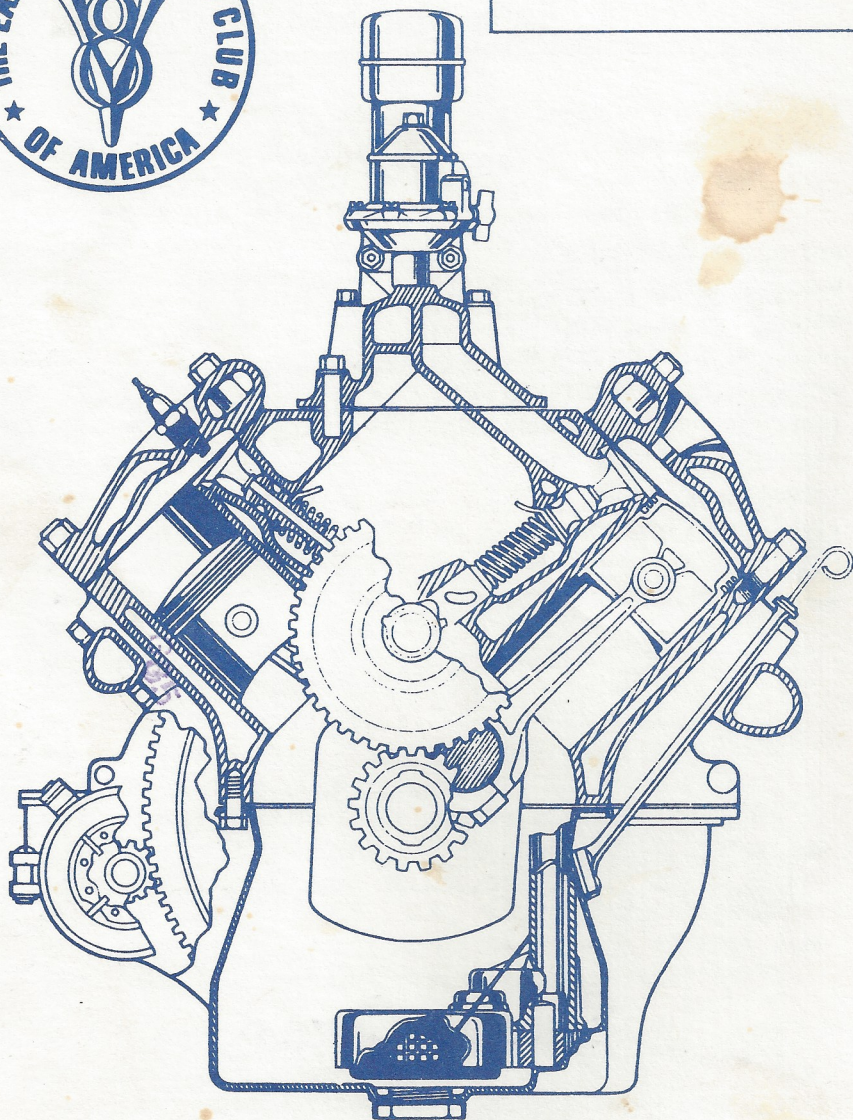


86



JULY



Drive Lines

The Valley 's

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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

VALLEY V8's
NEWS AND NOTES
July 1986

LAST MEETING. At 7 O'clock we met in the parking lot at our Valley Federal Savings and loan meeting place. Three loyal fans of 1936 Fords showed up with their cars. They were Jack Kelegian, Harold Selson and Charles Krogh. Nobody brought a 1935. In spite of the limited representation of 1935 and 1936 models, Irv Warren and Joe Longobardi gave a thorough presentation on the differences between the two years. Joe is our National Advisor for 1936 models and Irv has the same role for 1935's. Irv and Joe, thank you.

As a result of my mistake (not getting the key to the Valley Federal meeting room) we were treated to a delightful tour. Jack Kelegian graciously volunteered his home as our meeting place. So we toured from the Valley Federal parking lot to Jack and Helen's home which has a breathtaking view overlooking the San Fernando Valley. As we sat on the veranda, Ed Warnock gave us some enlightening tips on Early Ford V-8 engine rebuilding. Ed, thank you again for your presentation. And Jack thank you for bailing me out by sharing your home.

