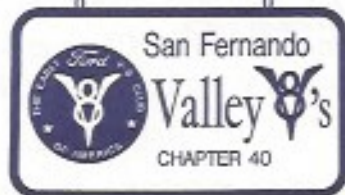
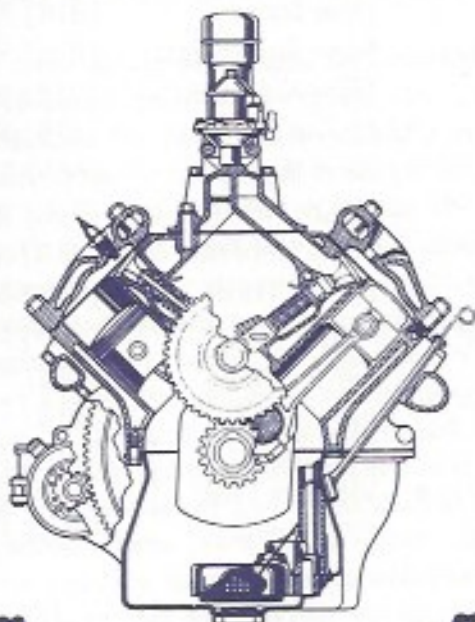




JULY

2000

Our 30th Year



Drive Lines

The Valley

2000 OFFICERS

<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

The July meeting is just ahead and once again I am lost for words. The Hooky Day was great. Don Durkee did his usual outstanding job.

Cheryle and I were home all month so I needed a project to start. Looking around I decided to replace the driveway which has been cracked since the earthquake. That's my project, but a 30 foot wide driveway is too much concrete so we decided to use interlocking pavers and do the walk on the other side to match. Out with the old and two minor changes later the driveway looks great in terracotta random cobblestone.

Now the slumpstone planters need a brick cap to coordinate and that's scheduled and done in one day. While they are cutting the bricks I say "just cut them on the lawn since it needs replacing anyway". The new lawn is scheduled, but we better replace the old sprinkler system while we are at it. So we pulled out the rest of the old landscape and tilled it all at once.

The new Marathon Three lawn looks great and it only took seven trips to the nursery to replant the necessary flowerbeds! Great project. Where did the month go anyway? The new driveway will now park four cars and my Ford can come and go without moving any other cars. A successful project for only the cost of one classic car. I better e-mail this to our editor. Hope you all own more FORDS than stock.

PRESIDENT DON

JULY BIRTHDAYS

7/3	Mary Durkee	7/22	Ed Hardin
7/3	Tom Welch	7/23	Steve Boskovich
7/9	Chuck Shubb	7/29	Harriett Rose
7/14	Pete Dresser		

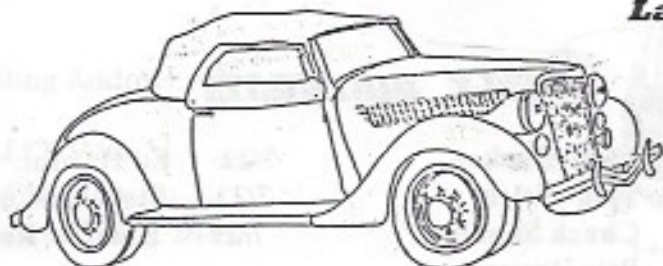
THE EDITOR'S PAGE

This month we have two featured stories for your enjoyment. Kent Lowry has provided us with a great recap of the recently completed "Harris Tour 2000." His account gives you a vivid picture of what can happen when our Early Ford V8s are taken on a 3,000 mile trip in temperatures well over 100 degrees and altitudes reaching 10,000 feet. Our second feature story by Dan Krehbiel tells us how he found and put together his first Early V8, a 1939 Convertible Coupe. This all happened in 1963 and the cost to buy and restore a V8 was quite different than today.

We need your story relating to an important Early V8 in your past to share in a future issue of the Drivelines. Every Valley V8 member has a story to tell and we can turn your informal copy into print.

