



February 2024

DRIVE LINES



CAR OF THE MONTH

1941 Ford Business Coupe

Owner: Joe & Leslie Nuccitelli

January 22, 2024

Message from the Prez

Thank you to all those who attended our first monthly meeting of the year on Jan. 2nd. As mentioned, anyone who is interested in running for a club office please notify a current officer. So far, Rex Jaramillo and Ralph Hubbard have volunteered as Technical Advisors joining Jerry Case. Lynn Carter has also volunteered to take over the women's raffle that had been run by Bobbie Searl. She will need a partner as she and her husband Richard are back East for the summer. Any volunteers?

We are also gathering info for stories for a new article for the Drivelines called "Member of the Month". It will be independent of "Car of the Month". I have noticed that there a lot of interesting stories of the past that may not be known by everyone, such as how you became a member, acquired your car{s} or pick-up, how does this interface with other club members, etc. A good example of this is this month's car of the month. It has been owned by a few different club members before Joe and Leslie. Joe Difatta still has the original wheels. Please write up a few paragraphs and send it to one of the officers.

Club Membership dues for2024 are **now due**. In the Drivelines is again the 2024 Club membership renewal form. Please return it to Joanie (if you haven't already) with the dues as soon as you can.

Ernie has been talking to various members on future driving trips. Please get your ideas and opinions to him. He is also looking into setting up a booth at Pierce College Vintage Market. It is on the last Sunday of the month. We have decided not to do it this month but later as the weather warms up.

The Speaker at our next meeting on Feb. 5th will be Karen Lehman who will be showing a video on "The Dwarf Car Museum". These are scaled down replicas of classic cars fabricated by Ernie Adams.

See you next meeting.



**The Valley V-8's
Membership Application & Renewal Form
To renew your membership or
join our club, please fill out this form
and follow the instructions at the bottom**

**SAN FERNANDO
VALLEY V-8's
CHAPTER 40**
www.ValleyV8s.org
https://www.facebook.com/groups/
579123315803014

Name: _____ **Birthday Month:** _____ **Day:** _____

Spouse: _____ **Birthday Month:** _____ **Day:** _____

Address: _____ **City:** _____ **State & Zip** _____

Phones - Home _____ **Cell** _____ **Work** _____

Email: _____

Occupation: _____

Year Joined: _____

Early Ford V-8 Vehicle(s) Owned - if same as prior year write "NO CHANGE"

Year Make Model Body Style

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Body</u>	<u>Style</u>

For Regional Membership: Send a \$35.00 check - payable to: Valley V-8's

Mail check to: Valley V8s C/O Joan Sapper, 2948 Mary St. La Crescenta, CA 91214

If you have any questions please call 818-606-0267 Email: brngarage@gmail.com

NOTE: For us to meet insurance requirements, a Regional Group Member MUST also be a member of the Early Ford V-8 Club of America. Minimum membership is \$35.00 per year. Please contact me for mailing information or <http://www.earlyfordv8.org>

JOE & LESLIE'S 41 FORD
' BUSINESS COUPE

I FIRST SAW THIS CAR AROUND 1980. OWNED BY VALLEY V-8 MEMBER & EX PRESIDENT OF THE CLUB CHUCK MAIR WHO OWNED IT FOR APPROXIMATELY 30 YRS. WHEN CHUCK BECAME ILL JOE DIFATTA PURCHASED THE CAR & EVENTUALLY SOLD IT TO HIS 'BROTHER-IN-LAW. ABOUT 10 YRS AGO JOE DIFATTA ASKED IF I WAS INTERESTED IN PURCHASING CHUCK'S OLD 41 & MY WIFE LESLIE & I WENT UP TO CANYON COUNTRY WITH JOE DIFATTA TO LOOK AT THE CAR. MY WIFE LESLIE LIKED THE CAR ALOT AND WE MADE THE DECISION TO PURCHASE IT. OVER THE LAST 10 YRS WEVE MADE SOME CHANGES - BUT THE OVERALL LOOK & FLATHEAD DRIVE TRAIN REMAINS THE SAME AS WHEN CHUCK MAIR OWNED IT WHEN I FIRST SAW IT SOME 40 YRS AGO.....

Joe and Leslie Nuccitelli's 1941 Ford Business Coupe



See more pics of members cars on our website
ValleyV8s.org

January 2, 2024

V8 Club Minutes

Meeting was opened at 7:00 pm by President Jim Ellerbrock at Lulu's Restaurant. We first sang Happy Birthday to Sandy Norris, followed by the Pledge of Allegiance.

