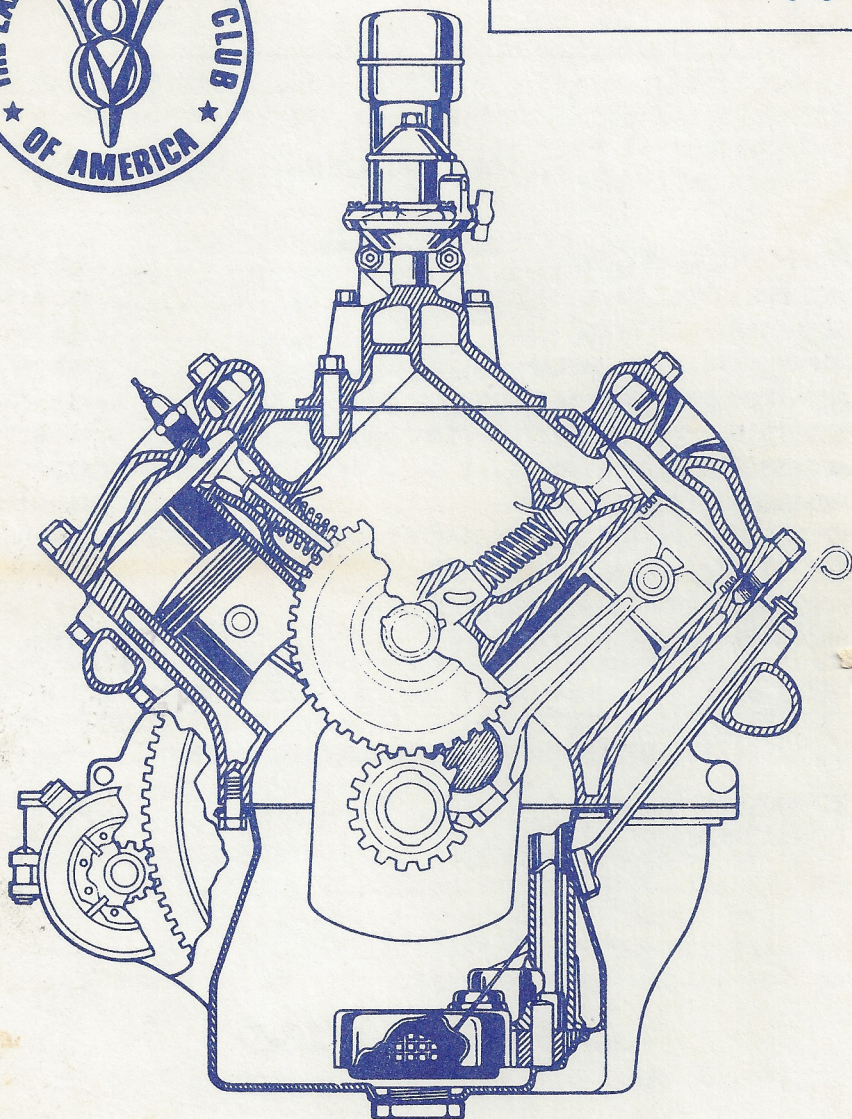


JANUARY 85



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
RESEDA, CA. 91335

PRESIDENT'S MESSAGE

1984 is just about gone and what a job Paul Kirk and his Board have done for our club! We've had good attendance at the monthly meetings, great guest speakers, and some fantastic tours and events planned by Al Spencer. I feel very fortunate that most of the Board will be continuing next year.

The old and new Boards met in December to plan our 1985 activities and I think you will be pleased with their results. Already on the drawing board are tours to Tehachapi; the gold mines of Julian; and a fall hayride and barbecue. The first tour of the year will be to the Disneyland Hotel on Jan. 26 for installation of the National Board of Directors of the Early Ford V-8 Club of America.

A good time was had by all at the Christmas Party at Sportsman's Lodge. There was dancing to a live band, the prime rib was excellent, and of course, Santa was his joyial? self. In fact, Santa (Don Durkee--for you neophytes) gave me a pair of genuine fender skirts for a '40 Ford. At the 1983 Christmas Party, Durkee promised me a pair of '40 skirts if I would run for President the following year. Apparently that devil had been watching me all evening and waited until I was in a weakened? condition to spring his propostion on me. He knew I'd practically give my eye teeth for a pair of '40 skirts! Well, I had forgotten all about it, and along comes Paul Kirk in late September and asks me if I would be willing to put my name on the ballot for President. How could I refuse?

Best Wishes for a Healthy and Happy New Year!

KENT LOWRY, President

P.S. Don't forget to pay your '85 dues to keep the newsletter coming.

VALLEY V-8 VIEWS

Happy New Year Valley V-8'ers. As you read this, I hope you are as enthusiastic about 1985 as I am. Aside from celebrating the 50th anniversary of the '35 FORD, we are planning a big year with our new and capable president, KENT LOWRY.