I am pleased to report that we will finally award a "1940 Hot Date Convertible" to the winner of our March Teaser. It seems that our Secretary has come to my rescue and located one of these elusive beauties. If our original order is ever delivered there will be a prize for the runner up to that contest. The official presentation(s) will have to be delayed until the August meeting as I will be spending early July climbing around on the hills of Iola, Wisconsin searching for more rusty iron.

Thought for the Month from an old Chinese Proverb:
 "Be careful what you wish for; your wish may come true"



Larry

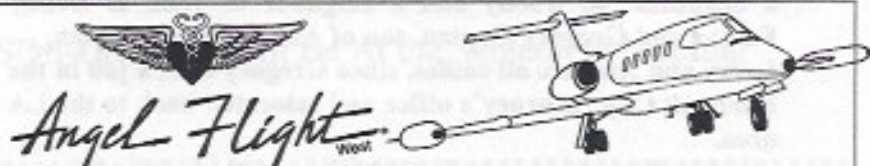
Program ... Wednesday, July 5, 2000

(the day after the 4th of July)

at Baker's Square

Letter to Dear Abby, newspaper columnist ...

DEAR ABBY: On June 24, Wendi Gladstone married Tom Potter. Both are members of our Ford Club. Wendi will be speaking about her position with Angel's Flight ...



Wendi became a non-pilot member of Angel Flight, a free, non-emergency medical transportation unit provided by volunteer pilots, in 1992. She volunteers her time at Angel Flight's headquarters located in the Santa Monica Airport, coordinating missions, answering phones, preparing mailings and assisting with the volunteers for special events.

Angel Flight's mission is to provide free air transportation via private aircraft where there is compelling human need.

Angel Flight arranges flights for patients who are medically stable, ambulatory, able to board a small private aircraft and sit upright for the duration of the flight, and not medically restricted from flight.

For more than a decade, Angel Flight has provided not just free transportation by air, but transportation that cares. The free flights are made possible by the care, concern, generosity and compassion of volunteer private pilots who donate their aircraft, their skills and their commitment to community service. There is no charge, of any kind, to anyone using Angel Flight.

... and my question is, "Do I introduce her as Newlywed Wendi Potter or Mrs. Tom (Gladstone) Potter, or just Wendi?"

DEAR JOE: You do need professional help! (Isn't that the truth.) However, I'm forwarding your letter to my sister, Ann Landers, and to Dorothy Manners. Perhaps we should just attend the meeting and see how you get out of this predicament!



Secretary's Corner...

President Stout convened our meeting of June 6, 2000 at 7:31 p.m.. The introduction of guests included Gaby Almonte, guest of Joe DiFatta, Chuck Luthgruedt, owner of a beautiful '46 woody and a neighbor of John & Debby Farrar and Gregory Caplan, son of Ann & Larry Caplan. ... Larry and Ann are all smiles, since Gregory took a job in the Burbank City Attorney's office and relocated back to the LA area.

Lesley Littner reported that the auction fattened our treasury, by a little over 800 bucks. Wendi Gladstone reminded us that the Potter / Gladstone wedding is still on for June 24th and we're all invited. She asked those attending to please bring your old cars. Rose Gott said there would be another "Car Row," on Van Nuys Boulevard this year. It will be held on September 24th, from 10 till 4. Al Spencer is still waiting on photographs from the almost Fort Tejon tour, for the photo contest. Also re tours, Don Durkee has the plans for our "let's play hooky" tour almost finalized. By the time you read this the tour will be done, so you'll have to come to the meeting on the 5th, to hear about it from Durkee. Joe DiFatta, says he has a lead on some '47-'48 Ford parts for sale. Also, Valencia is looking for some old cars for their 4th of July parade. Later in the month Marsha and Joe will be hosting the Mid Valley Police Council's annual bash at their house. See Joe, for the details, if you're interested in attending. Since Joe seems to have the San Fernando & Santa Clarita Valleys covered, Dudley Ochsner felt that the San Gabriel Valley should be represented. Dudley says there's a great cruise night every Saturday at the Fudruckers, in Pasadena.

