

*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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## PRESIDENT'S MESSAGE

We are now entering the 2nd half of 1981. Time sure goes fast when you are having fun!

Our June outing to Bothwell's Ranch & car collection was even better than promised. Don Dupree did an excellent job directing us through the barns and attics as he told us all the interesting history of Mr. Bothwell's autos. I wonder how many of his neighbors realize that he has over 80 fantastic old cars hidden in those rickety old buildings.

For the Fourth of July we are going to hold a car show in front of the Von's Market at Reseda and Nordhoff Blvds (right across the street from our regular meeting location.) Al Spencer is helping me to contact the members and solicit their support by providing cars to put on display between 10:00 and 5:00 p.m. This event will not only allow us to meet other Valley old car enthusiasts with an interest in Early V8 Fords, but also provides a fun way to replenish our treasury.

Our meeting will follow on the night of July Fifth, where our featured speaker will be Jay Harris, the 1979-80 president of the Early Ford V8 Club. Jay will show us some of his films taken at the National Meets over the past ten years. This should be a very special treat that you won't want to miss.

Our highlighted car for July will be Don Durkee's 1940 Ford Convertible. Jaek Miles will give us a look into the unique features for 1940 Fords in our pre-meeting session.

The news flash for this month has to be the recent marriage of our secretary, Shel Harriman! Shel will now be sharing his time between Cathy and the 1932 Fords. By the way, Shel is organizing "Deuce Day" this year, which is coming up on July 26. (See Upcoming Events.)

Hope to see you at our car show and meeting when the winner of the name tag drawing can walk away with \$30.

See you there - -

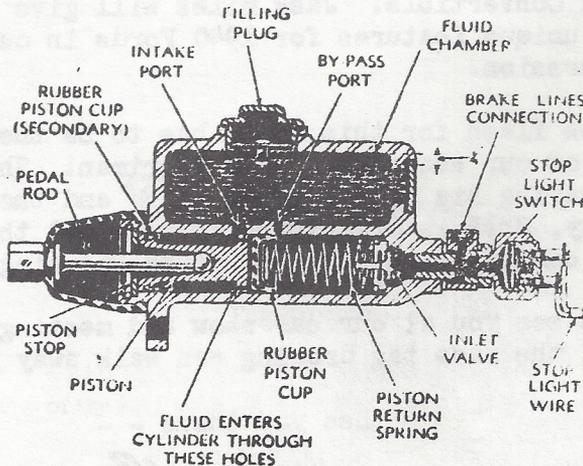
*Larry*

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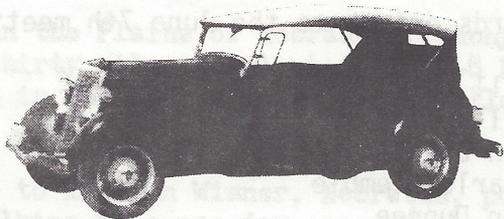


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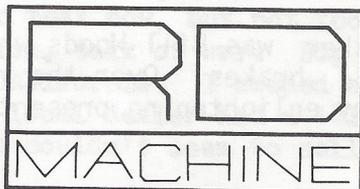
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SECRETARY SEZ . . .

Fords driven to the June 7th meeting were as follows:

Bill Culp	'29 Roadster
Bill Woods	'40 Merc. coupe
Ben DiFatta	'36 Ford
Charles Temple	'46 Ford
Don Dupree	'46 Pick-up
Ed Konecko	'35 Convertible sedan
John Powell	'41 Coupe
Bob Rose	'36 3W Coupe
Rick Van Blair	'39 Coupe
Harold Selson	'36 5W Coupe

Our parking lot show-and-tell resumed with Rick Van Blair displaying his beautiful '39 deluxe coupe. Rick is the 3rd "driving" owner of this coupe which he restored from a 47M mile original car. He gave us the details on the types of upholstery (broadcloth mohair, and even leather on special order). 1939 was also the last year for the crank-out windshield, floor shift, bulb headlights, star wheels, and the rumble seat. Rick loves his coupe but wanted to make it clear that, "he doesn't love the car more than the wife".

