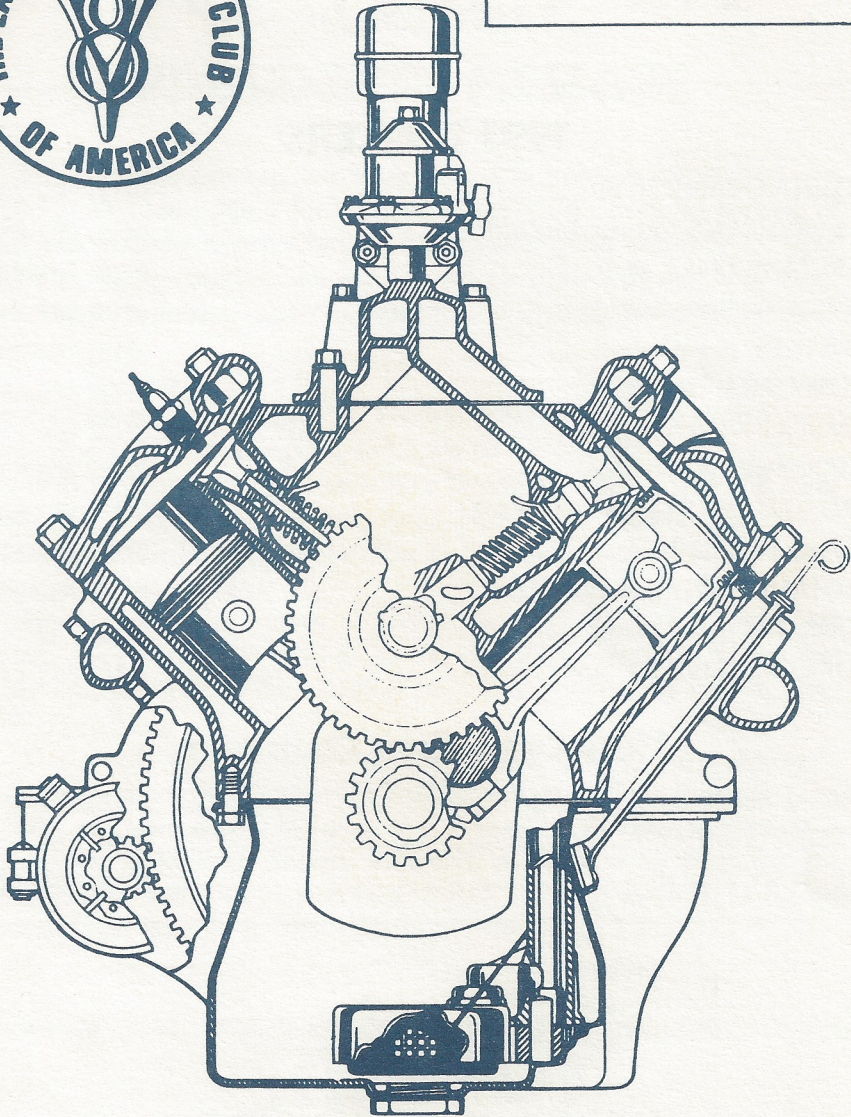




NOVEMBER



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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

COVER/ROY JONES

The Valley V8's

November 1993

PRESIDENT'S MESSAGE

For our next meeting we have a double treat. A father and son Ford family, see page 2 for what the program is about. As the end of the year rapidly approaches we have some good activities for you. As a reminder, Baldy View is having their annual picnic. That same weekend Ventura Chapter is having one of their famous Blackwell Tours.

I am looking forward to our Christmas party, which will again be at the Odyssey, December 5th, IN THE EVENING, 6 P.M. Mark your calendar. Our next newsletter will have all the details.

With the new year will be a new board of officers. We will need an editor, and have other jobs available. Talk to incoming president George Richards if you would like to be more involved in the workings of the Valley V8s.

November is the month of Thanksgiving. Take time to enjoy all things life offers. Take time to be friendly, it's the road to happiness. Take time to play, it's the secret of perpetual youth. Take time to give, it is a privilege.