There was no old, or new, business. After the break, Dave Sanborn gave an enlightening talk on Count Alexis de Sakhnoffsky. The meeting was adjourned at 9:26 p.m

John Kemmerer

ANNUAL END OF SUMMER BARBECUE

Saturday, September 23rd at 4:00 PM

At Home of Steve and Sue Boskovich

Please Bring an Appetizer, Side Dish or Dessert.

Sign-Up Sheet Will Be At the September Meeting

FALL CLASSIC TOUR 2000

Destination: Placerville, California

Dates: November 2nd through 5th

This year's tour is four days and three nights.

November 2nd at the Angels Inn Motel in
Angels Camp. 209-736-0226

November 3rd and 4th at the Cary House Hotel
In Placerville. 530-622-4271

You must make your room reservations early.
Space is limited. Contact Gerry Blackwell at
661-268-0040 for more information.

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

JULY UPDATE MEMBERS WITH 10 OR MORE POINTS

Cal Beauregard	10 points
Blacky Blackwell	17 points
Joe DiFatta	14 points
Don Durkee	16 points
Dave Gott	13 points
John Kemmerer	10 points
Tom Potter	14 points
Dick Stones	14 points
Dick Smith	15 points
Don Stout	10 points
John Wolf	14 points

CALENDAR OF UPCOMING EVENTS

- July 5th _____ Valley V8s meet at Bakers Square
Note that this is Wednesday Eve
 Chatsworth at Zelzah, Granada Hills
- July 16th Pomona Swap Meet at the Los Angeles
 County Fairgrounds
- July 28-30 Model T Club Parts Exchange at
 Cerritos College. 11110 Alondra Blvd.
 Norwalk For Info 310-353-6662
- August 1st Valley V8s meet at Bakers Square
 Chatsworth at Zelzah, Granada Hills
- August 27th Pomona Swap Meet at the Los Angeles
 County Fairgrounds.
- September 5th Valley V8s meet at Bakers Square
 Chatsworth at Zelzah, Granada Hills
- September 23rd Annual Summer Barbecue at the home
 of Steve and Sue Boskovich.
- November 2-4 Fall Classic Tour to Placerville with the
 Ventura V8s. For Info Gerry Blackwell
 661-268-0040
- December 6th Annual Holiday Party at the Odyssey
 Restaurant. 6 PM, Save This Date!

My First "Harris Tour"



Most Early V-8 members from the Southern California area have heard about the Jay Harris tours to the Western Regional Meets. Jay sets up a 5 or 6 day tour to the meet with stops along the way to see various points of interest. Research on these meticulously planned tours starts a year in advance. When no group initially offered to host the "2000" Western Meet, Jay began to plan a "mega" 15 day tour of the Southwest that covered some 3000+ miles and the states of New Mexico, Arizona, and Colorado.

It is not my intention here to give a day by day account of that fantastic tour, but I will say that Karen and I saw areas and sights that we never would have seen if we were out by ourselves.

I want to recount some of the things I learned about touring with a group of flathead V8s. First, you know there are always going to be casualties. I just didn't know that my '51 Victoria was going to be the first one! She was sent home with a fever (high temperature) and we ended up taking a modern car.

Never take a car with a newly rebuilt engine on tour until you've put enough miles on it to break it in and eliminate any problems that arise. I only had 200 miles on a new engine that was using 190 degree thermostats and it boiled over after shutting it off at Lloyd Paschal's house prior to driving to Temecula to begin the tour. I knew it wouldn't make it over some of the mountain passes (10,000 ft.) listed on our itinerary without overheating again, so I reluctantly took it home and exchanged it for a modern vehicle.

Jay Harris planned the tour for this time of the year after researching weather temperatures, but El Nino played havoc with the weather and we had exceedingly hot weather on a lot of our trip. As you know, some flatheads don't like hot weather. On the first day out, we picnicked at a park in Blythe at 114 degrees.

A 1941 Woody boiled over at least 5-6 times that day on the way to Tempe. I know because I poured 5 gallons of water into the radiator 4 or 5 times myself! The owner was using a zero pressure radiator cap and it was decided that a 4 lb. cap would be better, so one was installed. A couple of days later the radiator sprung a leak and we nursed the Woody 50 miles to the next town by stopping at houses to refill our 5 gallon container to satisfy the Woody's thirst. The overheating problems disappeared after stopping to have the radiator serviced. In fact, this car made it through the rest of the trip with only a couple of instances of vapor lock noted.

