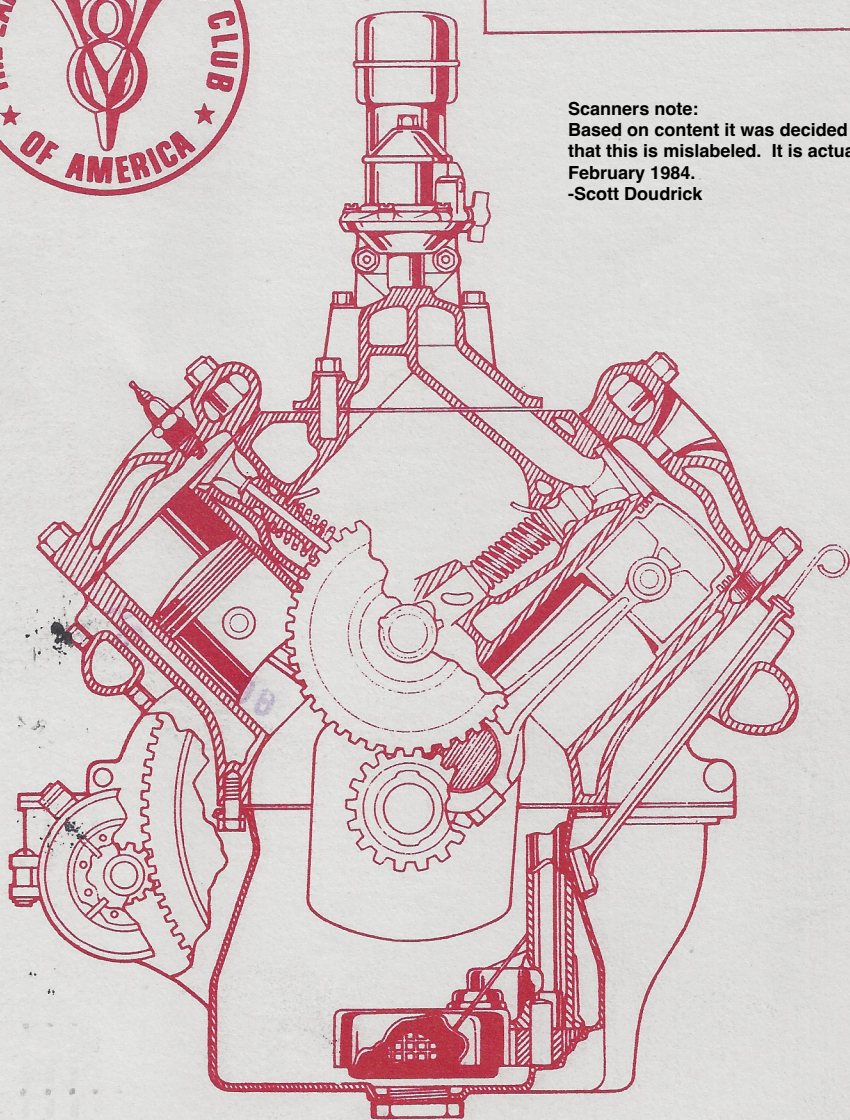




JANUARY

Scanners note:  
Based on content it was decided  
that this is mislabeled. It is actually  
February 1984.  
-Scott Doudrick



*Drive Lines*



# *The Valley* 's

---

## 1984 OFFICERS

PRESIDENT, PAUL KIRK .....	342-4703
VICE PRESIDENT, DON DUPREE .....	894-7255
SECRETARY, DOROTHY KONECKO .....	(804) 484-2611
TREASURER, LARRY CAPLAN .....	363-2849
ACTIVITIES CHAIRMAN, AL SPENCER .....	761-1734
HISTORIAN, BEN DIFATTA .....	347-9305
DIRECTOR, BEN DIFATTA .....	347-9305
ACCESSORIES, ERNIE BAILY .....	(805) 522-9674
MEMBERSHIP, TERRY SMITH .....	989-3119
FELLOWSHIP, HAROLD SELSON .....	789-1044
REFRESHMENTS, HAROLD SELSON .....	789-1044
EDITOR, CHUCK MAIR .....	785-9413
INFORMATION OFFICER, BOB McCULLAGH .....	886-2644

---

## *Drive Lines*

Published by

SAN FERNANDO VALLEY CHAPTER 40  
of the EARLY FORD V8 CLUB of AMERICA

P.O. Box 96  
RESEDA, CA. 91335

COVER / ROY JONES



## PRESIDENT'S MESSAGE

Drive that Ford in '84 year has begun with a tour to the Queen Mary. It's a good year for Early V-8's.