This month we are including in the raffle, a turkey. The proceeds will be given to an organization that helps the needy.

We will have a new member at our meeting, Al Rohr, who owns a gorgeous 1934 Ford Sedan. Welcome Al, and bring that car for everyone to see. Tire kicking is at 7 P.M., looking forward to seeing lots of faces and old Fords.

The Prez

JACKPOT



\$20.00

Could Be Yours!

(You just have to be present and wear your name badge to win.)

CONGREGATIONAL CHURCH
9659 Balboa Boulevard, Northridge
ENTER ON SUPERIOR AVENUE - PARKING LOT
SUNDAY, NOVEMBER 7th, 1993

7:00 P.M. Tire Kicking 7:30 P.M. General Meeting

From the '30's to the '90's
Father - Son Double Header

Our November 7th program with Bernie Calvert (Dad) starting in the 30's as a teenager being employed by his Dad at Calvert Motors Ford Agency in Harrison, Ohio. Bernie got to see the new Ford cars roll off the trucks before the public viewed them. He will enlighten us with the sales of service of the 30's and 40's Fords.

John Calvert, Bernie's son, is a Stock Eliminator Champion Race Driver.

He has a beefed up '68 Mustang. John has been racing for over twenty years and won the '91 NHRA Championship in 1991 and also winner in the Arizona Nationals. John will also be challenging us with our reflexes and as we challenge the "Go" green lights. Bring your Ford and a guest.

GIVE THANKS THIS THANKSGIVING BY
BRINGING NON-PERISHABLE FOOD
ITEMS WITH YOU TO THE NOVEMBER
MEETING. ALL FOOD COLLECTED WILL
BE DONATED TO LOCAL NEEDY
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KINDNESS & GENEROSITY !

HAPPY THANKSGIVING



TO ALL THE
VALLEY V-8'S



MEETING

SUN.- NOV. 7TH

DON'T MISS THE TURKEY RAFFLE!

OUR CLUB WILL BE COLLECTING

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TIRE KICKING:7 P.M./MEETING 7:30

A THANKSGIVING TURKEY

WILL BE RAFFLED OFF

SPECIAL FATHER & SON

SPEAKER PROGRAM!!!

DON'T MISS THE FUN



CHUCK MAIR'S....SECRETARY'S VIEWPOINT

The meeting was called to order by President Chuck Shubb and Vice-President George Richards. When the gavel didn't work, Chuck tried his whistle - that got everyone's attention! Bill Carpenter was selected by the secret handshaker to help himself to anything on the raffle table. Guests were introduced. One guest had a '57 BelAir. Chuck said he was at the wrong meeting.

Terry Smith & Don Dupree told us about the All Ford Picnic at La Palma Park in Anaheim. Chuck Shubb & George Richards told us about the Throttlers Picnic. November 7th is the Baldy View Picnic at Upland Memorial Park.

Our Christmas party is at the Odyssey Restaurant on December 5th - starting at 6:00 P.M. Tickets are \$20. per person - with your choice of complete dinners of top sirloin, chicken or Pacific red snapper. Also included is coffee or tea and dessert. Alcohol is extra.

There was a lot of moaning over no name tag drawing at this meeting. Next month will be \$30. We had our coffee and cookie break then we all went to the parking lot with our speaker to view his beautiful 1947 midget race car and listen to his talk and answer questions. Hats off to our program chairperson. This was another great meeting. Thirty-seven in attendance and nine old cars driven.

Ford Fact

Trying to appease Ford dealers who could not compete with Chevrolet's hydraulic brakes, Edsel Ford had a 1936 Ford fitted with hydraulic brakes which worked perfectly. However, Henry Ford found out about the conversion and stopped the project at once, holding steadfast to the notion that mechanical brakes were more reliable. Ford finally relented and hydraulic brakes were introduced on Fords for the 1939 model year.

