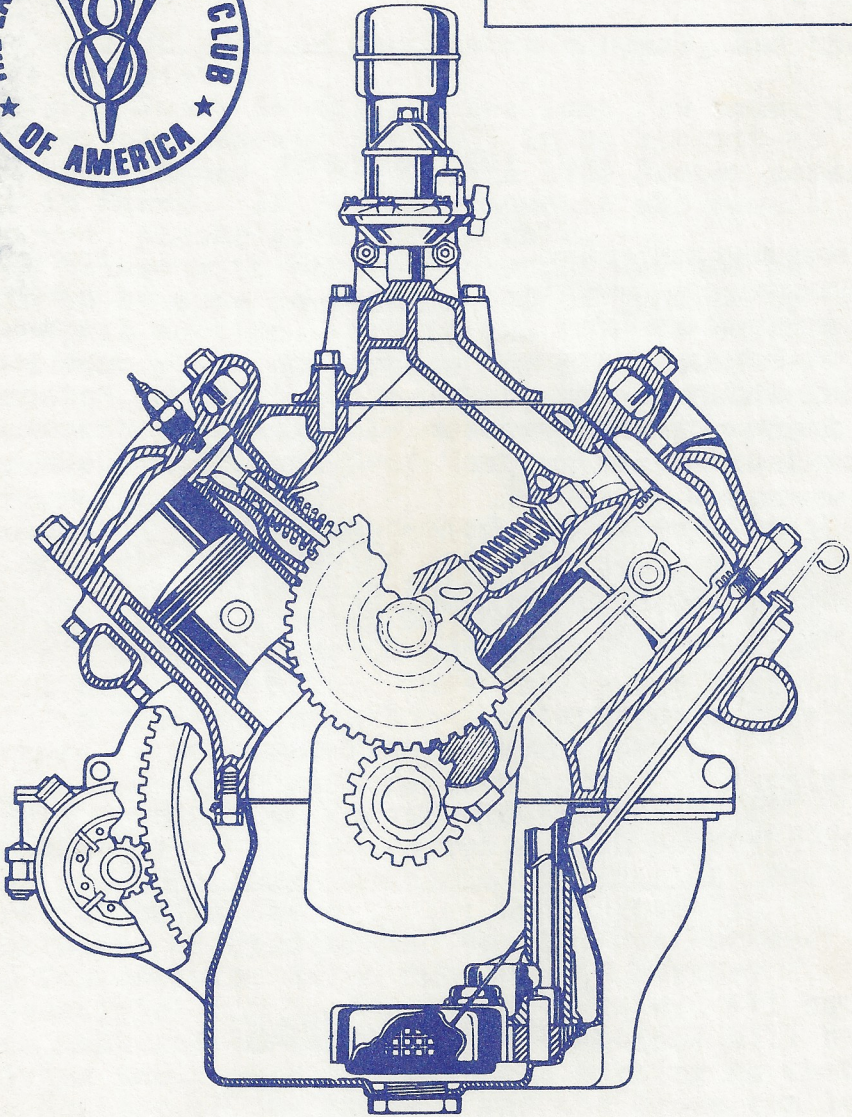




MARCH *8*



# 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

One last push on membership renewal, and then I'll be quiet.

Terry Smith is calling the last few members who haven't renewed for 1985 in an attempt to get them signed up before the 1985 Roster comes out in March. If you know someone who hasn't renewed, please give them a call.

I talked with Norton the other day and he said to be sure to bring a lot of good parts to the April auction. Now is the time to start going thru your parts collection and pick out a "goodie" to donate. For those of you needing to replenish your valuable merchandise, you might try the next Pomona Swap Meet on March 3rd from 5 a. m. to 3 p. m.

Several members purchased raffle car tickets at the February meeting and Jack Miles said he would match everything purchased--at last count I think he was looking at something like \$140.00. worth! Sales appear to be picking up, but we still need your help. They really are easy to sell to friends, neighbors, relatives, and fellow workers.