The Board of Directors is pleased to announce that Dorothy Konecko has agreed to be our Secretary beginning with the February meeting. We deeply appreciate her willingness to serve. It is participation like this that makes our club function well.

Chicken Little said the sky was falling in and that wrecked Chevys were being parked in Ford owner driveways. Actually it could be worse than that for any 1983 members who have not paid their 1984 club dues. We must receive your renewal by February 15 if you are to receive your March issue of Drivelines and if you are to have your name listed in the 1984 Club Roster (membership renewals were due in November). Are you one of the 32 procrastinators who still hasn't renewed even though you received a second notice reminder in January? We do not wish to lose you as a member. Get you ten dollar check in the mail to the Valley V-8's (P.O. Box 96, Reseda, CA 91335).

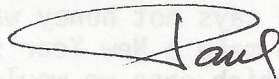
Hopefully all Valley V-8 members have also renewed their national memberships in the Early Ford V-8 Club. As you know, membership in our local chapter requires that you be a National member. National membership dues are \$22 and should be sent to:

Early Ford V-8 Club

P.O. Box 2122

San Leandro, CA 94577

You can a Ford these dues. So drive that Ford!



Paul Kirk



Secretary Sez. . .

The following Early Fords were driven to the January 8th meeting:

Bill Culp	'29 Roadster
Bill Woods	'40 Merc Coupe
Chuck Mair	'41 Special Coupe
Don Dupree	'46 Pickup
Jack Miles	'39 Convertible Coupe

The meeting was held a week late to avoid any conflict with New Years Day. The V.P., Don Dupree, (old faithful) took over the reigns in lieu of our new Prez, Paul Kirk, who was playing hookey (gone skiing).

"Where to meet?" is a major topic. The consensus at the last board meeting favored returning to our old Valley Federal site. However, a show of hands at this meeting indicated a preference for the current location (I think Harold Selson raised at least four hands). Harold says he'd rather lug the coffee maker across the alley than across the valley.

Up coming Tours include the National installation banquet at the Queen Mary (Ed Warnoch's swan song as Big PREZ), Ed says he has enjoyed the two years as National President and feels he was able to accomplish a lot. But he is also looking forward to a rest from all those responsibilities. - Thanx for a job well done, Ed (you even got those '49 - '53 into the club. I knew it would be a good idea once they got used to it. Even San Hendricks is speaking friendly to me again).

Future tours will be held bi-monthly sez Al Spencer and will include The Briggs Cunningham Museum and the "Durkee" Spring Tour. We understand poor Durkee has been layed up with the flu - get well Don, try warm brandy (or Ed says hot honey water with scotch). Unless you happen to make a New Year's resolution to give up spriits, in which case we wouldn't want to contribute to your delinquency



The feature presentation for the meeting was Engine Rebuilding by Ed Warnoch. Ed gave an illuminating step-by-step procedure (without an engine) on the proper way to approach a complete rebuild of a flathead V-8. Included in the talk was block stripping, checking for cracks, (and where you'll probably find them), finding a machine shop with a good reputation (e.g., Crank Shaft Works or Don Barrington Machine Shop) for boring, planing block and grinding crank/cam. If you can't find Ford Script ring, bearing etc., use the good stuff - Federal Mogul, Perfect Circle, Hastings, TRW. Use chrome rings on top and spring rings for oil control (four rings are better but three rings offer less drag especially if high RPMs are considered). Pistons can be cast or forged (for extra strength). Grey script valves with the verticle F are better than the slanter F, and avoid the R valves like the plague (for exhaust). Snap-on makes the handiest stud remover. For stubborn pistons in that dessert engine use a "bigger" hammer. If you go the adjustable route use Johnson lifters otherwise take the Woods route and re-set the valves again after the cam is loaded. An 80lb oil pump is recommended but make sure the front spring is equal or you'll get the weakest of the two.

Don't miss next months presentation by Dan Kreible. If you liked his last talk on empty boxes you'll love this one on bugs.

SHEL HARRIMAN



## FORD MEETING, FEBRUARY 5

Our speaker Dan Krehbiel will talk about putting Ford bugs on safety glass. He will tell us how to make replacement glass authentically replicate original glass. I am sure that many of you have seen the mirror trophies that Don Durkee presented to the 1983 officers. Dan Krehbiel will show us how he put the Ford bugs on the lower right corner of the glass.

