

*Drive Lines*

# The Valley 's

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MOVIE

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NO

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DON DURKEE

NO

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MEMBERSHIP

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HISTORIAN

ERNIE BAILY

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DON DUPREE

REFRESHMENTS

ALBIE CORTES

COORDINATING EDITORS

ED KONECKO  
KENT LAURY

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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

PRESIDENT'S MESSAGE

I just got home from our Shop and Garage Tour. Over thirty V-8 Club Members were eager listeners as Ron Dunlop described the operation of his many Automotive Machining capabilities at RD Machine in Canoga Park.

The final stop on our Mini-Tour was at the Busk's Garage where John's beautiful array of cars and goodies met with the approval of the tire kickers.

The success of this first outing for 1981 was due mainly to the efforts of Ron and John who deserve many thanks.

For March we have the Santa Monica Mountain Tour led by Don Durkee. This tour has been so popular in the past that Don has planned out a brand new 1981 course due to popular demand. You surely will not want to miss this big event---- the details are given on the attached flyer. If you can offer any space for riders in your car for this tour please contact Don at 805-495-5298 so that any members who have non-running cars can come along.

Please start saving your parts for the April Auction. This is one of our best sources for club revenue and it is practically painless!

Kent Lowry still needs volunteers for guest editors of our monthly newsletter. Remember that someone is going to win a very special prize this December for preparing the best 1981 issue.

Please get in touch with Ron Dunlop if you have not paid your 1981 dues--- our new roster is going to press and you must pay to be included.

For our March meeting we plan to highlight the 1938 Ford. Of course we will have interesting speakers as always..... and the cash prize for wearing your nametag is \$10 if your name is drawn.

*Handwritten signature*

## UPCOMING EVENTS

- Mar 1 Swap Meet at Huntington Beach. Golden West College. Model A Club of America
- Mar 1 Valley V-8 Monthly Meeting at Valley Federal Savings. Nordhoff at Reseda  
7:00 Highlights of the 1938 Ford  
7:30 Regular Meeting Begins
- Mar 8 Don Durkee's Santa Monica Mountain Tour  
See Attached Flyer
- Mar 15 Rain Date for Durkee's Tour
- Mar 22 Swap Meet at Mattel Toys Parking Lot in Hawthorne. San Diego Fwy at Rosecrans
- Mar 29 Swap Meet at Pomona Fairgrounds by the Rust Peddlers

## For Sale

40 Ford 4 dr sedan  
for restoring - Best Offer

51 Ford 2 dr sedan  
for restoring - Best Offer

Tel # 352 - 4816

Dennis Fitzgerald

SECRETARY SEZ:

The following Fords were driven to the February 1st meeting:

Charlie Temple	'46 Tudor
Jack Miles	'39 Dlx Tudor
Kent Lowry	'30 Sedan
Don Dupree	'37 Fordor
Bill Boyer	'34 Phaeton
John Wedberg	'32 Victoria
Bill Woods	'40 Merc
Bob Rose	'36 3-W
Paul Kirk	'40 Coupe
Richard Chutuk	'40 P.V.

Don Dupree gave an interesting "parking lot" presentation on the 1937 Ford using a beautiful Deluxe Fordor for display. Thirty-seven saw the introduction of the little V-8 60HP, the turret top, steel-drolic brakes, fender flush headlights, roller sector steering, inside mounted water pumps that push instead pull.

The first installment of the 1932 Flick "Hurricane Express" was shown by Don Dupree. The movie stars John Wayne who plays a pilot who flies none other than a Ford tri-motor.

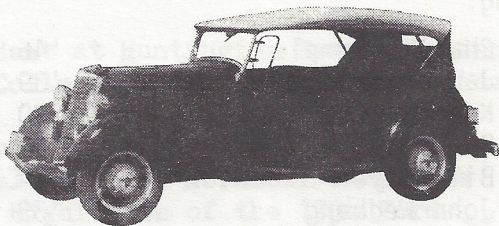
Jack Miles gave an informative talk on transmission rebuilding. The bottom line is "put in everything new and you'll save yourself a lot of grief". Borg Warner still can supply the parts but they're expensive.

The 15 February tour of Ron Dunlop's machine shop was a real eye opener. Ron's \$150,000 worth of heavy equipment can re do your flathead from stem to stern. We sure thank Ron for the two hour presentation. He had work pre-set-up in each machine as we toured the building. Even problems jobs like broken stud removal on a '36 LB block were demonstrated. It definitely was the most informative tour I've ever attended. The dessert for the mini-tour was a stop at John Busk's home to see his formidable FORD collection. John even went to the trouble of serving champagne for the group - now that's class!

