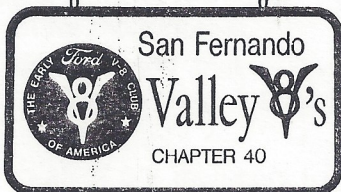
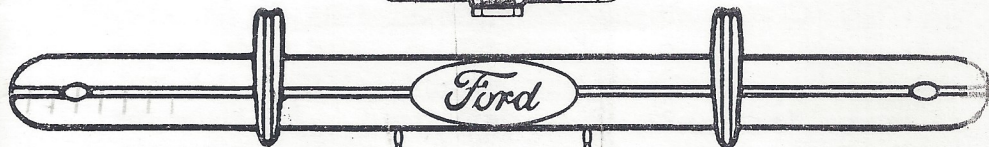
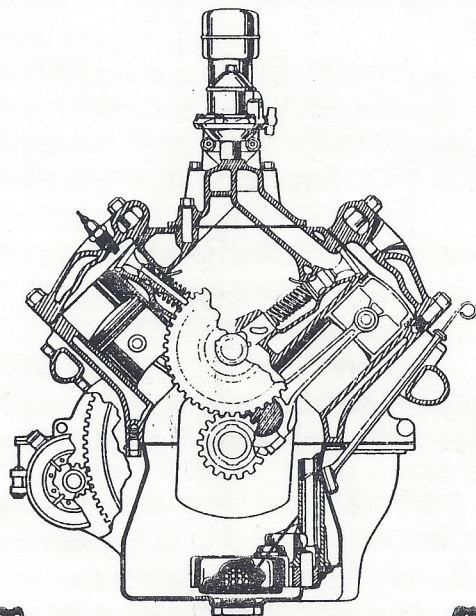




February, 2002

"Our 32nd Year"



Drive Lines

The Valley V's

2002 Officers

President	Steve Boskovich	(818) 341-6876
Vice President		
Secretary	Wendi Potter	(818) 884-8019
Treasurer	Ingvar Carlson	(818) 458-3938
Tours	Joe DiFatta	(818) 700-1939
	Dudley Ochsner	(626) 446-1206
Programs	Don Durkee	(805) 495-5298
Editor, Drivelines	Tom Potter	(818) 884-8019
Publisher	Dave Sanborn	(818) 709-0741
Raffles	Al Spencer	(818) 761-1734
Tech Advisor	John Wolf	(818) 789-6201
Social Secretary	Virginia Wolf	(818) 789-6201
Ladies Gifts	Carole Jensen	(805) 491-3355

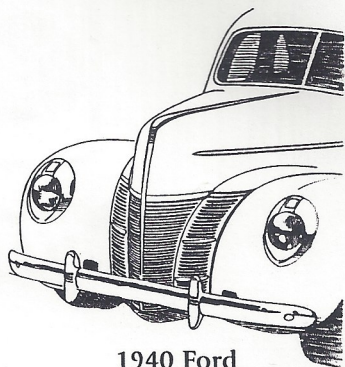
Meeting 1st Tuesday of the month 7:30 p.m.

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

Next Meeting
Tue., Feb. 5th, 7:30
Baker's Square

CRUSIN' WITH STEVE
JANUARY 16, 2002

TO ALL OF THE VALLEY V-8'ERS---- I hope you have a healthy and happy New Year!

My new year is starting off terrific. I got my grandfather's 1951 Ford 6-cylinder Fordor up and running. I drove it to the January meeting. It feels great to have it even though it's not a V-8. I'm looking forward to driving around town in it and to car events.

John Ferrar is planning some fun outings for all of us this year. Our first excursion will be to Nick Alexander's on February 2, 2002. Hope you all can make it. It's always great to see those woodies!

Don Durkee's first program of the year was a winner. No matter how many times you hear Cal speak about the Ford Motor Company, it's always a treat. What wonderful memories and anecdotes to share with us. Thank you Cal and Don for a very informative program.

We will continue to have the Car of the Month and the 50/50 raffle this year. They have both proven to be very popular. I am excited about having our Driveline back this year. I know that Tom Potter will do an outstanding job as our editor-in- chief. We would like to have all of our members submit articles of interest throughout the year for publication in the Driveline. Please contact Tom for more details.

