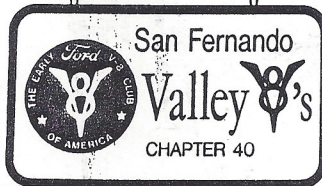
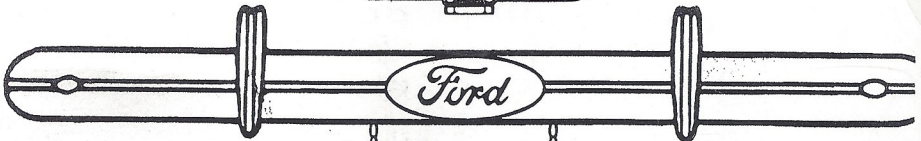
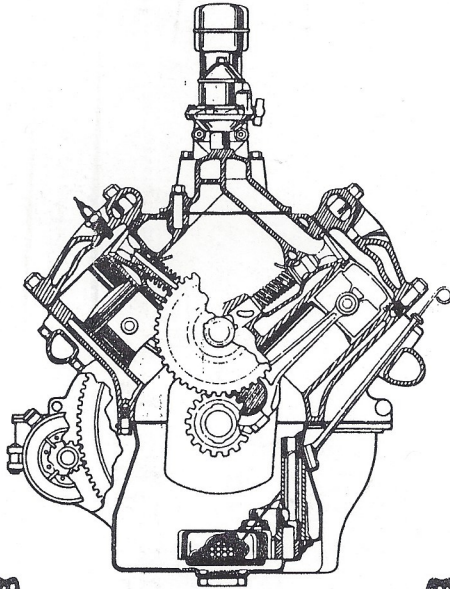




July 2001

"Our 31st Year"



Drive Lines

The Valley s

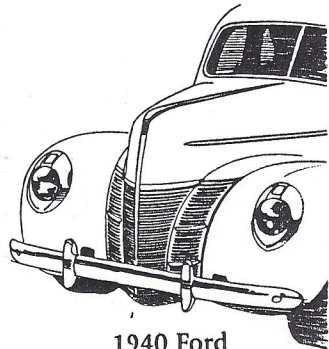
2001 Officers

President	Steve Boskovich	(818) 341-6876
Vice President	Gary Glass	(818) 885-6938
Secretary	Wendi Potter	(818) 884-8019
Treasurer	Ingvar Carlson	(818) 458-3938
Tours	Joe DiFatta	(818) 700-1939
Programs	Don Stout	(818) 998-7054
Editor	Tom Potter	(818) 884-8019
Publisher	Dave Sanborn	(818) 709-0741
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Ladies Gifts	Carole Jensen	(805) 491-3355

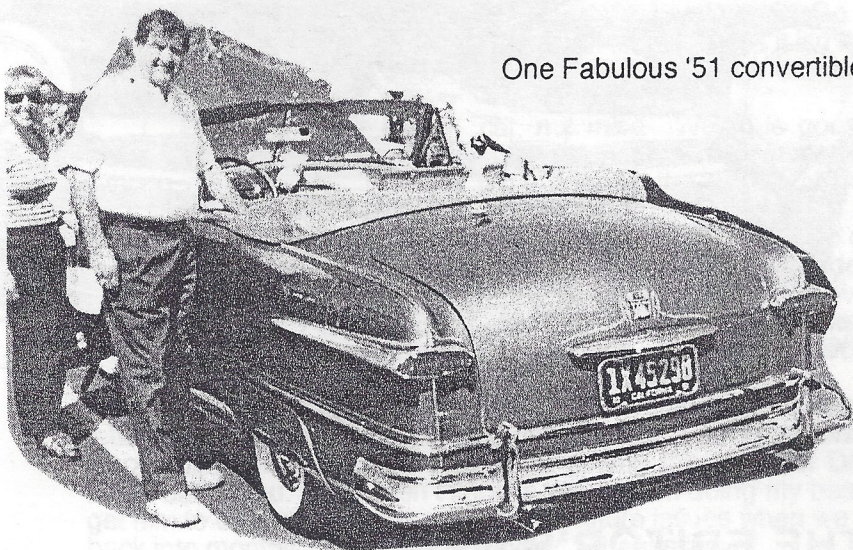
Meeting 1st Tuesday of the month 7:30 p.m.
No host dinner starting at 6 p.m.
Baker's Square Restaurant,
Chatsworth & Zelzah, Granada Hills, CA

