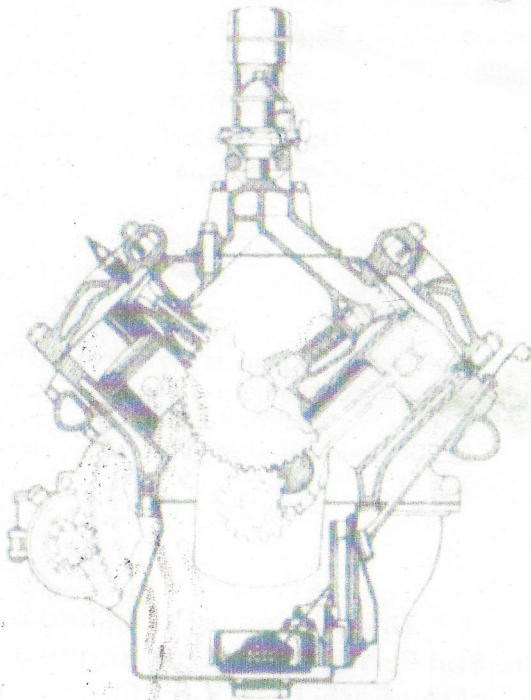


Drive Lines



Our 38 Th Year



March 4, 2008

Presidents Message

What a great show Nick Alexander had. I`got there early and it was really impressive to walk into the display area with very few people there and see all the Woody's lined up. Next year we need to get more of our club's cars down there, parked in a group to show them off. The swap meet was good this year, and I even managed to find a radio for my 48, now to get it work and install it. At least I have a vacuum tube tester and lots of spare tubes to replace any of those that may be bad. And I see the tubes , unlike the transistors and diodes of the radios of today.

I have taken the opportunity to take advantage of Tay Offenhauser's generous offer to obtain some offy products at a very reduced rate. If any of you members that didn't get to go on the tour, are interested in some products just ask me about the deals that are available . Also talking to Tay last week he commented that the winners of the tour raffles have not yet placed their order, I'm sure that we can find someone in the club to help order what they want. Tay also passed on his thanks to all of you for making him feel so comfortable, as it was the first group tour he's ever given.

Jim Kelley's tale about gold panning has made me want to give up my day job and go out and find my fortune in gold. Why, from what he said there must be a fortune under my house just waiting to be dug up . At least that's what I heard, but my wife thinks she heard something different , and she usually right, oh well , the gold will still be there tomorrow.

The tour schedule for this year is really coming along very well. At the last meeting there were several tours announced by Steve Boskovich that I am looking forward to attending. There were also several tour ideas brought forward by other club members that will be developed . More on them to come. Thanks to all of you and keep the ideas coming.

Don't forget the Big 3 Parts Exchange in San Diego on Feb. 29 and Mar 1 & 2 . I have a conflict that weekend and will not make it until Sunday so, please, those of you that do get there before me, don't buy everything.

See you at the next meeting and bring a friend.

Upcoming events — **Valley V-8 sponsored events in bold.**

February 29, March 1-2, 2008 — 42nd annual antique and collector car parts exchange and swap meet at Qualcomm (old Jack Murphy) Stadium. <http://www.big3partsexchange.com/>

March 15, 2008 — Valley V-8 Tour to Baker Ranch led by Dave Sanborn. (rain date = April 19, 2008) Questions/sign-up 818-709-0741

March 15, 2008 — Ridge Route Preservation Organization (RRPO) work project, "Clean up the Ridge Route," (CUTRR) along the un-maintained section of the road.
<http://www.ridgeroute.com/news.html>

April 12, 2008 — Ridge Route Preservation Organization (RRPO) work project, "Clean up the Ridge Route," (CUTRR) along the un-maintained section of the road.
<http://www.ridgeroute.com/news.html>

April 13, 2008 — B&M Charity Car Show in Chatsworth. Proceeds benefit the SEMA Scholarship Fund. 818-882-6422

April 20, 2008 — 23rd Annual Fabulous Fords Forever at Knotts Berry Farm.
<http://www.fordcarclubs.org/>

April 26, 2008 --- Valley V-8 Tour to Bass Pro Shop in Rancho Cucamonga led by Steve Boskovich. Questions/sign-up 818-341-2291

April 27, 2008 — Spring "Fun" Car Show at Sherman Oaks Galleria. Proceeds benefit the Guide Dogs of America. 818-767-1857