SHEL HARRIMAN



*The Early Ford*   
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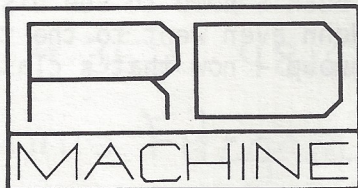
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MUSINGS.....1981.....Behind the V-8 Wheel.

The writer, like many of you, went to Claremont in July, 1980, and received a bag of "goodies" from the welcoming committee upon arrival. Among the lot was an instruction and maintenance repro manual on the Ford Trimotor. My first reaction was..'some junk that didn't sell..now they are giving it away'. However, it turned out to be a great book and opened many new vistas for me. My first nite in Claremont I spent studying it; and by midnite I was already starting the chapter: "Taking her up for the first time". When we got home, I queried some retired pilots, went to libraries, dug into research, and found everything even more interesting--more exciting. It's not my intention to try to tell you everything here now--but to give you some impressions and some thoughts that might make sense.

First of all..everyone has heard it 10,000 times.!Henry Ford put the nation on wheels.'Now they can go even farther and say:'Henry Ford put the nation on wheels and in the sky too!' Yes, recent history bears accurate testimony to this remark. Before the Tri-Motor came on the scene, fledgling airlines appeared and disappeared as if by magic. They were usually manned by 1 or 2 World War I pilots and most of the time used planes that were famous for their war-time service--Curtiss Biplane--De Havilland DH4 --Curtiss Jenny--Vickers, etc. Their principal income was from hauling mail--sometimes a package--and sometimes even a passenger. Besides the possibility of being dropped off miles from his destination, the passenger more often than not had to fly in an open cockpit and wear an outfit like the Red Baron complete with parachute. There were no pretty stewardesses then to instruct you in the use of your parachute. It's not surprising then to find out that NORTH WEST AIRWAYS, the parent company of today's NORTHWEST ORIENT, carried only 106 passengers in all of 1927--on the flight from the Twin Cities to Chicago. Then the Fokker Tri-Motors came on the scene and things got a little better.

--They carried 6 passengers and had a special compartment for mail and even luggage.