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
10745 Delco Avenue
Chatsworth, CA 91311



1940 Ford



One Fabulous '51 convertible

The Pres., the Sec. / Fabulous Fords, Knotts Berry Farm, Apr. 22, '01.

Cruisin' with Steve

The year is almost half over. It seems like life is just moving too fast. Hope all of you fathers had a great Father's Day. I spent most of the day at the 13th annual Father's Day Car Classic at California Lutheran University. It's one of the most beautiful settings for a vintage auto show. All of the cars are on the lawn nestled among trees and meandering creeks. I did not have as good a day as Shel Harriman who took first place with his '32 Roadster. My '51 Convertible took 2nd place. Jerry Jensen's '39 Convertible Coupe took Reserve Best of Show. What a fabulous car! Way to go Jerry!!!!

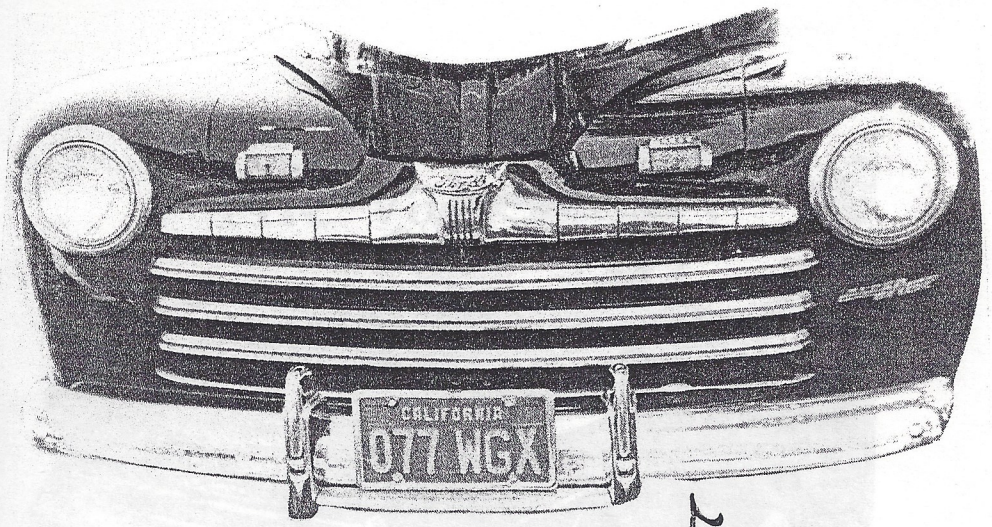
The cars at this show were unbelievable. Great Packards, Rolls Royces, Cadillacs ---- most of them trailed. Best of Show was a '31 Buick Dual Cowl Phaeton. Competition was stiff. Henry would be very proud of Jerry and his '39.

Those of you who missed the Bob Kennedy tour (I was one of them), sure missed a great collection. Joe said it was a wonderful collection of cars and toys and other collectables. Bob has nine cars. Other members of his club were there with about 18 additional autos. Thanks to Joe DiFatta for planning another outstanding outing.

Ingvar Carlson has accepted the position of treasurer for the remainder of this year. Our thanks for stepping into a leadership position in the club. Welcome aboard!

Hope to see all of you driving your Early V-8s this summer. They look better when driven. See you at the next meeting at Baker's Square on July 3rd at 7:30.