The guests introduced were Stan Miller's Grandson, Spencer Jones He lives in the Valley close to Stan. He attends Pierce College in the Auto Shop program there. There are about 150 students enrolled and he is very enthusiastic about this course!

Jim extended a heartfelt Thank you to VP Bill Greene for the most enjoyable **Holiday Party** held last month. He does plan to work on next year's party, which is very good to hear. Jim also thanked Steve and Sue Boskovich for the terrific Christmas Raffle table!

Club Business: Joanie Sapper, Treasurer, gave a financial report on the club during these last 6 months. Covering expenses of the Holiday Party, our generous donation to Hawaii, October Auction Income, Dues received early, our balance at end of 2023 was approximately \$ [REDACTED]. We do have a few Club offices that need filling. Please contact Jim if interested.

The new **Tech Consultants** are Rex Jaramillo and Ralph Hubbard. Thanks guys!

Tours – Ernie is still open to ideas for short and long trips this year. He plans to organize something fun for us very soon. Here is what suggestions we heard tonight: Fabulous Fords days at Irwindale Speedway, repeat of Oxnard trip to Antique store, Solvang overnight, Vandenburg Air Force Base, Train to San Diego and use shuttles to attractions, Santa Paula Airport open house.

Of Note: Boskovich went to Cupid's Hot Dog, an icon of the West Valley, on their final day of business. The wait for the tube steak was 2 hours!

10 Minute Break called.

Car of the Month is Craig Lapair with his 1940 Ford Coupe Deluxe. Great article to come in the January Drivelines. Be on the lookout for this edition!

January Birthdays were announced. **Membership Dues are now DUE!** Don't procrastinate, send this month!! Howard Brown asks that you please check your current personal information in last year's Roster and be sure to fill out the membership application to send with your payment. Making any corrections.

Discussion began regarding the business of the Early Ford V8 Club of America. For recap, ask Jim our President.

A great idea was presented to have a Valley V8 Club table at various Valley events to attract new members. For instance: Swap meets, Flea markets, Farmer's Markets, Pierce College car events. Have handouts, samples of our Drivelines Newsletter, V8 Times Magazine, pictures of some of our tours.

Name Badge winner-Jerry Case! Car of the Month-Craig Lapair! 50/50-Blake Wilcox \$ [REDACTED]!

The raffle then ensued with great prizes! Thanks to Steve Lehman


A Complimentary Membership was extended to our "young" guest: Spencer Jones. Hoping you'll be back for more fun!

The meeting ended at approximately 8:15 pm.

Submitted by

Joanie, V8 Club Secretary 1/5/2024

Great Western Container



SOLUTIONS IN PACKAGING AND GRAPHIC DESIGN

Steve Boskovich

Office (818) 341-2291
 Cell (818) 903-6620
 Fax (818) 341-1050

P.O. Box 4074
 Chatsworth CA 91313

MOONEY INDUSTRIES
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SPEEDWAY ENGINEERING



Ken Sapper
 President

ken@1speedway.com
 Office: 818.362.5865
 Cell: 818.326.1286
 Fax: 818.362.5608
 13040 Bradley Avenue
 Sylmar, CA. 91342
 www.1speedway.com

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 President/CEO
 O: 818.780.8820
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Our Guest Speaker for February will be Valley V8's Club Member Karen Lehman who will share with us information about the Dwarf Car Museum in Arizona that showcases handcrafted fully operational miniature cars.

Lulu's Restaurant at 7pm
 Tuesday February 6th

The Ford is 'On the Road Again

After three months (yes, three months) of frustration, my '55 Ford Crown Victoria is finally "on the road again". It all began when I noticed oil dripping from the left side of the engine. It was a steady drip, so it HAD to be fixed. I determined that the oil was coming from the canister type (original equipment)

oil filter on the 272CI Yblock V8. I hadn't changed the filter since I acquired the car and rescued it from a 25 year sleep in a field. It had been a little hard to get started, and once started, it smoked like the proverbial chimney. It actually smoked so profusely that I couldn't see out of the back window while driving. Since it didn't run on all 8 cylinders, I decided to see what I could do to improve it. I removed the cylinder heads, had a friend grind the valves and replace the valve stem seals, and while it was apart, I decided to see what I could do about the smoke. I made up a 50/50 mixture of automatic transmission fluid and Marvel Mystery Oil. I poured a small amount into each cylinder, let it soak overnight, and turned the engine a few revolutions manually. Then I repeated this procedure four or five times. I noticed that when I rotated the engine, particles of 'dirt' came up onto the cylinder walls. After about a week of this treatment, I reassembled the engine, changed the oil and filter and started it. It ran immensely better and the smoke disappeared!! That was great, but the oil filter continued to leak. I figured I had done something wrong installing the filter, so I took the assembly apart, carefully cleaned and inspected everything and put things back together. No luck. It actually leaked worse!!