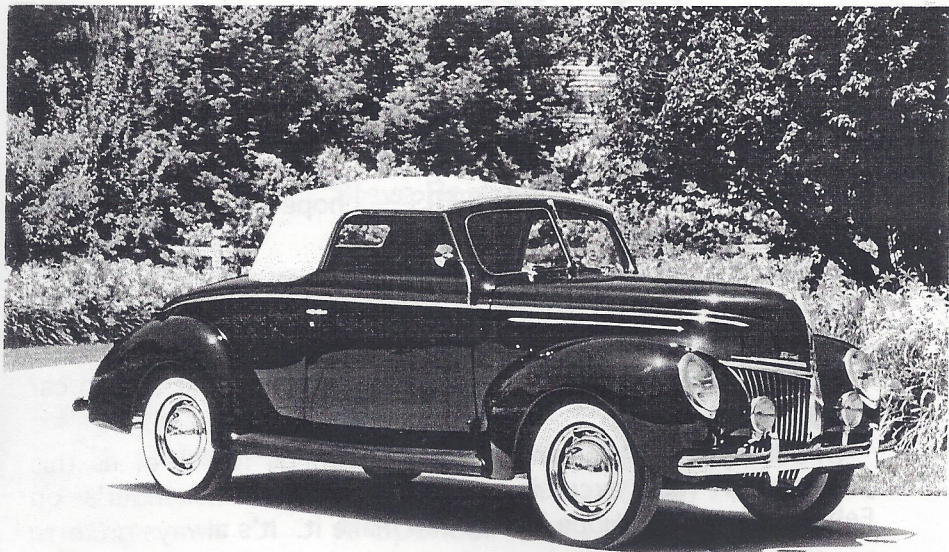
The Valley V8s still need that elusive Vice President to let himself/herself be known. Please let me know if you are able to fill this position.

Thanks again to all of our members for a great 2001. I know 2002 will be even better.

President Steve

Close to Perfection: Jerry Jensen's '39 Convertible Coupe

by Tom Potter



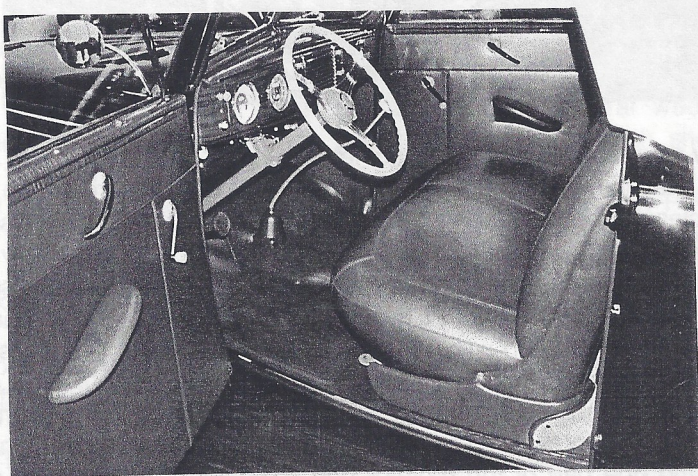
Winning a Dearborn 998 out of 1000 with a 62 year old Ford is not easy. As a matter of fact, it takes years of hard work by an expert '39 guy to make it happen. Even then, you are at the mercy of quirky judges who are so nit picky that they will keep looking until they have found at least ten things "wrong" and leave you the job of finding evidence that you are factory correct (you'll need 62 year old documentation to prove your case). As we all know, the point of a Dearborn Award is to restore a car to factory new condition *exactly as Ford built it*. That is the catch. The research needed is daunting. Bolting something together is not that hard. But, this car is research turned into reality, a factory perfect example.

So here's our story. Jerry Jensen is the expert and '39 is his year. He has done a Tudor, a convertible sedan and now this beautiful maroon convertible coupe. They are all '39s, all factory correct, all beautiful. These cars are his projects from start to finish. Jerry will be the first to tell you that there was important support from Jack Miles (engine, tranny and Columbia rear axle) and Larry Caplan who was invaluable in the research necessary to find the factory correct way the car should look.