The following members have agreed to furnish "early iron" to an August wedding party in Granada Hills, in return for a club donation of \$350 to \$400: Dave Sanborne-'35 Phaeton; Paul Kirk-'40 Buick Convertible; Don Dupree-'34 Cabriolet; Al Spencer-'40 Woodie; Don Durkee-'40 Convertible; Ralph Hubbard-'40 Mercury Convertible; Bob Rose-'41 Convertible. All but Dave Sanborne (who will be on vacation) will be driving their cars to the March meeting so that the Mothers of the Bride & and the Groom can look them over.

Our Information Officer, Bob McCullough, has been a little bit "under the weather" lately, adjusting to a new medicine, and has missed a few meetings. However, I know Bob has been with us in spirit, and is still available to answer your questions. Call him at 818-886-2644-even if only to say "Hello".

Jack Miles is going to show us how to put that carburetor back together this month, and then-as a special added attraction-Don Dupree will be showing us an antique movie featuring old cars (Remember the "Burn 'Em Up Barnes" serial of 3-4 years ago?) Larry Caplan so thoroughly enjoys these, that we may charge him admission!

Kent Lowry  
THE GOSSIP COLUMN

It has been brought to my attention that several disturbing events have occurred within the ranks of the VALLEY V-8's. You all probably know by now that Bob Rose has not one, but two '57 Mercury Turnpike Cruisers; one being the pace car reportedly awarded to Indy 500 winner Sam Hanks. Even Hanks wonders who would want that one; but we all have questioned Rose's state of mind for many years.....

Now Ernie Baily, long respected and admired for his sense of judgement and his loyalty to Henry Ford, has purchased a '46 Plymouth; goodness, gracious!!!!....

The latest and most disturbing bit of information reveals that John Powell, most reliable, talented and admired for his great mechanical genius, and love of fellow man, has purchased a '57 Chevy Bel Air 2 door!!!!!!

John, John, what pressures are you under to result in such a behavior??? How could your loving wife Ann, allow such an act???

Where have you V-8ers gone wrong to allow these seemingly rational men to fall victims of such folly?

Well, there is some small redemption, in that there is absolutely no truth to the rumor that Jack Miles and Larry Caplan have defected to form the Pacoima Chapter of the CROSLY CLUB OF AMERICA.....

Your Gossip Editor....

\*\*\*\*\*  
\* MORE ON THE 1935 FORD \*  
\*\*\*\*\*

## 1935 V-8 ENGINE PRODUCTION CONTROLS AND PRACTICES

Ford V-8 production controls began with the engine manufacturing process. In 1935, continuing the Ford practice began with the first V-8 in 1932, all V-8 engines were produced at the Rouge Plant Motor Building. Engine production included the transmission as part of the engine assembly, but the assembly did not include the generator and fan, spark plugs, carburetor or gear shift lever.

After an engine came off the assembly line, it was moved by conveyor to an engine break-in line. There it was placed on a break-in stand. Each engine was then connected to water and oil lines and coupled to a direct current shunt wound electric motor. The electric motor spun the engine for a short break-in period until the resistance of the electric motor fell below a set amperage. At the same time the operator listened for any water and oil leaks and listened for any sound which might suggest a problem. An engine which did not pass the test was sent to an adjoining shop for repair. An engine which could not be repaired was scrapped.

Engines were assigned a sequential number as they passed the break-in test. The number was stamped on the transmission case between the two top bolts. The first V-8 engine produced in 1932 received the number "1." Through 1938, 4,650,603 were produced.

Beginning with the first V-8 engine in 1932, the prefix "18" was used to designate "large" V-8 engines. The "small" 60 H.P. V-8 engine, first manufactured in 1935 for overseas use in 1936 models, had its own prefix "54." The "18" prefix for V-8 engine numbers was used through 1942. Each engine number for the V-8 engines was preceded by a star, then the prefix "18" followed by a dash, the sequential number and concluded with a star. An

example of a 1935 engine number is \*18-2066810\*. Numbers applicable to months during which 1935 models were produced are:

1934-1935

DATE	FIRST NO.	LAST NO.
December	1,268,648	1,352,202
January	1,352,203	1,453,345
February	1,453,346	1,572,687
March	1,572,688	1,707,190
April	1,707,191	1,850,565
May	1,850,566	1,969,876
June	1,969,877	2,066,818
July	2,066,819	2,142,481
August	2,142,482	2,201,636
September	2,201,637	2,265,324

