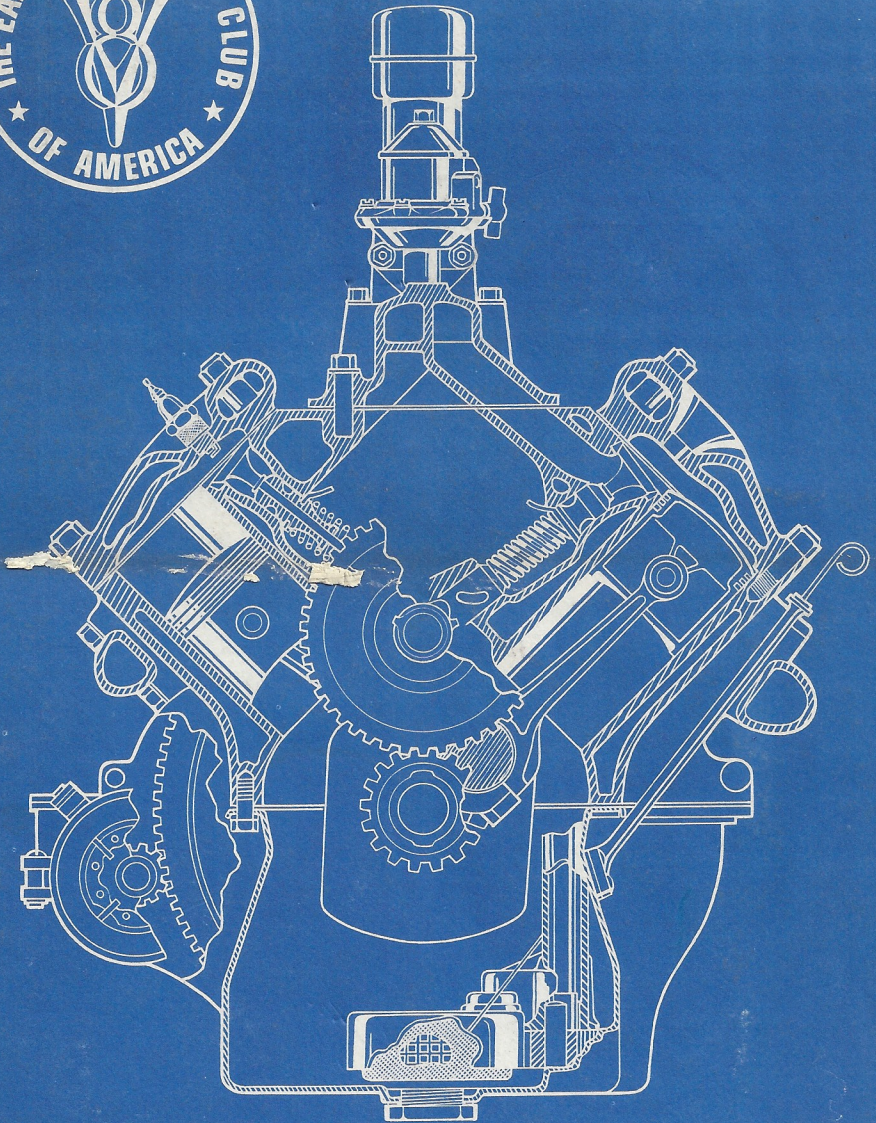
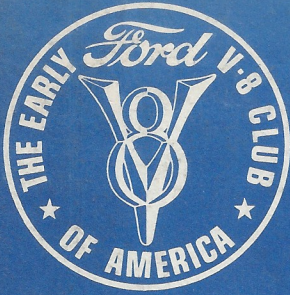


79

MAY



*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  
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COVER DESIGN BY:  
ROY JONES

SECRETARY

PRESIDENT'S MESSAGE

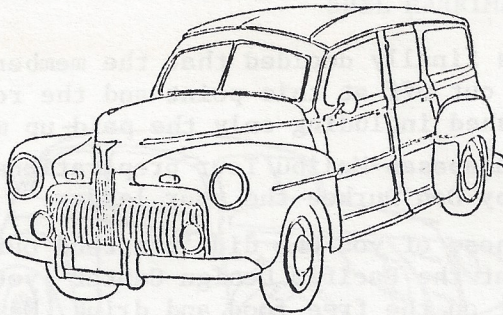
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That was some good tour we had on April 8th. Now that the weather is a little better, we will have some more tours coming up.

My thanks to Mr. Bill Norton for presiding over the club auction. He raised a heap of money; it will go to good use.

With any luck the next speaker will be Mr. Bob Kennedy to discuss woodgraining at our May meeting.