Ed Warnoch missed out on \$25 for the badge drawing - next month it's \$30 bucks. Bob McCullough is ready - he was wearing his badge again.

I would like to apologize to Don Dupree for not showing up at Bothwell's on the 13th to help dust cars. Cathy and I decided to get married instead - so we went to Las Vegas and did it! Wives are more important than old cars - I'm learning from Rick.

The feature speaker was Bill Woods who discussed '39-'48 hydraulic brakes. Over the years Bill has given us many enlightening presentations on engines,

contd pg 9

Profile of an Early Ford V8 Enthusiast  
by Frank Williams

I was a young lad on the Plains of Nebraska (Johnry Carson and I raised thirty miles away) when the V-8 Ford was born. I was born in '23 and my first V-8 recollection was the '33V-8.

It was a cold place to live in Wisner, Nebraska, population 900. I was walking home one day, passed the Ford dealership and saw a new black '33 two door inside. The farmers and locals were standing around giving it the once over (like they still do today.) I went in for a look. Someone started the engine, and I got the V-8 fever.

My first ride was in a new '35 two-door. They were really Big. I hopped in the back seat when anyone went for a test drive with the dealer. Big selling point was acceleration up the school hill. The Chevy dealer lost out on that one.

My stepdad even thought of trading in the Model A (he finally traded for a "trade in"); a '32 V-8 four-door that used two quarts of oil to go to the next town.

In '37 we moved to Beemer, six miles away, with no Ford dealer, population 640. I next remember the '39, the year we got a Ford dealer. It was in a big building where they formerly sold farm equipment. The doctor bought a '39 Deluxe two-door. Remember when it came in. He really inspected the car and complained about the big gap between the fender and hood. I was in the tenth grade then and had no idea of owning a Ford in my near future. No money or time for cars. My stepdad was German; he taught me how to work; and I'm very thankful for that now, but not too much in '39. 1941 was graduation, talk of war. Big money in aircraft plants in California. I needed a car to get to California. The local dealer had a '41 coupe, black, left over that he couldn't seem to sell.

I remember he stopped by the house one evening to try to sell it to Dad. We looked it over, but Dad wasn't

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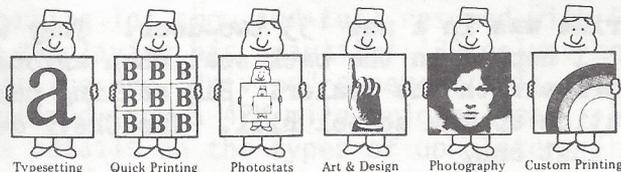
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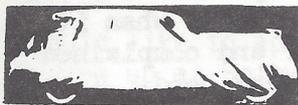


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buying; too high. He wanted \$820. I headed for Omaha eighty miles away to aircraft school. I would finish school in December, 1941, and I decided I wanted that '41 coupe.

I rushed home one weekend to see my '41 coupe. It was still there. The bottom price was \$775. I had \$225 cash. The dealer said Okay. You can have the car. Have Fred (my Dad) come down and sign the note for the balance. I was one happy kid. I got home and explained it all to Dad. Seems I promised to pay the aircraft school \$180 for my training. I was to pay \$20 a month when I got my job in California.

My Dad didn't like the idea of buying something you didn't need anytime, especially when you owed money to someone. Charlie at the bank bought my Ford. I went to California in a new Brand X two door sedan. "Help drive, but don't drive over 50." Watch the Fords go by.

I had a few Fords in between but not a '41 Coupe. In November, 1968, I saw an ad in the local paper. "1941 Ford Coupe \$500." Rushed home from the shop, called seller, quick dinner, talked Marge into a nice drive out to Lake Sherwood to look at a car.