May 2-4, 2008 — Arizona Fun Run from Seligman to Topock
<http://www.azrt66.com/funrun.htm>

May 11, 2008 — Mothers Day

May 22-24, 2008 — Valley V-8 Tour to Solvang and Vandenberg led by Steve Boskovich. Questions/sign-up 818-341-2291

Valley V-8 2008 Meetings 3/4, 4/1 (no foolin'), 5/6, 6/3, 7/1, 8/5, 9/2, 10/7, 11/4

Secretary's Minutes

Date: Feb. 5, 2008

Meeting Place: CoCo's Woodland Hills

Meeting Leader: Harry Baker

Carl's Car Count: 9

Start Time: 7:30

Adjournment Time: 9:23

Introduction of Guests: Dave Dwyhalo with his '35 Cabriolet. Todd, who drove his Chevy but has a '36 Ford that he is working on. Stuart Campbell, a member we haven't seen for awhile, with his '33 Cabriolet.

Treasurer: Wendi Potter: We have \$4949.98 in the treasury. Wendy printed up a new form to be used when you need to be reimbursed for expenses. It must be submitted with the receipt. You may present it to Wendy at the meeting or send it to her home.

Tours: Steve Boskovich told us the Baker Ranch tour is March 15, there is a sign up sheet and flyers. On April 26 we are going to the Bass Pro Shop in Rancho Cucamonga. On Thurs. May 22 we will go to Solvang, stay overnight, and on Friday go to the Vandenberg Air Force Base. Karen Lehman told of a possible tour of the Technicolor Studios and asked for a show of hands of those people that would be interested. It was a favorable amount. Al Mooney suggested we go some Sunday to Woodley Park to watch the model airplanes fly. It was also received favorably. Helen Baker gave a recap of the Hookey Day tour to the Offenhauser factory. She received a call from Ty the next day saying how much he enjoyed our visit and we are welcome to come back. He has a plaque of our poster hanging on his wall. Forty three members went on the tour and thirty one went to lunch at the Lamplighter restaurant. Ty had a drawing for three winners to choose ANYTHING from his catalog. Members can purchase at warehouse prices.

Announcements: Deadline for anything going in the next Drivelines is one week after the meeting, so we can get the Drivelines mailed out sooner. Wendy told us that Al Mooney won the small business award of the year.

Car of the Month: Dick Dolinsky with his '41 Ford Coupe that he bought from Chuck Mair.

Drive Prize (for bringing your V8 to the meeting): Dick Stones

Ladies Prize: Bobbie Searl and Helen Baker

50/50 Prize: \$80 Dave Bergman

Name Badge: Blackie Blackwell

Buyers Appreciation: Ken Sapper

Program for the Evening: The program was about gold mining and presented by Jim Kelley. Gold mining was started by Francisco Lopez in 1843 when he was digging onions and found gold. California was not a state at that time so the gold went to Mexico. Gold is worth \$914 today. Gold mines will reopen which will eventually drive the price down again. There are different ways to mine gold. Gold is three times heavier than anything in the stream. Gold is universal money, it is worth the same all over the world. In India they wear their gold and the punishment for stealing gold is death. Jim has a claim on the Merced River near Yosemite. Ransburg is about a 3 hour drive and is a good place to go. Another place not so far away is Quartzsite Arizona, near Blythe and 20 miles east of the Colorado River. Sounds like an interesting place, for more information check www.desertusa.com/Cities/az/quartzsite.html. Jim showed us some of his nuggets but said the big money is in the dust [powder].

Panning

Gold panning is a mostly manual technique of sorting gold. Wide, shallow pans are filled with sand and gravel that may contain gold. Water is added and the pans are shaken, sorting the gold from the gravel and other material. Gold being much denser than rock, quickly settles to the bottom of the pan. The silt is usually removed from stream beds, often at a bend in the stream, or resting on the bedrock bed of the stream, where the weight of gold causes it to separate out of the water flow. This type of gold found in streams or dry streams are called

Editors Nuggets

First off I wish to clarify an impression I left with several members. Gold mining with me was only a hobby (called "GOLD FEVER"). Did I make any money doing that? Like I said in the meeting never believe any thing a miner tells you. On their very best day digging, they will tell you "no not much at all, today", that is so you will think there is no gold in that area and then you won't start digging in his hot spot. By the time I paid for gas, beer, dinner for Wife and four kids, and the cost of the equipment, I may have been in to the kids college funds a time or two. Did I have fun you bet, would I go tomorrow, you name the time I'll be there with shovel. Although my shape has changed a little bit, now in a black wet suit. I'm told, I look very much like a walrus waddling up the beach waiting for my harem to return. After this next bit I promise to let it die.