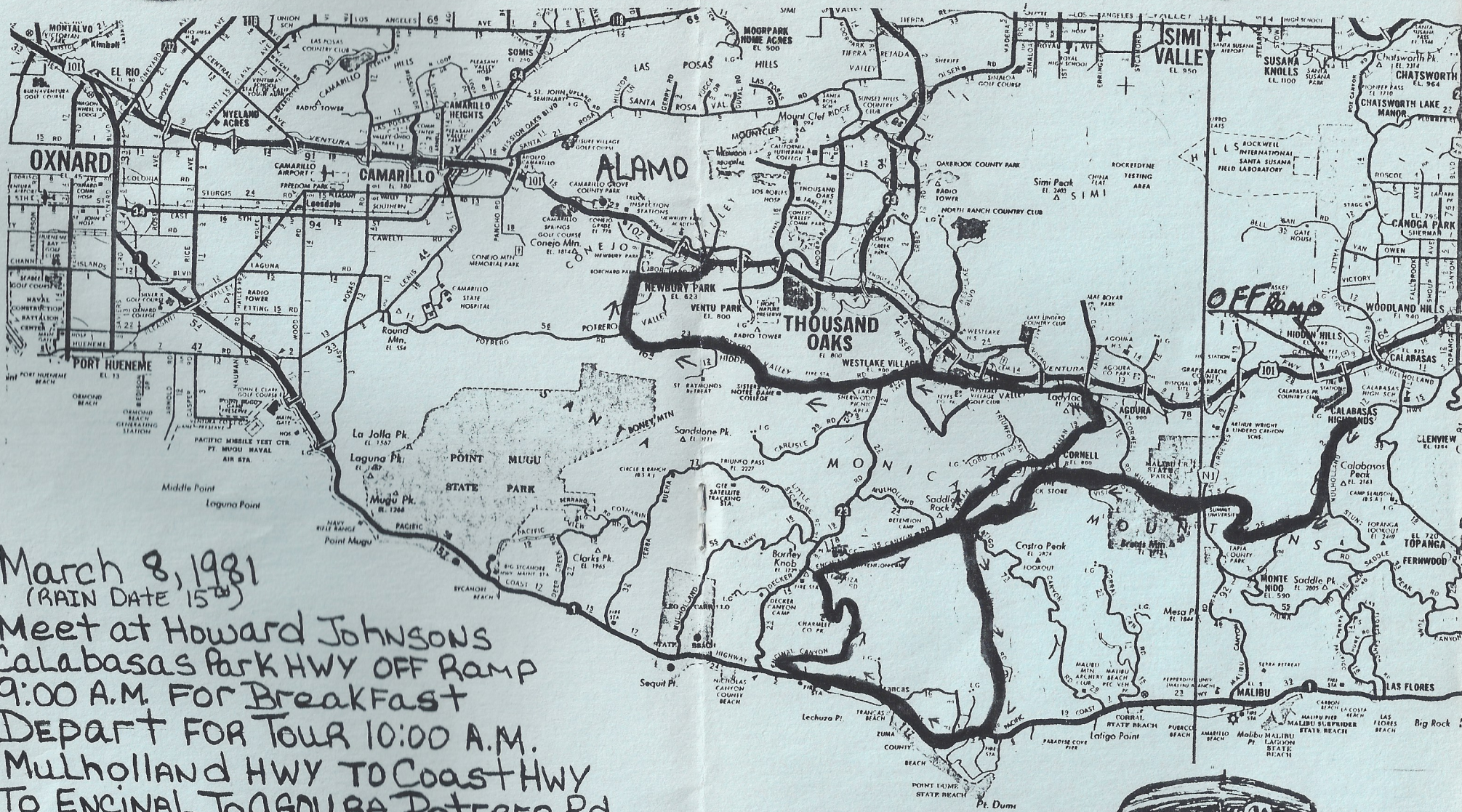
-----July 31, 1924, one day after Henry Ford's birthday--the Stout Metal Airplane Division of the Ford Motor Co. was created. Mr. Stout, an engineer of exceptional reknown, built up "brownie credits" with the old man by touting an all metal plane--planes at that time including the Fokker were mostly built of wood, wood being easier to shape and control. Stout proclaimed proudly that their plane would never suffer from "veneer-eal" disease. No time was wasted in building a factory and landing field. Plans were pretty much along when it was discovered that a small crab-apple tree would have to be removed. Upon hearing of this, Henry had new plans made and the tree was spared. This airport turned out to be the most modern anywhere...complete with docking facilities for dirigibles..a terminal building with a coffee shop..and a little later even an airport hotel (Dearborn Inn) was added--the first such hotel anywhere. The first plane made was called the Air Sedan--a four-place monoplane with a cantiliver batwing. Ford was not too impressed with this plane--Stout complained it needed more horsepower--Ford replied: "Son, you're wrong. You need more plane." The same afternoon Stout gave Henry some projections on an "Air Transport"--more graceful--more powerful--and able to carry eight passengers, plus a crew of two. Ford had in mind something like 100 passengers.. Stout had to somehow convey to the stubborn Henry that noone had information anywhere to start building such planes. Quote Stout..'We have to crawl first before we can walk, etc.'

The plane materialized--was successful--and because it was their second commercial plane (the first being the Air Sedan), the U.S. Dept. of Commerce designated it as a 2-AT. With no pun intended, Ford called it "MAIDEN DETROIT". Gar Wood's boat with a Liberty engine already used the name "MISS DETROIT". The first 2-AT or MAIDEN DETROIT used a Liberty engine bought from the Marmon Auto Co.; and for several years





# Durkee's SCENIC TOUR



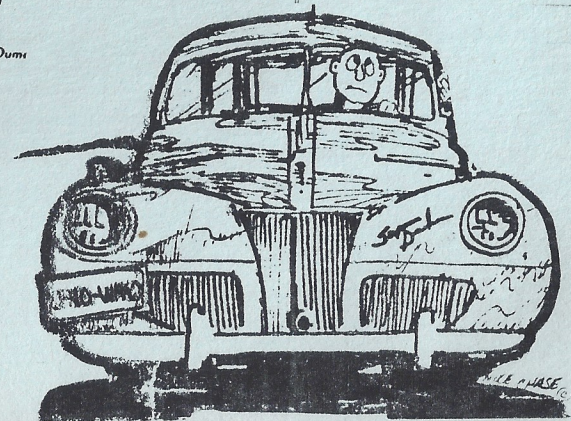
March 8, 1981  
(RAIN DATE 15<sup>th</sup>)

Meet at Howard Johnsons  
Calabasas Park HWY OFF RAMP  
9:00 A.M. For Breakfast

DEPART FOR TOUR 10:00 A.M.  
Mulholland HWY TO Coast HWY  
To Encinal To AGOURA, Potrero Rd,  
Borchard Rd

LUNCH AT THE ALAMO RESTAURANT  
APPROXIMATE TIME 1:30

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it reposed under glass cover in their office lobby and was beautifully polished and highly nickel-plated. The purchase price was \$200.00-- it was in excellent shape--all it required was a new cylinder head. It was sold after months of intensive testing to the U.S. Air Mail Service. The second 2-AT was retained by the Fords and used in the creation of the Ford Air Transport Service that began on 8/13/25--it carried mail and emergency parts, personnel and machinery between Ford plants in Detroit and Chicago. Later Ford added more planes and more cities to his service. In a matter of months, the Ford Airline was an unqualified success. This was BIG STEP #1.