Where is Upper Lake Road? "Turn around, let's go home, it's getting dark, I don't want to be stuck out here all night." Sound familiar? I met a local on the road. Seen an old Ford around here lately? Follow that road to the ranch. Okay, thanks. There it is, parked in a big garage next to a new Cadillac.

Don't know why my brother kept this old car. Bought it new. He had an old Pontiac, too, all rusty. I gave that to the junkman when he died. Can I drive it? Battery's dead. Put a new one in at Ventura. Guess it was no good. I'll give you \$400. "Henry, someone's calling about the car again." Tires look pretty bad. Don't know where I could get a new generator. "Frank! Come on, let's go! You don't want that old thing." Okay, I'll give you \$450 cash (don't tell the wife.) "Did you buy it?" Yes. \$350. That's a good deal. "You didn't drive it; probably doesn't even run."

contd pg 8

I still have the car. It runs very well. The battery was in backwards.

This could go on and on so I'll close here. Thanks for listening.

Frank

#### UPCOMING EVENTS

- July 4 Valley V8 Car Show  
Von's Market - Reseda at Nordhoff  
10:00 - 5:00
- July 5 Valley V8 Meeting at Valley Federal Savings,  
Nordhoff at Reseda Blvd.  
7:00 Highlights of the 1940 Ford  
7:30 Regular Meeting begins
- July 19 Swap Meet, Huntington Beach  
Golden West College  
Info: (213) 596-0951
- July 26 "Deuce Day", Rancho Los Amigos Hospital,  
Downey, CA  
7601 E. Imperial Hwy.  
Info: Shel Harriman (213) 397-6129

#### Addition to 1981 Roster

Richard Chutuk	33 Sedan
12543 Woodley Ave.	34 Sedan
Granada Hills, CA 91344	40 Pickup
(213) 360-2707	

rebuilding, cooling, mild hop-ups and in general - how to make a flat head go. It's about time he told us how to stop the darn thing after we got it going.

Bill made several points that differ from what you often hear such as: hard linings (with brass chips) are better than soft linings; turning the drums and arching shoes on every relining job is wasteful; changing brake fluid very often is wasteful, the self energizing (Bendix) brakes on the '39-'48 Lincolns aren't really much better than the Lockheed type; Bonding processes have been improved (don't cook the shoes) and should work as well as rivetted linings; and velvet touch linings work well (don't fade) but they wear the drums out too fast. So keep that brake fluid out of your eyes and that asbestos lining dust out of your lungs and we'll see you at the next meeting

SHEL HARRIMAN

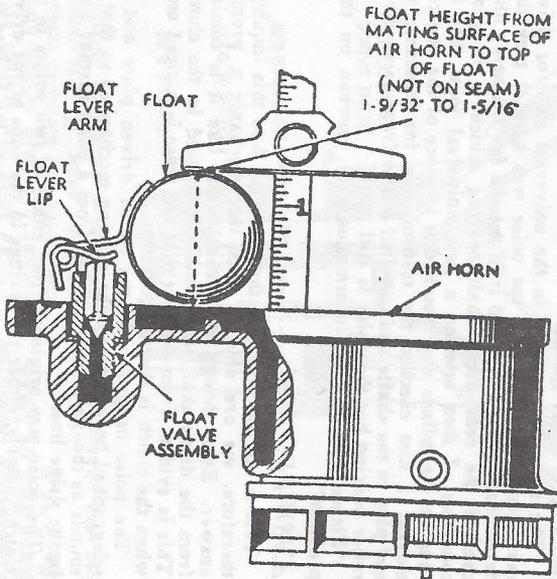


Fig. 5

Float valve assembly of Chandler-Groves carburetor showing how to measure float level.

## INQUIRY:

This inquiry is from a customer who is having trouble with a Ford V-8. He writes: "I have a customer with a 1935 Ford V-8 which has a loud clattering noise that comes in whenever the clutch is disengaged to shift gears. The noise is most noticeable when shifting from second to high gear while rolling along at a high speed of about 35 miles per hour but sometimes shows up at lower speeds.

