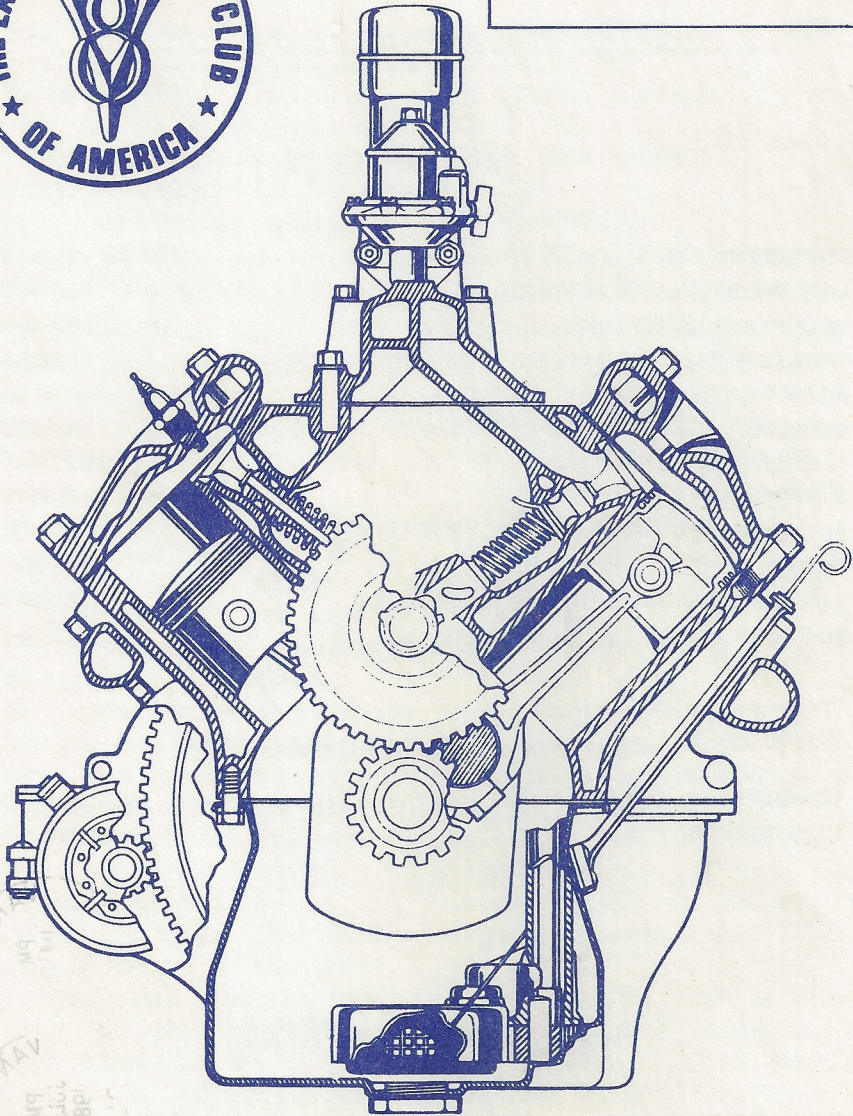


AUGUST 85



Drive Lines

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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

+++++ VALLEY V-8 VIEWS +++++

We had a very nice turn out of vintage Ford products at our June 30th meeting.

| | | |
|-------------------------|----|-----------------|
| Don DuPree..... | 34 | Cabriolet |
| Tom Sawyer..... | 35 | Pick up |
| Dave Sanborn..... | 35 | Conv. Sedan |
| George Richards..... | 40 | 2 Dr. |
| Tony Hughes..... | 40 | 4 Dr. Sedan |
| John & Virginia Wolf... | 40 | Cpe. |
| Don Durkee..... | 40 | Convert. |
| Bill Woods..... | 40 | Merc. Club Cpe. |
| Bob Rose..... | 41 | Convert. |

Tony Hughes from the Ventura Group came down piloting Durkee's convert. We welcome his attendance.