The prospector had finished dredging for the day and was taking his bucket of the days gold concentrates back to camp. He decided to take the short cut back to camp. While passing a large pond, he was surprised to see two pretty college girls skinny-dipping. The girls immediately dropped down in the water to hide. Since there is only one path out of the water, and he is standing in the middle of it. One girl yells out "We are not getting out of the water until you leave." The prospector replies, "I didn't come here to see naked women swimming!" Then holding up his bucket he says "I have come here to feed the alligators!"

Mystery Flatheads

#1 I was born in the first year of the Great Depression, in a small town in northern Minnesota. My family moved to California in 1939. My first car was a 1939 Ford Standard Tudor. In 1950 I bought a **New 1950 Ford Club Coupe**. Four months after the forgotten war started I enlisted in the US Air Force. I was a crew chief on a F51 Mustang and later a F-86 Sabre Jet while in Korea. In 1952, I bought a 1948 Mercury Convertible when I came back state side, and went Tyndall AFB in Panama City, Florida. In May 1953 I sold the 48 and bought a 51 Mercury Coupe. In 1955 I became employed at Douglas Aircraft in the Experimental Flight Test Division. 1961 was a pivotal year, as I gave up my career at Douglas to become a fireman with the L.A. City Fire Department.

#2 My old car, a driver, is the age of this reporter (not Kelley the Editor). This reporter has lived in 8 decades, and he can't understand how I can drive this old car on the freeways. I joined the Valley V8s in 1974. And this reporter had already been a Valley V8er for three years. I live in the county and he lives in the big city close to me.

Who are we? If you think you know us, write our names and your name on a piece of paper and give it to Harry Baker (Pres.) at the next meeting. Good luck

Gold panning is the easiest technique for searching for gold, but is not commercially viable for extracting gold from large deposits, except where labor costs are very low and/or gold traces are very substantial. It is often marketed as a tourist attraction on former goldfields. Before production methods can be used, a new source must be identified and panning is a good way to identify placer gold deposits so that they may be evaluated for commercial viability.

Metal detecting

A new small scale technique using metal detectors for finding gold. Using a piece of electronic equipment, called a metal detector, a person may walk around area systematically scanning below the surface. If the meter gives a positive reading a quantity of gold may be present up to a meter below the surface being scanned at the time. This technique is very easy to operate, highly mobile, and very popular among gold diggers.

Sluicing

Using a sluice box to extract gold from placer deposits has been a common practice in prospecting and small-scale mining throughout history to the modern day. A sluice box is essentially a man-made channel with riffles set in the bottom. The riffles are designed to create dead zones in the current to allow gold to drop out of suspension. The box is placed in the stream to catch water-flow and gold bearing material is placed at the top of the box. The material is carried by water through the box where gold and other heavy material settles out behind the riffles. Lighter material flows out of the box as tailings.

Larger commercial placer mining operations employ screening plants or trommels to remove the larger alluvial materials such as boulders and gravel before concentrating in a sluice box or jig plant.

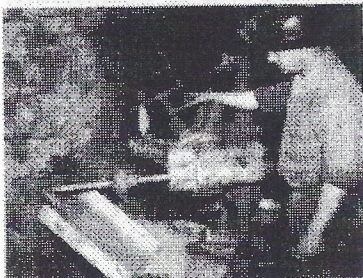
Dredging

Although mostly historical, some dredging is done by small scale miners using suction dredges. These are small machines floating on the water and are usually operated by one or two people. Unlike the old bucket line dredges, modern suction dredges have little to no detrimental impact on the area being mined. These machines are much more efficient at extracting smaller gold than the old "bucket line" ever was. This means there is a better chance of you finding gold than ever. There are some large suction dredges (100 hp+ 10 inch) used in commercial production throughout the world. Smaller ones with 2 to 4 inch suction tubes are used to sample the areas behind boulders and along the potential pay streaks, until color (gold) first appears.