PRESIDENT STEVE



THE EDITOR'S GRILL E

Howdy! I'm Tom Potter and I'm trying to staple together my first Drive Lines issue. By the time you receive this, the July meeting will be coming up. Drive Lines is alive and well, but has been hibernating since last January due to the lack of an editor. Unless someone steps forward, that situation will continue for the rest of the year. I am still an unretired teacher, so I'm using the time between the Spring Semester and Summer School to try out an issue on you all. If you are fairly happy with my first and somewhat feeble attempt to bring one of these things together, and if I don't loose my RPMs for other reasons between now and December, I will attempt monthly Drive Lines issues starting in January. If the State of California sends me a small check now and then, I can officially retire in December and that's an opportunity to put something back into the club in return for what Wendi and I have come to enjoy from the club.

Backing up a little, how did all of this start for us? I've owned some Chrysler products which were fine cars. In the 70's, I lived in Germany for three years and had a blast burning up the Autobahn in a '69 BMW 2002. But, I have always been most interested in Fords and Mercurys. Since I learned to drive on my Dad's '37 standard 85, (see photo near end of this issue), I have owned five flat head V-8s and five newer Ford products. So Wendi and I thought we would explore Ford clubs in the area. After looking around, we found the Valley V-8's. We met some of the friendliest and most welcoming folks we can imagine. That, to

us, was the most important part. It really made a difference when people went out of their way to help us feel welcome. So we joined. Joe had a '46 Fordor that was right for us. While it isn't a Dearborn car, it is very solid and offers us just enough challenge to make it fun.

By the way, it is *our* car, not *mine*. Wendi is good at getting greasy too and is pretty good at carburetor disassembly, among other things. Now we have been in the club for almost two years. The tours (like Placerville and Cherry Valley), the meetings (like Glenn and Ralph Davis on the '49) and the one day events (like Bob Kennedy's toy and car collection) are rich in detail as well as being fun. I learn stuff I didn't know I didn't know every time we go out. For example, I played with Smith-Miller trucks as a little kid. They were just trucks to play with. I left them outdoors to rust. If I'd known then.....

I want to thank Dave Sanborn for getting the President's letter and the Secretary's minutes out these past several months. I appreciate his continued support in getting this issue of Drive Lines out to you. He doesn't know it yet, but I'm doing my best to get him to continue to address and mail future issues when we get back into monthly production next year. Thanks Dave!



How have Fords changed in 54 years? The Taurus SE has a 200 HP 24 valve DOHC V-6, the Super Deluxe Fordor has a 100 HP 16 valve single cam V-8. Except for that, the cars are pretty much the same....??

FROM THE RIGHT SEAT

SECRETARY'S MINUTES: Wendi Potter

Date: 6/5/01 Meeting Place: Bakers Square Car Count:15

Meeting Leader: Gary Glass, Vice President

Start Time: 7:30 Adjournment Time: 9:30

Introduction of Guests:

Tony Miller, Vice President of Hot Wheels,
Drives a '36 3 window and a 50 1/2 Victoria *

TREASURER'S REPORT: Patti Smith

The treasury is looking good. We are in the black. Patti reported at the end of her Treasurer's Report that she is resigning, effective tonight. She and Dick will be moving to Northern California soon. Thanks for your help, Patti. We will miss you and Dick.

UPCOMING TOURS and EVENTS:

1. **The Classic Series** will be at held at CSUN, North Campus Parking Lot, west of Zelzah on Lassen. No cost to the first 100 entries. **Wednesday, July 4, 2 p.m.** Contact **Irv Felder** at (818) 772-0405.
2. **Paradise Cove** The time of departure for the restaurant in Malibu is **July 8 at 9:30 at Woodley Park.**
3. **J. Harris Northwest Tour 2001. July 28-Aug. 11:** Oregon Coast to Washington. For more information call (760) 728-0311.
4. **Western National Meet, Pismo Beach. Sept. 17-20:** For further information; call (760) 242-2077, FAX (760) 242-0257, or email EFV8@aol.com
5. **Annual Club BBQ** to be held at Steve and Sue Boskovich's home **Sunday, September 23.** Food, Fun and Games!
6. **Fall Tour to Columbia On Nov. 2-4** Make your reservation now. Rumor has it that Mark Twain will show up. Do we believe this? Does Gerry tell the whole truth and nothing but the truth? Anyway, contact Gerry Blackwell for details and reservations; (661) 268-0040.