1939, 1940 and 1941 FORDS FEATURED at our next meeting, Sunday July 6 at our regular place, Valley Federal Savings and Loan on the Southwest corner of Nordhoff St. and Reseda Blvd. These years encompass by far the largest segment of our membership. So it seems reasonable to expect a high turnout. At 7pm our own

Larry Caplan will be leading a discussion comparing these three popular Ford V-8 years. Larry owns more of these models than anyone can count, so he at least knows what they look like. Seriously, based on prior presentations Larry has given, we can expect a real treat.

FORMAL PROGRAM Sunday, July 6, Jack Miles, our friend who is in the full time business of restoring cars, is going to share some of his knowledge with us. Jack's focus will be on the process of restoration more than on how to do it. For example, you have a basically complete car sitting in your driveway which needs complete restoration. What would you like the finished project to look like? Where do you start? What do you decide to do yourself? Who do you go to if you need outside help? What can you realistically expect to pay for professional assistance? In the disassembly process, how can you best document and catalog parts to minimize headaches weeks, months or even years later when you start putting things back together? Jack will answer these questions and more.

DRIVE YOUR V-8 AWARDS. We again had an excellent turnout of vintage cars, just light on 1935 and 1936 models. Don Dupree still leads the point standings with perfect attendance. Pat Berry and John Wolf are still close behind. Virginia and John Wolf have a joint membership but each has recently been driving an Early Ford V-8's to the meetings. As a couple they have accumulated 440 points. To reward their

joint participation, we are going to have an additional award for the most points accumulated by a joint membership.

Here are the current standing for the leaders in driving vintage cars to our meetings.

Don Dupree	300
Pat Berry	280
John Wolf	280
Jack Kelegian	250
Chuck Mair	250
Bill Woods	230
Doug Peterson	210
Harold Selson	200
Virginia Wolf	160

For the month of July you can earn 110 points by driving your V-8 to the meeting, so see you there with a car.

SOUTHERN CALIFORNIA REGIONAL GROUP.

John Kemmerer and I attended the meeting of our neighbors to the South on Sunday evening June 8th. They have a very dynamic group very much like ours. John and I were welcomed with open arms. Joe Scanlin, their President, suggests we have a joint tour. One idea I suggest, subject to our Activities Chairman Doug Peterson's input, is to meet at a halfway point such as Tequila Willies for a Sunday brunch. Let Doug and I know your thoughts.

CALIFORNIA LICENSE PLATE SOURCE.

William J. Figge recently wrote to tell us he has California license plates for sale. He has matching pairs for both passenger and commercial vehicles from 1914 through 1969. They are in good to mint condition. He says they are reasonably priced. Although some who have

dealt with Mr. Figge might say
"reasonable" is a word of art not
mathematics.

He can be reached at:

Automobile Club of
Southern California
4773 Hollywood Boulevard
Hollywood, California
90027-9990
(213) 666-2420

or

753 Calle Mandarin
Thousand Oaks, CA 91360
(805) 498-1013

MEMBERSHIP. We currently have
substantially over 100 active members.
Our membership roles are continuing to
grow primarily as a result of dilligent
work by Terry Smith. He collects dues of
those who volunteer to pay, follows up
with notices to those who have not paid
and phones those who still have not paid.
The result is a high renewal rate. Terry
also contact guests who attend our
meetings to see if they would like to
join. Your warm welcome, interesting
programs and Terry's followup results in
a high acceptance rate.

Another major project which occurs
after most of the current years dues are
collected is publishing the annual
roster. Terry accumulates the data and,
with Paul Kirk's assistance in generating
a draft on his computer, submits it to
Chuck Mair for printing. Chuck then gets
the roster printed and mailed. We benefit
from the generous behind the scenes work
of these volunteers. Thanks to each of
you- especially you Terry- for keeping
our active membership at a high level.

Christine and I will see those of
you going to Victoria there, otherwise I
look forward to seeing you at the meeting
on July 6. We plan to have a key to the
meeting room this time.