Speaking of Durkee, he gave us a Ventura Venture up date, and presented our convention caps, and visors. The various committee members will wear red baseball type caps, the judges will wear white, and the general public may purchase blue ones for \$5.00. They are really neat, as are the visors for sale at \$5.00 each, a necessity if you drive a convert. with the top down.

Al Spencer reported on our recent tour to Santa Barbara with brunch at Mary Annes Italian Restuarant, and a vist to Mr. Thompson's spotless garage containing a bunch or '32 Fords, and a Pantera etc. Al also informed us that our annual Christmas Party is set for Friday December 6, at the Sportsmans Lodge in Studio City. We will have two menus for those who desire a variety.

John Busk had organized Pizza Nite for Sept. 9th, at Round Table Pizza, DeSote & Roscoe. The time is 6:30 PM, and peoples choice will again be honored with several trophies.

John and Lynn Kemmerer provided the food, and I must admit, Lynn makes fantastic brownies. In fact I ate so many, John gave me the left overs to take home.

Bruce Blackwell's name was drawn for the \$10 club prize, but was not present. I think the fix was on for the raffle, as Don Durkee won

five times. Last year it was Chuck Mair who was the consistent winner. We haven't heard much from Chuck this year.

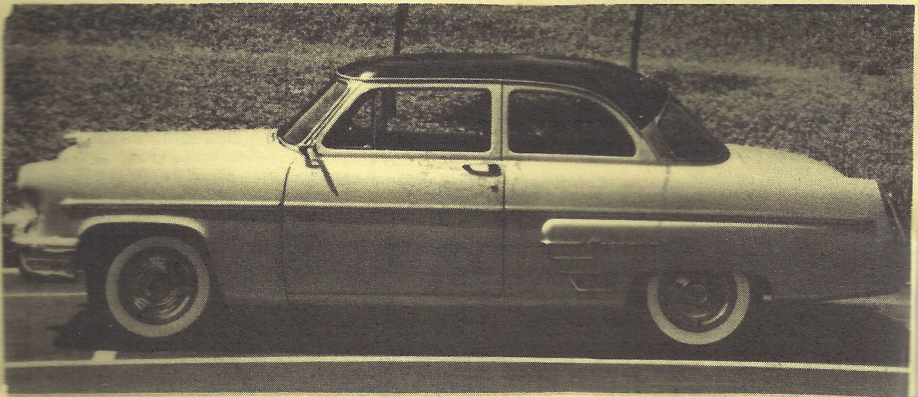
Jack Miles answered a few questions about restoration problems. Jack has a lot of answers to a lot of problems, and it's always nice to know guys like him are available when we need them.

Our treasury is in pretty good shape. Larry Caplan is doing a great job on keeping our finances in shape, and although he is buying a bunch of new cars, there is no truth to the suggestions that we are paying for them. As of last meeting, we had \$958.46 in the bank. We also have \$600.00 seed money into Ventura Venture which we will be paid back. We picked up another \$204.00 for participating in the Boy Scout Parade last month. (That's is in addition to our present balance.

See you at the next meeting set for Sunday July 28th at 7:00 at Valley Federal Savings, corner of Devonshire and Reseda.....

Secretarily yours,

Bob Rose



**VENTURA VENTURE
Raffle Car**

'53 Mercury Custom
- 2 Door -

PRESIDENT'S MESSAGE

It seems a long time ago when Ed Warnock and Don Durkee got up in front of our group and said "Hey guys, how would you like to co-host a Western National Meet with the Ventura V-8's?" Ed and Don volunteered as co-chairmen of the meet, prepared the necessary paperwork, sent it to National Headquarters, and our proposal was accepted--Ventura Venture '85 was on!

Now as I write this, it suddenly dawned on me--this is the last Drivelines you will be receiving before Ventura Venture. Remember, you must be registered in order to participate in the meet. For last minute registrations, call Paul Kirk at his new phone number of 818-886-5467. Paul advises there are 183 registrations to date, so total attendance should be 500+.

Our "Pizza Night/Annual Car Show" will be on Sept. 9th per John Busk. Trophies have been purchased for 1st, 2nd, and 3rd places in the "People's Choice" car show, so polish up the "iron" and enter it in the contest. See "Coming Events" for location and time of event.