The famous Charles Glidden of Boston originated the Glidden Tours to publicize the automobiles reliability as a proven means of transportation at the turn of the century. Henry Ford now-25 years later-envisaged a similiar tour of air-planes accomplishing as much for aviation. On 9/28/25 a NATIONAL AIR RELIABILITY TOUR would start from Dearborn with the object of "selling" aviation to the nation by proving that airplanes could carry passengers and freight safely and quickly over long distances. Any commercial airplane (military planes excluded) could be flown in the tour, and all the bona-fide manufacturers were invited to participate. The only requirement for planes was that they had to have a speed of at least 80 MPH and could carry a payload in passengers or freight of 0.5 lb. per cubic inch of their engine displacement.

The Reliability Tour was not a race. Thus each plane that made all the stops and flew safely back to Detroit would be considered a 'winner'. As such, the name of the returning plane and the pilot would be engraved on a huge silver cup, designed by Tiffany's. The Fords went all out to make the Reliability Tour a success. Edsel donated the cups which cost \$7,000 EACH! The Tour would start and end at Ford Airport. Many air mail contracts were thus created; and in turn, the nuclei of several air giants were thusly spawned, including the parents of W.A.L.-

T.W.A.--and United. United Air Lines were born in offices at Ford Airport. Ford got his share of the air mail contracts and Ford Motor Co. became the first commercial contractor to fly air mail in the history of the U.S. Post Office. Some months later, the airlines announced they would take up to 2 passengers per flight and folding chairs were used for the guests. Western was the first to use this service. These tours continued for about 5 years until their point or purpose was well established. This was BIG STEP #2.....thanks again to the Fords.

It should be emphasized that almost exclusively all the lines were using Fords--now in their 3-AT and 4-AT Series. The 4-AT could carry 1725 pounds of payload, had 3 engines of 200 HP each made by the Wright Co, were beautiful in appearance because of the new streamlining methods just being employed. Engines were now installed below the wings and placed in pods to reduce drag. The new Ford TriMotor had a max speed of 130 MPH and could comfortably cruise at 107 MPH. No other commercial plane at that time could come close. It was as safe as any plane could be at this time (1929-30). It would fly easily if one motor failed and with a little effort even landed and took off at times with only one engine operating.

It climbed 900 ft. per minute and could go to 15,000 ft. Some auto parts were used throughout like the steering wheel on the rudder and ailerons. The planes brake was a simple gear-shift lever. The 4-AT carried 11 passengers and a crew of 2. The co-pilot, before a flite-dispensed cotton for your ears--the plane was very noisy. Every passenger had a small half-moon window and it could be opened!! Going down the runway, prior to take-off, the plane seemed like a huge bird that "waddled"--hence the name "Tin Goose". Its outside corrugated skin of aluminium was tough and easily kept clean by simply hosing it down.

Ford even added a flying school so the plane would have competent pilots and thus be spared



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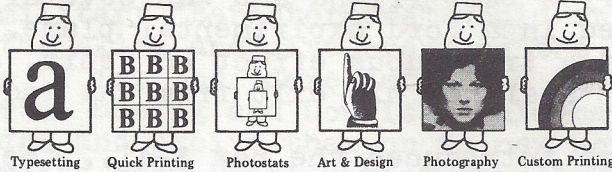
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a bad reputation. Many pilots flunked the hard course. The Ford Airline was the first to have pilots dressed in uniforms--to give itself the image of dignity and stability. No more Red Baron days and flying scarfs.  
BIG STEP #3.....again..all to the Fords.

History interestingly points out that Henry Ford flew only twice..all in the same day--once for a short ride in the "Spirit of St. Louis" and later that day in a Ford TriMotor. Lindbergh took it up and then turned the controls over to the co-pilot Harry Brooks. Walking back to visit with Henry, the two famous personalities had a great time for about an hour, flying over Detroit and the many Ford factories. Harry Brooks was the son of Henry's best friend and was several yrs. later killed in a Ford experimental plane. This tragedy had a tremendous effect on Henry, and some say it hastened his exit from the industry.