Raffle winners:

A special thanks to **CQ Auto Parts** for donating the raffle items.

Ladies (2): Karen Lehman, Edy Cowan

50/50 drawing: Dick Smith

PROGRAM FOR THE NEXT MEETING:

The July 3rd Program will be Philip (Flip) Smith from Flip's Tire, Van Nuys who will give us an inspirational talk (**with humor**) about the care of tires on your car. Tires, we use them daily and trust our lives to them. Learn all about how they are made, of what, by whom and how to tell sizes. Flip has over 30 years experience and will tell all. All???

Featuring the "Car of the Month"

Starting at the July meeting and each month after that, a panel of judges will pick a car which they like that has been driven to the meeting. It does not have to be a show car. The winner will receive a \$10 gift certificate to Baker's Square and the car will be featured in an article in the next issue of Drive Lines or the minutes of the meeting. We hope to see you and your car!

* Editor's note: Tony Miller told me what he drove to the meeting. "Huh? What is a 50 1/2 Victoria? That must be a very rare car. I've never heard of one before. Victorias are all '51s." He said, "Come out to the parking lot, I'll show you my car." There it was, a beautiful '50 Victoria or at least it looked like one from a distance. From close up, I noticed that the spinner in the grill had no cylinder count, "6" or "8", just smooth chrome. It had a beautiful and very non-stock all leather interior. Then I noticed a '49 hood ornament.

Tony confessed. It really was a '51 Victoria but modified to look like a "50 1/2". The front end was more '50 than anything else, the rear deck was mostly '50 but that too had some creative redesigning. Over all, it was a great looking car. It might have even won the "Car-of-the-Month" award. My guess? It may have been damaged or simply in need of restoration, so for fun it was decided to make the repairs look more like a '50. Some real creativity went into this car. I won't even start with what was under the hood. It sounded great. Suffice it to say, I saw air conditioning ducts under the leather dash..... So, do we have a flat head? Not likely. When the light turns green, watch for a gloss black '50 Victoria to be out in front.

End of the Summer BBQ Party

Where: At the home of Steve and Sue Boskovich
10745 Delco Avenue, Chatsworth. (818) 341-6876.
When: Saturday, September 22, 4 p.m.

We will have sign-up sheets at the August meeting. Save this date for a good time and lots of good food.

One Great Presentation

June 5, 2001

Glenn and Ralph Davis on the development of the '49 Ford

Some said it was just too radical to be a Ford. Others said it was about time Ford caught up with the modern world. What ever you believe, it was certainly different from it's predecessors. Gone were the buggy springs. Gone was the solid front axle and the X member frame with it's torque tube drive and "chatter" clutch. But, you could still hear the Ford starter whine on the flathead V-8. Though heavily modified, the engine we know was to be found under the hood of Fords and Mercs for another 5 years.

Courtesy of Davis and son, we saw a remarkable slide show with many shots taken inside the design studios in which the clay model '49s were built up. The story was told of the competition between different design teams working on the project under great pressure. As it turned out, the famed designer, E.T. Gregorie, who worked so closely with Edsel in the 1930s and early 40s and is said to be the driving force behind the Lincoln Zephyr and Continental ended up having little to do with the '49 Ford. Edsel had died years earlier and Gregorie's designs were too big and heavy for old Henry's specifications, so "E.T.'s" work became the '49 Mercury and Lincoln complete with suicide doors and the chopped-at-the-factory top. This is one of the few times we actually had a Mercury that wasn't a rebaged Ford with only minor modifications.

Anyway, back to the design studios. The photos showed clearly the transformation of vertical to horizontal tail lights and how "Magic Aire" heaters became an integral part of the new body. A small Ford was created which eventually became the French Ford Vedette which was never produced in this country.

The Davis father - son team presented many personal touches including the history of their '49 that had been in the family for over thirty years. It was a great evening! We are glad Don found this great program.

There's a *Ford* in your past:

Between the Bumpers, Early *Ford* Adventures.

