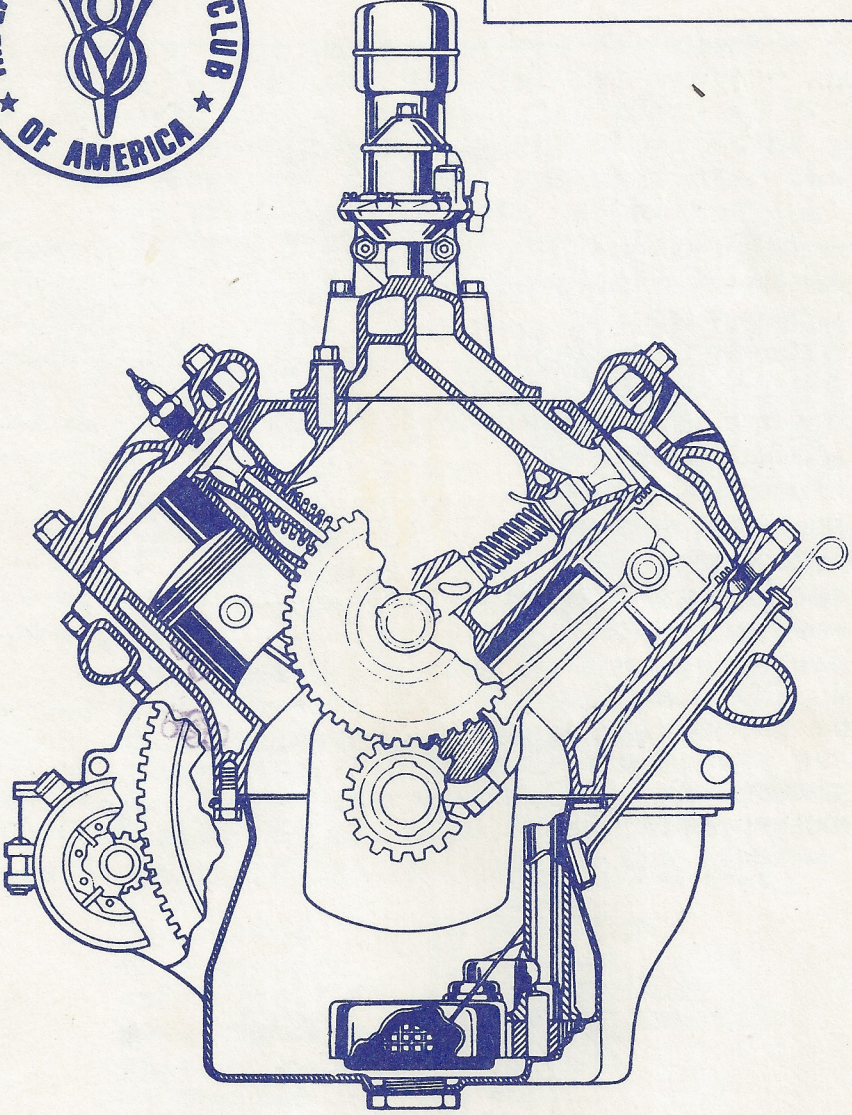




85 JULY



# 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

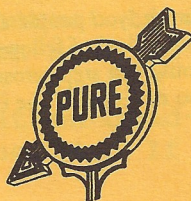
We had a nice turnout at the May meeting despite the fact it was Memorial Day weekend and we had moved to our new meeting place at Valley Federal. The only hitch in the whole thing was that Secretary Bob Rose got confused over what day it was and forgot to come to the meeting! Can you believe him? He'll never live this one down! Lucky for me, V.P. Dave Sanborn filled in for Bob.

Speaking of Dave, we really appreciate the great articles he's writing each month on the 1935's. Apparently the National newsletter does too, since they make mention of his articles on page 6 of the May-June issue of the V-8 Times. Keep up the good work, Dave!

I would also like to thank George Lynch for the great detail paint job on the hubcaps of the raffle car. I understand he spent several hours on them.

A special thank you goes to Don Dupree who helped the club earn \$200.00 on June 15th. Don organized a caravan of fellow club members to drive approximately 35 kids from a Temple near his house to the Sportsman's Lodge in exchange for a donation to the club. The following members drove their "early iron" in the caravan:

- Don Dupree -34 Cabriolet
- Dave Sanborn -35 Phaeton
- Ralph Froiland -40 Convertible
- Paul Kirk -40 Buick Convertible
- Whitney Rydbeck -46 Taxicab
- Al Spencer -40 Woody
- Gerry Blackwell -40 Woody
- Chuck Mair -41 Spec. Cpe.





Al Spencer reports that about 12 members went on the Santa Barbara Brunch/Tour. The Ventura & Valley V-8 groups met at Thousand Oaks and and toured to the home of a member there who I understand had quite a nice car collection. Then the group departed for Santa Barbara where they enjoyed a nice brunch at Anna Marie's. Al says they enjoyed good weather, the California coastline, including a nice blue ocean, and a nice turnout of cars.