For example, (1) was the generator mounting bolt painted before or after the nut was put on? If painted before, only the end of the bolt would be black as the nut would remove the paint on the threads as it

was tightened. If painted after tightening, the whole bolt would be black. Jerry painted only the end of that bolt. (2) For example, there were two ways to mount the voltage regulator on the firewall.

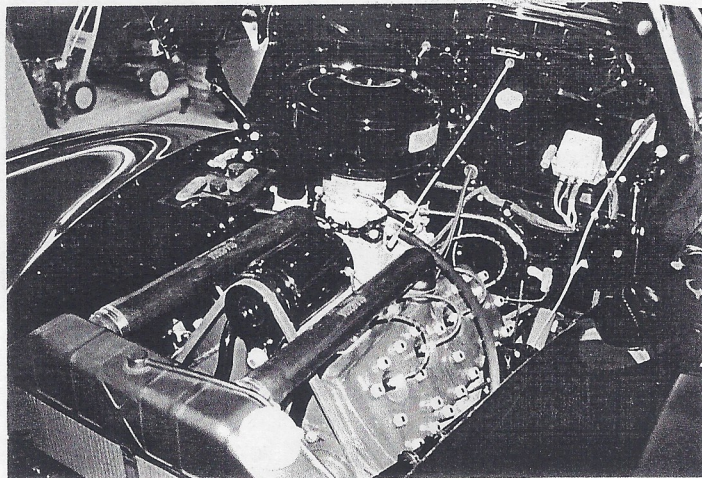
Part of car restoration is detective work. The factory was in fact, many factories and "correct" really means providing photographs and letters showing that the way you did it is at least correct for a portion of the model year. Dated factory letters were used to prove what running changes were made and when. We know that from September to December of 1938, only closed '39 models were built. Factory published material tells us that open cars started down the line in January. Perhaps Spring and summer are the best times to sell higher profit convertibles. All open cars in '39 have a body number, in this car #321 out of about 10,000 built between January and August. It is logical that this car was built in January, 1939. To back this up, there are dates (all January) on the transmission, the glass and the wheels. It was an original car when Jerry bought it. There is little doubt that it's and "early" '39. The body number fits this time frame.



1939 was the first year that either a hot water heater OR a hot air heater were factory installed options (\$18.95, your choice). Let's talk details. Plastic knobs tend to yellow and become brittle with age. In this car we have a hot air (manifold) air heater which needed a new blower control knob. And where can you get a CORRECT blower control knob for this car? The answer is Larry Caplan!

What weaknesses in this car show up with age? Let's look at the rear fender-body attach points. to one degree of another, this is a problem area up to 1949 when Ford rear fenders were welded on for the first time. This car lived in snow country for many years and the rear wheels throw a lot of water, snow/ road salt up into the fender-body

attachment flange where it collects which results in rust, lots of it. But, with careful work, this can be cleaned and reinforced with a doubler to make the joint as solid and good looking as new (which is the point in the first place). Not easily done since the top rear portion is a compound curve and over two feet long. So one takes short pieces of metal as doublers which lay flat around the curve. Lots of fitting and shaping needed here.



Jerry says that Murphy would not let go of this project. If there is a way to hit a snag in a particular part of the job, Mr. M will be there! Then, there is the clean-air act! When one buys material, such as low gloss epoxy primer, then the manufacturer changes the formula (to comply with air quality standards) when you go back to get the "same color" it isn't really the same. Clean and start over! The rebuilt radiator which had been painted to perfection with DP90, sprung a leak when first pressurized. Back to the paint manufacturer after the radiator was soldered and you discover that DP90 is now LF90. It looks different. The formula was changed to protect the ozone layer. You do not make judges happy by painting one part of the radiator one color and the other part another. Back to square one!

How long does it take to complete a top Dearborn car? Years! The car was owned by a firefighter from whom Jerry, a firefighter himself, bought it. The careful disassembly started in earnest in 1998 and with Murphy's help, (NOT) it was finished and ready for it's first show on Father's Day, 2001. There were some encouraging trophies along the way but the big win was at the Western Nationals in Pismo Beach in September. For those who think 998 is a high number, you're right! It took years and experience, lots of it. This is Jerry's third '39 and yes, there are more coming. The next project is a '39 convertible sedan. But Jerry, you already have one!