BOB DRAKE



THIS MONTH'S EDITORS

Shel Harriman and Larry Caplan  
Sketches by Rich Poppenberg

NEXT MONTH'S EDITORS

Ed and Dorothy Konecko

SECRETARY SEZ

The following FORD'S were driven to the April meeting.

Shel Harriman	32 Victoria
Bill Culp	36 3 Window Coupe
Bob Rose	36 3 Window Coupe
Ole Olson	39 Coupe
Miran Prudian	40 De Luxe Tudor
Frank Williams	40 Coupe
Michael Fayle	46 Coupe
Ernie Baily	46 Fordor
Don Lael	47 Coupe

It was finally decided that the membership drive would be cut off at this point and the roster will be published including only the paid-up members.

The Calabasas-Malibu Tour preparations were briefed by Don Durkee the tour leader.

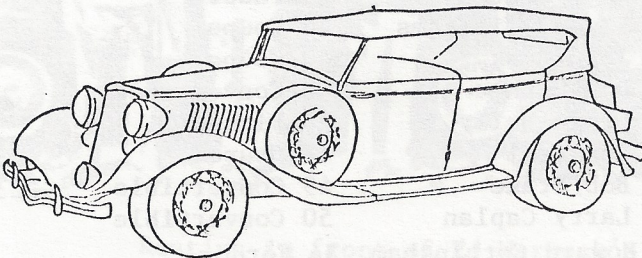
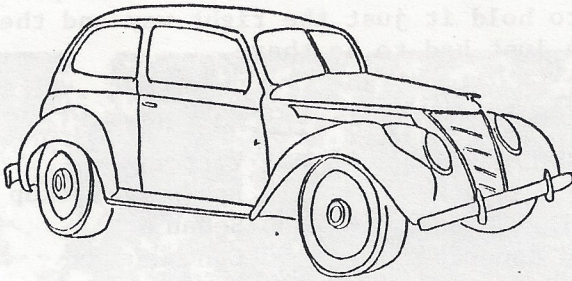
For those of you who didn't attend our club car display at the Pacific Design Center--you really missed out on the free food and drink. Mayor Bradley gave an introductory speech to kick off "Market Week" and thereupon each floor seemed to be trying to out-do the others in hors doeuvres and wine. My personal favorite display was Thomasville, they had the best cheeses, the best wine, and the best hostesses. Of course they wouldn't let Bob Drake go upstairs. I guess he just doesn't look like an interior designer.

Don Dupree asked for cars willing to go on an Easter Parade in Burbank but didn't get much response. Chip Werstein is trying to find a place for a club Pizza Night that will give the club some of the profits--any suggestions?

Well, the April Fools meeting brought out the auction goodies and Big Daddy, Bill Norton put on one of his one-man shows as only he can do it. Thanks to Bill and the donors and bidders the club took in a total of \$359.50 ! Bill Norton really worked hard for us and the club owes him a debt of gratitude for his fine effort. The best part is that he seems to have fun doing it. I think that he could sell almost anything; in fact he did!

Don Durkee left at break time as the big spender with \$60 worth of goodies only to be outdone at the end of the evening by Frank Williams who totaled up at \$71.50 . The top goodie of the auction was a pair of defroster ducts-- at least it must have been a goodie because Norton was able to get Nino Rossi to keep bidding against himself--well you had to be there.

SHEL HARRIMAN



## CALABASAS - MALIBU TOUR

The April 8th Calabasas-Malibu tour was a whopping success. Sixteen early V8's showed for the biggest turn out in a long time. Don Durkee organized and led the tour through Topanga Canyon, up the Coast Highway and back through Encinal Canyon to the White Cloud Ranch and back to Calabasas. One of the highlights of the tour was a stopover at the White Cloud Ranch where we were given a personal tour by owner, Carol Holmes. Her ranch has 96 horses on 40 acres and is the largest breeding ranch for champion Appaloosas. The last fire did extensive damage to the ranch and the work being done by Ms. Holmes to rehabilitate the severely burned horses has been astounding, even to the veterinarians.