I disassembled/reassembled it two or three times (with some time in between to reduce my frustration). Still leaked (actually leaked a steady stream, not just a few drops). After I realized I wasn't making any progress with the leak, I listened to advice from a few Ford friends and bought an adapter to replace the canister assembly with a modern disposable oil filter. Guess what? After two or three installations/inspections/re-installations, the damn thing STILL LEAKED! Absolutely no improvement. This brought on another couple of weeks of frustration, and the lack of motivation to even look at the car. After a while, I came to the conclusion that I wasn't ready to throw the car away, so I better do something. I did some research and found that the adapter I had purchased was only one of two types available, and that there was one that was supposedly much better. I ordered the

'better' one and when it arrived, I could see that it had the potential to be MUCH better. The first one was a stamped steel plate that bolted to the engine block and provided a surface for the disposable filter. It used the same flat gasket arrangement as the original oil filter canister. The new one was a cast aluminum plate about ½" thick and used a slot with an o-ring for sealing against the engine block. It looked much more substantial, but would it work? I installed it, made sure there was enough oil in the engine (it had leaked a substantial amount with all this exercise) and started it up. NO OIL LEAK!! Amazing! A short road test took place in very early December and since I could finally drive the car without leaving a trail of oil, I took the Ford to the local Christmas tree lot (with my wife and daughter) and we brought home a tree on top of the Ford. Some of my friends thought this was such a momentous occasion, that they put a picture of the Ford with the Christmas tree on the cover of the January issue of Drivelines! I guess it was worth all the frustration and work.

Submitted by Howard Brown



The Valley V's

2024

President	Jim Ellerbrock	818-437-0412
Vice President	Bill Greene	818-606-2874
Secretary/Treasurer	Joan Sapper	818-326-9685
Tours	Ernie Baily	805-433-5540
Programs	Joe DiFatta	818-700-1939
	Val Ellerbrock	818-497-4551
Membership	Howard Brown	818-606-0267
Drive Lines	Val Ellerbrock	818-497-4551
	Howard Brown	818-606-0267
Prize Raffle	Steve Lehman	818-885-6938
50/50 Raffle	Ken Sapper	818-326-1286
Name Badge	Karen Lehman	818-885-6938
Web Master	Scott Doudrick	818-687-9836
Tech Advisors	Jerry Case	818-989-5211
	Rex Jaramillo	213-706-3854
	Ralph Hubbard	818-384-1940

Valley V8 Birthdays

February	4	Marsha DiFatta
February	5	Miguel Larios
February	8	Nancy Nuccitelli
February	17	Diane Baily
February	25	Joe DiFatta
February	27	Lynn Kemmerer

What's In a Name?

If you stick around long enough, you will notice that the names of vehicles (cars and trucks), seem to come around at least twice. Usually, the time lapse is generation or more, as some of the names don't evoke a positive memory. Maybe the marketing gurus are just too young to realize the perceptions people of a certain age have of these names. Or maybe the marketing gurus have no sense of history. After all, people under thirty years old think that a car with (steering wheel mounted) paddle shifters is a manual transmission. Let's look back at some of the best and worst car names, and a few that just won't go away.

Worst Names and Why

My candidates for the worst names, in no particular order, are:

1. 1937 and before Studebaker Dictator (yes, you read it right). Given the political climate in Europe at the time the only name that could top that would be the "Fascist Wagon."
2. Chevrolet Nova – Chevrolet small compact car could have been the ticket to sell in foreign markets if the name didn't translate to "does not go!" in Spanish.
3. Chevrolet Citation – actually a very accurate label, as the car was a collection of moving violations with a long list of recalls.
4. Hillmann Avenger – what was it avenging? This English car asked that question that nobody asked (except for me, I know).

Making a Comeback

Ford Maverick 1969-1977 – this rebodied Falcon was best known as a bottom-feeder rust bucket that was sold at a bargain price. 1973 and later models had gigantic crash bumpers that somehow made an ugly car even uglier. The sister car from Mercury division, the comet, was usually referred to by the public as "the vomit," because that's what you usually felt like doing when you saw it. Ford has chosen to put the Maverick's historical name on a line of light duty pick-up trucks. Maybe better luck this time.