Temporary assistant secretary Dave Sanborn advised you of our Annual Christmas Party at Sportsman's Lodge on December 6. I would like to add that musical entertainment will again be provided by Mike Nelson Productions. They did a great job last year.

I will be out-of-town during the July meeting, as will V.P. Dave Sanborn, so Bob Rose has graciously agreed to chair the meeting. Another treat for July meeting--Don Dupree will be showing more old car movies.

Happy V-8'ing!
Kent



ACTIVITIES

COMING EVENTS

- Sunday July 28 - Beverly Hills Car Show
Corner of Wilshire Blvd. &
Whittier Drive
- SUNDAY, JULY 28 Valley V-8 Meeting
Valley Federal Bldg.
Reseda Blvd. & Nordhoff St.
- AUGUST 8-9-10 Ventura - Venture
Western National Meet
- THURSDAY, AUGUST 29 Valley V-8 Meeting
- AUGUST/SEPTEMBER Thank God the Ventura
Venture is over "PICNIC"
- SUNDAY, SEPTEMBER 8 Pomona Swap Meet
- Monday, September 9 "PIZZA NIGHT" - Annual car
Show (In place of Sept.
Meeting)
- WEDNESDAY, OCTOBER 30 Valley V-8 Meeting
- OCTOBER FALL TOUR
- NOVEMBER 2nd & 3rd Annual Oso Flacco Tour
Info: Jim Brittain
(805) 482-5417
- FRIDAY, NOVEMBER 22 Valley V8 Meeting
- FRIDAY, DECEMBER 6 Annual Christmas Party and
Installation Banquet



* MORE ON THE 1935 FORD *

1935 Ford V-8 Commercial Vehicles

The 1935 Ford 112 inch wheel base commercial vehicles, like the passenger car sedans and coupes, are virtually completely redesigned from 1934. The 1935 commercial vehicle line has four body types. They are the Sedan Delivery, Station Wagon, Closed Cab Pickup, and Panel Delivery. All of these vehicles are produced on the passenger car chassis. The Sedan Delivery and Station Wagon are built with the passenger car grille, hood, fenders, headlights and bumpers. The grille, lights, and front end sheet metal for the Pickup and Panel Delivery, even though all new, are designed to resemble the 1934 passenger car front end.

The Sedan Delivery is a closed version of the Standard Tudor Sedan. A special order Tudor Sedan with a rear door entrance is also available. All the passenger car colors plus Vermillion Red combined with Tacoma Cream wheels and stripe are available as regular factory options for the Sedan Delivery. Seven thousand six hundred eighty-seven were produced in 1935.

The Station Wagon is the other 1935 commercial body with passenger car front end sheet metal and trim. This is the first year the Station Wagon has rollup front windows. The rear door and other side windows continue to use side curtains. All exposed wood on the body is coated with clear spar varnish. Only one color, Cordoba Gray, is used on the exterior sheet metal. The wheels are painted either Cordoba Gray or Medium Poppy Red. Domestic production of the Station Wagon was 4,011 in 1935.