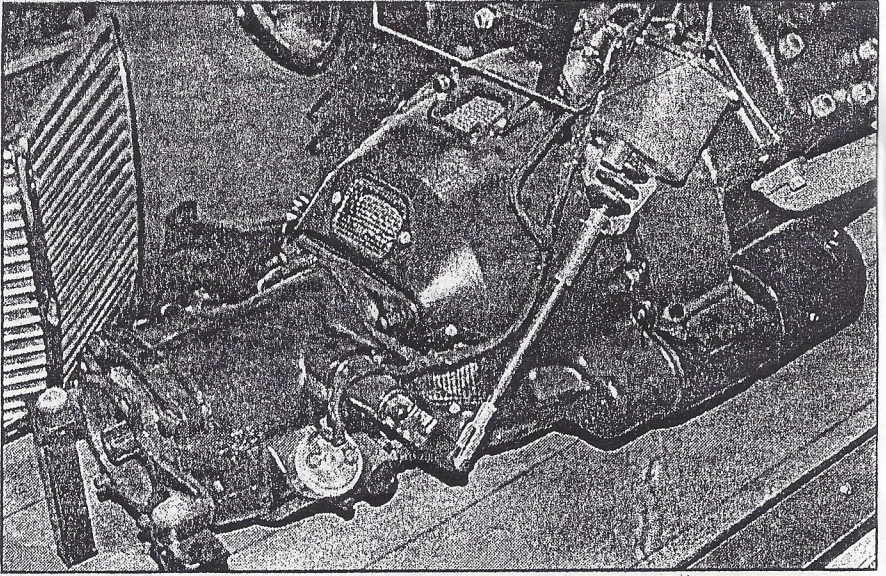
Adventures of a 1933 Ford Coupe

by Lloyd Paschal

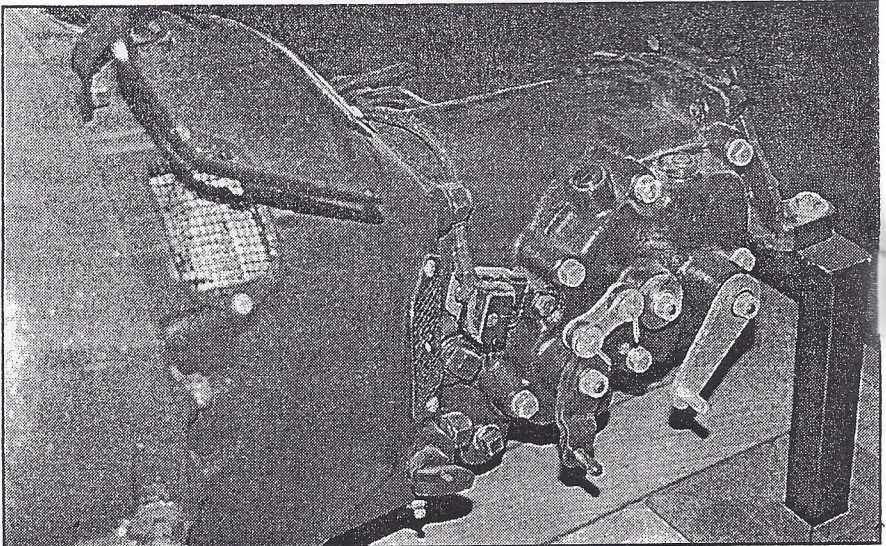
July 4th, 1951. This was a laid back day when my friend and I cruised the streets of Lincoln Nebraska. We threw lighted fire crackers at about everything, and looked for anyone that would drag race my 33 Ford. Just a couple delinquents looking for trouble. We picked up a couple girls and decided to go to Omaha, just to see if we could find someone fool enough to take on the 33. It was rather uncomfortable for my friend as he had to ride in the trunk and stick his head through the back window. We found a group of kids and their cars. Sure enough, one of them thought his 40 was a match, and put up his \$5.00 He was no match and we took his money and left for Playland Park across the bridge in Council Bluffs Iowa. As we entered the little town of Quick, Iowa, we threw some firecrackers. That, along with the dual straight pipes on the 33, attracted the local sheriff. They arrested me and took me to jail, in hand cuffs. After a lot of questions they told me that I had transported MINORS across the state line. That was a very serious charge. We were all minors and so rather than making a lot out of nothing, the Sheriff told me to, "Get in that wreck and get back over the bridge." We were happy to oblige.