Hydraulic mining

Hydraulic mining is a type of placer mining used in areas where large amounts of loose gravel and sand or soil are poorly packed and may be washed away with a heavy stream of water. Fire hoses (Water cannons) are sometimes used to strip away entire hills of loose gravel, which are then run through a sluice (a wooden trough with riffles). Gold, being heavier, does not move as easily as other material in the sluice. This technique can damage the environment, causing mud in streams below the mining site and erosion damage at the site itself.

Hard rock mining



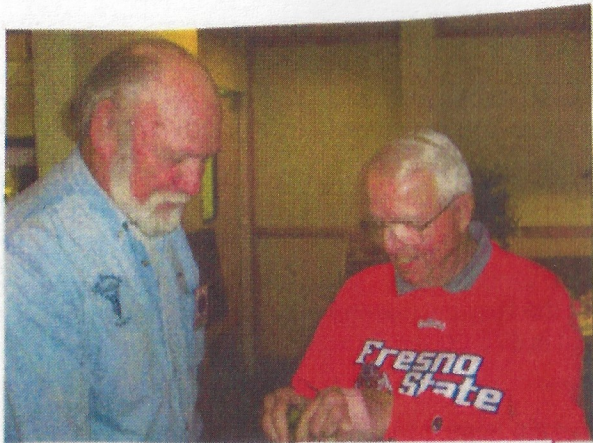
Hard rock mining at the Associated Gold Mine, Kalgoorlie, 1951

Hard rock gold mining is done when the gold is encased in rock, rather than as particles in loose sediment. Sometimes open-pit mining is used, such as the Fr. Knox Mine in central Alaska. Barrick Gold Corporation has one of the largest open-pit gold mines in North America, located on its Goldstrike property in northeastern Nevada. Other gold mines use underground mining, where the ore is extracted through tunnels or shafts. Hard rock mining produces most of the world's gold.

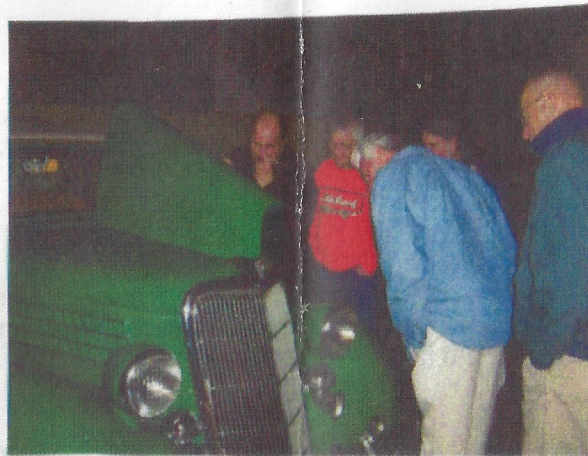
Flint:

Well we are going from heads to tails, tail lights that is. The dimmest tail lights ever are the 1940s Chevrons. They are on a slant to the car behind and they also suffer from the dreaded 65 year old switch syndrome (high resistance). If they can't see you at night just think how poor they are on a sunny day. There are several fixes that are offered for a price. The up beat fad is to put in a neat little package of LEDs, this sounds great but there are a couple small draw backs (My doctor calls them side effects). The first is the high price like \$100 or so, second, LEDs are very parallax sensitive. The best illustration of this are those wonderful blue lights on that car behind you on the freeway that flick white, then blue, right in your mirror. The LEDs must be exactly 90 degrees to the road the car is sitting on or they loose their strong glaring effect. This makes putting them in a confined space like a tail light a tough project. Also to be considered is the fact that the Red glass lens on our cars absorbs the red color of the LEDs and you don't get much light through this combination. (How do I know this you ask 2 guesses). The solution is to use plastic lenses that are available for another dollar or two, but if your doing a Dearborn the judges might get you. So yank those out. Lets try High Output Bulbs, These do give really good results if your switch is in good shape. Now do remember these do draw more juice and will make a poor switch get hot, thus making the lights perform to less than their potential. The last suggestion is Halogens. I'm not wild about these lights as they really run Hot big time. If you walk around your car and happen to lay your hand on a tail light like a 34 flatty, you will startled. The area behind the light is an area that can greatly improve how much light goes out backward toward the car behind you. Most areas behind the light are painted black or just rusty. Bummer. If this area was painted white or better silver it would improve the brightness greatly. Lets look at flash light, it has a nice bright reflector to guide the light out the front. Using this same thought take some highly polished metal (my choice was stainless, but aluminum or chrome plated copper will do) make a reflector that fits behind the bulb, you will be surprised how much this improves the brightness output rearward. This reflector does not have to be perfect, just get as much light going back out through the lens. The above rambling could be applied to any thing from a 1932 up, and 6 or 12 volts. Oh! yes very important, we're driving cars that have been jarring on the roads for 60 years and the ground connections get neglected a lot. A good safety measure for success is to run a ground wire from as close as you can to the base of the bulb receptacle (solder if possible), down the metal pipe or fiber wire holder into the gas tank area. Loosen a screw or body bolt and get a good electrical connection to the ground. May I suggest that when working on tail lights you lay a towel or something soft on the ground under the immediate work area. why you ask, cause old lenses don't bounce. That's it Bright Idea to protect your back end.