Jerry's bio will be in a future DriveLines. Watch for it in a coming issue.

TECH TALK

By Jerry Jensen

We're "blessed" with lever action shocks on many of our pre - '49 Fords. Yes, they tend to leak and after they run dry, they are practically useless. So Jerry offers us this neat trick for solving at least many of the leaking problems even without removing the shocks from the car, which is a pain, as many of us have discovered. Here it is in Jerry's words:

Houdaille shock absorbers often leak at the shaft seal. The Houde Engineering Corp., Buffalo NY, supplied special wrenches to tighten the shock absorber packing gland to cure this problem when these cars were new. Age, wear and lack of special tools have compounded this problem.

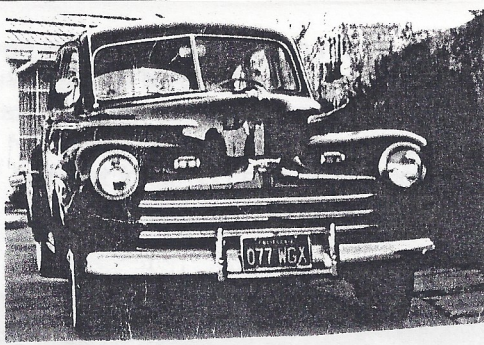
I have had good luck using Power Steering Stop Leak fluid to correct leaking shocks. If the leaking shock absorber is off the car, empty the remaining fluid. Refill with Power Steering Stop Leak. Operate the shock absorber lever periodically over several weeks. Empty the Stop Leak and refill the shock absorber with fresh shock absorber fluid. The shock should not now be leaking.

If the shocks are on the car, fill them to capacity with Power Steering Stop Leak. Because this fluid is less viscous than shock absorber fluid, leaking from the shock may increase. The fluid level in the shocks should be checked periodically. It should not be allowed to go dry. The car may be driven with power steering stop leak in the shocks, but the shocks will not be as effective with the thinner fluid in them. After several weeks, the shocks can be filled with fresh shock absorber fluid.

This procedure is not going to work on all leaking shock absorbers. Shocks that are too worn or damaged are not likely to be repaired by this procedure.

Editors note:

Thanks, Jerry for this good advice. Plan "B"? Send your worn shocks to Apple Hydraulics, 1610 Middle Rd., Calverton, NY, 11933. (800) 882-7753. For around \$135 a copy they will rebuild them. Rumor has it that these work well. But, try the Stop Leak first. It's cost effective! Tom



THE EDITORS GRILLE

A section of notes selected for no particular reason by the editor.

Lloyd tells the truth again!

And then there's the story Lloyd Paschal told at a meeting last year about his '33 Ford dragging AND BEATING a Buick Century. If you caught the January issue of Hemmings, you noticed the write up of the '36 Buick Century. In case you missed it, I'll pick up a section which supports the validity of Lloyd's story. "With recorded 16.5 second 0-60 times, the Buick turned out to be one of the performers of the era. It could keep up with or beat the senior Packards, Cadillacs and Pierces on the road. Lincoln Zephyrs were about equal in acceleration and the Century could edge out a Ford V-8, but barely." (P. 256). The car Lloyd raced was a '41 Century which carried the same engine but it had dual carbs and dual exhausts which the '36 didn't have. Draw your own conclusions. You may remember that Lloyd's '33 had everything taken out of it that he could unbolt, he had used the lightest possible engine oil and Vaseline for the front wheel bearings etc. Given this "level of honesty," it would make sense that he could indeed show the Century a glimpse of the Ford's back window (he had removed that for the occasion too). You may also remember that the Ford couldn't get stopped for the red light after the race. Also very believable. Something about mechanical brakes maybe? "All steel from pedal to wheel." Right Henry!