Potter's Pot Pourri

Did you know that "In the beginning," the only vehicles accepted into the Early Ford V-8 Club were 1932 to 1940 Fords? That means, no Mercurys and no Lincolns. Eventually, 1939 - 1941 Mercurys were added. In 1983, Ford-built vehicles through 1953 were added. This is according to "The Silver State V-8", The Battle Born Regional Group #836, Gardenville, NY. I suspect there is another addition that the New Yorkers aren't talking about. Ford had to do something to compete with the new '55 GM small block V-8. So in 1954 Ford introduced the Y block, overhead valve V-8 in this country,. But the 1954 Meteor, the Canadian built Ford, did not use the new engine. Rather, it stuck with the flat head until the new body style came out in '55. Remember, Ford uses ALL the old parts! Anyway, I would guess that they let the '54 Meteor in as an Early Ford V-8.



This Ford Liquamatic engine and transmission at the Towe Antique Auto Museum, Sacramento, Calif., is believed to be the only existing one.



Ford's Liquamatic transmission used a combination of electrical and vacuum devices to replace the clutch and one shifting motion. It would only shift from second to third gear without the use of a clutch.

Did You Know?

This month's obscure story: The Mystery of the Ford Liquamatic

In 1938, Oldsmobile offered the fully automatic Hydramatic transmission, the first of its kind. The next year, Chrysler, DeSoto and Dodge offered the semi-automatic Fluid Drive. Shortly, a Cadillac customer could also buy a Hydramatic. Meanwhile, what was happening at Ford?

In 1942, the Liquamatic transmission became available on Lincolns and Mercurys. It was a semi-automatic, with a standard shift pattern and a fluid coupling. It could be driven as a conventional 3-speed. Or, one could simply put the shifter in third and let the clutch out. The car would start in second gear and between 11 and 13 mph the driver would let up on the gas and the car would automatically shift into high. The shifting was actuated by a complex vacuum and electrical arrangement. To accommodate the longer Liquamatics, the engines were moved forward on specially built mounts. Likewise, the radiators were moved forward.

Well, it turns out, that the automatic shifter was hard to keep "within tolerance". At times, the electrical system would burn out. But the biggest problem was that the engines were lugging because of the second gear start and burning valves in the process. Each engine was custom matched to the transmission.

In 1942, after 100 Lincolns and 644 Mercurys were equipped with Liquamatics, Ford recalled the transmissions. Dealers were required to replace the engines, engine mounts and move radiators back. Then a standard transmission was installed in all 744 cars. The "old" parts were to be packed in cases and shipped back to the factory for credit.

It develops that for some unexplained reason, only 743 cases reached the factory. The one remaining unit languished in the basement of a Ford dealership in Washington state for 45 years. It was then purchased by the Early Ford V-8 Foundation and shipped to the Towe Antique Car Museum in Sacramento where it is currently on display. Also on display are the original electrical relays, vacuum shifting devices and control rods. Several engineers who recently inspected the unit were amazed that it was ever publicly released.

You know the rest of the story. For competitive reasons, Ford bought Hydramatics from GM for Lincolns starting in late 1949 and beginning in 1951, Fords and Mercurys could be ordered with Borg-Warner transmissions called Fordomatics and Mercomatics respectively. By the mid '50s, Ford was back on it's feet financially and became a maker of successful PRND21 shifters. Some argue that the new five speed automatics from Ford are among the best around. My '98 is smooth shifting, flexible and cool running. Ford gets it right again (eventually)! *(excerpted from "Old Cars" May 31, 2001. Article provided by Joe DiFatta.)*