Don Stout was in touch with the clubs friend Larry O Fria recently. Larry has been in and out of the hospital. We, the whole club wish him a speedy recovery.



Now trust me: I just need to crack this raw egg into your hand and presto!



If you bring a nice car you, will get the pro's attention.



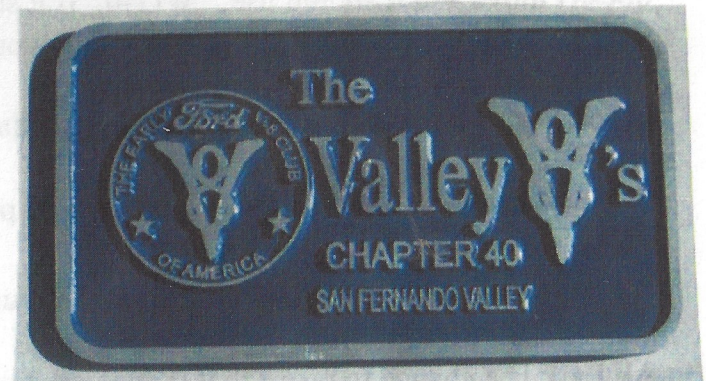
I don't have as much gas since we switched to Techtron, do you ?



My favorite picture distributors



I don't know how Durkee gets in all the pictures.



Jerry Littner has Valley V8 plaques that we can have made. We think they will cost about \$25. The more that sign up the lower the price. See Jerry at the meeting for more details. A sign up sheet will be passed around

Upcoming Trips

April 26- We will drive to the Bass Pro Shop in Rancho Cucamonga. Spend time perusing the store to view large aquariums, and extensive collection of museum quality fish and wildlife mounts and a large retail store. Lunch will be at the Fish Company Restaurant on the premises. More details to follow.

May 22-24 Weekend Getaway in Solvang and Lompoc

On Thursday, May 22 we will meet at the Coco's Restaurant in Woodland Hills located at Topanga Cyn and the Ventura Fwy. We will leave at 9:30 am for a leisurely drive up north, stopping for lunch at an undisclosed location. We will spend the night in Solvang at the Royal Copenhagen Motel. Please make your reservation as soon as possible at (805) 688-5561. Rooms are being held under the "Valley V-8's". Cost is \$75.00 for Thursday and \$105 for Friday.

On Friday, May 23 we will tour Vandenberg Air Force Base at 10:00 am. The guided tour will include a view of the launch facilities and air base as well as lunch in the base cafeteria. The cost of the lunch is not included.

On Saturday, May 24 we will visit the Mendenhall Museum in Buellton which has an extensive collection of gasoline pumps, signs, and car-related items. These were collected by Jack Mendenhall, a member of the Dry Lakes Racing Hall of Fame. A continental breakfast will be provided. You may return home on your own or stay and additional night at the Royal Copenhagen.

More details later. Please call Steve at (818) 341-6876 if you plan to go. Space is limited on the tour.

Steve

You really only need three tools to keep your ride going. WD40 and Duct Tap and a hammer. If it doesn't move and it should use, WD40. If it shouldn't move and it does use, Duct Tape. If hitting it with the hammer doesn't get it to start, than you have an electrical problem.

If you have a bad cough, take a large dose of laxatives, then you'll be afraid to cough.

It's not whether you win or lose, but how you place the blame.

We have enough Fountain of Youth, how about putting a Fountain of **Smart** in our high schools..

All I ask is a chance to prove that money can't make me happy.

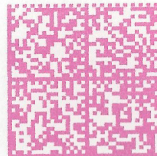
They told me I was gullible, and I believed them.

The Valley 's

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