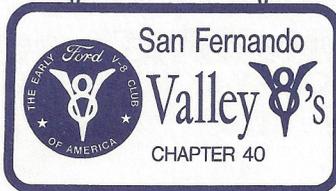
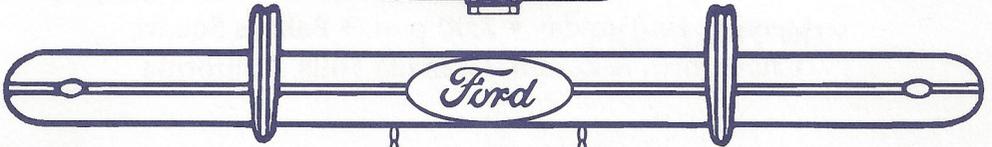
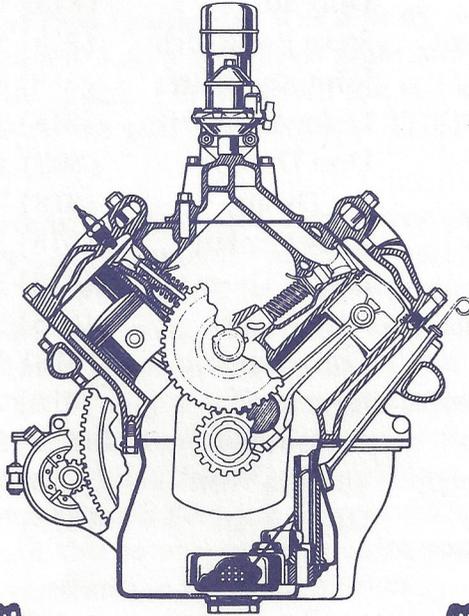




MAY

2000

Our 30th Year



Drive Lines

The Valley

2000 OFFICERS

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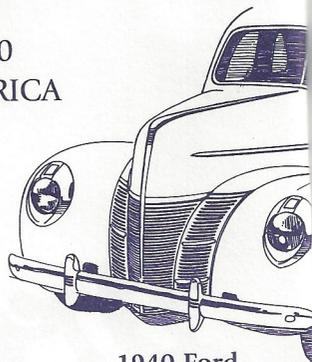
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<i>Vice President</i>	Steve Boskovich	(818) 341-6876
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<i>Editor</i>	Larry Caplan	(818) 366-9178
<i>Publisher</i>	Darryl Thomas	(818) 363-6914
<i>Membership</i>	Jerry Littner	(818) 597-9016
<i>Raffles</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

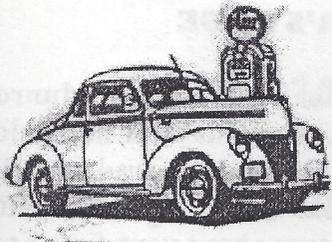
The *DRIVE LINES* is published by:
The San Fernando Valley, Chapter 40
of the EARLY FORD V-8 CLUB of AMERICA

Mailing Address:

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



1940 Ford



BETWEEN DRIVES

The May meeting is just around the corner, and since my Ford, or is it all Fords do not corner well, let's say "just around the gentle bend". But then Gentle Ben was a bear, so all Fords are bears. As you can tell, Larry called last night and I don't have a clue what to write about. Larry missed the last meeting and all my compliments on the DRIVE LINES,... THERE IS NO JOB more difficult....

I had the opportunity to drive the Kern river canyon recently. The wild flowers were spectacular and I wish we had had a tour there this year. The Fords must be rusting in the driveway with all these rains, or do all wives believe they shrink in the rain and let them have their place in the garage (ask Judy Vess or Cheryle). The 2000 Valley V-8 Directory is printed, thanks to a lot of effort by Jerry Littner getting it ready for Joe Difatta's presses. The June wedding for Wendi and Tom is definitely in the works at Orcutt Ranch Park. It is very nice of them to invite us. I better e-mail this to our editor. I hope you all own more FORDS than investments in the stock market.