After the numbering operation, the engines went by conveyor to the Rouge Assembly Line or to a crating area for shipping to other assembly plants. During 1935 sixteen assembly plants operated in the United States. In addition to Dearborn, Michigan, they were:

Buffalo, NY	Chester, PA
Chicago, IL	Cincinnati, OH
Dallas, TX	Edgewater, NJ
Kansas City, MO	Long Beach, CA
Louisville, KY	Memphis, TN
Norfolk, VA	Richmond, CA
St. Louis, MO	St. Paul, MN
Somerville, MA	

At the United States assembly plants when the engine was dropped on the chassis, the engine number was stamped on top of the left side rail of the frame. In overseas assembly plants, when right hand drive was installed, the engine number was stamped on the corresponding location on the right frame side rail. In addition the engine number, less the "18" prefix, was stamped at two more places on the frame. One was near the rear edge of the front door, and the other was directly over the rear axle. Parts needed to complete the engine were installed on the engine dress-up line at the assembly plants. These parts included the gener-

## VALLEY V-8 VIEWS

Cars driven to the Feb. 3rd Mtg:

Bill Boyer.....	'52 Victoria
Bill Culp.....	'29 Roadster
Don DuPree.....	'34 Cabriolet
Jerry Hunter.....	'46 Sedan Cpe.
Chuck Mair.....	'41 Business Cpe
Bob Rose.....	'41 Convert.
John Wedberg.....	'32 Vicky

Pres. Lowry announced that we are holding at about 100 members, including quite a few new faces; so if some of the backsliders return, we should be well above the century mark. If any of us know of a past member of the flock who has failed to see the light and renew his membership, put the bug in his ear, he probably simply forgot...

Our raffle car is coming along well. Lee Atherton of LeBaron Bonny has contributed a \$350.00 upholstery kit for the '53 Merc. Jerry Jensen is going to install it. Also "Corky" Coker, of The Coker Tire Co., in Chatanooga, Tenn. is giving us four new 7:10 x 15 tires (wide whites I hope) thanks to the efforts of Jack Miles. While on the subject of the car, let me say that we must sell 3500 tickets to get over the hump. Remember, for \$20.00 you get 25 tickets, which can benefit the club, or the seller. You can give extra money (\$5.00 per book) to the club, keep it yourself, or put the extra tickets in your name or in that of a friend. Each of us owe it to ourselves and our club to take a couple of books (or more) of tickets and handle them any of the above ways.

Other helpers on the '53 are: Don Durkee, who is re-chroming the bumpers, John Wolf, who got us a carburator, Chuck Mair is handling the rear glass, and George Lynch is getting the hub caps painted.

At our recent Installation Banquet in January, we had 77 paid and attending. The whole affair cost about \$79.00 out of our pockets; not bad at all considering the expenses involved. I guess we didn't drink enough, as the money went to cover the bar bill.

Our March meeting will include visitors from a future wedding party at which we will provide about 7 cars. The guests, who are parents of the bride and groom are contributing about \$300.00 to our club for the use of the

cars. The wedding is in August.

Also at the March meeting, Virginia and John Wolf will be providing the refreshments.

In April, our good friend and contributor "Motormouth" Bill Norton will be our auctioneer. For those unfamiliar, VALLEY FORD OBSOLETE owner Norton runs the parts auction. We bring parts we wish to include in the sale, and we buy parts we wish to take home and bring back next year to sell....or Bill buys them and sells them back to us..... Bill is great; don't miss this one! It's our biggest fund raiser of the year. Remember all money taken in goes to the club.

Also in April, Don Durkee is planning his annual Solvang tour. More later.

Al Spencer won the \$5.00 club drawing. The amount increases by five bucks each month until a winner is present.

Our Ventura-Venture '85 Buckles are now on sale for \$10.00. See Ernie Baily for them and all other items: T-Shirts, Buttons, etc, etc.