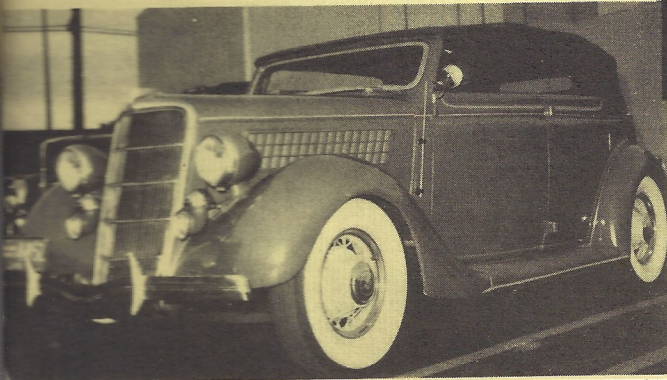
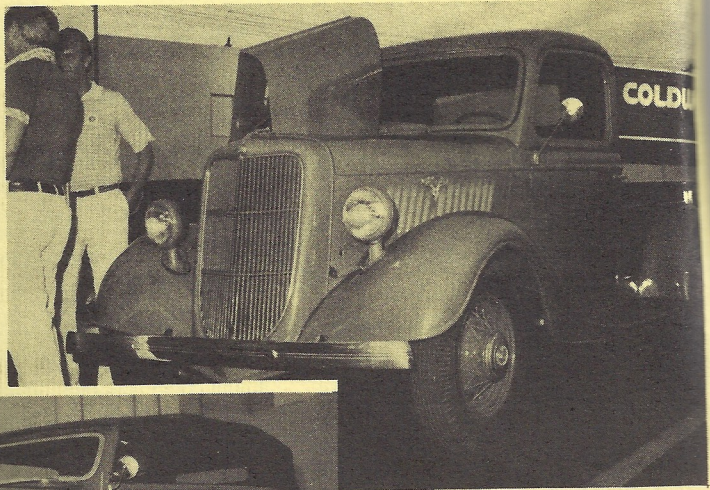
The Pickup cab and chassis is available separate from the box for those who desire to mount their own bed on the frame. The Closed Cab body with its visorless sloping windshield is the first departure from the Model A pickup style. The box is a carryover from 1934 with minor modifications. All the passenger car colors plus Vermillion Red are available for body paint on the pickup. The standard color for the wheels is black, however, colored wheels are available as special equipment.

The Panel Delivery is similar in style to the Closed Cab Pickup. The same paint options are available as with the Sedan Delivery. Production of this body type was 13,732.

- Dave Sanborn

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EPA Drive to Curb Use of Lead in Gasoline Fuels Concerns About Harm to Older Cars

By ROBERT E. TAYLOR

Staff Reporter of THE WALL STREET JOURNAL

WASHINGTON — Government requirements to get the lead out of gasoline are going over with some people like, well, a lead balloon.

The Environmental Protection Agency forced oil companies to reduce maximum lead levels 55% by July 1 and demands a total cut of 91% to 0.1 gram per gallon by the beginning of next year. Officials say the reduction is necessary because of evidence that lead in exhaust from autos and other vehicles is causing serious health problems, including brain damage, and, perhaps, heart attacks and strokes.

But many owners of aging cars, trucks, motorcycles, boats and farm equipment see lead reduction as a threat to their vehicles and wallets. It's "an outrage," storms Michael Namath of Baldwin Park, Calif. "Utterly ridiculous," gripes Robert F. Castle of Acworth, Ga.

The problem for people like Mr. Namath and Mr. Castle is that older engines need leaded gas to prevent excessive wear. Lead forms a protective coating on engine exhaust valves. Without it, some valves wear out faster, lending to a sharp loss of power and a repair bill that can easily amount to \$700 or so.

Cars built after 1970, and light trucks made since 1979, have harder valves designed for use with unleaded gas.

A Full Ban in 1988?

For older engines, the EPA says there is nothing to fear, at least until 1988, when it may ban lead entirely. EPA Administrator Lee Thomas says the 1986 standard of 0.1 gram of lead per gallon will protect older engines from excessive wear "at reasonable speeds and loads."

Owners of older vehicles aren't reassured. "Keep manufacturing leaded gasoline—unless you want to purchase me a new car," Sallie Horn of Phoenix lectures the EPA.

Consumers are also concerned about the prospect of higher prices at the pump. Industry analyst Dan Lundberg, publisher of the Lundberg Letter, says wholesale price increases in recent weeks will push retail prices for unleaded regular up by three to four cents, with the possibility of another two- to four-cent increase by Jan. 1.

Still, the downward pressure on world crude-oil prices and fierce refiner competition are expected to restrain price increases. "The industry would like to raise prices," says a company official, "but will the market put up with it?"

Some refiners predict spot shortages of higher-octane fuel, and a few small refineries are expected to close because they can't economically produce high-octane gasoline without lead. But such problems are expected to be limited.

Premature Ignition

Tetraethyl lead has been used to increase the octane of gasoline since General Motors Corp. researchers discovered in 1922 that it makes the fuel less likely to cause engine "knocks" by igniting prematurely.