PRESIDENT DON

MAY BIRTHDAYS

5/1	Ron Cowan	5/21	Judy Shubb
5/11	Virginia Wolf	5/23	Angie Brittain
5/11	Sue Boskovich	5/26	Craig Lapair
5/19	Paul Kirk	5/28	Emily Rosso
5/21	Larry Keene	5/30	Dudley Ochsner

THE EDITOR'S PAGE

This month's feature story was submitted by Mike Munroe. He relates some of his experiences in the early days of hot rodding in the San Fernando Valley. His first Ford was powered by a flathead V8 and had a 1932 Ford grill shell so we will categorize it as an Early V8. We are looking for your story about your first Early V8. This is a great way to get to know our Valley V8 members but it can't happen until you submit something to your editor. Remember that your story can be prepared very informally and we will take care of the rest.

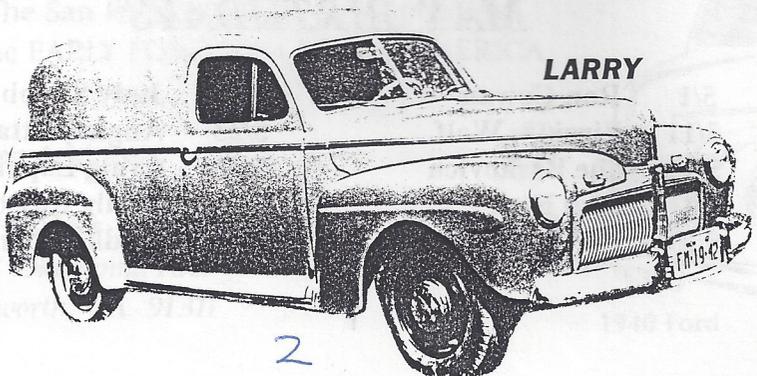
When we prepared the article about the March Teaser "Hot Date Convertible" it was partly to have fun with an obviously inaccurate model being sold. Now it appears that the joke is on us since the models ordered have never been delivered. However we will not stand for this sitting down and appropriate action is being taken. We still plan to award this model to the winner of the contest but it may not happen soon.

The answers to our April Teaser are published in this issue and the winner was Dan Krehbiel who scored all 20 correctly. The May Teaser doesn't solicit any response but it will surely get your attention if you are a student of flathead V8 engines. Check it out on page 15 and let us know if you have ever seen one like this. More than likely our secretary will locate a lengthy story about this engine and report about it in the June Drivelines.

Don't forget to bring something *nice* to our auction at the May meeting. This is the single fund raiser we hold each year to help pay our bills. See you there.

Thought for the Month:

"Once you start a difficult task it is automatically half done"



MAY 2, 2000 PROGRAM

VALLEY V8S ANNUAL AUCTION

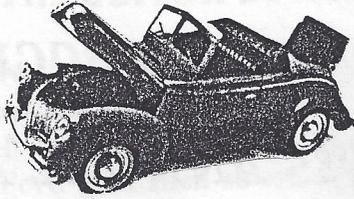
Here is your chance to clear out some of those parts and other automotive related items that are taking up space and help your club at the same time. Please include at least one NICE item.

Examples of items to bring to Auction Night:

- 1932-53 Ford Parts in Good Condition
- Automotive Collectibles
- Automotive Literature
- Shop Tools
- Other Items of Value
- Money !!

**OUR AUCTIONEERS WILL BE
BLACKY BLACKWELL AND
DON DURKEE**





Secretary's Corner...

President Stout opened the April 4, 2000 meeting with a call for officers' reports. Jerry Littner gave the Treasurer's report, in Lesley's absence. According to Jerry: "We're doing pretty good, we still have money." Don Durkee reported on the Edelbrock tour. Durkee also gave us a tip on how to remove a hubcap, without destroying the paint. Bruce Blackwell gave us the low-down on the upcoming tour to Yosemite. ...4:00 p.m., Saturday September 23rd is the date, for the Boscovich annual Bar B-Q. Steve also wants us to ink in Sunday December 3rd, at the Odyssey, for our Holiday Party and Installation Dinner. Darryl Thomas wants to know, if you're not getting the *Drive Lines*. National Director, Dennis Keene, concluded the reports, with a chat about "Director Apportionment," a topic for discussion at the April National Board meeting.

Following the break, California Highway Patrol officer, Lydia Martinez-Prows, was introduced as our guest speaker. Officer Martinez-Prows gave an informative talk on her thirteen years in law enforcement.

Donna Paschal and Carol Jensen won the nametag and ladies door prize drawings, respectively. Meeting adjourned at 9:27 p.m.

John Kemmerer

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:

What are the tolerances and adjustments used when installing new ring and pinion gears in my rear axle?