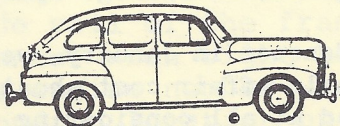
A few wants from the meeting include: George Lynch, a gas guage for a '41; Jerry Hunter, a black and red speedo for a '46; 6:00 x 16 tires for Bill Boyer, who also has a '49 Merc engine for sale for \$350.00. Ben DiFatta needs front and rear seats for a '39 or '40, and Jack Miles has a '39 Deluxe Cpe for sale for \$10,500 and a '67 GTO for \$2500.00.

Thanks to Jack Miles for telling us of his trade secrets (some of them anyone) learned from years of repairing and restoring Fords. He could probably write a book on the subject.

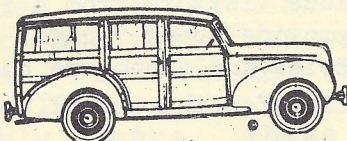
-----That's it for now-----

Secretarily yours,

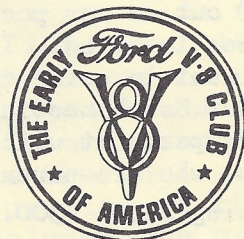
*Bob Rose*



1941 Ford Super DeLuxe sedan



1939 Ford Station Wagon





Feb. 18, 1985

To: Don Durkee & Edw. Warnock, Co- Chairman,  
Ventura Venture '85; Larry Caplan & Dorothy  
Konecko, Co-Treasurers, Ventura Venture '85;  
Ventura Chapter #84 & Valley Chapter #40.  
Subject: Financial Status, 1953 Mercury

Balance, Dec. 16, 1984	986.19	
Fuel Jan. 5, 1985	9.30	
Ticket Sales Jan 6, '85		27.00
Ticket Sales Jan 13, '85		40.00
Ticket, "T" Shirt and Belt Buckle sales (at Disney Hotel) Jan 26, '85		98.00
Ticket Sales Feb. 3, '85		20.00
Ticket Sales Feb. Meeting		<u>320.00</u>
Totals	995.49	505.00
	505.00	
New Balance, Feb. 18, 1985	\$490.49	

Many thanks to those who helped sell at  
Disneyland Hotel and to Larry Caplan,  
Jerry Jensen, Jack Kalejian, John Kemmerer,  
Kent Lowry & Ed Warnock for helping with  
the polish and wax job.

John Wolf donated a rebuilt carburetor and  
if I get it installed our stumble problems  
should be cured.

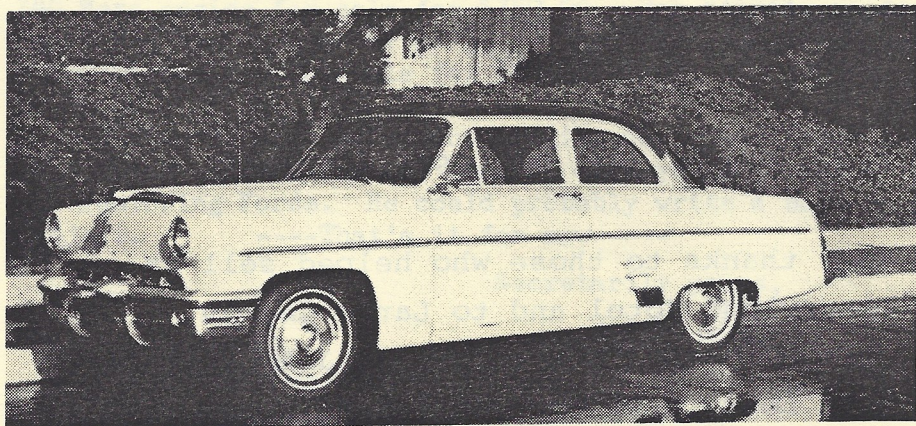
I was successful in my request for upholstery materials from Mr. Lee Atherton of LeBaron Bonney Co.

I was also successful in my bid for tires! Coker Tire Company of Chattanooga, Tenn. is shipping a set of 7.10 x 15 tires to us!

Jack Miles

## **WIN!!**

### **1953 MERCURY TUDOR SEDAN**



**Tickets**

**Donation: \$1.00 each or 6/\$5.00**

**Winner Need Not Be Present**

ator and fan, spark plugs, carburetor and gear shift lever.