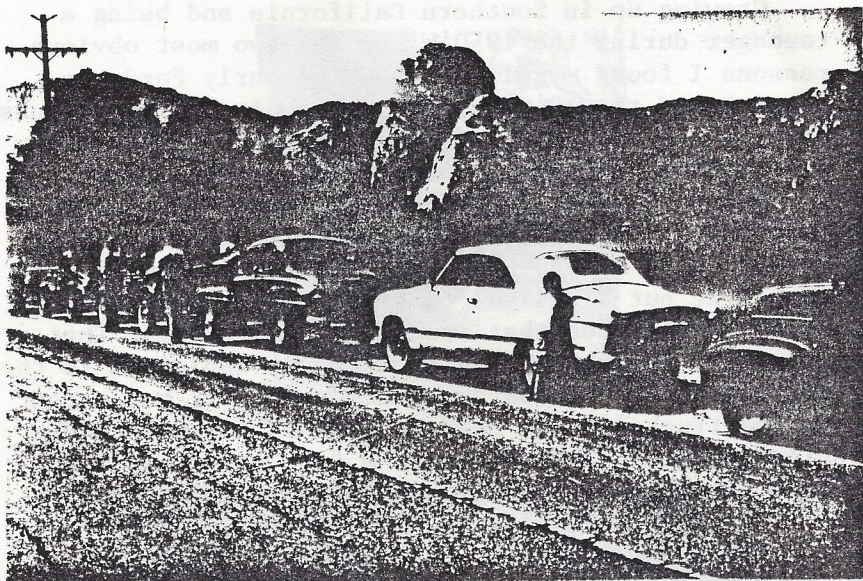
A thanks to Ed Warnock for making the luncheon arrangements at the Sagebrush Cantina. This wild little spot served Mexican cuisine ( although some had to wait ) and wow those pitchers of Margaritas. The place was mobbed with a fun-loving crowd. The good-looking women sure take abuse there however they keep coming back for more! Don Durkee was not to be outdone by the Cantina regulars. The mystery color slide he passed around the crowd had everybody going. you had to hold it just the right way and then-- well again you just had to be there...

### Cars on tour;

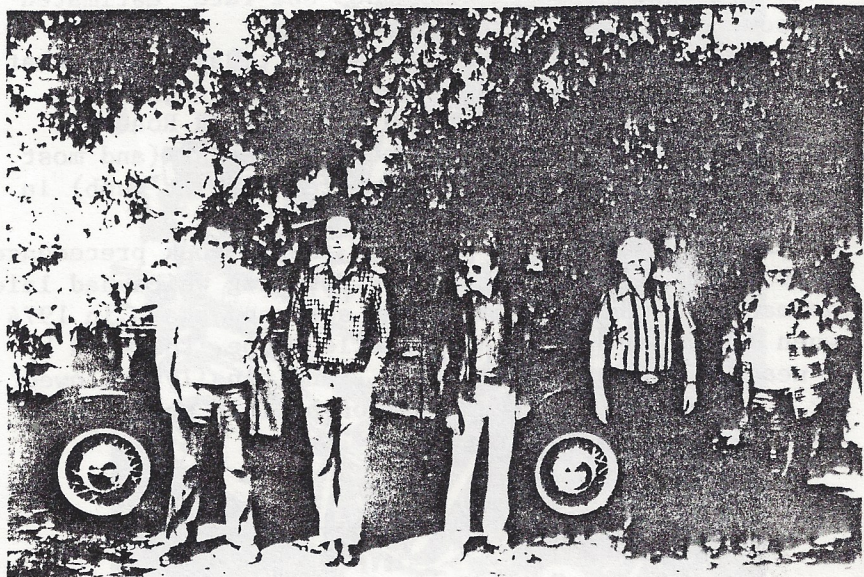
Shel Harriman	32 Victoria
Ed Warnock	32 Roadster Pickup
Clark Hansen	34 Sedan
Ed Konecko	35 Conv. Sedan
Bill Culp	36 3-Window Coupe
Harold Selson	36 5-Window Coupe
Don Ashworth	36 Phaeton
Chip Werstein	37 Phaeton
Jack Miles	39 Tudor
Elwood Williams	40 Coupe
John Busk	40 Coupe
Don Durkee	40 Convertible
Ernie Bailly	46 Pickup
Don Lael	47 Coupe
Bob Drake	49 Convertible
Larry Caplan	50 Convertible
Howard Cottingham	34 Fordor

SHEL HARRIMAN

CALABASAS - MALIBU TOUR



Line Up Of Cars Along Highway  
(Is that white one an early V8 ?)



Resting in front of Ed Warnock's  
32 Roadster Pickup

## AUTOBIOGRAPHY OF A FORTY FORD FANATIC

Growing up in Southern California and being a teenager during the 1950's are the two most obvious reasons I found myself "hooked" on early Fords in general and the 1940 Ford in particular. I would guess that on any given day one might find 25-50 of these cars parked outside each Los Angeles high school.

By the time I was 15 years old and ready to buy the first car of my own choosing, it was clear that it had to be a 1940 Ford. I don't recall how many I looked at but finally I came across a convertible in Pacific Palisades that was for sale for \$195. That evening I brought my dad back and we explained to the man that this car was overpriced since it had a dent in the trunk lid and needed a few other repairs. We finally agreed that \$125 was a fair price and I became the proud new owner of the car pictured on top of the following page.