We and the new officers are off to a flying, or I should perhaps say, driving start, with a lot of great family fun planned. I won't go into details yet, but just follow the secretary's VALLEY VIEWS column each month, and you'll be kept informed.

Guess it's not too early to pre-publicize our first VALLEY V-8 event though. --- By popular demand we are holding our "2ND ANNUAL TEQUILA WILLIE EXTRAVAGANZA SUNDAY BRUNCH AND BINGE" in Manhattan Beach. In spite of what it sounds like, this is a family tour extrodinair. Just ask anyone who went last year! It'll be in February. More later.

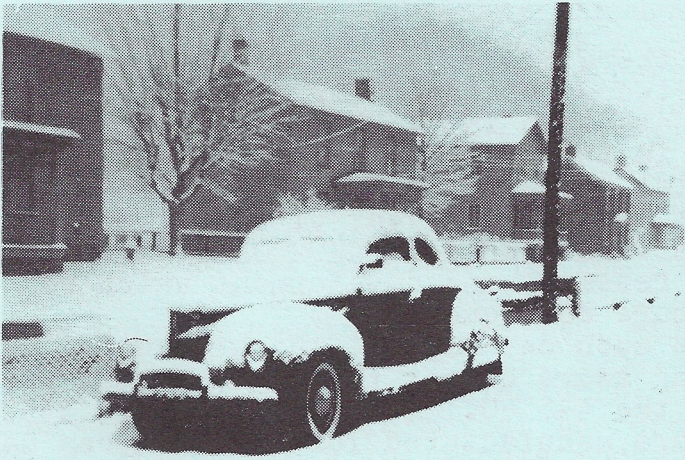
Let me take this time to climb on the soap box and stress the importance of supporting the National V-8 Club. Not only does your \$22.00 per year provide membership in the finest car club in the world, but it enables you to gain and acquire information and knowledge you'll never find anywhere else. If you haven't joined, please do so.

Why don't we begin the year with a large turnout at the Annual Membership Meeting and Officers Installation Banquet at the Disneyland Motel January 26th. Contact JERRY JENSEN for details, or see Dec. DRIVE LINES. It would be a great way to sort of kick off our Western National Meet scheduled for Aug 8-10, 1985. After all, if we don't support ourselves, why should anyone else? The committee has some great events planned. Let's make VENTURA VENTURE '85 a memorable event and show the class organization we are. When called upon for help, be prepared to give your assistance and support your club... HENRY FORD would be proud of you.....

Secretary,

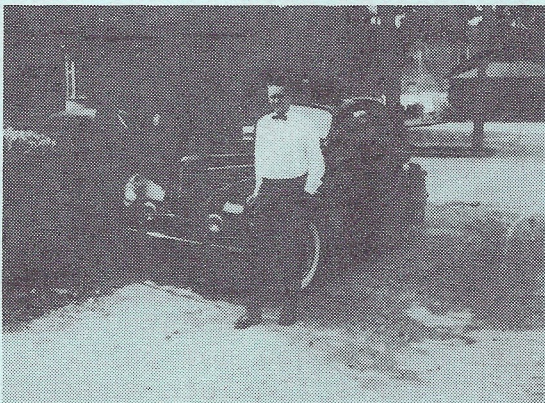
Bob Rose

PS: May I take this time to personally thank our past secretary DOROTHY KONECKO and her backup SHEL HARRIMAN for the excellent job they have done keeping us updated on club events and happenings.



"SNOW SCENE 1955"

Any idea who might own this
'40 Deluxe Opera Coupe?
(Shown in Irondale, Ohio)



"SUMMER 1955"

Another shot of the same coupe -
Dig that crazy Bow Tie & Flat Top!

----- HAPPY BIRTHDAY 1935 FORD -----

If there was a year in the '30s in which FORD fortunes reached their zenith, it would surely have been 1935. It was a year of great changes in the car. It was a year of great commercial success for the company, mainly because it was the one year of V-8 production in the 30's when FORD beat CHEVROLET, and it was a year of research and development which was to have future consequences.

One such development which occurred, many not being aware of was the beginning of production of the V-8 60. During that year, 3355 engines were manufactured for the European market for the French and English. It would remain in British production up until the war.

Getting back to the 1935 Model 48, Lawrence Sheldrick claims credit for the chassis layout. He achieved a "front seat ride" for all the passengers by moving the engine 8.5 inches forward as well as all passenger seats. The fore and aft balance was greatly improved and along with a better ride made the car more stable at high speeds.

Moving the engine forward produced interference between sump and axle. Independent suspension was an obvious solution because the engine could be cradled between the suspension elements. However, Mr. Ford's belief in his transverse spring led him to claim that he used a transverse spring for the same reason that wheels are round - because they work!! He also compared his system to the wings of a bird, in that the tips move the most while the body remains steady.

Mr. Sheldrick's solution was made within the limits of Mr. Ford's technical philosophy. The transverse spring was mounted ahead of the front axle. The springbase now being 11 inches longer than the car's 112 inch wheelbase became a useful advertising point, the car now being much softer on the road. FORD now had the jump on CHEVROLET, whose Dubonnet suspension was not without fault.