*Presented by the
Early Ford V8 Foundation*

Ford Fact

One of Henry Ford's steadfast beliefs was in the transverse spring suspension. When asked during an interview why he insisted on retaining this archaic system (1935), he explained he used the transverse spring for the same reasons that wheels were round - because they work! He also likened the suspension system to the wings of a bird, in that the tips move most while the body remains steady.

*Presented by the
Early Ford V8 Foundation*



NOVEMBER 5-8 BIRTHDAYS

11/4 RICHARD CHUTUK

11/6 RUTH SPENCER

11/8 STEVE KAWELMACHER

11/9 JOAN SAPPER

11/9 ALLAN FRANKLIN

11/12 ANN MILES

11/12 MARY RUTH LUENING

11/16 BEN DIFATTA

11/19 ROBERT ZECHER

11/20 BILL BOYER

11/21 HOLLIS COTTON

11/24 JERRY CASE

11/25 ERNIE BAILY

SO I SAID TO MYSELF, WHY SHOULD JOE DIFATTA HAVE ALL THE FUN DRIVING AROUND IN HIS OLD CARS EVERYDAY!

With daughter Cheryl arriving from Boise, Idaho on September 23rd to take care of her mother - I drove to northern California to visit other members of the family.

The question comes up, should I drive the modern car or should I take a chance on the '41 Ford coupe? Casting all doubts and good judgement aside (being a little excited and not being able to sleep) I got up at 12:30 a.m. and took off in the '41 coupe. What else could a V-8 club member do?

After passing Bakersfield, I stopped and rested for two hours at a roadside rest stop and was on my way again before daylight. When I saw the road sign - "this lane for the Oakland Bridge" - I knew I was fortunate to be in the car alone. There was no one to tell me I had missed Route 5 North - Sacramento, some forty miles back.

Soon after getting back on course a big semi-truck pulled up along side and the driver was waving and smiling. It was unmistakably, Pat Berry - our member from Lone Pine. Had I not made the big mistake of going to Oakland, the timing would have been off and we would not have met. He pulled off at the next off-ramp and we had a great visit for 45 minutes.

I drove past miles and miles of cotton fields. Many trucks passed me loaded with sugar beets and tomatoes. Couldn't tell if we were experiencing fall colors or just the lack of rain.

My last oil change, rear end change and flushing of the radiator must have paid off because the old '41 ran cool the whole trip - despite temperatures in the 90's.

I got a lot of thumbs up and a lot of people came over to talk whenever I stopped. It's a great way to travel. You just need to have faith in your old Ford.

Your Secretary,

Chuck Mair

THE LOWDOWN ON SCOTT RESTORATIONS

WOW !!! What a fantastic collection of automobiles we were privileged to view on Saturday the 11th of September. The Scott Restorations' entire operation was opened for us with a private tour of the facility. This is no "grease monkey" operation. The restorations were on a "San Sylmar" level. From the showroom to the machine shop, it was clean as a whistle.

Scott's primary business is the restoration of classic (in the true sense of the word) Mercedes. When this operation is complete, these fine automobiles are worthy of Concourse competition. What a treat to have a private showing - where we were allowed to roam around at our leisure and be able to pursue our own interests. There was a lot to see. Many of these cars are in the million dollar bracket, so what a pleasant surprise it was for me to find a fine little '37 or '38 Ford delivery van. Henry would have been proud. Ask your friends about the collection. I'm sure we all found special things of interest.

This trip was enjoyed by many of our ladies. They too, were pleased with this very special tour. We are glad they came and appreciate their participation. Thanks for coming along and we will be looking forward to seeing you at the next meet.

When we left the showroom, about 30 of us went to the Country Kitchen and enjoyed a nice lunch together. The feeling of good fellowship was evident throughout the room. We're sorry if you missed this one. It was one of the best. See you next time.