It wasn't long before I realized that 85 horsepower assured me of losing most every street race I could find. This led to the need for more horsepower as shown in the second picture of the next page. I guess that at least 3-4 engines went through that car, the biggest of which was 3.43" by 4.25". This engine lasted slightly longer than the "one-race" estimated by some of my pessimistic friends.

For reasons which make no sense today I sold that car in 1956 (for \$75) and bought a 1950 (ugh) Olds.

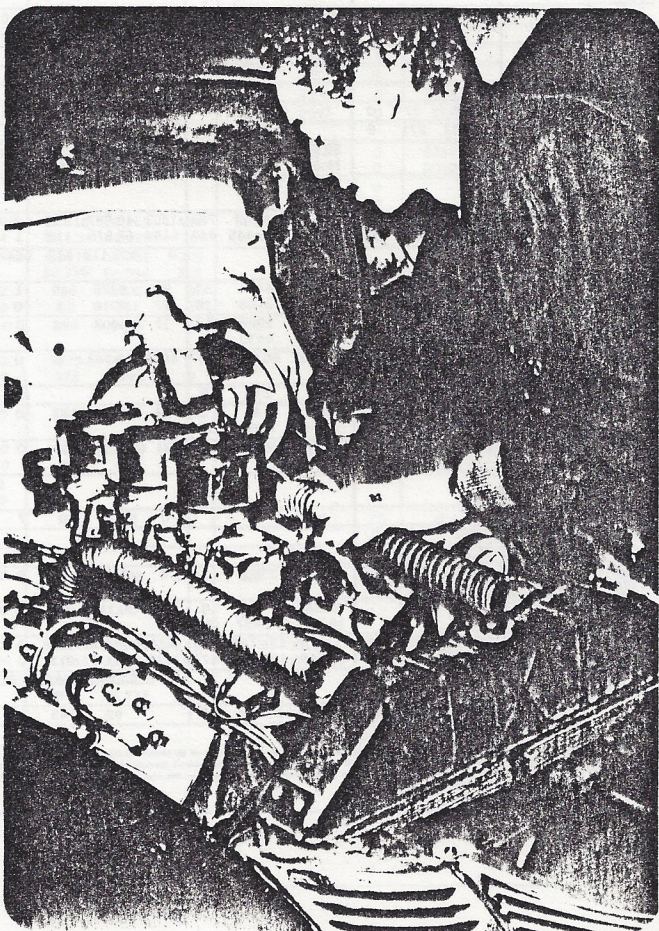
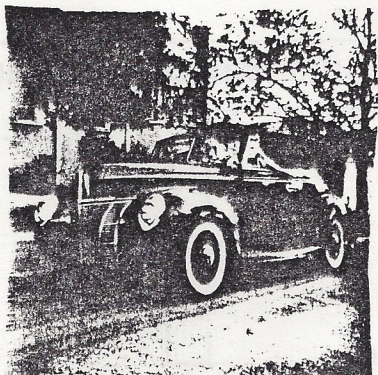
Shortly later I assembled a 1929 Ford Roadster for drag racing which consumed my interest (and most of my money) until I finally parted with it (sob) in 1964... in favor of a new wife!

At that point more pressing issues took precedence over automobiles... but the 40 Ford bug which had laid dormant for many years finally surfaced again in 1974 when I brought home a neat little coupe, followed by a neat little tudor,..... and finally followed by a super-neat little black convertible not much different than the first one.

LARRY CAPLAN

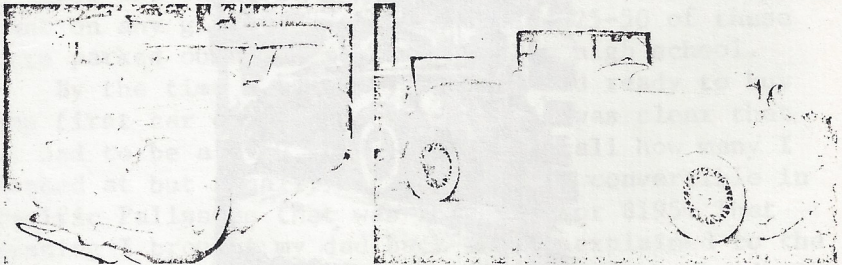


LARRY'S FIRST FORTY FORD -- 1954



# Restoration

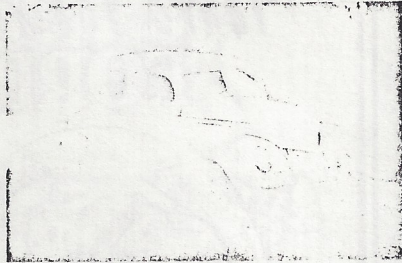
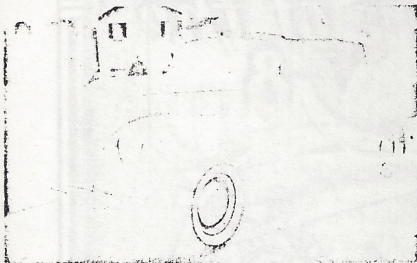
## WORLD-WIDE PRODUCTION FIGURES