John's Answer:

The mechanical tolerances for setting up a 1935 through 1948 rear axle assembly are given below.

1. Differential side bearing adjustment : light drag fit.
2. Backlash between axle gears and spider gears: .010 inches
3. Clearance between spider gear and shaft: .005 to .008 inches
4. Backlash between ring and pinion gears: .006 to .010 inches
5. Axle shaft end play: .003 to .006 inches
6. Drive pinion bearing adjustment: 12 to 17 inch-pounds drag

MAY TOUR

WHERE: Fort Tejon Historic Park

WHAT: Battle Reenactment in Authentic Costume

WHEN: Sunday May 21, 2000

Valley V8 Members will meet at Woodley Park and leave at 10:00 AM sharp. We will drive to Fillmore and join the Ventura V8 Members. From there we will drive the back roads and lake route up to Fort Tejon. Bring a Picnic Lunch, Sweaters or Jackets, and a Camera with film. (Prize for best photographs taken on the tour) \$5.00 per person entrance fee at the park. Detailed maps of tour will be provided at the meeting place.

Questions call: Al Spencer 818-761-1734 or

5 Don Durkee 805-495-5298

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.

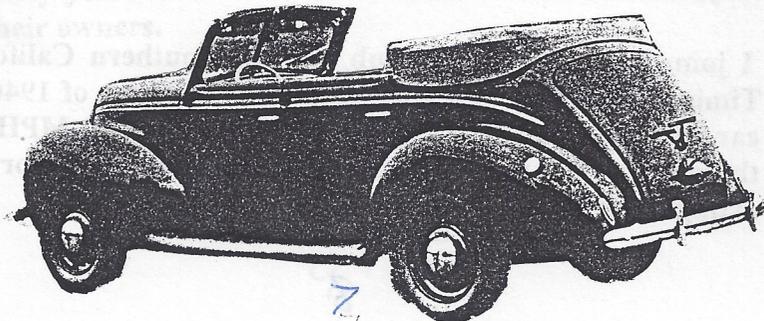
ATTEND MEETING _____	1 POINT
BRING A 1932-53 FORD TO A MEETING _____	2 POINTS
ATTEND A TOUR _____	1 POINT
BRING A 1932-53 FORD ON A TOUR _____	2 POINTS
ORGANIZE A TOUR _____	5 POINTS
GIVE A PROGRAM _____	5 POINTS
PREPARE THE MONTHLY NEWSLETTER _____	5 POINTS

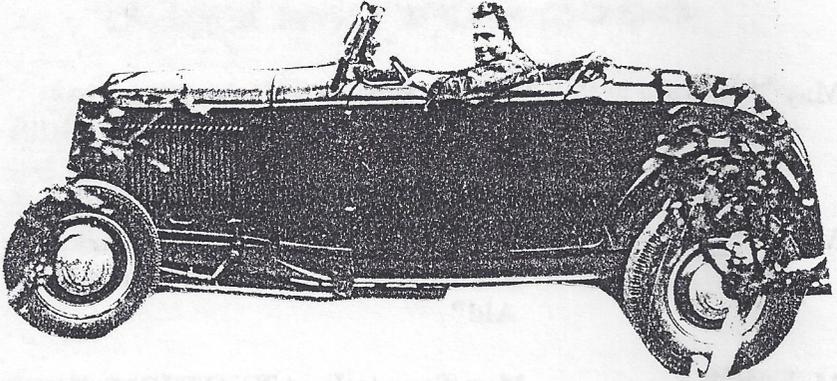
MAY UPDATE MEMBERS WITH 4 OR MORE POINTS

Cal Beauregard	8 points
Blacky Blackwell	5 points
Steve Boskovich	6 points
Joe DiFatta	10 points
Dave Gott	5 points
John Kemmerer	4 points
Jerry Littner	4 points
Lloyd Paschal	4 points
Tom Potter	8 points
Dick Stones	6 points
Dick Smith	4 points
Don Stout	4 points
John Wolf	4 points
Bob Zecher	4 points