Your V.P.,
George Richards

CARS & PARTS WANTED

ITEM	Name / Phone
Hood Release cover Plate for a '41 Ford	Chuck Mair 818-785-9413
Parts for '54 Ford Electric Seats	Allan Franklin 818-842-2230
'42 Merc Dash Plastic & Hub Caps	Greg pager 818-604-7293
Sunvisor for 1951 Ford	Les MacWillie 818-361-0645

CARS & PARTS FOR SALE

ITEM	Name / Phone
Hallibran Quick Change Rear End	Doug Lindow
'39 Ford Front Seat	get No. from National Roster
52 Ford FI Pickup	Lee Wright 818-846-4906
42 Starter "New"	Greg Petrosyan Pager 818-604-7293
1930 Model "A" Motor, trans & rear end	Mike Munroe 818-789-7225
1981 Cadillac Delegation Braughm \$2000.00	Don Dupree 818-883-2747
1978 Lincoln Mark V Diamond Jubilee \$2500.00	Don Dupree 818-883-2747
Early Ford V-8 Trans 33-38 \$40.00	Don Dupree 818-883-2747

The following members drove their Fords to the October meeting: Chuck Mair, Jim Winnett, Harold Johansen, Les MacWillie, Lee Wright, Jerry Jensen, John Wolf, Tom Wechand and Joe DiFatta.

Dear Drivelines,

Ann & I, while traveling in Venice, Italy last summer, spotted this ad in a local newspaper. It sure looks like a 1940 Ford Pickup to me! I have no idea who the signorina sitting on the running board might be.

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**L'APPETITO VIEN
VIAGGIANDO...**

FORD V8 — THE BEGINNING

By David Sanborn

Ford Motor Company produced the world's first low cost V8 powered automobile on March 9, 1932. The next day Henry Ford stamped the legendary number "18-1" on the transmission case of the first V8 car built, a 1932 Victoria.

Note that the first "1" in "18-1" stands for the first year of the V8. The "8" represents eight cylinders. The second "1" designates the first V8 unit built.

Public introduction occurred March 31. The time of the affordable V8 began. The Ford Flathead revolutionized low cost transportation. It brought V8 performance in a price range palatable to most Americans.

Henry Ford expressed an early interest in the symmetry and compactness of eight opposed cylinders. In 1922 he began experimentation with a radical X-8 engine that featured both built in water and air cooled designs. The engine proved impractical so he aborted the effort in 1926.

In 1928 the Model A Ford began its four year production run, replacing the Model T. The Model T, with which Henry Ford put the world on gasoline powered wheels, began production in 1909 and ended in 1927. The Model A had a four cylinder engine much like the Model T.

Mr. Ford recognized that the Model A was soon to be an underpowered relative to its competition. Chevrolet, Plymouth and Dodge produced more powerful six cylinder engines in the same price range as Ford's four in the later years of Model A production.

Henry Ford coveted the low cost automobile market. He intended to keep it.

In the Fall of 1929, Mr. Ford, then 66 years old, told engineering assistant Fred Thomas, "We are going from a four to an eight because Chevrolet is going to a six."

Building a V8 wasn't a challenge. The obstacle was building one and keeping costs competitive with fours and sixes.

Those who thought building a low-priced V8 impossible did not daunt Henry. For background research Mr. Ford instructed Fred Thomas, "Now you get all the eight cylinder engines that you can."

Ford's Lincoln Division already built a V8 for the L-Series Luxury Lincoln. Henry Leland, Lincoln's founder, developed it.

Ford engineers acquired and dissected nine engines. They included the LaSalle 80 (303 hp), the Cadillac 87 (314 hp) and the Viking 80 (260 hp).



Each engine had costly complexities that created obstacles for low priced mass production. Cylinder banks were cast separately and bolted together. Iron blocks were cast separately from aluminum crankcases.

Henry Ford concluded that to make a V8 at a low cost would require casting the cylinder block in one piece. This necessitated 54 separate cores in the casting.

"It can't be done." Engineers said. "Anything that can be drawn can be cast." Henry Ford said as he matter of factly ordered it done.

In 1930 intensive V8 development work began in secret. The work commenced in the Ft. Meyers laboratory in Greenfield Village, far removed from Ford production plants.