TP

Man struck by old gun shell hidden in Ford

A North Dakota car hobbyist recently experienced a frightening moment when a long-lost shell exploded while he performed body work on the rear quarter panel of his '42 Ford coupe. "I was cutting out a rusty piece of metal with a plasma cutter," said Daniel Kraft. "A bullet that had lodged in the floor boards went off. It made a bang like a gunshot, grazing my arm. I could feel it burning. I was almost afraid to look."

The bullet then lodged in the plywood wall behind him within his garage. He's not tearing the wall apart to find it, however. Kraft, an employee of Black Magic Rod and Custom in Devils Lake, ND, knows there were sometimes surprises hidden inside old cars. Over the years, all kinds of objects tend to fall into defroster and heater vents or wedge under carpets and around floorboards, only to disappear further.

On Midwest prairies, many a well used car has, at one time or another, had a hunter at the wheel out doing a little target practicing. A .22 caliber shell could easily roll off the dashboard or around the trunk and never be missed. Kraft knew that. Before starting on the coupe, he cleaned it out, washed and vacuumed it. He did not see the shell wedged under the Ford's floor.

Kraft is a lucky man. That bullet could have gone anywhere, but his experience serves as a good safety reminder to old car hobbyists and OLD CAR readers.

Submitted by "Swede" Carlson from Old Cars Weekly News & Market Place, Vol.31, #1, Jan 2, 2002

More Calendar Items

Central National Meet to be in OKC

"The Thing to Do in 2002", according to Randy Plant of Oklahoma City, is to attend the Central National Meet by taking historic Route 66 (or modern freeways) to his city in late May. The exact dates coming up. The Marriott Hotel black top will be reserved for parking (with security), clean-up and swap meet. The raffle includes a "deluxe car-hauling trailer" worth about \$2500. For more information or a registration packet, write Yvonne Woolsey at 2500 E. Southbend Road, Edmond, OK 73034. Email address is <OKCin2002@aol.com>

Harris Tour Now Forming

The traditional "Harris" Tour to the Western National Meet is now forming. If interested, please call Jay Harris at (706) 728-0311 to order tour information.

Nick Alexander's Tour of Best Woodies Ever Show, Feb.2

John Farrar tells us that we need to set the clock a little early on February 2. We need to be at Woodley Park (on Woodley, 1/4 mile south of Victory) at **7:00 am.** OK. This is early, but it will get us there on time for the best places at the swap meet and sale event while and viewing the incredible woody collection.

Overnight Tour to Solvang, September 28-9.

Don't forget to circle the dates. Joe is planning a great tour to Solvang for us. We need to get our reservations in **early.** See Joe's full page spread in this issue. Is this guy a printer or what?

There Is A *Ford* In Your Past.....Darryl and his '39

See the photos on a following page from member Darryl Thomas. His early introduction to a '39 Deluxe coupe was renewed when he purchased his own '39 Ford in 1959 while still in high school. That same car was our representative in this years Granada Hills Christmas Parade. Go Darryl!

From the Right Seat - V8 Meeting Minutes

Date: Jan. 8, 2002 Meeting Place: Bakers Square Car Count: 9
Meeting Leader: Steve Boskovich
Start Time: 7:30 p.m. Adjournment Time: 9:15 p.m.

Meeting Information

Introduction of Guests:

New Member, Ken Smith and guest John Waters

President's Notes: Steve Boskovich

Dave Sanborn and Ingvar Carlson were recognized for their service to the Club last year. They were unable to attend the Holiday Party to receive recognition at that time. We thank both of them for all they have contributed.

Thanks to all who are a part of this year's board. We are looking at a great year. We still need a Vice President, so please consider taking the position.

Treasurer's Report: Ingvar Carlson

The treasury is looking good. We are in the black again.
Buy Raffle tickets and begin the New Year raffle.

Upcoming Tours: John Farrar

The first tour of the New Year is to Nick Alexander's on February 2nd. Meet at Woodley Park, 7:00 a.m.

Tour ideas are welcome.

Joe DiFatta is organizing a Valley V8 Fall Tour to Solvang.

Saturday September 28. The tour includes an overnight stay in Solvang and a show by local professionals.
Get your reservations early.

Announcements: Upcoming events (not from our club)

Grand National in Oklahoma. See Steve Boskovich for details.