Vapor lock is another nemesis of our flatheads. Several cars had problems when the temperature got over 100 degrees. Most times the cars were hard to start when hot, after stopping for sight-seeing. The usual remedy worked fairly well; put a wet rag around the mechanical fuel pump and fuel lines, wait 10 or 15 minutes, and try again. In my opinion, the best solution for people touring during hot weather is to have an auxiliary electric fuel pump. One hot day the drivers of a '47 Woody and a '40 coupe told me the only way they could run faster than 60 miles per hour was to turn on their electric fuel pumps. These same drivers never had problems starting up their cars when the engine was hot, either.

Carrying a sufficient supply of reliable spare parts is another necessity when touring. The owner of a beautiful '36 3-window coupe had problems in the hot weather that were attributed to his coil. He had a rebuilt "A & S" coil on his car and also had a rebuilt "A & S" coil for a backup. The only problem was that neither one was any good! He fought the problem until we arrived in Tombstone, where Dan Krehbiel came up with another distributor with an adapter plate that allowed use of a more modern externally mounted coil. This vehicle then ran fine until we stopped in the Petrified Forest and his starter stuck. He thought he was having an electrical problem. He tried "bump starting" the car to no avail and then proceeded to start checking out the electrical system with the help of another V8er. I was standing 3 ft. behind him when they shorted out the battery while removing the floorboards, and blew up the battery. Talk about a flash of white light and a loud boom! Luckily, he wasn't injured. A Park Ranger came along and called several auto parts stores to find another 6 V battery for him. Karen & I drove the 40 miles to Holbrook, Arizona to pick up the battery and Jay Harris dutifully stayed behind to help find the starting problem. The starter wouldn't free-up by rocking the car back and forth, so they started unbolting it and it came loose. Needless to say, they arrived at the motel late that night. I guess the moral of this story is that just because you bought a rebuilt one, it doesn't mean it's any good; you better test your "stuff" before you rely on it.

As for other problems encountered on the trip: There were 2 instances of problems traced to dirt in the gas tank. At least 2 generators bit the dust. There were a few carburetors and fuel pumps changed. One person had to change the condenser. Another person had his electric fuel pump fail, but got a replacement at a NAPA store. One person had 2 failures of his Coker wide whitewall radial tires and ended up replacing all 4 tires.

My impression of the tour? Bad weather aside, this was a great tour. Would I do it again in a flathead? Most certainly, but I don't think I would go for more than 5 or 6 days. This packing/unpacking every day for 15 days gets to be a job, and I'm retired you know!

KENT LOWRY



Survivors of the "Harris 2000" Tour

MY FIRST V8 CLUB CAR

In the Spring of 1963 I was working as a young Applications Engineer at Honeywell Controls and riding to work in a car pool so my wife could have a car at home. I sure could use a second car to drive to work in. What would be better than an early Ford V8 that I could restore myself?

One Sunday in March the Los Angeles Times Classified section listed a 1939 Ford Convertible Coupe for sale at \$150. I had never seen a 1939 Ford Convertible but figured that it would look a lot like a 1940 Ford Convertible with a 1939 Deluxe front end. I was surprised to find out that it had a rumble seat instead of a back seat and a short top that looked good.

We packed up the kids in our family station wagon and drove all the way from Long Beach to West Los Angeles and bought the car from a UCLA student. I started driving the car home on the new 405 Freeway. At any speed above 40 MPH the front end started shimmying so badly that I could hardly stay in my lane. I drove the rest of the way on surface streets.