Ford diligently attempted to maintain uniformity of production at all plants but variances inevitably occurred. Some of the causes of the variances were inherent with the engine distribution system. For example, in addition to the engine storage area at the Engine Assembly Plant at the Rouge, the company had engine storage areas at each of the assembly plants, but Ford's largest storage space was actually the railroad cars filled with engines enroute to the various assembly plants. Because the engines were not shipping in sequential numerical order, and since engines placed in storage areas were removed on a "first in-last out" sequence, it was possible for a car being built at a plant in California to have an engine two months older than a car being built on the same day at the Dearborn Plant.

Based on results Ford must have been pleased with the 1935 model year. In the automotive industry, the first day of full production on a new model is referred to the "Job-one" date. The Job-one date for the 1935 model year was the third week of November 1934. Production of 1935 models terminated at all assembly plants on September 9, 1935. During the nine and one-half month production period of the 1935 model Ford produced 1,058,661 vehicles. Of these 942,439 were produced domestically, 58,500 in Canada and 57,722 in other foreign locations. Nineteen Thirty-Five ended as the highest V-8 production year for Ford of any prior to World War II.

A look at production figure by body style is enlightening to illustrate what the public was purchasing in 1935. The 1935 Ford was publicly introduced on December 27, 1934. Between then and November 14, 1935, when the 1936 model year was introduced to dealers, the following 1935 body styles were produced:

Cabriolet	17,000
Coupe, 5-Window	111,542
Fordor Touring Sedan	105,157
Roadster	4,896

Station Wagon	4,536
Tudor Sedan	322,575
Victoria	235
Convertible Sedan	4,234
Fordor Sedan	124,984
Phaeton	6,073
Sedan Delivery	8,308
Coupe, 3-Window	31,315
Tudor Touring Sedan	87,326

You may have noticed that this list of production by body style does not total to all the engines Ford produced in 1935. You also may wonder about the 1935 Victoria model. Those are excellent questions but let's save them for another day.

Dave Sanborn



SPRING DESERT FLOWER -  
Roy Rogers Tour

°March 23 & 24, 1985

°LEAVE 9:00 A.M. Union Federal Savings  
(Monthly meeting place)

°MEET VENTURA CLUB NEAR MAGIC MOUNTAIN

°LUNCH IN LANCASTER, AT A NICE RESTAURANT

°TOUR TO APPLE VALLEY INN - REDUCED RATES  
\$52.00 for two, \$47.00 single.

° SATURDAY NIGHT GROUP DINNER AT -  
THE APPLE VALLEY INN,

° SUNDAY MORNING TOUR TO ROY ROGERS -  
DALE EVANS MUSEUM. \$2.00 ea., \$1.50  
IF GROUP IS OVER 20.

HOPE TO SEE YOU ALL! COME JOIN THE FUN

RESERVATIONS OR FOR MORE INFORMATION -

John Powell 805-647-3494

Al Spencer 818-761-1734

**MEETING - 1ST SUNDAY OF THE MONTH AT 7:00 Pm**

**UNION FEDERAL SAVINGS  
13300 VENTURA BOULEVARD  
SHERMAN OAKS, CALIFORNIA**

COMING EVENTS

March 3            -Valley V-8 Meeting  
                    Union Federal S & L Bldg.  
                    Jack Miles is going to show us  
                    how to put that carburetor back  
                    together.  
                    Don Dupree is going to show us  
                    an old car movie.

March 3            -Pomona Swap Meet  
                    Antique Auto, Corvette, Porsche,  
                    Street Rod, Antique Motorcycle  
                    Swap Meet  
                    L. A. County Fairgrounds  
                    Hours-5 a.m. to 3 p.m.

MARCH 23-24        SPRING DESERT FLOWER - ROY ROGERS TOUR  
                    APPLE VALLEY INN - OVERNIGHT  
                    SEE AD IN THIS ISSUE

April 7            -Valley V-8 meeting  
                    Annual Parts Auction Fundraiser  
                    Auctioneer: "Wild Bill" Norton

APRIL 27-28        DON DURKEE/SOLVANG TOUR

JUNE 8th            SAT. - SANTA BARBARA BRUNCH

AUGUST 8,9,10     VENTURA - VENTURA  
                    WESTERN NATIONAL MEET  
                    VENTURA, CA

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