	Model 18 ('32)			Model 40 ('33, '34)			Model 48 ('35)					
	'32	'33	'34	'33	'34	'35	'34	'35	'36	'37	'38	'39
Business Coupe, Std.												
Business Coupe, Dlx.												
Cabriolet	6864	199	0	8635	15,664	0	111	14,337	1116	1016	177	243
Club Cabriolet												
Club Coupe												
Convertible Club Coupe												
Convertible Coupe												
Convertible Sedan	1105	37	0				0	3441	48	0	482	263
Deluxe Coupe	21,993	271	0									
Five-Window Coupe, Std.				32,659	49,513	11	1002	77,422	53	0	0	0
Five-Window Coupe, Dlx.				11,525	27,015	12	2153	30,870	42	0	0	0
Five-Window Coupe, w/ Pickup Box												
Five-Window Coupe, w/ Split Seat												
Fordor Sedan, Std.	12,102	385	2	23,323	29,621	787	1803	46,887	332	0	154	0
Fordor Sedan, Dlx.	23,057	994	109	50,685	116,445	465	6185	68,678	312	1	216	415
Fordor Touring Sedan, Std.							0	103,110	618	984	427	18
Fordor Touring Sedan, Dlx.												
Panel Delivery, Std.	49	0	0	1040	6454	33	82	9786	19	1	0	0
Panel Delivery, Dlx.	84	3	0	916	3963	28	27	4918	1	0	0	0
Phaeton, Std.	1216	58	0	640	1076	13	17	6008	48	0	0	0
Phaeton, Dlx.	1380	52	0	2206	4430	1						
Pickup, Closed Cab, Std.				33,748	66,922	0	4876	42,763	0	0	0	0
Pickup, Closed Cab, Dlx.												
Pickup, Open Cab				306	248	0						
Roadster, Std.	812	5	0	202	4	0	24	4806	66	0	0	0
Roadster, Dlx.	8092	87	0	4801	6165	15						
Sedan Delivery, Std.	57	1	0	2296	9328	117	31	8257	19	0	1	0
Sedan Delivery, Dlx.												
Sedan w/ Trunk, Tudor												
Sedan w/ Trunk, Fordor												
Seven-Passenger Sedan							0	0	0	7	1	174
Sport Coupe	2362	47	0									
Standard Coupe	31,778	312	0									
Station Wagon, Std.	334	0	0	1654	2905	3	0	4297	26	0	90	123
Station Wagon, Dlx.												
Three-Window Coupe, Std.				6884	0	0	1279	30,153	81	0	0	0
Three-Window Coupe, Dlx.				16,735	28,457	35						
Tudor Sedan, Std.	66,845	1560	51	111,870	132,783	385	1650	236,006	106	0	121	0
Tudor Sedan, Dlx.	21,630	406	76	51,569	129,355	427	3632	79,911	213	0	410	526
Tudor Touring Sedan, Std.							0	84,290	1362	1358	248	68
Tudor Touring Sedan, Dlx.												
Victoria	8732	138	0	5240	21,304	48		92	143			

1. Linn Svensen, once editor of VE Times and now with Ford Life, is quoted as saying: "Fords were produced by Model Number, such as the Model 40 which is known as the '33 and '34 Ford. However, if they (the assembly plants) had additional materials or demands for these models, production would be continued into later years. As far as different models being produced simultaneously, I think this definitely is true. The various Ford factories, such as the one producing station wagon bodies, may have cleaned up their inventory by continuing production rather than scrapping unused stock."