## A NOTE ON OUR MEETING PLACE

At the January meeting the members discussed and considered whether to continue meeting in our present location or to move back to our previous location in Northridge at the Valley Federal bank. The majority indicated their preference to continue meeting in our present location. Mark your calendars for the first Sunday of each month at Union Federal Savings bank in Sherman Oaks at 13300 Ventura Blvd (corner of Fulton).

## MARCH 4 VALLEY V-8 MEETING

Speaker: Mr. John Dietz

Topic: Columbia overdrives

## 1984 DUES REMINDER

1984 dues are now payable! The dues are still \$10.00!! You won't want to miss the Drive Lines or any of the planned events for 1984, so please send in your renewal NOW!!!!





## REMEMBERING BACK WHEN

I can remember the first year of the dome light being turned on by the headlight switch. We had a very busy first month with all the phone calls. People would buy a new Ford and drive it, but never look at the owners manual to see what new items were in store for them.

The first time I found out about it, was when a woman called me late one afternoon. She said her children had been playing in their new Ford and now the dome light was on and they didn't know how to turn it off. Naturally, being the Service Manager, I didn't know either! I asked her to hold a minute as I had another phone call and I put her on hold. I ran into the showroom and checked out a new Ford. The light went on when the door was opened, but as soon as I closed it, it went out. But how do you light the dome light without opening the door?? There wasn't an owners manual in the glove box either.

I asked the best salesman we had and he never tried it either. There wasn't a switch anywhere in the car that looked like it would do the trick either. The poor lady was still on hold on the telephone. The salesman went over to the other new car in the showroom and found a manual in the glove box and we found we had to turn the headlight switch to the left to turn it on and right to turn it off. Boy, I ran back to the telephone, but she had hung up on me by now.

A few minutes later the dealership owner came out and wanted to know why I kept the customer waiting so long on the phone for an answer. He wanted to know how to turn the dome light on and off. I explained the





problem of not knowing how it worked, but that we now had the answer. He laughed and went back to tell the woman how to turn the dome light off.

The things you have to know to work in a dealership! These calls went on for about a week, but now I knew the answer. One morning I was drinking a cup of coffee after the rush when Charlie came in his new Ford. He just bought it a week ago, so he must have a problem. As a rule he doesn't bother coming in very often.

Charlie got out of the car and I went out to greet him. He said, "This darn Ford lights up inside and I can't turn off the light. It must have a short. I had to cut the wires last night. I had closed all the doors and the light was still on!" I looked inside and there was the dome light hanging down with one wire cut off. He couldn't get the lens off to take out the bulb, so he cut the wire. I checked out the light switch and sure enough it was turned all the way to the left.

I told Charlie about the light switch and he couldn't believe what he had done. When he came home, he couldn't see the speedometer milage so he turned up the dash lights, but went too far to the left and of course this turned on the dome light. I pulled out my jack knife and skinned the wires back and spliced them together, then wrapped them with tape and pushed the dome light back into the headliner. I tried it to make sure it worked, which it did. Poor Charlie felt foolish, but he was a sign painter and didn't know much about cars.

After I told this story to the salesmen, they started to tell people how to operate





the dome light. This took another job away from me, but now I had more time to drink more coffee.

Dick Hecker

Reprinted from the Fordist - Costa Mesa V-8 Club

## REMEMBER WHEN !

Lights (not people) were turned on and off?

and when "the pill" was something you took for a cough?

For Sale:

1946 Sedan Delivery - needs restoring. No Engine or Trans. \$1,150.00 OBO

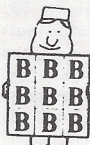
Bud Sargent 805-947-0929  
Palmdale - eve

# All★in★1 Printing

THE MOST ECONOMICAL, HASSLE FREE WAY TO BUY PRINTING IN PASADENA OR  
ALMOST ANYWHERE! 116 W. DEL MAR BLVD. / PASADENA CA 91105 / (213) 795-5554



Typesetting



Quick Printing



Photostats



Art & Design



Photographs



Custom Printing

ASK FOR ALLAN FRANKLIN



Our hobby exposes a part of us that lives in the past. From time to time DRIVE LINES will rekindle our fires with bits of nostalgia, some from way back - some not too long ago..... Here are a few classified ads from THE V-8 TIMES, November-December 1967. PLEASE DON'T RESPOND TO THE ADS - just read 'em and weep.

Bob Rose  
Vintage editor

## FORD AUTOMOBILES — FOR SALE

### FORD PARTS

1936 Ford Cabriolet, excellent original, no rust body, repainted, rebuilt motor, good tires. Needs top, upholstery and detail work to complete. \$1,395. John Elliott, Curtlissville, Pa. 16221.