CALENDAR OF UPCOMING EVENTS

- May 2nd _____ Valley V8s meet at Bakers Square
Chatsworth at Zelzah, Granada Hills
Annual Auction Night
- May 7th _____ Car Show at Johnny Carson Park,
Burbank. Sponsored by "Temporary
Aid"
- May 21st _____ May Tour to Fort Tejon. Leave from
Woodley Park at 10:00AM. See Details
On page 5.
- May 21st to June 4th _____ Jay Harris Southwest Tour 2000.
Contact Jay Harris 760-728-0311
- June 4th _____ Car Show at Woodley Park.
Sponsored by John Burroughs
High School of Burbank.
- June 6th _____ Valley V8s meet at Bakers Square
Chatsworth at Zelzah, Granada Hills
- June 17th and 18th _____ Roadster Show and Swap Meet at Los
Angeles County Fairgrounds
- June 25th _____ 1940 Ford Day at La Palma Park in
Anaheim. Special Event to celebrate
The 60th Anniversary of the 1940 Ford





MEMORIES FROM AN EARLY "EARLY FORD V8ER"

Most of the members of the Valley V8s probably owned their first 1932-53 Ford sometime during the 1950s or 1960s when they were still affordable and reliable(?) transportation. I built my first car using a modern 1937 flathead V8 in a 1929 Ford Roadster. The year was 1943 and the War effort made civilian cars and parts very scarce. The best source of parts was to scavenge from abandoned and broken down vehicles which were quite plentiful. The engine for my roadster came from a 1933 Ford coupe which I bought for \$75. The frame came from a 1929 Ford coupe and the coupe body was traded to get the roadster body. The remaining parts were purchased from wrecking yards and the whole project took six months and \$180 to complete. This was a pretty big accomplishment for a 15 year old Van Nuys hot rodder.

I joined the Throttlers Club and the Southern California Timing Association the following year. In June of 1946 the car was timed at El Mirage Dry Lake at 104.40 MPH. In those days we ran without helmets, safety belts or fire extinguishers.



While still in high school I met Ted Cannon who let me work in his shop doing flathead porting and relieving. This man made a lasting impression on my life as he could see that I had a great desire to learn and he would take the time to guide me. He not only taught me how to arc weld and operate the lathe but he showed me by example how to have respect for others.

Before I moved on to other things I had built 14 versions of these flathead V8 powered model A Fords. Not only did the assembly of these cars result in other Ford donor cars being junked but I also contributed to the demise of a number of Lincoln Zephyrs after borrowing their ignitions, transmission gears, brakes, oil pumps and wheels. In the late 1940s there was little demand for these worn out cars but fifty years later those that survived would be treasured by their owners.

BY MIKE MUNROE

LEGISLATIVE ALERT

Pro-Hobbyist Bill Introduced in California

A friend to the California vehicle hobbyist community, Senator Maurice Johannessen, has introduced a bill (S.B. 1811) that would provide for special license plates for homebuilt cars and exempt both homebuilts and collector vehicles from the state's smog check requirements.

We Urge You to Contact Your State Legislators in Support of This Bill

- S.B. 1811 defines a homebuilt car as a vehicle that is built by an individual for personal use and includes, but is not limited to, motor vehicles built by utilizing home built kits.
- S.B. 1811 specifies that homebuilt cars are built, maintained and operated for purposes of exhibitions and may be operated up to 2,500 miles a year.
- S.B. 1811 defines collector vehicle as a vehicle not driven on a daily basis, operated less than 5,000 miles a year and only used for purposes of obtaining maintenance or repair work, collector car events or parades.
- S.B. 1811 specifies that to be exempted from the smog check, collector vehicles must be insured as a collector vehicle and/or the vehicle owner must sign a declaration with the Department of Motor Vehicles indicating that the vehicle is a collector motor vehicle.

Contact your state legislators in support of this legislation. This bill strives to protect vehicle enthusiasts and collectors in California by creating new classifications for exemption. If you need assistance in determining who your legislators are, please contact the California Legislature's General Information line: 916/445-4311. This information can also be obtained by calling the SEMA Washington, D.C. office at 202/783-6007 or you can access this information via the internet at <http://www.sema.org/fedleg/legislatorrequest>.