The car was painted baby blue, the top was in tatters, it had 1940 headlights and a 59AB engine painted red plus a big dent in the right front fender. I began to restore it and found lots of NOS parts at the local obsolete Ford parts stores. Unfortunately my budget was not up to most of the quoted prices! I found five different 1939 parts cars in local junkyards and had a list of what parts were available at each place and how to get the best price at each of these places. My cost for major restoration services in 1963 were as follows:

- | | |
|---|--------|
| 1. Body work and paint entire car black | \$550. |
| 2. Upholstery and new top | \$250. |
| 3. New Firestone Whitewalls and tubes | \$100. |
| 4. Salvage yard parts | \$22. |

By June I had a good looking 1939 Ford Convertible to drive to work. Later I found a Columbia Rear Axle at a salvage yard for \$15 and the controls came from a coupe that was abandoned at a muffler shop! I drove this car back and forth to work for five years. In 1966 I joined the V8 Club and drove to their first National Meet at Lake Tahoe. I put about 30,000 miles on this car before selling it in 1968 for \$1850 to buy a 1939 Deluxe Station Wagon which I still own today.

DAN KREHBIEL

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

PARTS FOR SALE:

1969-72 El Camino Tailgate, \$150. Dick Stones
805-230-0070

Miscellaneous 1937-38 Brake Parts. Dudley Ochsner
626-446-1206

Used ring and pinion sets. Columbia Parts and Repair
Service. Dan Krehbiel 909-302-5922

Flathead engines and parts. Jack Miles 818-347-8617

PARTS WANTED:

1939 V12 Heater Shutoff Valve and 1974-79 Ranchero
Tailgate. Cal Beauregard 626-355-2739

1940 Pickup Hood and Left Rear Fender. Dick
Colarossi 818-341-3121

EARLY FORD V8 TEASERS

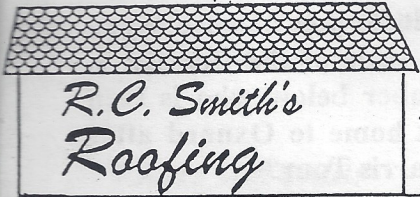
This section is intended to tap the combined knowledge of our members and solve some of the mysteries of the Early Ford V8 world.

July Teaser:

The July Teaser should not be difficult for you to solve if you have read the feature articles in this issue of the Drivelines. Can you identify the Valley V8 member below who is seen pushing his 1951 Ford Victoria back home to Oxnard after failing to make the start of the 2000 Harris Tour?



THESE ADVERTISERS SUPPORT THE VALLEY V8S



**R.C. Smith's
Roofing**


Roofing & Waterproofing • Complete Maintenance Service

8707-D Lindley Ave., Ste. 199, Northridge, CA 91325
Lic. #356650

BOOKKEEPING **INCOME TAX**
ADMINISTRATIVE SERVICES **PREPARATION**

LITTNER FINANCIAL SERVICES
LESLEY A. LITTNER

5051 BLACKPOOL AVE.
OAK PARK, CA 91377



(818) 597-9016
FAX: (818) 597-9145

• ANTIQUE CARS •

E'D HARDIN INSURANCE
Business • Life • Health • Aircraft



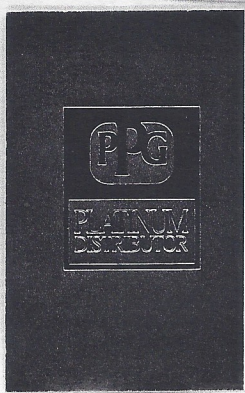
Call us for your insurance needs!
(818) 363-7864

DON'S
Auto Parts

MACHINE SHOP and BALANCING

Monday thru Friday 8 a.m. to 7 p.m.
Saturday 9 to 6 - Sunday 10 to 4

10241 Woodley (At Devonshire)



DARYL FIEDLER
General Manager

WEST VALLEY AUTO COLOR

7008 Topanga Canyon Blvd. Canoga Park, CA 91303
818-883-7090 Pager-818-776-6203

The Valley

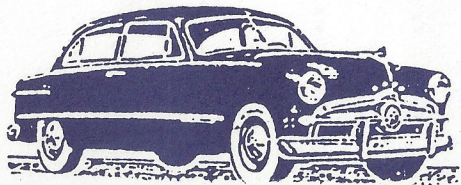
PAST PRESIDENTS

.....

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