Dave

Dave Sanborn



Secretary Sez,,,

Our thanks to Irv Warren Nat'l Adv. 1935 Ford
Joe Longobordi Nat'l Adv. 1936 Ford Gave a talk in the
parking lot comparing the differences between both
years.

June events ^{are} going to be at La Palma Park. The Forties
Unlimited Club will host. Please bring picnic lunch.

Ernie Bailey sent a letter from Bill Tigge stating he
had matched pairs of license plates from 1914-1969
For Sale Mint Cond.

Day Phone 213-666-2420 Eves 805-498-1013 If you are
interested. Be sure to check that they aren't
registered to some motorcycle. Or have AAA check for
you if you are a member

Thank you goes out to Jack Kelejian for letting us meet
at his house. What a lifesaver. Jack's always there
doing something from making coffee and cookies to
volunteering his house. We really do appreciate all that
you do Jack.

Our thanks to Al and Ruth Spencer for the delicious
cookies we had as refreshments.

Jerry Jensen was the lucky winner of the badge drawing
it was \$15.00 dollars.

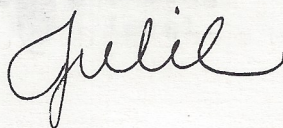
We had a large turn out at the last meeting over 50
people and 23 Cars. What a proud club we

Special Special thanks to Virginia Wolf for filling in
for me and taking the minutes. You are a life-saver
and I really APPRECIATE IT.

For Sale from Kent Lowry 1940 Ford Pick-up working
columbia rear end. Small block Chevy Engine \$3200.00
Please Call Kent Lowry 818-368-9830

As for me when you read this I'll be on my way to Canada
Hope to See Alot of You Up There.

Expoingly Yours





BAD GAS?

Have you ever wondered why our early V-8s seem to suffer a lot more from vapor lock than they did 30/40 years' ago? Well I sure did; it was rare, in my memory, to have vapor lock problems. Maybe occasionally we had a problem, but it was on an extremely hot day, or more than likely it turned out to be a weak fuel pump or partially clogged line; certainly not the rash of vapor lock problems we seem to suffer today!

Recently I ran across an article in Popular Science (March 1986) titled "Bad Gas", which may explain what has been happening. To quote the lead paragraph:

"Gasoline quality is changing. A characteristic engineers call vapor pressure has been rising for several years. Auto company experts say this causes vapor lock, fuel foaming, hot starting problems, unstable idling and more."

The article goes on to describe the drift upward of vapor pressure caused by the press for lead reduction and higher yield from crude. Refiners can boost yield and octane by blending in high vapor pressure constituents like butanes or alcohol and get a higher octane rating for less cost and without lead. While lead reduction applies to unleaded gasoline, the lower cost factors also apply to the regular we use in our flatheads!

Maybe we better explain what volatility and vapor lock mean. Any fluid, when heated, will boil. Conversely, any fluid will boil at a given temperature, if the pressure over the fluid is lowered far enough. The higher the temperature the quicker the fluid will boil as the pressure is reduced. The vapor pressure is a measure of what pressure the fluid will boil at for a given temperature. If a fluid (gasoline) has a low vapor pressure, it will resist boiling at low pressures and high temperatures. If it has a high vapor pressure it will boil at a very small reduction in pressure (vacuum at the inlet of



the fuel pump) at high temperatures. Thus if you combine a high vapor pressure fuel with a long fuel line above the fuel tank (like a V8) with a warm day, you will have boiling at the inlet of the pump - vapor lock - and sudden stop!

ASTM standards mandate volatility limits; up to 15 in winter and 11.5 in summer (Reid vapor pressure). The article reports, for instance, the average winter and summer vapor pressure ratings taken from 450 samples taken across the country to have climbed from 9 in the summer of 1976 to 10.5 in summer '84; and from 12 in the winter of 1976 to a high of 14 in '84/'85! And that is the average, what must some of the high samples out at the 450 have been? Keep in mind that modern cars have been designed for these higher volatility ratings; many have fuel pumps in the tank, thus pumping cool bulk fuel with little if any vacuum ahead of the pump. (More on this later).