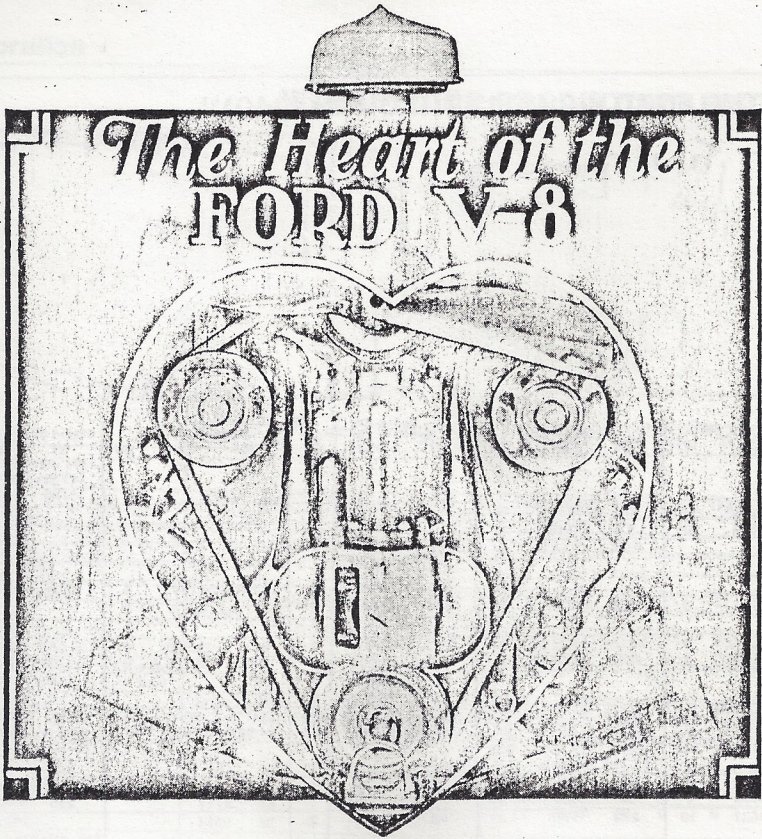
# FOR THE FORD V-8 (1932 THROUGH 1940)<sup>1,2</sup>



Model 68 ('36)			Model 78 ('37)			Model 81-A ('38)			Model 91-A ('39)			Model 01-A ('40)	
'35	'36	'37	'36	'37	'38	'37	'38	'39	'38	'39	'40	'39	'40
												4229	12,556
												5716	14,467
2302	11,763	3	455	9729	0								
0	4616	0	305	7618	78								
			4304	12,683	5	757	6412	2					
						329	5751	0					
						304	4398	0	1298	9120	4	2854	20,850
857	4744	0	252	4126	0	236	2507	0	47	3512	2		
19,757	58,777	0	10,785	79,562	0	9545	24,514	0	8237	29,960	0	10,252	23,441
7500	22,435	3	4742	22,036	5	2020	20,205	0	9010	28,316	0	10,793	17,126
						14	388	0					
						0	328	0					
10,151	21,005	349	10,416	38,162	484	9086	20,750	451	5415	22,094	642	6846	18,699
4266	38,597	4	10,220	12,639	26	12,110	79,149	761	24,921	65,456	174	33,921	57,835
35,971	123,589	265	6261	38,961	309								
			13,316	84,993	373								
3056	8902	0	706	5900	0							2656	4912
1336	3694	0	82	351	0							235	551
908	4637	10	238	3485	0	98	1069	2					
18,095	49,068	0	8975	68,289	0							15,742	33,397
0	2570	0	372	2248	0								
538	3324	0	169	1081	0								
1796	5796	0	512	7329	0	727	3259	0	805	3434	42	1491	4040
0	209	0	86	621	0								
3790	162,227	1											
1010	38,597	0											
			0	431	90	0	374	75	0	192	0		
1278	5766	0	698	8498	108	932	6012	0	818	2453	6	980	3489
									1008	5147	0	2292	6438
5961	15,485	0											
61,503	112,965	2	33,136	275,195	115	34,730	71,130	257	27,317	97,349	200	45,475	105,458
8711	11,753	55	11,389	22,294	0	13,160	88,308	179	35,911	108,363	59	57,379	113,989
33,527	92,641	135	13,702	124,836	0								
			9915	63,774	1								

2. Some models have been divided into Standard and Deluxe and, in some cases, the Deluxe was dropped or picked up leaving only one model. This model, although not specified as Standard or Deluxe by the factory is referred to here as Standard.

HOW EARLY CAN AN "EARLY V-8" BE ?



Okay deuce experts; how many things look unusual in the above photograph?

This picture and those on the next page have been reproduced (barely) from an article in the May 15, 1932 issue of Motor Science Magazine. They show in detail the controversial "four bolt" coil for which things like gaskets have been found. However a complete unit seems to be a most elusive goodie for the 32 Ford. If you should find one you can name your own price--- maybe even charge admission. Bill Honda is the only known collector to possess one of these units.

The article continually refers to Mallory-Ford distributors. I wonder if Emil Zoerlein would have agreed with that statement?