In 6/29 Ford introduced the new 5-AT...the most advanced and powerful plane of its time. Beside the airlines which were clamoring for more, the Army, Navy, and Marines did not want to be left out. By 1932 nearly all air traffic was dominated by the 5-AT TRI-MOTOR. Each one coming off the line was a little more improved over its predecessor. F.D.R. flew to the Chicago Democratic Convention in 1932 from Albany, N.Y.. Enroute, he worked on his speech and in this plane coined the phrase...NEW DEAL.

At least one or maybe two airlines in the U.S.A. are still using TriMotors for short hauls. Elsewhere in distant and remote places, the Tin Goose still is seen occasionally--almost all of them working hard and being abused by their owners--somewhat akin in this respect to its brother, the Ford car. Several airlines already have restored to its former glory their first bit of equipment...the Tin Goose. This too is akin to its brother--the Ford car--our very first and now we are restoring same!

This important period of the Ford plane from 1924-1930 consumed much of the father's and

son's time. It is said that Edsel was the true enthusiast and far-sighted visionary of the plane division--the dreamer who saw it all as we see it now. It is hard to understand how this team could spend half a day in a plane plant, agonize with problems constantly, and then put on another 'hat' in the afternoon in an auto factory for a whole new round of equally disturbing situations. I can't begin to imagine their stamina---I for one will never again say I worked hard.

My concensus sums up to this---if there was no Ford TriMotor, the Model T would have died sooner, the Model A would have been born sooner and been better in all ways...and the Early V8s would not have one or two of its plagues. Also military "barnstormers" would still dominate the skies and give everyone the impression flying is for the "dare-devil" and "thrill-seeker". Boeing and Douglas would have no one to nudge and excite them on to new horizons---and pretty soon Pearl Harbor thrust upon us may have ended up somewhat different.

Thanks a lot to Hank & Co-----you made your imprint even more so here. Thanks a lot also to the Post Co. for the repro instruction and maintainence manual.

\* \* \* \* \*

ADDENDA...TO FORD TRIMOTOR PLANE STORY.....

A recently scrubbed TriMotor exposed to sunlight was a shimmering feast for the eyes. If only a portion were viewed at a time, it appeared to be something from a Buck Rogers world... Some designers took advantage of this new media of expression and many innovations in building and product looks began to emerge in the mid-30's inspired by the shadows and reflections of this great plane. This movement alone added considerable fuel in promoting the "Moderne" Look--rounded corners, etc. Brett Weston, the famous photographer, created unbelievable designs by pointing his camera at unusual angles at a small area on the TriMotor's fuselage. Collectors were quick to corral these precious prints. The Henry Swift Estate donated some of

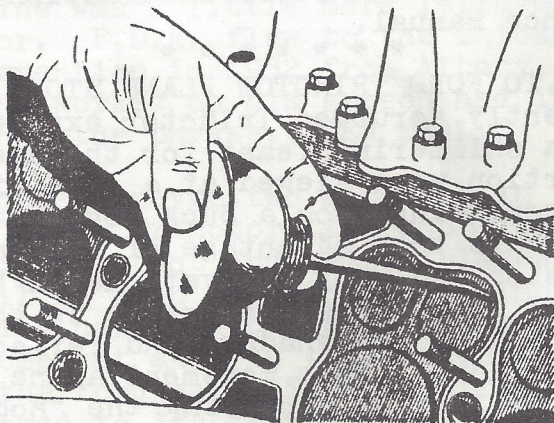
these priceless gems to the San Francisco Museum, who in turn loaned one print to the L.A. Museum. The writer saw it over the holidays in the Ahmanson Wing.

MEMO...while at the indoor parts display at Claremont, the writer observed some highly emotional conversation between two men. One of them was holding a huge toy replica of a Ford TriMotor plane and constantly chanting \$250.00, \$250.00, \$250.00. It appeared worn and colorless, but was still intact and all there. It was built from heavy sheet metal (like fender stock); and a child with imagination was expected to straddle the cabin section just back of the wings for a make-believe ride.

This proves one thing.....if it's Ford related, then it's collectible!!!!!!!

\* \* \* \* \*

Thanks for Listening!.....Ed Konecko  
March, 1981



**Fig. 7.** Showing how valve seats should be lubricated just before the cylinder heads are replaced. Oil on the valve seats seals them tight and avoids any difficulty from leaks when the motor is first started.

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