Western National to be held in Park City, Utah over July 4th

National Annual Banquet to be held in San Diego by the Palomar group. Raffle prize donations requested.

1932 Fords "Deuce Day" at Peterson Museum March 2nd. (3-2-02)

Featured Car of the Month:

Our President Steve Boskovich was recognized for his '51 Fordor.
See story inside this issue of Drivelines.

Raffle winners:

Ladies (2): Paula Ewing & Leslie Littner

Name Badge: Michael Ewing

50/50 drawing: Herald Johansen

Saturday, September 28, 2002 Overnight Tour to Solvang



- ❖ Theater Show - "Chaps" a comedy of country western favorites from a 1944 Christmas Broadcast
- ❖ Saturday Noon - BBQ Hot Dog Lunch (Nojaque Park)
- ❖ Shopping in Solvang
- ❖ Stay at the Royal Copenhagen Motel - 2 blocks from the theater - Sunday, Continental Breakfast
- ❖ After show, hospitality at motel

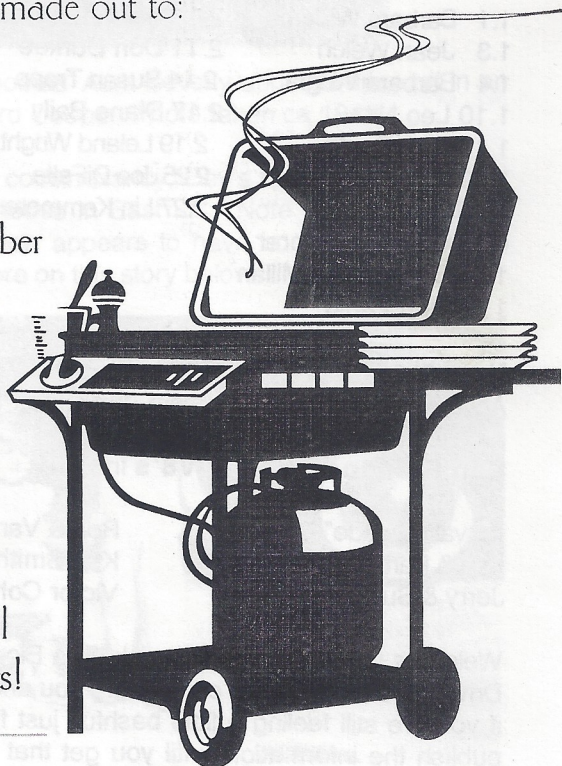
\$25.00 per person - check made out to:
Valley V8's Ford Club
Mail to Joe DiFatta

Only 30 tickets available.

For details and phone number
to the Royal Copenhagen,
call Joe DiFatta at
(818) 700-1939.

Rooms are \$100.00
plus tax for the night.

Call me within the next
two weeks, otherwise we will
open this event up to others!



Car of the Month:

Steve Boskovich's '51 Fordor

Each meeting, at break time, a team goes to the parking lot to select our car of the month. What stands out? What is unusual or is in particularly good shape? Here it is in Steve's words!

"My grandfather purchased his new 1951 Ford Deluxe 6 cylinder Fordor in the fall of 1951 from Heath Ford in North Hollywood. It had no clock or cigarette lighter and came with blackwalls. No frills for him!!! It does, however, have a heater. My father restored the car in 1971 and drove it a little, but it sat around most of the time. In 1993 my family restored it again and it sat in the barn at their farm for most of the time. I asked my brother if I could take care of the car since no one else in the family ever drove it. He said, "Yes." I picked up the car in September and have done a few minor repairs to it. I'm having fun driving it and sharing it with others." Ed Note: Cars like this one are of particular interest since they are in great shape and have been 'in the family' since new. Thanks Steve!