Land Cruiser – Studebaker's 1930's-1950's top of the line sedan, or the "flagship" of the line. Toyota used it from the mid-60's on their version of the Jeep and still uses it today on upscale versions of SUV's. Edsel 1958 – Ford's famous flop

has the distinction of being the only division that has all its models, all four series, being used later again. The original four series were Ranger, Pacer, Corsair, and Citation. Ford reused the Ranger name on different trucks, usually pick-up's. AMC used the pacer name on its infamous bubble-mobile, Lincoln is currently using the Corsair on a SUV model (does anybody make cars anymore?), and of course the aforementioned Citation name was used by Chevrolet.

It's a Jungle Out There

Many autos get their names from animals, as this is supposed to conjure a certain type of image of, I suppose, power and freedom. Studebaker was an early proponent of this and in 1956 it used the Hawk name on four different variations. In ascending order they are: Flight Hawk, Power Hawk, Sky Hawk, and Golden Hawk. The Hawk name was later used by Buick as a Sky Hawk. Buick was also an early adapter of the animal theme, as the 1953 Sky Lark was a high end offering that year. Later years, as was the case for many manufacturers, the name was watered down to lower-level models. Other animal names like the Ford Mustang even featured wild horses in the commercials. Animal names help brand loyalty, like the Ford Thunderbird. The Cougar helped Mercury shake its old man's car image, and they reminded potential customers to look for the sign of the cat in all of the print and television ads. Don't forget, although Ford would like to, the Ford Pinto, AKA the rolling hibachi. Even fish names got into the act, like Plymouth Barracuda, AMC Marlin, Chevrolet Stingray, and the late model Hyundai Tiburon (Spanish for shark). Even some mythical creatures made the list – Pontiac Fire Bird and the Pontiac Phoenix. The snake section includes the Ford Cobra and Dodge Viper. Honorable mention goes to the 1959 Studebaker Lark, the Ford Falcon a year later (coincidence?), and Jaguar. And in the insect section the Volkswagen Beetle (bug), Hudson and AMC Hornet and Wasp. Don't forget the Plymouth Road Runner and Super Bird!

Look to the Stars

Starting in the 1950's, the space race had an influence on car names. Studebaker had the Starliner, Oldsmobile had the Rocket 88 and Rocket 98.

Pontiacs were called "Strato-Streaks" and had a star chief model. Later, Plymouth used the Satellite name for years. Ford used the Skyliner name on its' retractable models- 1957-59, and Starliner on its' early 1960's hardtops. Packard even got into

it with the Constellation model. Eventually, Mitsubishi had a Starion model and Buick had an Apollo model. Oldsmobile brought back the Starfire model name, first used in the 50's and then the 60's on specialty models, and then for its' 1970's Chevrolet Monza clone car (some might say clown car).

That's Not Nice

Some car names are very aggressive sounding. One that comes to mind is the Dodge Ram, although Mopar eventually dropped the Ram part of the name, maybe because it sounds like an oxymoron. Dodge Magnum (a high-powered gun), Mitsubishi Conquest (why can't we all get along), Mercury Marauder (really?), Dodge Challenger, and the aforementioned Studebaker Dictator. The Dictator name was later changed to the Commander.

Speaking of Studebaker, and not nice. The 1957-1958 Studebaker Scottsman was a super low-priced, no frills, bare bone stripo (get the point?) offering whose name was based on the stereotype that Scottish people are cheap. THAT'S NOT NICE!

Lessons in Geography

Some car names take us to far away places, depending of course, on where we live. Some names evoke speed like Pontiac Bonneville, Chevrolet Monza, and Studebaker Daytona (name later used by Dodge). Some evoke high style living, such as, Buick Park Avenue, Chrysler 5th Avenue, Lincoln Capri, Mercury Monterey, Chrysler Saratoga, Buick Riviera, and the Cadillac Eldorado. Plymouth used the names of famous hotels in the 1950's. Savoy, The Plaza, and the Belvedere. Hats off to Plymouth for naming their cheapest base model after a high-end London hotel (the Savoy). I seriously doubt you would ever see one parked there. More modern location names usually go to trucks or SUVs, like Dodge Durango, Dodge Dakota, Chevrolet Cheyenne, Toyota Tacoma, etc.

Truth in Advertising

Some names just don't apply. The Buick Special was not very special, it was the cheapest model. The Mitsubishi Mirage was not a mirage, although if you see one now it probably is a mirage. Most models that say "limited edition" are only limited to how many units the manufacturer can sell.

Submitted by Howard Brown from Dave Evans