The '35 frame was much stronger, using more box sections and heavier bracing throughout. The clutch was improved which meant lighter pressure, yet reducing slipping. Self centering brake shoes coupled with floating wedges improved the system somewhat, but with the increased weight of the car as well as greater speed problems did arise. Yet FORD was able to offer mechanical brakes for one more year without fear of undue competitive problems, as the GM change-over to the hydrolic system was not complete.

The styling credit for the '35, which was publically introduced on Dec. 29, 1934, goes to Phil Wright of Briggs Manufacturing Co. So pleased were FORD officials that the order went out to go right into a full-scale mockup of wood rather than the customary clay model routine.

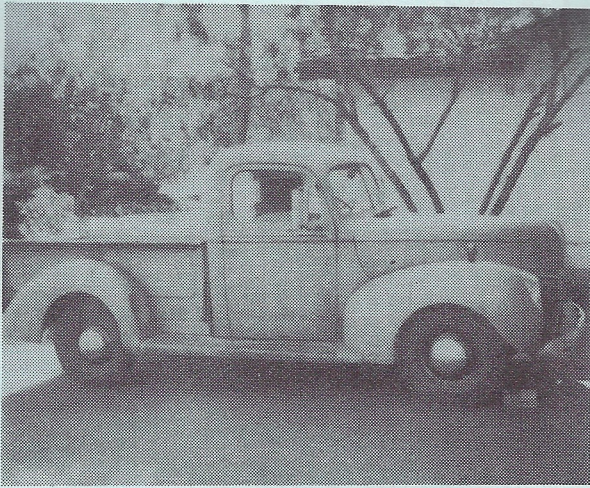
The new Model 48 avoided the extreme bulk of the GM line, and maintained a crispness of line found nowhere else in the industry. The PLYMOUTH combined heavy convex fenders to a rather slender body with only fair result. To many tastes, the independents, such as STUDEBAKER, HUDSON, and NASH, were simply downright UGLY, challenged only by the incredible roundness of the Master CHEVROLET turtled on a 113 inch wheelbase with all pretensions of grace totally destroyed.

By the end of the model year, FORD had decisively regained industry leadership in sales with 826,519, compared to CHEVROLET's 656,698 and PLYMOUTH's 382,925.

With such success, FORD's future for '36 seemed quite bright - - - or was it?

Bob Rose

Note: Information gathered from FORD IN THE THIRTIES, Petersen Publishing Co.



"1984"

The same guy owns this
'40 Pickup.



"1984 VALLEY V-8
CHRISTMAS PARTY"
Now you know who
the '40 Nut is —
Pres Kent Lowry!

I don't think so.

John B. Miles

Some time ago an article appeared in the V-8 Times about how installing an overflow tank on early V-8's would end overheating. I don't think so.

The overflow tank or coolant recovery tank, was designed to catch the small amount of initial loss of fluid due to normal expansion and to help prevent corrosion. The heating and cooling of the system will eventually purge the system of air and since rust and corrosion need air, the deterioration of the components is slowed. Take the pressure cap from a late model auto and it will overheat even if the overflow tank is the size of a fifty-five gallon drum.

More recently, we read an article about a late model 36 truck that would (during that period) carry a ten ton pay load at seventy-five miles per hour.

The highest optional axel ratio available that year was 5.14:1. Tire size, as advertised was 600 x 20 and each revolution of the wheel would move the vehicle 8.3776 feet. The wheel would have to rotate 630.25 times per mile. Since the axel ratio is 5.14:1, the engine would be turning 3239.50 revolutions per mile. At sixty miles an hour, the engine would be turning 53.99 revolutions per second. At seventy-five miles per hour the engine would be turning 4049.36 R.P.M.

Eighty-five horse power moving a little over seven tons at 75 M.P.H.? I don't think so.

COMING EVENTS

- Jan. 6 - Valley V-8 Meeting
Union Federal Savings & Loan Bldg.
- V.P. Dave Sanborne will be showing us the new LeBaron Bonney slide presentation on upholstery. We're the first club to view this--so don't miss out.
- Jan. 26 - Installation Nat'l Board of Directors
Early Ford V-8 Club of America
- Disneyland Hotel
- Feb. 3 - Valley V-8 Meeting
Union Federal Savings & Loan Bldg.
- Jack Miles will share with us the gadgets and special tools he's fabricated over the years to make working on our old Fords a lot easier.
- Feb. Tour - Brunch at Tequilla Willies!
Date to be announced.
- August
8, 9, 10 - Ventura Venture
Western Nat'l Meet
Ventura, CA

Ventura Venture
Committee Meeting
January 10, '85 7:30 PM

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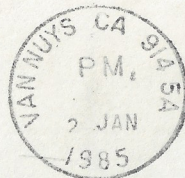
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Christmas USA 20c



Fra Filippo Lippi, National Gallery