Please fax a copy of your letters to us at 202/783-6024 or mail to:

SEMA Washington Office
1317 F St., NW, Ste. 500
Washington, D.C. 20004
Attn: Steve McDonald/Brian Caudill

Headquarters: P.O. Box 4910, Diamond Bar, Calif. 91765-0910
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CARS AND PARTS MARKETPLACE

CARS FOR SALE:

1940 Ford Deluxe Coupe. No engine. \$6000.
Joe Heard 626-796-6810

1947 Ford Super Deluxe Coupe. Lillian
818-767-5769

1940s and 1950s Cadillacs Ed Cholakian
818-361-1140

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

1939 Ford frame \$300; 3.54, 3.78 and 4.11 Ring and
Pinion Sets; 1939-48 Backing Plates complete with
hardware and shoes, \$100 for set; Brake Drums 1932-
48. Columbia parts and repair service. Dan Krehbiel
909-302-5922

Adapter for C4 transmission to 1949-53 flathead.
Complete including starter. \$400. Heater for 1951
Ford without controls. \$100. Vince Barisic.
530-622-8273

ANNUAL AUCTION - MAY MEETING

PLEASE BRING AT LEAST ONE NICE PART
TO SUPPORT YOUR VALLEY V8S

POTENTIAL PROBLEMS WITH WATERLESS COOLANT

I am sure that many of you have seen the advertisements for the new Evans NPG coolant like that shown below. I reviewed their claims and talked with one of their technical representatives several months ago to see if this product is suitable for a stock flathead engine. I learned that the coolant has about one-half the thermal efficiency of a water based coolant. I was never able to get a clear answer as to how much hotter the engine would run but was assured that they have a number of customers who have had good results using this product in antique autos like ours. Valley V8 member Allan Franklin spotted a letter to the editor of Hemmings Motor News concerning the use of this product in a flathead V8 application. The letter was written by a man who suffered fatal engine damage using this product for 8 miles! His letter is repeated on the following page. Of course there may be more to this story but it certainly validates the principle that one must do his homework before embarking on the new and unknown. Our thanks to Allan Franklin for sending this in. Ed.

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USED IN WINNING CAR • GREAT RACE 1999 USED IN WINNING CAR • GREAT RACE 1999

Bad Mod

Dear *HMN*,

I've been in the old car hobby for almost 40 years. In that time I've worked on and restored mostly Fords with the flathead V8 engine. I do all my own work rebuilding engines so I am knowledgeable about the flathead V8.

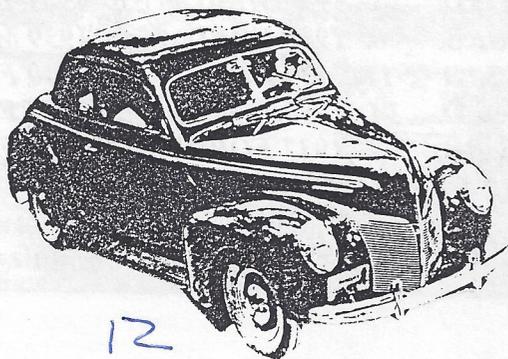
Three years ago I finished restoring a '40 Mercury. Due to the design of the flathead they always run on the warm side—about 190 to 200 degrees F. So when I saw an ad for Evans NPG coolant, I thought it would be beneficial to try it. I installed the Evans as per instructions—4 lb cap, overflow tank, etc. The instructions indicated that the gauge would read higher due to the coolant removing heat from the engine, so I wasn't alarmed when I drove the car to a show about eight miles away.

When I arrived, the oil pressure was down to zero, there was smoke coming out of the dipstick hole, and you could have cooked eggs on the engine. Yet you could remove the cap without boilover. I had the car towed home and removed the Evans. Now the engine burns a quart of oil in less than 100 miles, smokes, and has lower oil pressure. An engine with only 4,500 miles on it was ruined in eight miles.

This product might work well in modern race engines and other old car engines, but it won't work in flathead V8s. There is nothing in the literature that warns against certain old engines having a problem with this product. Believe me, I love old cars, and have no motive in writing this other than to prevent someone else from ruining their flathead engine. I think the problem arises from the fact that in flatheads the combustion chambers are so close to the cooling passages.

George Ziegel

Monmouth Junction, New Jersey



ANSWERS TO THE APRIL TEASERS:

Our teasers for April tested your knowledge of 1932 through 1953 Ford V8 and Mercury Passenger Cars "Firsts and Lasts." The questions are repeated below and are followed by the correct(?) answers.