Ethyl Corp., the largest producer of lead for gas, argues that the EPA restrictions are unnecessary and unjustified. Gasoline, it claims, isn't a significant source of lead exposure. Helen Kelly of the American Council on Science and Health agrees that much greater exposure comes from leaded paint and contaminated food.

Mr. Thomas, the EPA administrator, notes, however, that studies have closely linked levels of lead in gasoline to its pres-

ence in human blood. He says he has "no doubt" that gasoline is a "major contributor" to lead exposure.

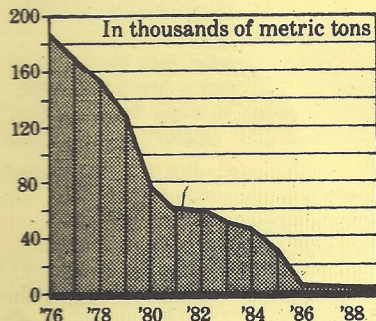
Concerns that lead reduction will cause engine damage stem from lab findings that valves in cars designed to use leaded gas wear out as much as 10 to 20 times faster with unleaded gas. The problem is greatest if engines are run continuously at high speeds. Studies found that added wear increased rapidly when engines exceeded 3,000 revolutions per minute.

Christopher Weaver, a consultant hired by the EPA, agrees that some vehicles may burn out valves faster at the 0.1 gram standard. But he says that protection would "almost certainly" be complete with only 0.2 gram.

Vehicle makers differ on how much lead older engines need. Ford Motor Co. doesn't see any problem with 0.1 gram per gallon. But Chrysler Corp., General Motors, Harley Davidson Motor Co., International Harvester and Deere & Co. put the

Getting the Lead Out

Lead added to U.S. gasoline



Note: Years 1986-1989 are projected. They exclude adjustments for "banking" lead credits, which allows refiners to exceed 1986 and 1987 lead limits by the amount they fell below the less-stringent 1985 limits.

Source: EPA

lead needed to prevent any damage at between 0.2 gram and one gram per gallon.

At Ethyl Corp., officials claim that almost 1.2 million cars and trucks will break down prematurely from using gas with only 0.1 gram per gallon of lead at a cost of \$800 million in repairs. The cost could run to \$1 billion if lead is banned in 1988, they say.

EPA analyst Joel Schwartz notes, however, that studies show little added wear below about 3,000 rpm, or with varying speeds and normal oils. He maintains that most cars don't exceed 3,000 rpm without exceeding the legal speed limit. "It seems the little time that they spend over 3,000—breaking the law—is unlikely to cause any significant additional engine wear," he says.

The EPA's Mr. Thomas adds that some studies "suggest that lead may not be required at all for these engines." The U.S. Army, Postal Service and several public utilities have switched larger fleets of older cars to unleaded fuel. Mr. Schwartz says none reported significant maintenance problems from lead deprivation.

The EPA also says that cutting the levels of lead, which is highly corrosive, would save enough on other repairs to offset any added valve-repair costs. Unleaded fuel will also produce added mileage worth more than \$100 million a year, the EPA says.

Hard-Working Engines

Mr. Schwartz does say that some truck, farm and marine engines have special problems with unleaded fuels. All work harder than the average auto engine.

In considering a total lead ban, the EPA is mulling the possibility of allowing the sale of bottled or canned lead additives for owners of older vehicles who think they can't live without it. Such sales could be limited by cost or inconvenience.

Lead reductions pose an additional concern for some boat owners: Some alcohol additives used in place of lead to boost octane can dissolve the plastic piping widely used in gasoline boat engines. Owners fear that the lead phase-down will accelerate the use of these additives without any notice at the gas pump, causing dangerous leaks.

Marine manufacturers want the EPA to require labeling of alcohol-blended gasoline. The agency appears unwilling, but some states are doing so.

Jim Finch, past commodore of the Chesapeake Bay Yacht Clubs Association, worries about his newly overhauled yacht engine. "At the worst, it's going to ruin the engine," he says of the lead phase-out. "No," he adds, "the very worst is that the thing is going to blow up on the bay."

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