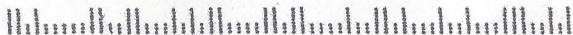


THE VALLEY V8S
6627 MCLENNAN AVE.
VAN NUYS, CA 91406



2007

91326-3049-41 0013



DriveLines, January 2007

Message from Steve:

Hello all! The year begins at breakneck speed! Once again I put forth the call for volunteers to edit and publish this newsletter. It doesn't really take that much time, you just have to have the time. Some computer familiarity helps....

Next Meeting: Baker's Square on Chatsworth. Tuesday, February 6, 2007. Meeting business starts at 7, program at 8. Usual place and time. The program will be a retrospective on track racing in Southern California, with a particular emphasis on Saugus Speedway. Don't miss it!

Please Don't Forget That Membership Dues Are Now Due - ...Dick Stones will be happy to receive your renewal. So either mail your \$28 check or bring your checkbook to the next meeting. Dick Stones, 1405 Valley High Ave., Thousand Oaks, CA 91362

Next Tour: On Saturday, February 10, 2007, we will be visiting the Peterson Automotive Museum. We will have a private guided tour from 10 to 11, and will be on our own from 11 to 12. Departure will be from Woodley Park in Van Nuys at 9AM. Museum admission is normally \$10 per adult, \$5 senior (62+), free to museum members! But, group rates of a couple of bucks off may apply. Plus, I believe that if we drive our old fords, parking is free. Otherwise it's \$6. Lunch to follow at Bob's on Wilshire. For information, call Steve Boskovitch at 818-341-6876.

Upcoming Tours: March 23-25, Bus trip to Laughlin. \$120 per person includes bus ride, 2 nights lodging at the Colorado Belle, and 1 buffet meal. Reservations must be made by Feb 19. Contact Steve Boskovich, see above. First Sunday in May, Tour to Santa Paula Airport. Details to follow...

Don't know if this'll reach you in time, but this Saturday, Feb 3, is Nick Alexander's annual swap meet, Woody extravaganza, and barbeque lunch. This year a \$15 cover charge per person is being collected to benefit a local charity. Hope to see you there...

Previous Meeting's Minutes:

Secretary's Minutes

Date: Jan. 2, 2007

Meeting Place: Baker's Square

Meeting Leader: Steve Batesole

Carl's Car Count: 10

Start Time: 7:31 Adjournment Time: 9:37

Introduction of Guests: A guest, Larry O'Hare has a '40 Merc and lives in Bell Canyon. Joe introduced Jackie from Portland.

Treasurer's Report: Wendy Potter: We have \$3793., with more disbursements due so she will have a more accurate accounting next month.

Tours: Steve Boskovich : Steve said the Laughlin trip is March 24 - 25 and will cost \$120 a person. Sign up tonight. Nick Alexander's is Feb. 3 and costs \$15. Peterson Museum is Sat. Feb. 10, leaving from Woodley Park at 9:00 A.M. He will have more about the Route 66 and Griffith Observatory at a later time. Steve said we had 84 people at the Christmas party and 76 came to the party at his house. Gerry reminded us that the trip to the Nixon Museum is Jan. 6 and we will meet at Woodley Park at 8:00 A.M.

Announcements: Gerry reported that the total amount of money we collected and gave to the Guide Dogs of America was \$144.62. We received a letter of thanks from their president, Jay Bormann. We need someone to take the job of Drive Lines editor. Dues of \$28 are due and payable to Dick Stones. Sad to report that Dick Smith, one of our past presidents, has passed away after a long illness. He and his wife Patti moved to Redding a few years ago. The funeral will be in Redding on Sunday Jan. 6. The Diamond Anniversary of the V8'S will be held in Pechonga the week of June 11. Tom Potter got a letter from his son in Germany saying he wants to come to California to live and stay with Tom. He is bringing his two cats. Tom asked the group, "Does anyone want a couple of cats?"

Car of the Month: Steve Boskovich's '48 Ford coupe

Drive Prize (for bringing your V8 to the meeting): Steve Batesole

Program for the Evening: Don Durkee and John Kemmerer gave a presentation on old tools. There was a table of tools and everyone had filled out a survey as to what they were at the beginning of the meeting. John read the correct answers. There were fourteen questions The winners, Al Mooney and Bob Zecher tied at ten correct answers. Don told us about his New Years trip with Mary to

Ocotillo Wells. They went riding on their ATV's on 88,000 acres. While they were away, some one came into their house and left them a couple of presents. He wanted us to guess who played Santa Clause. The winner got to chose a gift. Santa turned out to be Kent and Karen Lowry. Blackie told us about K.R. Wilson. He started making tools in 1907. In 1912 to 1915 he made 57 different accessories for Fords. His catalogues are still available and he paints all his tools red. Blackie showed us many old and odd looking tools and parts. Jerry Jensen told us that the catalogue for California Car Cover has a picture of one of Don's cars on the cover.

