out of time
4. Too little or too much valve clearance
5. Engine too tight
6. Valves sticking



## I. FUEL CONSUMPTION DATA.

Engine	Year	Axle Ratio	Miles Per Gallon at			
			20 MPH	30 MPH	40 MPH	60 MPH
60 H.P.	- 1937-40	4.44	31.6	28.4	25.0	18.6
85 H.P.	1932-33	4.11	24.4	22.2	20.0	15.6
85 H.P.	1934	4.11	21.2	20.4	19.4	16.0
85 H.P.	1935-36	4.11	22.6	20.1	19.0	15.6
85 H.P.	1937-40	3.78	22.55	23.5	20.2	16.15
90 H.P. (V-8)	1941-42	3.78	26.0	24.3	22.4	20.0
90 H.P. (6-Cyl.)	1941-42	3.78	26.5	25.0	22.0	20.0
95 H.P.	1939-40	3.54	24.1	23.6	20.3	15.7
100 H.P.	1941-42	3.54	26.5	25.2	23.4	21.4
110 H.P.	1936-37	4.33	20.7	20.4	18.8	15.5
110 H.P.	1937	4.44	20.6	20.2	18.6	15.1
110 H.P.	1938-39	4.44	19.9	19.2	18.1	14.5
120 H.P.	1940-41	4.44	17.0	16.3	15.7	12.6
130 H.P.	1942	4.22	15.3	15.9	16.3	12.5

Some variation in fuel consumption is to be expected at higher elevations. Atmospheric conditions likewise are factors and the results will be affected by air temperature and pres-

sure. Normal fuel consumption for passenger cars with standard axle ratios is as indicated above.

## ***CARS AND PARTS MARKETPLACE***

### ***PARTS FOR SALE:***

1938 Ford radio. Cal Beauregard 626-355-2739

1951 and 1957 Ford Automatic Transmissions \$95 each. 1957 Ford spindles, backing plates with brakes \$95. Kent Lowry 805-988-1331

1937/1940 Rims Darryl Thomas 818-363-691

1939 Radio. Repaired \$150; 1939 Mercury NOS Trunk Handle, offer; Lincoln Zephyr starter armature and drive. Late style \$10; 39 standard fuel gauge dash unit \$10; 50 PSI oil sender NOS \$35; New set Offenhauser Heads for 1949-53 engines \$420; Lincoln Zephyr valve springs. The best. \$6 each; Rebuilt starter with all new parts. \$150, Transmission, side shift with open drive and all new internal parts. \$900; Engine block, 1951 with no cracks. Standard bore. \$500 or offer; Boxes of bolts etc, inquire; 1942 NOS open car antenna \$50. Jack Miles 818-347-8617

Two model 94 type carburetors for V8-60 engine. Dick Stones 805-230-0070

### ***PARTS WANTED:***

Anti-Chatter rods for a 1946 Ford Tom Potter 818-884-8019

Horns for 1953-1954 Ford (any condition). 235 Chevrolet truck engine rebuilt block. Allan Franklin 818-842-2230

1940 Ford Clock. Craig Lapair 818-893-1640



## EARLY FORD V8 TEASERS

This section is intended to tap the combined knowledge of our members and solve some of the mysteries of the Early Ford V8 world.

### March Teaser:

Our teaser for March is the 1940 Ford "Hot Date" Convertible die cast replica offered by the National Motor Museum mint. As you can see from their ad this model is precision engineered to original specifications. Your faithful editor has ordered one of these cars and will award it to the Valley V8 member who submits the most complete list of incorrect features on this replica. Examine the advertisement below and send in your list before the April meeting to be eligible to win this beauty!

Precision  
Die Cast  
Replica  
Scale 1:32

Officially Licensed by  
The Ford Motor Company  
for Collectors of Classic Cars

**1940  
FORD  
"HOT DATE"  
CONVERTIBLE**

When They Wanted to Get to 'Heaven'  
This Is The Car They Rode In!

**PRECISION-ENGINEERED TO ORIGINAL FORD SPECIFICATIONS - IT FEATURES FULL OPERATING PARTS, DIE-STRUCK LOGOS & FACTORY BAKED ENAMEL FINISH**

assembly line. Raise the hood and peer inside. You can almost sense this miniature V-8 power-packed engine roar to life.

**SALE \$9.98**

**COMES WITH A CERTIFICATE OF AUTHENTICITY - SATISFACTION IS FULLY GUARANTEED**

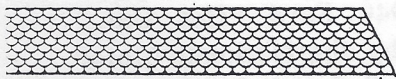
They called it 'Eden on Wheels'. Here is the dream-car of the Big Band Era, the 1940 Ford V-8 Runabout Roadster ... motoring's "Hall of Fame" classic. Every last intricate component is finely detailed in precise scale-ratio: the distinctive 1940 Ford solid chrome V-8 nose grille...the lift-up hood and fold-down rumble seat...the double-beam headlights...the twin running boards...working rubber-tire wheels...all showroom perfect as if it just rolled off the

Authentic die-cast replicas of other classic vintage cars normally sell for as much as \$49.98 each...but under the terms of our license with Ford we are authorized to offer this nostalgic 1940 Ford V-8 collector's treasure-piece at the sale price of only \$9.98. But this is a one-time-only release. Satisfaction guaranteed or money refunded (less P&H). ACT NOW!

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# The Valley

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## PAST PRESIDENTS

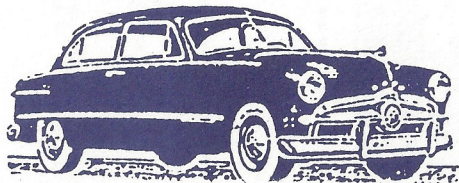
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Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Marsraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John 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
Rose Gott	1999

# The Valley

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10944 Oklahoma Ave. • Chatsworth, CA 91311



1950 Ford