### Clutch Rattle in 1935 Ford V-8

"The noise seems to be in the universal joint or drive shaft assembly. Believing the noise was here, I took the drive shaft out and checked it in a lathe for trueness; also checked the rear drive shaft bearing which is in good condition. I then selected a new universal joint that fit snug on the splines and installed it in place of the one removed. I also checked the transmission for looseness or end play in the shafts and installed a new front drive shaft roller bearing but the noise is still there.

"Please give us any information that you can on this problem."

## ANSWER:

This is not the first time that we have had this inquiry; therefore, we are able to give this mechanic a prompt answer. Even though the noise sounds like it is coming from the drive shaft, the trouble is located in the clutch. This is evident from the fact that the noise is noticed only when the clutch is disengaged.

The noise originates in the clutch driven plate and is telegraphed back through the driving mechanism so that it sounds as though it were coming from a point further back in the drive line.

The noise may originate from either of two points in the clutch; namely, either the springs in the hubs of the driven plates are loose in their seats or broken or the splined hub of the driven plate has too much play on the clutch shaft.

In either case, to correct the trouble, select a new clutch driven plate which fits the splined shaft tight enough to eliminate all backlash. The new clutch driven plate should be installed in place of the one removed. This will correct both the play in the hub caused by loose springs and the backlash on the splined shaft, if wear exists at this point.

"The rear end has been completely dismantled and a new master gear and pinion installed and other tires were tried with different types of treads, but all this work made no noticeable difference in the sound.

"I would not be so much disturbed about this noise except for the fact that I know of several cars of the same model which are perfectly quiet under the same driving conditions.

"I would very much appreciate any suggestions you may have to offer which would help me to locate and correct this condition as it surely is getting on my nerves."

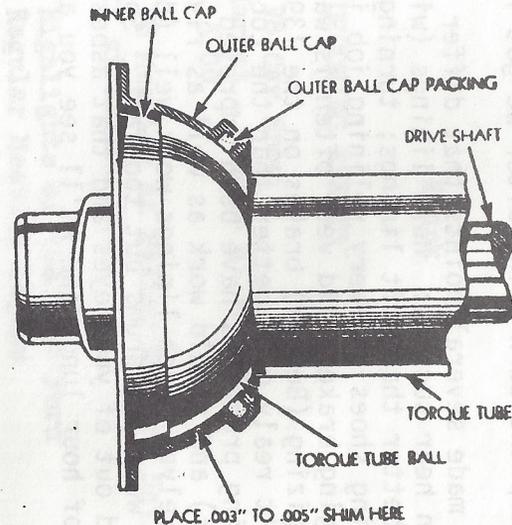


Fig. 5

ANSWER:

## INQUIRY:

"I have a 1936 Ford V-8 which has a decided humming noise in the rear end. This noise shows up at about 20 miles per hour and disappears again at about 30 to 35 miles per hour.

### Humming Noise in Rear End of 1936 Ford V-8

"The noise first started after the car had been driven about 4500 miles and seems to remain about the same. If it is changing, the change is so gradual that it cannot be detected.