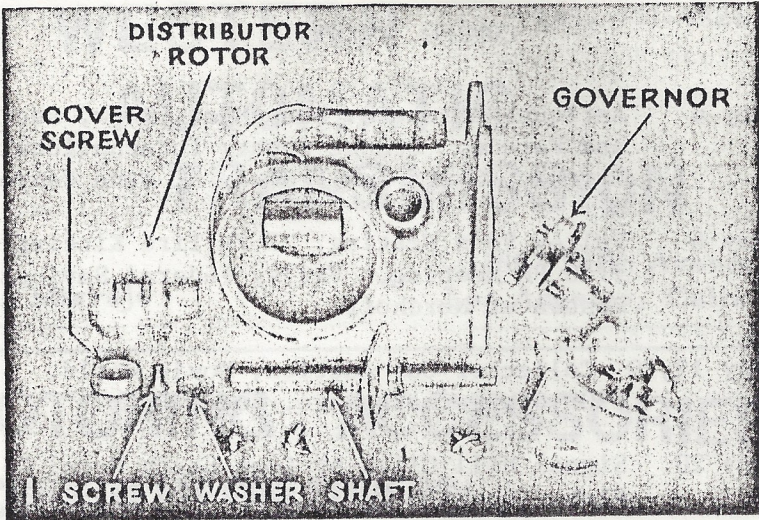


Fig. 1. Parts of the Mallory Ford V-8 Ignition Unit, ready to be assembled

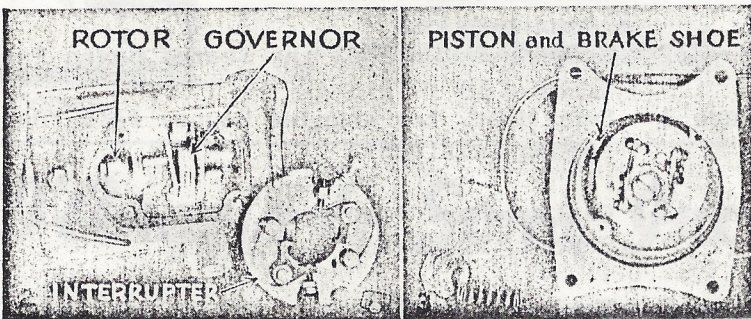


Fig. 2. Distributor Rotor, Shaft and Governor in place. Interrupter plate also shown, ready to be installed. Two screws and rectangular washers hold it in place. Adjusting cap screw also shown. It is likewise seen in Fig. 5. Fig. 3. End view of centrifugal governor showing vacuum operated brake which retards spark for heavy loads

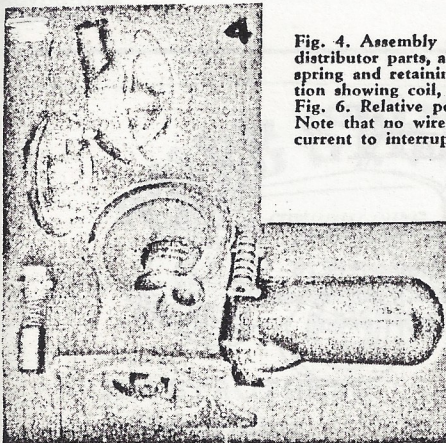
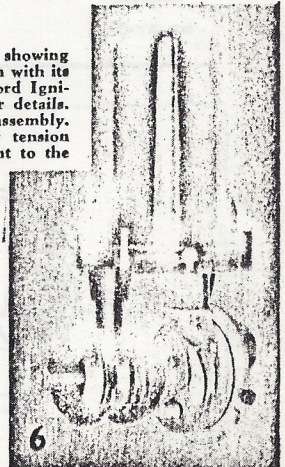


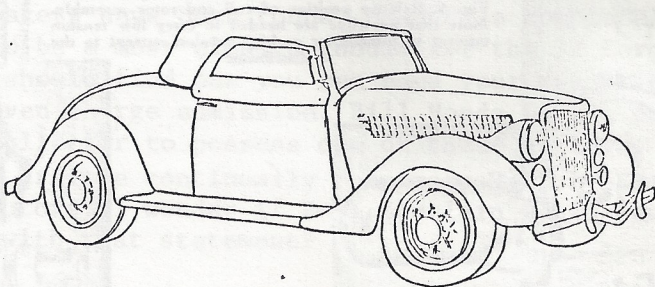
Fig. 4. Assembly of coil and ignition unit, showing distributor parts, also vacuum operated piston with its spring and retaining nut. Fig. 5. Mallory Ford Ignition showing coil, condenser, and interrupter details. Fig. 6. Relative position of coil and rotor assembly. Note that no wires are needed to carry low tension current to interrupter or high tension current to the distributor