To quote again from the article;

"One night last winter I stopped at six or seven gas stations between here and home and got gas samples. When I got home I ran vapor pressure tests on my kitchen counter. I got numbers in the sixteen-to seventeen-pound area, where it should have been fifteen... That's not a national scientific survey. But, if I got more samples, particularly in winter, I'd bet that most would be outside the standard."

What seems evident from this article is the following:

Volatility of fuel today is higher than in previous years, and low lead may be particularly high.

Winter blends are higher in volatility than summer.

Not all brands are higher, some refiners especially "off brands" may run especially high in vapor pressure.

It follows then, especially in the spring, that it is



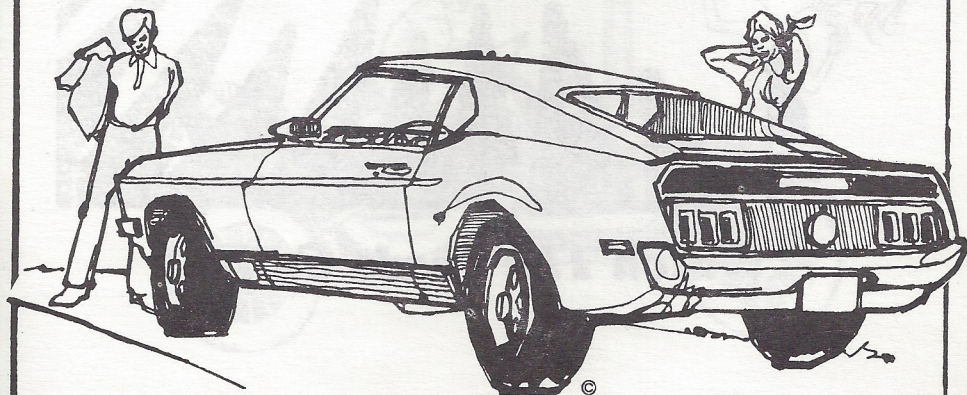
possible to get a tank full of high vapor pressure fuel, than on a hot day-bingo-mucho trouble! A perfect example may have been our March tour to San Juan; we had an unusual number of casualties; could winter fuel have been the problem?

What to do about it? First, the article says, if you have a problem, change brands of fuel-not all are alike. It probably is best to stick with major brands, especially on tours in the heat of the summer. Second, get an electric fuel pump located near the tank! Many of us have found the electric pump to be a real life saver-notwithstanding the points we lose in concourse judging! (Judging committee - how about it? We might want to consider the added drivability factor - encouraging the driving of our early V8s, by lowering or eliminating point knock down for a neatly installed electric pump.)

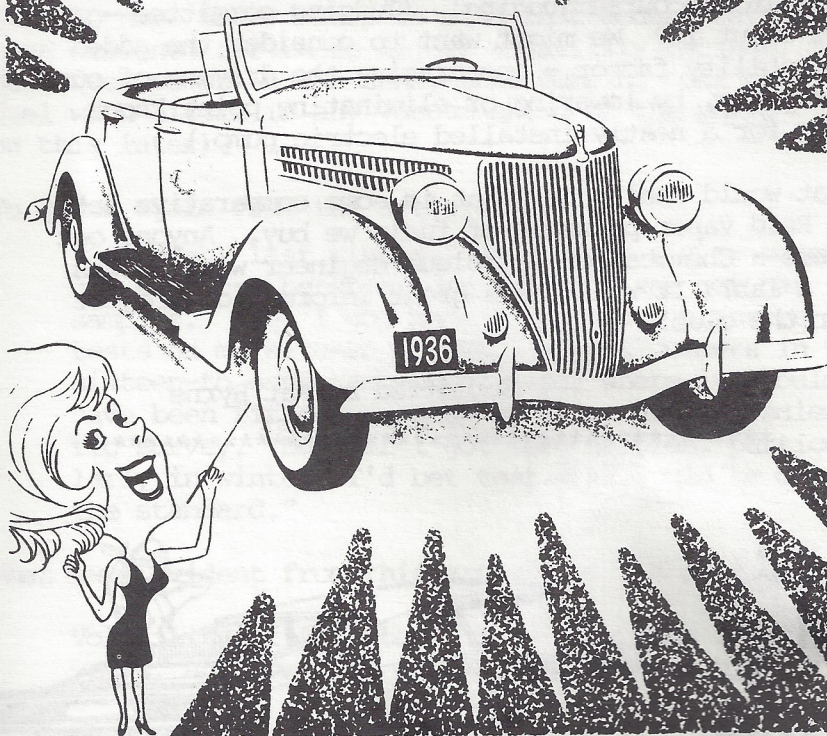
What would really be great is some comparative data on Reid vapor pressure of fuels we buy. Anyone out there a Chemical or Petroleum engineer with access to a lab? It would be a great information project for the club!