The first V8 design burned up because the main bearings were lubricated by gravity flow, much like the antiquated Model T. It became apparent the V8 required full pressure lubrication.

Led by Carl Schultz, Ray Laird and Don Sullivan, the engineering team applied advanced concepts. These included fully counter balanced crankshaft and smaller pistons and rods.

The prototype engine was a 232.5-cubic inch V8. One of the development goals was an engine that would fit the Model A chassis with only motor mount changes. The prototype proved to be too large. By reducing the bore and stroke the block size could be made small enough to fit. In 1932 production began on the resulting 221 CTD engine.

The flathead V8 required virtually all newly designed components. A gravity feed fuel system did not work for the V8 as it had on earlier Ford engines necessitating a new fuel pump. Additional items requiring new design included the distributor, coil and intake and exhaust manifolds.

Casting the block in one piece proved possible. But not without a high rejection rate. Early on substantial defects reached the market place. Shifting cores in the production process represented the major problem. Ford's skilled production people eventually found solutions.

However, the first 1932 Fords off the assembly line were full of problems. They centered around piston and bearing failure, blocks cracking and general overheating.

The water pumps sucked hot water from the engine instead of pushing cold water in. The result was to lower water pressure and thus the boiling point.

The intake manifold was hardly more than an airtight cover which tended to starve end cylinders of fuel.

Running production changes solved the problems. Many of the changes involved better cooling. On May 6, 1932, a four blade fan with a larger fan pulley was introduced. On July 15 a larger radiator followed. On October 28, five more hood louvers were added per side.

The 1932 flathead V8 began a twenty two year monopoly by Ford of flathead V8 performance in low priced automobiles. In 1954 the flathead finally succumbed to changing technology. Thanks to the foresight of Henry Ford, the flathead V8 left a venerable mark on automotive history.

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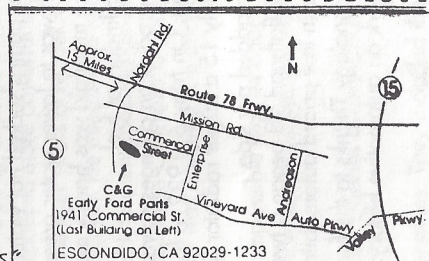
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NAME _____
How MANY ATTENDING _____
VEHICLE YEAR _____
MODEL _____



RAY, AVE.

RESTORATION TIPS

STOP CORROSION IN THE COOLING SYSTEM

There are several newer products out that chemically stop corrosion. People that use antifreeze in their V-8s have a chance of it breaking down and it will attack solder in radiator aluminum heads and copper head gaskets, also the cast iron block.

The cooling system is one of the more important systems within an engine. Only about one-third of the heat produced by the engine is used for power. Of the remaining two-thirds, one-third is lost through exhaust while the balance must be removed from the engine by the cooling system.

The condition of the coolant is the most important thing in the maintenance of the cooling system. There are three main parts to coolant condition:

1. Basic coolant quality - the quality of water used and the type and concentration of antifreeze protection.
2. Chemical inhibitors - quality and quantity present to suppress rust, scale and corrosion.
3. Contamination - type and amount present such as core sand, scale, rust, oils and just plain dirt. In our tap water we have chemicals that are very corrosive! All water is corrosive and some water is unfit for cooling system use. You should not top off system with water other than tap water. I carry a gallon jug of distilled water for this purpose.

Antifreeze can become harmful to the system if it is used past its recommended life. When antifreeze breaks down, the freeze point protection is reduced and an acidic condition hastens corrosion of the cooling system parts.

Corrosion of aluminum and solder, cast iron and steel is caused by an acidic or alkaline condition of the coolant. A coolant solution that is too alkaline promotes the corrosion of aluminum and solder, while a too acidic solution will accelerate corrosion of cast iron, steel and aluminum. You can mix bad water with your antifreeze that will break down the inhibitor instantly and can endanger the system.