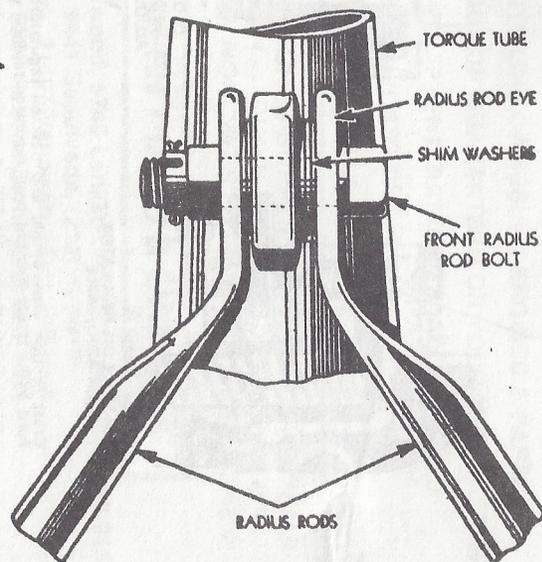


Fig. 4

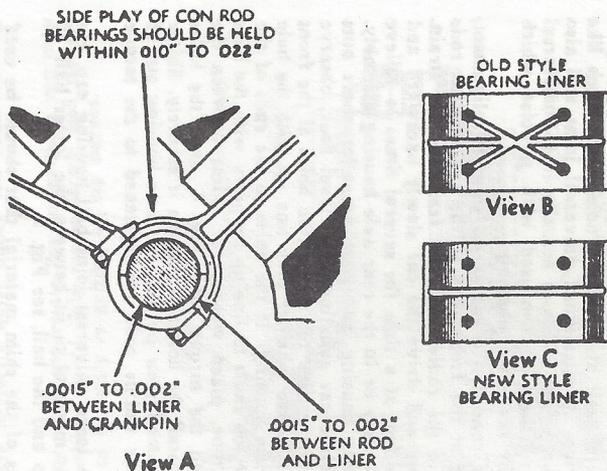
Your description of the noise you hear from the rear end of the 1936 Ford V-8 car would indicate a misalignment between the torque tube and the rear axle housings which is causing the master and pinion gears to run under a slight bind. A loose universal joint ball housing cap which allows the front end of the torque tube assembly to ride below center will also cause a noise very much like that you describe. A misaligned universal joint will also cause a humming noise which is actually in the universal joint, but may easily be confused with a noise which originates in the rear axle assembly.

To correct a condition of universal joint misalignment, loosen the bolt at the front ends of the rear radius rods until the eyes of the radius rods are free from all strain. Start the engine and drive the car slowly backward and forward a few feet at a time for several times to relieve all strain which may be in the rear axle housing assembly. Tighten the axle housing and rear propeller shaft nuts securely. With the car standing on a level floor, observe the position of the radius rod connection holes at the front end of the rods to see whether they line up with the hole in the torque tube housing. If the holes in the ends of the radius rods are too short to line up properly with the hole in the torque tube, place washers or shims between the radius rods and the torque tube, Fig. 4, until the holes line up, then install the bolt and tighten it securely. Shims will prevent distorting or pulling the axle housing out of alignment as the radius rods are tightened to the torque tube.

To tighten a loose universal joint ball housing cap, cut a piece of shim material to fit between the lower half of the housing cap and the ball, see Fig. 5.

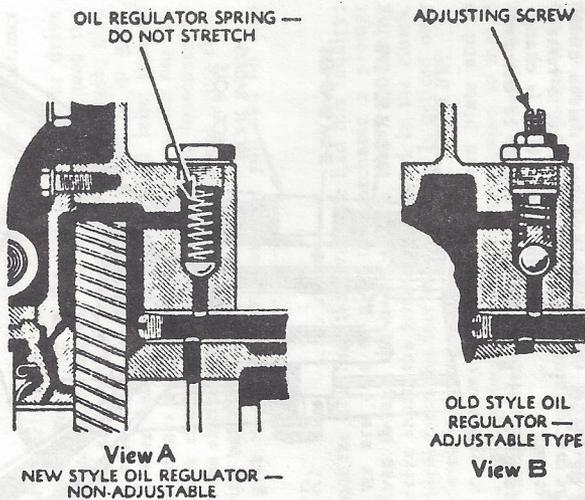
The thickness of the shim material that should be used depends upon the amount of wear; however, a thickness of from .003" to .005" is generally sufficient.

Place the shim in the lower half of the housing, pry the torque tube and ball forward and upward with a bar, install the two halves of the ball cap and bolt them securely in place.



Cross section view of connecting rod bearings used on Ford V-8. Two types of bearing liners have been used on these cars. Use new type when wear warrants replacement.

FIG. 5



Cross section view of old and new oil regulators used on Ford V-8. If car has old type regulator replace with new

FIG. 6

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