1. What was the first year Ford offered a heater?
2. What was the last year for front suicide doors?
3. What was the first year for keyholes on both doors?
4. What was the last year for a locking steering column?
5. What was the first year for a trunk light unit?
6. What was the last year for engine anti-chatter rods?
7. What was the first year for the square voltage regulator?
8. What was the last year for the running board?
9. What was the first year for the front stabilizer bar?
10. What was the last year for floor parking brake handle?
11. What was the first year for battery condition gauge?
12. What was the last year for battery condition gauge?
13. What was the first year for the center bumper guard?
14. What was the last year for the 16 inch wheel?
15. What was the first year for four wheel cable brakes?
16. What was the last year for the phaeton?
17. What was the first year for the all metal roof?
18. What was the last year for the 60 horsepower engine?
19. What was the first year for 15 inch wheels?
20. What was the last year for the convertible sedan?

ANSWERS:

- | | | |
|----------------|----------------|----------------|
| 1. 1934 FORD. | 2. 1934 FORD. | 3. 1941 FORD. |
| 4. 1947 FORD. | 5. 1940 MERC. | 6. 1941 FORD. |
| 7. 1938 FORD. | 8. 1948 FORD. | 9. 1939 MERC. |
| 10. 1936 FORD. | 11. 1939 FORD. | 12. 1940 FORD. |
| 13. 1937 FORD. | 14. 1953 FORD. | 15. 1937 FORD. |
| 16. 1938 FORD. | 17. 1937 FORD. | 18. 1940 FORD. |
| 19. 1942 MERC. | 20. 1940 MERC. | |

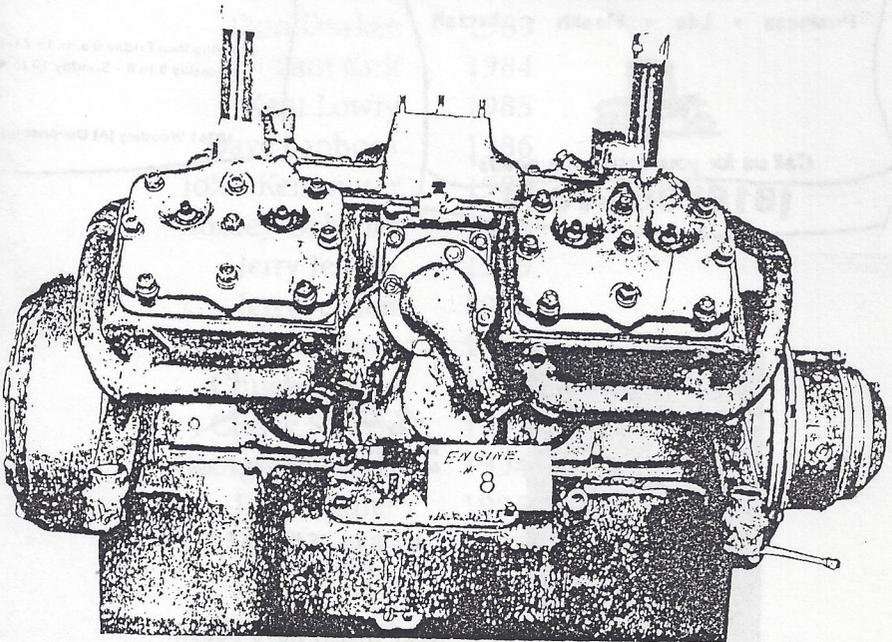
Dan Krehbiel was our winner for this quiz with a perfect score.

EARLY FORD V8 TEASERS

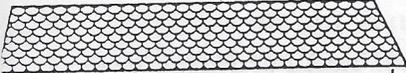
This section is intended to tap the combined knowledge of our members and solve some of the mysteries of the Early Ford V8 world.

May Teaser:

The picture below provides the proof that Ford produced a flathead V8 engine using four heads! The year was 1938 and this 254 cubic inch experimental engine used an aluminum block. The engine was designed by Karl Schultz working closely with Henry Ford at the Residence Laboratory. This engine was coupled directly to a transmission and differential to provide a unified drivetrain for a rear engine car. One car was built and tested by driving it around the Residence driveways.



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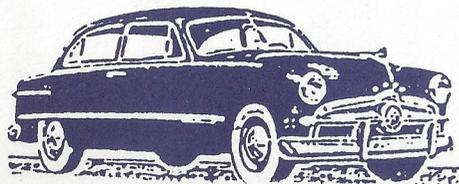
The Valley

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
Rose Gott	1999

The Valley 's

10944 Oklahoma Ave. • Chatsworth, CA 91311



1950 Ford