Submitted by Pat Byrne

From The Fordist



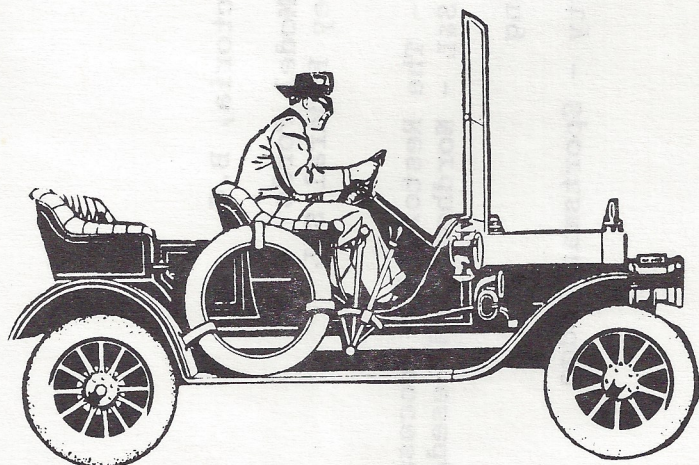
1936 FORD



"Watch The Fords Go By"

Old Cars Driven By Members

Jack Kelejian	36 Ford
Ed Hardin	15 Ford
Dirk Chatuck	40 Pick-up
Dudley Ochsner	38 4-Door Sedan Conv.
Ed Warnock	70 Ford LTD
Harold Selson	35 Ford
Charles Krough	36 Ford
Monte Chevney	66 Must
Earnie Baily	48 Plymouth
Don Durkee	40 Conv
Doug Petersen	34 Pick-up
John Kemmerer	40 Tudor
Paul Montroy	40 Coupe
John and Virginia Wolf	40 Coupe and 40 2-door
Bill Woods	40 Merc Clb Coupe
Bill Culp	29 Roadster
Jack Miles	33 Packard
Mike Binson	40 Coupe Deluxe
Don Dupree	46 Pick-up Standard
Pat Berry	50 Ford 4 dr
All Spencer	66 Mustang
Clark Hansen	56 Pick-up
Chuck Mair	41 Ford Coupe



COMING EVENTS

- June 29-
July 4 - Fords 'N Flowers '86 - Victoria, B.C.
- July 7 - Focus on 1939, 40 and 41 Model Fords
7 p.m. Parking lot - Valley Federal S&L
Nordhoff & Reseda
- July 7 - Valley V8's - Jack Miles - The Restoration Process
7:30 p.m. Valley Federal S&L - Nordhoff and Reseda
- August 3 - Valley V8's Regular Meeting
- December 6 - Valley V8's Christmas Party - Sportsman Lodge

PAST PRESIDENTS

JIM ROWE	1971-72
DOUG PETERSON	1972-73
DON DURKEE	1974
ED WARNOCK	1975
JOHN BUSK	1976
CHIP WERSTEIN	1977
STAN MASRAJE	1978
BOB DRAKE	1979
BILL CULP	1979
AL SPENCER	1980
LARRY CAPLAN	1981
BOB ROSE	1982
DON DURKEE	1983
PAUL KIRK	1984
KENT LOWRY	1985

The Valley  **'s**

P.O. BOX 96 – RESEDA, CA 91335