It's not too early to start thinking about election of officers for next year-nominations take place in October and elections in November. If any of you are interested in running for office, please call me so I can prepare a list.

Ventura Venture is right around the corner-only two more months to go. So get your reservations in now!

See you at the June meeting!

Kent



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*I'm a New Member*

I see you at the meetings,  
But you never say, "Hello,"  
You're busy all the time you're there,  
With those you already know.

I sit amongst the people,  
Yet I'm a lonesome guy;  
The "new members" are as strange as I,  
And the "old timers" pass me by.

But darn it, you people asked me in,  
And you talked of fellowship;  
You could just step across the room,  
But you never make the trip.

Why can't you nod and say, "Hello,"  
Or stop to shake my hand,  
Then go and sit among your friends?  
Now that I understand.

I'll be at your next meeting,  
Perhaps a nice evening to spend;  
Do you think you could introduce yourself?  
I want to be your friend.

*from The Greyhound Express*



## VALLEY V-8 VIEWS

As I start typing these notes, I immediately see how important Bob Rose is to our club. In his absence we did not take attendance nor determine who drove their vintage vehicles to our May meeting. Oh well -- a seat-of-the-pants estimate is we had a great turnout of both members in attendance and vintage vehicles driven. With the excellent parking space at our new meeting place, we had room for at least 100 more cars. Those of you who felt constrained by lack of space in the past need fear no more. So mark your calendar for Sunday June 30 at 7:00 p.m. for tire kicking at Valley Federal Savings, Southwest corner of Reseda and Nordhoff in Northridge.

Another gratifying observation strikes me as I am typing these notes. That is the large number of people who participate in our club. As an example, on Saturday the 18th several people organized a Pancake Breakfast and raised \$149 for the Ventura Venture raffle car. Jack Miles has done an admirable job of coordinating restoration and has personally done more work on the car than anyone else. Thanks to Jack's leadership the car is almost complete.

Plans for the Ventura Venture under the joint leadership of Ed Warnock and Don Durkee continue to progress very well. The next Steering Committee Meeting will be at Don and Mary Durkee's home in Thousand Oaks on the evening of June 20th. Attendance will be welcome and appreciated of those who have time and ideas to contribute. There never seems to be enough hands for an event like this.

Paul Kirk and his wife Mary Finley are handling registrations for the Ventura Venture in their customary capable fashion. Registrations now number 112. If you have not yet registered, it is in your best interest to do so immediately. Some of the events such as the Harbor Islands Channel Cruise have limited capacity. Also the hotel confirmation deadline to get favorable rates is June 24. If

you have any questions, Paul and Mary's phone number is (818) 342-4703.

On another subject, Don Durkee led his annual Solvang outing the weekend of April 27-28. It was a smashing success as usual. After a leisurely tour, starting in Calabassas, with many rest stops including merging with a group in Ventura and a picnic in Santa Barbara, we reached Solvang late Saturday afternoon. The facilities at the Royal Copenhagen Motel, where most of us stayed, were very comfortable. Christine and I even found a few minutes before dinner to purchase a few Christmas gifts. Don arranged dinner at the Chart House in Los Olivos. The food and companionship during dinner was excellent. The after dinner poetry reading was even better; I hadn't laughed so hard in several weeks. For most people, Sunday morning was for breakfast, some shopping and a leisurely trip home to think about the next outing.

Even though by the time you read this, most of the following events will have occurred, they are of note since they probably will be held about the same time next year.

Sunday, June 2nd - Pomona Antique car swap meet - LA County Fairgrounds - 5 a.m. to 3 p.m.

Saturday, June 8 - Santa Barbara Brunch  
Tour led by Al Spencer

Saturday & Sunday, June 15 & 16 - LA Roadster Show - Pomona

Sunday, June 16 - Father's Day swap meet - LA Fairgrounds

Sunday, June 23 - 1940 Ford Day - La Palma Park Anaheim - 9 a.m. to 3 p.m.

Now some notes on our May meeting. After several months of faithful service in charge of fellowship and refreshments, Harold Selson has requested a replacement. Bill Lash has willingly agreed to serve in Harold's former role. We thank both of you. As refreshments for our last meeting, Karen Lowry baked several types of delicious cookies. Wayne Rhodes' name was drawn from the capsule. Since he was not in attendance, next month the award will double

to \$10. Raffle winners were Bill Woods, Larry Caplan, Christine Varney, John Pridemore, Don Dupree, Jack Kelegian, Jack Miles and Chuck Mair.

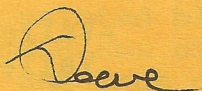
Bill Woods shared with us a reunion of a group of drag racers he helped form in the early '50s called the Denver Timing Association. About 70 people were in attendance at the reunion in Denver. One observation that struck Bill when looking at old drag racing pictures was all the cars were using Ford flathead engines. Virginia Wolf shared a discovery that is exciting to her and John. The book, FORD PICKUPS 1932-1952 by Mack Hils, contains a picture of a pickup once owned by John's father.