Cars and Parts Marketplace

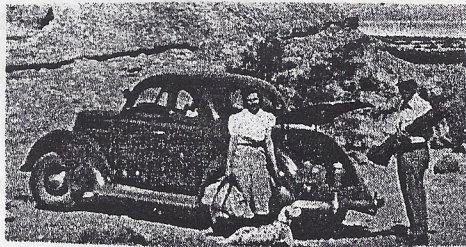
Wanted

'49 - '51 Rear Engine Mount; contact Don Durkee at (805) 495-5298

For Sale

Left Exhaust Header for a '42 - '48 V8; contact Tom Potter, (818) 884-8019

Reflections on the Past. Got an old photo and a story to go with it? We'll put it in a future issue of Drive Lines! Call Tom.



One of our first trips after gas rationing ended in 1945. I took this photo of my mom and dad setting up camp near the '37 standard 85 in Death Valley. My Dalmatian rode on the shelf below the rear window. I learned to drive in this car when I was fifteen. The mechanical brakes worked fine on the front right wheel. So I made more than one trip into the ditch on rural Sonoma County roads. In the '50s they were mostly gravel. Another story for another time.



The dealer in Oakpark, Illinois, receives his first truckload of post-war Fords in October, 1945.

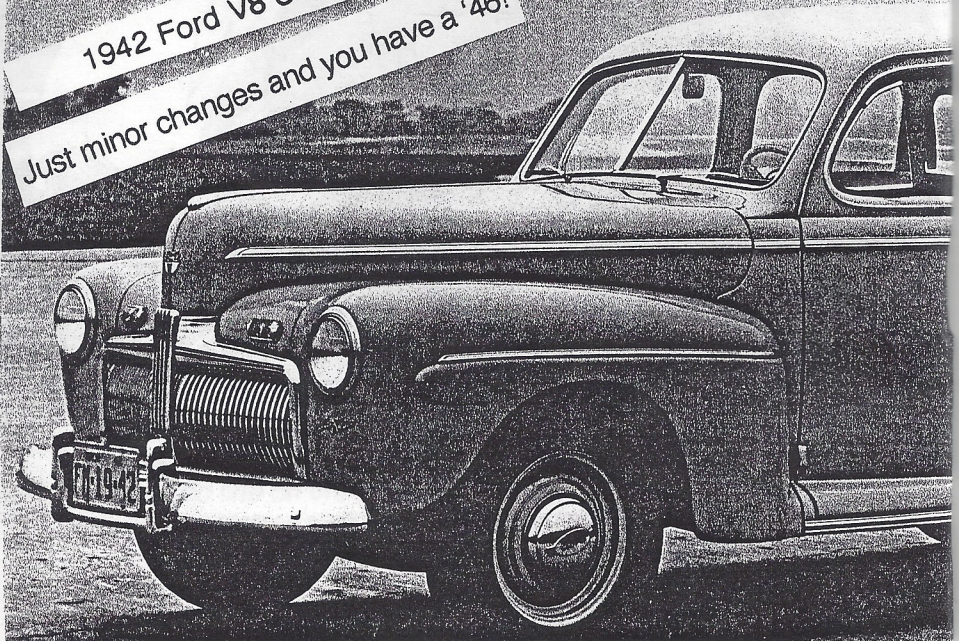
Complete
our picture.

Your ad here?

We're always looking for material and advertising for
Drive Lines. E-mail or mail is fine. Give me a ring at 884-
8019 or e-mail at wenditom@eathlink.net. Thanks! - Tom

1942 Ford V8 Super Deluxe Fordor

Just minor changes and you have a '46!



The Valley

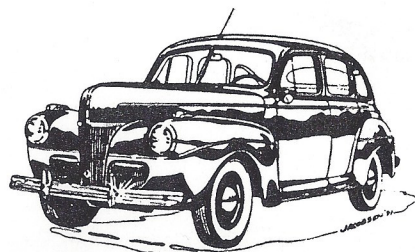
PAST PRESIDENTS

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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
Don Stout	2000

The Valley s

10745 Delco Avenue • Chatsworth, CA 91311



1941 Ford