## COMING EVENTS

- May 6      Antique Nationals. Swap Meet, Show, Racing  
            and Parade. Orange County International  
            Raceway, Santa Ana Freeway at Sand Canyon Rd.
- May 6      Valley V8's Meeting. 7 PM Tire Kicking,  
            7:30 PM Meeting, Valley Federal Savings,  
            Reseda at Nordhoff
- May 19,20   Collector Car Auction, Movie World,  
            6900 Orangethorpe Ave. Buena Park
- May 20      Signal Hill Climb by Long Beach Model T  
            Club. Shell Hill, Obispo Ave. and Hill St.
- May 20      Concours d' Elegance, Ventura College.  
            Ventura California
- May 27      Swap Meet, Cars of the Stars. Buena Park
- June 3      Swap Meet. Los Angeles County Fairgrounds,  
            Pomona California
- June 3      Car Show and Swap Meet. Fallbrook High  
            School, Fallbrook California
- June 3      Valley V8's Meeting
- August 7-11   Western National V8 Meet, Bend Oregon

ED WARNOCK



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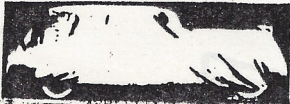
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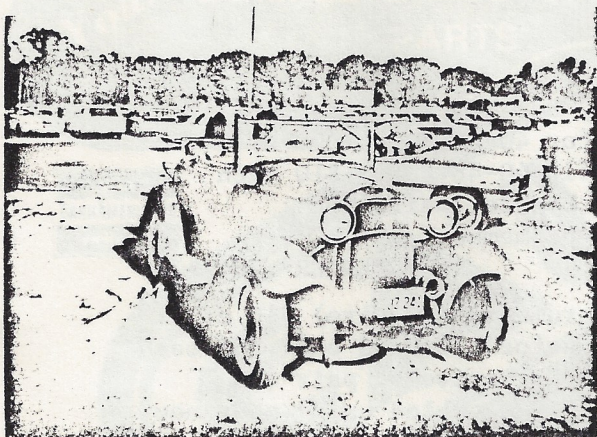


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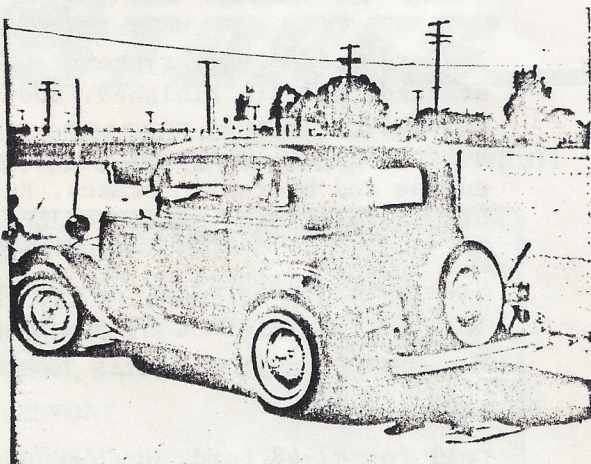


LOOKING BACK AT SOME



1966  
Shel's 32 Cabriolet

1970  
Shel's 32 Vicky.  
The other half  
of the "bookends



1969  
Shel's 39 Tudor



CLASSIFIED ADS

FOR SALE:

- Intake manifold, Edelbrock 3-carb. \$25
- 16 inch wheels for 40-48 Ford. \$10 each
- 15 inch wheels fit 40-48 Ford. \$10 each
- 40 Ford running boards, pair \$20
- 40 Ford front crossmember. \$5

AL SPENCER 761-1734

- 40 Ford NOS instruments (inquire) \$10 each
- Misc. racing cams for flathead eng. \$35 each
- 40 Ford NOS sway bar swivels. pair \$55
- 39-41 Ford engine. Assembled using many new parts. Complete and running. \$1500

JACK MILES 347-8617

35 Ford Sedan Delivery complete. Restoration started, chassis finished. Body work and engine assembly required.

36 Ford Tudor. Original condition, with 59A engine and hydraulic brakes. Running.

41 Chevrolet Fleetmaster 4-door sedan. Running.

IRV WARREN 780-7109

34 Ford 5-Window Coupe. Fully restored.

STAN MISRAJE 731-9326

WANTED:

Coil for 42-48 Ford. New or used.

RICK VAN BLAIR 361-0273

40 Ford passenger car. Any body style. Prefer non-running car, stock or otherwise.

CHIP WERSTEIN 887-5436

Front brake drums, gas tank sending unit, bumper guards, rear window curtains and brackets for 35 Ford 3-Window Coupe. Stromberg 48 carb.

VIC METZGAR 345-6034

Overdrive transmission for 50 Ford with x-type frame.

LARRY CAPLAN 363-2849

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