After the consensus of members at our meeting, Al Spencer made arrangements for our annual Christmas Party to be held again at the Sportsmans Lodge. This year it will be on Friday, December 6. There will be two entrees (probably a chicken dish and prime rib) so those who want a choice of dishes or price will have options. The price differential between the two entrees will probably be between three and four dollars.

The grand finale of the meeting was Jack Miles sharing his wit and wisdom in assembling a carburetor.

Your temporary assistant secretary,

Dave Sanborn



++ THE GOSSIP COLUMN ++

Your most informative and knowledgable gossip editor must get serious for a minute. It has been brought to my attention that graduation congratulations are in order.....No, not for all the elementary school and high school events occuring this time of year, but for ED WARNOCK'S mother. Yes, the senior MRS. WARNOCK, at seventy seven years young is receiving her COLLEGE DEGREE. Ed went up to Oregon for the event, and on behalf of the Valley V-8's, we extend our heartiest congratulations to MRS. WARNOCK. Let that be a lesson to all you turkeys who complain about all you wish you had done and didn't.....

With his nose in the news,  
The Gossip Editor



COMING EVENTS

- |                                   |   |
|-----------------------------------|---|
| Sunday June 30                    | -Valley V-8 Meeting<br>Valley Federal S & L<br>Reseda & Nordhoff Sts. |
| Sunday July 14                    | -Pomona Swap Meet<br>Pomona Fairgrounds                               |
| Sunday July 28                    | -Valley V-8 Meeting<br>Valley Federal S & L                           |
| August 8, 9, 10                   | -Ventura Venture<br>Western National Meet                             |
| Thursday August 29                | -Valley V-8 Meeting<br>Valley Federal S & L                           |
| September<br>Date to be announced | -Pizza Night/Annual Car<br>Show                                       |



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\* MORE ON THE 1935 FORD \*  
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## Tools For The 1935 Ford V-8

Like all years of the Ford V-8, 1935 models include tools as standard equipment. Two sizes of bags for containing tools are optional. One tool bag is 11-1/2 by 7-5/8 inches and has a side flap with two snaps. The other bag is 13-1/2 by 6-7/8 inches with a snap on one end. Material is either pebble grain rubber base artificial leather or other artificial leathers and whipcord. The tool bag part number is B-17005-A.

Four wrenches are included in the tool bag. Each wrench has "Ford" and "USA" in raised script letters on its shank. Each wrench is painted black. One is a combination 7/16 and 1/2 inch open end wrench having part number B-17015. The other combination 9/16 and 5/8 inch open end wrench has part number B-17016. A monkey wrench having part number B-17021 is also contained in the tool bag. The fourth wrench contained in the tool bag is a spark plug and cylinder head nut wrench having 11/16 and 1-1/16 inch on each boxed end. Its part number is 40-17017.

Other tools included in the tool bag are a screwdriver, pliers and lubricating gun. The screwdriver part number is B-17020. It has a black painted wood handle and plain steel blade. The pliers are either painted black or plated with cadmium. The dimensions of the pliers jaws are 7/16 inch wide by one inch deep. The lubricating gun is an Alemite Model A, either zinc or cadmium plated, with a slightly larger than 1-1/2 by 4 inch barrel. Its replacement part number is 68-17125. I am unable to ascertain the part number of the original lubricating gun included with 1935 models.

Additional tools included are a jack, jack handle, tire pump, tire iron and hand starting crank.

The jack is either made by Noblitt Sparks or Auto Specialty. It is an axle double screw type collapsing to 6 inches in the down position with part number 48-17080-A. The jack handle, part number 48-17081, folds in two places. It is 51 inches long when extended and 17-3/4 inches long when folded.

The tire pump can be from one of three manufacturers. Noblitt Sparks made one which can be included with all 1935 vehicles. Michigan Steel Tube made one which can be included with vehicles through August 1935. In August 1935 the Michigan Steel Tube manufactured tire pump was replaced by one made by Moon. In April 1935, a slightly shorter pump made by the same companies was released for use only in Roadsters, Coupes and Cabriolets. The short version has part number 48-17052-B. I am unable to identify the long version part number, but I suspect it was either 48-17052 or 48-17052-A.

The tire iron is similar to the one released for use with Model A's. It has a square hole for adjusting brakes. Its replacement part number is 78-17081. I don't know the original release part number.

The black painted hand starting crank, part Number 40-17036, does double duty as a wheel nut wrench. It has an end to accommodate a 3/4 inch nut. The square nut attaching drive crank extension which allows the crank to be forward of the bumper has part Number 40-17040.

A tire repair kit, part number 40-17012, also is a standard release for 1935 models.

One special top locking mechanism tool is for Converible Sedans. It is a 1/2 inch open end wrench, 4-3/4 inches long with the handle curved in a 1-3/4 inch radius. An instruction book is included. Its part number is 48-17018.

Sufficient tools are part of 1935 model Fords to allow an owner to perform routine maintenance. Each of the tools performs a specific function. Consequently the tools are an integral part of the vehicle.

Dave Sanborn

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