Birthdays

January

1.1 Barbara Williams
1.3 Jean Welch
1.4 Barbara Wright
1.10 Leo Nitz
1.14 Ken Smith
1.19 Jack Miles
1.25 John Wolf
1.25 Lu Anne Rohrer
1.25 Barbara MacMillan
1.27 Don Zable

February

2.4 Marsha Di Fatta
2.11 Don Durkee
2.14 Susan Trapp
2.17 Diane Baily
2.19 Leland Wright
2.25 Joe DiFatta
2.27 Lin Kemmerer

New Members

According to our membership guru (Dick Stones), these people made an excellent choice by joining the
San Fernando Valley V8's in 2001:

Ingvar "Swede" Carlson
Kim & Barbara Mac Millin
Jerry & Susan Trapp

Ron & Vanessa Main
Ken Smith
Victor Cohen

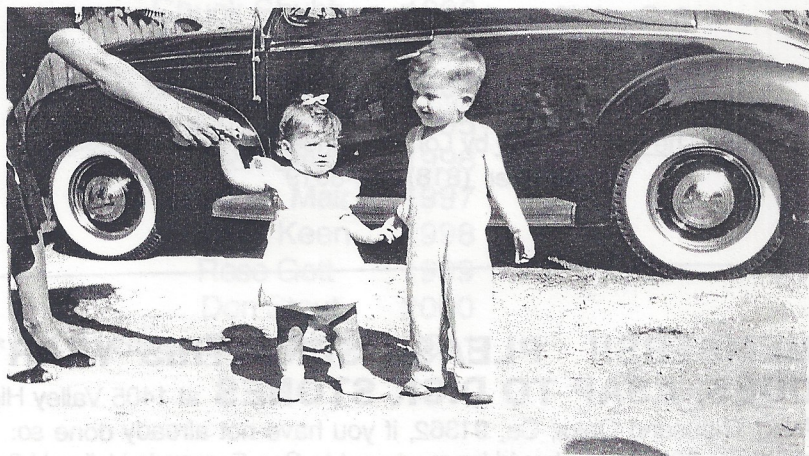
Welcome to you all! Please pick up a Biography Sketch blank from the DriveLines editor so we can feature you and your car in a future issue, or if you are still feeling a little bashful, just fill it out with a request to not publish the information until you get that perfect flathead running just the way you want it to. Thanks!

Tom Potter



This classy lady is Darryl Thomas' Aunt Beverly about to drive off in an equally great looking '39 Ford Coupe. Photo taken ca.1944.

In August, 1945 Darryl and cousin Nancy, Bev's daughter, stand near the '39 behind Grandma's house in East LA. Note side mount after-market antenna. The car now appears to have body colored wheels with chrome rings. See more on this story below.





A family friend shows off some fish caught in an LA area stream. In 1945, there must have been more water around than there is now. Notice the center bumper guard on the '39 coupe. Ed. note: I sure got rear-ended in bumper "locking" accidents more than once when the guy behind me at the light couldn't get it stopped. Maybe this helped. After market or dealer option? Does anyone know?

AL ROHRER

Sorry to hear that Al is in the hospital. We all wish him a speedy recovery and a return to our meetings as soon as possible.

Wanted, For Sale or Trade

Wanted: 1. Pickup bed for a '40.

2. Rear fenders and rear bumper brackets '40 pickup.

3. Good '40 standard grille.

4. A '40 standard steering wheel.

Dick Stones (805) 230-0070

Wanted: The Ford Factory by Lorin Sorensen (Fordiana Series).

Tom Potter (818) 884-8019

MEMBERS!! PLEASE SEND THIS YEAR'S DUES, ASAP TO DICK STONES at 1405 Valley High

Ave., Thousand Oaks, Ca, 91362, if you have not already done so. A check for \$25 made should be made out to San Fernando Valley V-8s.

The Valley



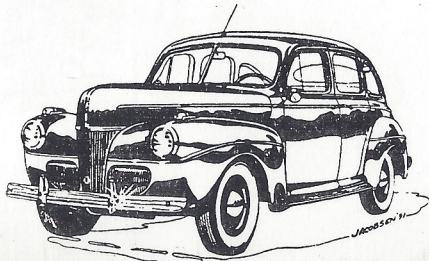
PAST PRESIDENTS

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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
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 Keen	1998
Rose Gott	1999
Don Stout	2000
Steve Boskovich	2001

The Valley s

10745 Delco Avenue • Chatsworth, CA 91311



1941 Ford

01328+8046 47