1937 Ford Deluxe Coupe Original but not perfect. Quite restoreable or excellent for choice parts. Factory radio, original paint, no bad rust drive anywhere. \$175. Gene Miller, P.O. Box J, Bass Lake, Calif. 93604.

1940 Ford conv. coupe, original condition, excellent car to restore \$795. Albert Parrillo, 44 Cavalcade Blvd., Johnston, R.I.

1936 Ford Phaeton Restored \$1,800. Don McAdams, 173 LaMirada Ave., Oroville, Calif. 95965, Phone — 916-533-0893

1938 Grille moulding Deluxe new \$5. 1940 horn button, pass. comm. new \$2. 1937 rear lamp assy. new \$3. 1932 Middle cross member used \$10. 1932 engine support front, used \$20 pair. 1932 radiator 4 cyl. poor, but repairable \$15. Allow for postage. Andy Cafasso, 172 Barber Ave., San Anselmo, Calif. 94960.

Original 1936 Ford parts; Windshield frame, deluxe \$8. Windshield glass, good condition \$5. Pair aluminum heads, perfect \$25. Headlight lenses and rims, good condition \$10. Reflectors with sockets, excellent pr. \$10. Hood with closed sides, fair \$15. Speedometer deluxe, mint condition \$12.75. Warren walker, 447 S. Lexington Pkwy, St. Paul, Minn.

Brand new, Genuine Ford, 1937 grill \$15. Left front fenders '42-48 \$10 each, many other new parts, inquire George Reidel, 90 Vine St. Wrentham, Mass. 02093.

1937 De Lux coupe, Original but rough. Can be restored or used for parts. Complete and running, never wrecked or painted. \$175.

1941 Business coupe, Dissmantling for parts, almost anything for body and running gear, also "jump seats". Gene Miller, P.O. Drawer "J", Bass Lake, Calif. 93604.



**DON'S**  
**Auto Parts**

MACHINE SHOP and BALANCING

Monday thru Friday 9 a.m. to 8 p.m.

Saturday 9 to 6 - Sunday 10 to 4

Domestic &  
Foreign  
Parts & Supplies



**894-6441**

10241 Woodley (At Devonshire), Sepulveda

---

COMPLETE LINE OF AUTOMOTIVE PARTS  
MACHINE SHOP

*Village Auto Supply Co.*

360-2181

CECIL L. PRICE  
OWNER

17548 CHATSWORTH ST.  
GRANADA HILLS, CA 91344

---

Ditzler  
Automotive  
Finishes  
**PPG**  
INDUSTRIES



**Canoga Auto Parts Co.**  
**340-1536**

21422 SHERMAN WAY  
CANOGA PARK, CALIF. 91303

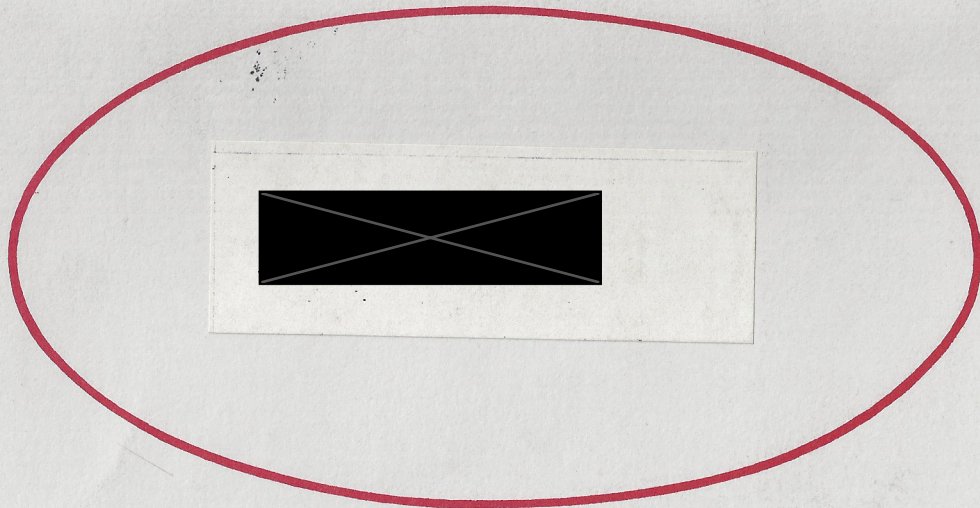
DARYL FIELDER  
GENERAL MGR.

WE HONOR BANKAMERICARD  
AND MASTER CHARGE



*The Valley*  *'s*

P.O. BOX 96 – RESEDA, CA 91335



Drive your Ford in '84