Raffle Winners:

Ladies: Judy Shubb and Bobbie Porter

Name Badge: Sandy Norris

50/50 Drawing: Lynn Kemmerer

Topic of Interest to all "Old Machinery" hobbyists:

This from the "Tech Tips" section of the Berryman web site:

Berryman Silicone Spray

CAUTION: DO NOT USE SILICONE BASED PRODUCTS UNDER THE HOOD

Silicone of any variety will contaminate the oxygen sensor. And the amount of silicone needed to do this is minuscule. How minuscule you may ask? A well known example is: Silicone-based RTV gasket sealants. These type of sealers outgas small amounts of silicone when they cure. If you use one of these sealers on an oil pan or valve cover gasket, the silicone vapor will be sucked into the crankcase ventilation system and then into the intake manifold. As a result, the oxygen sensor, once contaminated with Silicone will be inoperative within a day or two. Likewise, do not use Silicone-based lubricants anywhere under the hood, or anywhere forward of the firewall. The following Berryman products do not contain silicone, and are safe for under the hood maintenance. When cleaning your engine; use Berryman's B-33 Engine Degreaser Part No. 1116. When cleaning fuel injected Air-Intake components, use Berryman's Air-Intake Cleaner Part 2209 or 2630. When cleaning any electronic switch or component; use Berryman's Electronic Cleaner Part No. 2206. When cleaning compressor or alternators, use Berryman's Electric Motor Cleaner Part No. 1520. When cleaning carburetor or other metal parts, use Berryman's B-12 Chemtool. For any general purpose, under the hood lubrication need, use Berryman's Total Lube Part No. 0612 or 0665.

NOTE: This is not intended for any other than informational purposes. It isn't an endorsement of a particular company's product, although those mentioned are excellent. In fact, while in an auto parts store recently I noticed the words "Sensor Safe" on some Permatex products hanging on the rack. Now I know what that means...

Thanks, Scott, for the following:

Results of Meeting Location Survey

At our last meeting, I passed around an informal survey regarding our club's monthly meeting location. Thank you to all who responded! I would like to report the results, and make a request of fellow club members.

First the results. Of the questions people were asked to rate for importance, they were:

No minimum for the club

Lighted/visible parking, and Available first Tuesday of the Month

Willingness to Block off parking

Takes pride in being part of our club

"American" food - wide variety

The one surprise is that many club members are willing to consider a location with a buffet. This may open up our options for potential locations.

Also, I was reminded that I forgot an item on the 'must have' list at the beginning - it should have been rather obvious since it was one of the reasons I started this activity again. The whole list is now:

Central to the Valley

Private room with open space for presentations

Ample safe parking

Good food service

Now for my request. I will bring a list of candidate locations to the February meeting. The list will be composed of suggestions from the survey, and some web searching I have done. While Rachael and I like to eat out very much, we will never be able to canvas all of the locations. Please pick one or two restaurants that you would like to try so you can report back on their suitability for our meeting. Finally, I would like to encourage people to speak to one of the club officers, or myself if you have questions or concerns. I know that a couple of people indicated that they are just fine at Bakers Square. We certainly do not want to anger or upset anyone, so please let

us know if there is a problem.

Drive Lines, January 2007

And also for this follow-up to last month's Topic of Interest:

Oil and Flathead Engines in 2007

Now that my old '39 is running along side many of your cars and the miles are passing by underneath my floorboards, I was very concerned by the article President Steve included in last month's Drive Lines. So, I decided to do some research. Most of it has been web based, and if people are interested, I can point out some of the better sites I found. Unfortunately, I was not able to find a copy of the original Engine Rebuilders Association Technical article, nor did they respond to an e-mail inquiry. There was more information out there if I was willing to pay \$80+ a pop for technical articles, etc. Needles to say, I have worked with what I could find.

The bottom line seems to be that yes, oil has changed in the recent past, and will be changing again in the near future, but the necessary additives are still in modern oil. Initially, oil was just that – the stuff that gets pumped out of the ground. In 1930, the first American Petroleum Institute (API) specification came out, and the first additives were introduced. Now, almost a quarter of all oil we pour into our engines is additives. These additives reduce sludge, reduce pitting and corrosion, reduce foaming and reduce wear among other things.

Our primary concern right now is wear. Wear is minimized through the use of an additive called zinc dialkyl dithio phosphate, or ZDDP. It is a zinc salt which is soluble in oil just like table salt is soluble in water. The dissolved ZDDP makes phosphorous available for binding to engine parts in very small layers. This layer is then scraped off by the action of a cam on a tappet. The only problem is that zinc and phosphorous both poison catalytic converters. So, any oil burnt and sent through the exhaust stream of a modern car is damaging a very important and expensive part of exhaust systems. For this reason, phosphorous content has been dropping over the years. Current API SM motor oil requires 0.04 to 0.08% phosphorous. API SJ and SL required no more than 0.1%, and they have been on the market since 2001 and 2004 respectively.

High temperatures and oxidation among other effects reduce the amount of phosphorus available to prevent wear. Once the phosphorous and some of its derivatives have all been converted to phosphate, engine wear increases dramatically. Without expensive tribology (oil analysis) workups, I do not know how to measure phosphorous content. So, the best insurance is to change your oil. Interestingly, this is the same thing that both Larry and John have been telling me since I started driving the '39. "Oil is cheap, so change it every 1000 miles – it is good insurance."

As for oil labeled "Energy Conserving" by the API, I found very little information. It seems they have a reference or standard oil that they compare all oils to. If the oil under test allows engine to be more efficient by some percentage (under 2% right now), it can be put on the label.

The next API specification is supposed to be coming out in 2008, and at that time SJ and SL will likely become obsolete. This will once again reduce the amount of phosphorus. Research is pursuing silver based additives which have wear benefits without the catalytic converter poisoning problems.

So, get out there and spend some quality time under your flathead, and don't forget to replace the drain plug before you put in the first quart...

Scott R. Doudrick
2007 Mars Phoenix Lander Payload System Engineer
Jet Propulsion Laboratory
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Steve's Closing Note: Thanks again, Scott, for the info. I guess now that digital photography is reducing the demand for silver in the manufacture of camera film, we'll have it to use for the benefit of our machines. ☺

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