Chemicals such as magnesium calcium and others contained in water will precipitate out of hot water. These hardness materials then build up and plate out on heat transfer surfaces, forming patches of scale. An example of scale formation can be seen in the bottom of an old tea pot. A scale deposit of only 12 thousandths of an inch thick on metal surfaces will reduce the heat transfer to the cooling system resulting in uneven heat distribution and "hot spots" and can cause ring wear and other problems.

When rebuilding an engine the first important thing is to have the block hot tanked then if needed have it dipped to remove rust scale and be sure the water jackets are clean down to the bottom of the cylinders. This has been the problem of a few engines I have seen. A new engine creates a lot more heat on the break-in period and you need the water jackets clean.

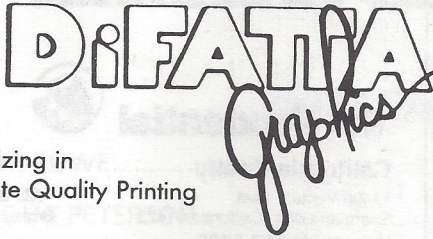
Foaming of the coolant is the cause of some cooling system problems. Foaming results from entrainment of air and combustion "blow by" gases in the coolant from the natural vibration of the engine, a cavitated water pump, leaking water pump seals or, malfunctioning radiator. Foam or trapped gas in the coolant produces the bubbles that cause cavitation erosion. Block and impeller pitting can be caused by cavitation erosion (corrosion which is both chemical and mechanical). Unprotected cooling chambers or pump impellers are pitted by the formation and collapse of small bubbles due to pressure and temperature changes at or near moving or vibrating surfaces. Once the bursted bubble has made an impression on the wall ir impeller, a corrosion process begins which eats away the metal itself, sending it throughout the cooling system as abrasive particles to grind up seals and plug up the system.

I use distilled water in my cooling systems. I also add a couple of cans of water pump lube. You can buy rust inhibitors at your local parts store.

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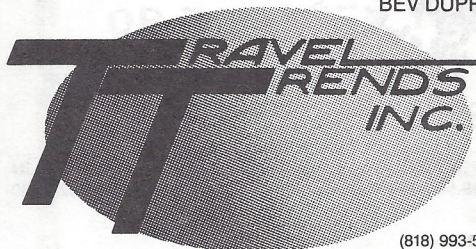
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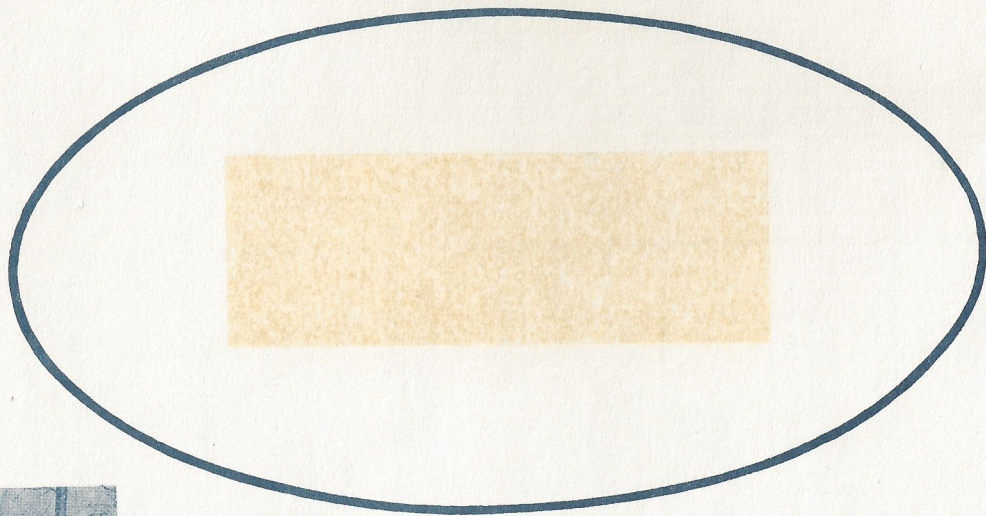
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Meetings are held on the first Sunday of every month at 7:00 p.m.

The Valley  **'s**

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