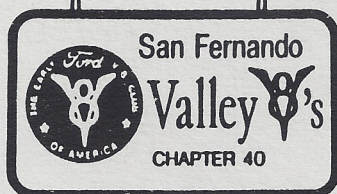
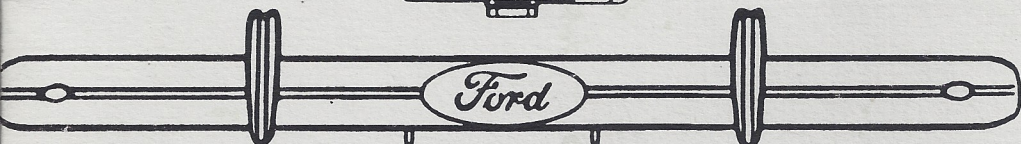
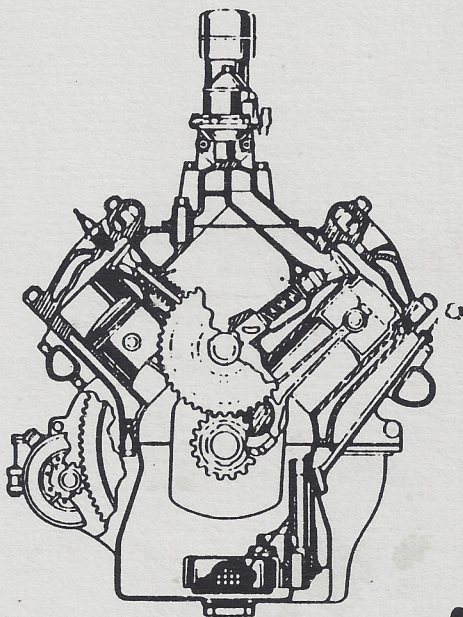




SEPT 1998

Our 27th Year



Drive Lines

The Valley V's

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President	Dennis Keene	(213) 665-1363
Vice-President	Craig Lapair	(818) 893-1640
Secretary	Patti Smith	(818) 368-5890
Treasurer	Rose Gott	(818) 767-6153
Editor	Dick Smith	(818) 368-5890
Tour Director(s)	Steve Boskovich	(818) 341-6876
	Joe DiFatta	(818) 700-1939
Programs	Larry Caplan	(818) 363-2849
Membership	Dick Smith	(818) 368-5890
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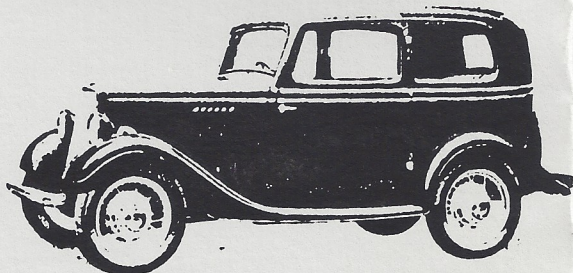
DRIVE LINES

Published By:

The San Fernando Valley Chapter 40
of the EARLY FORD V8 CLUB OF AMERICA

Mailing Address:

Valley V8's
10532 Gerald Ave.
Granada Hills, CA
91344



PRESIDENT'S MESSAGE

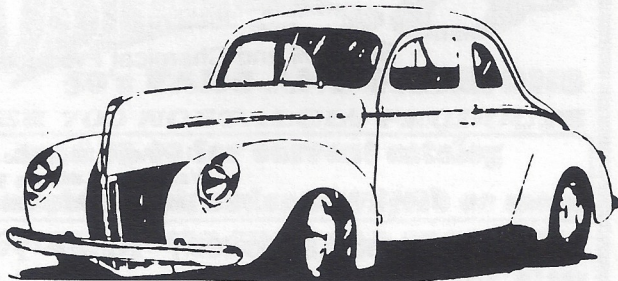
"Don't it always seem to be, that you know what you've got 'till it's gone," is a line sang by Buffy St Marie and popular many years ago. What our club has is a newsletter, the Drive Line. Our newsletter is really the lifeline of our club. Giving advance notification of what topic will be covered at the monthly meeting, it just might encourage a member to attend a meeting that he or she otherwise might not. Information on upcoming tours is available, as well as a rundown of what happened at the previous meeting.

For some who are unable to attend meetings because of work, health problems, etc., the Drive Line is their only contact with the club. The editor of the Drive Line has the toughest job of all officers, and is probably least appreciated. Comments to the editor whether "ways to improve" or congratulations on a "job well done" would help the editor to know that his work is appreciated.

Our current editor, Dick Smith, has agreed to serve through the end of the year. Let's not wait until the newsletter is gone to do something about it. If you have a burning desire to serve your club as editor, don't be bashful. Contact me or any officers.

Happy V8ing

Dennis Keen



SUNDAY, SEPTEMBER 13th

END-OF-SUMMER BARBEQUE

Party begins at 3:00 p.m.

At the home of Steve and Sue Boskovich

10745 Delco Avenue, Chatsworth

(818)341-6876

Club will provide hamburgers, Polish sausages, chicken

breasts, soda, beer & wine

Sign-up sheets at the August and September meetings

To bring salad, dessert, or appetizer

ALL Ford PICNIC

SUNDAY, OCTOBER 4TH

LA PALMA PARK, ANAHEIM

REGISTRATION—\$15.00

**WE WILL MEET AT WOODLEY PARK AT 7:00 A.M. AND
LESLIE LITNER IS PLANNING A CARD TOURNAMENT**

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SEPTEMBER 1998 PROGRAM

By Larry Caplan

The program for our September meeting will be the second half of "The Legend of Henry Ford." When I first decided to prepare a V8 meeting program about this book I expected to do it in one evening. However as I was putting together the material to use it became clear that there was just too much to say in a one hour long program. So for September we will be hearing about the exploits of our famous hero from the beginning of the Model A era through the development of the V8. This talk will take us up to the death of Henry Ford and show a little bit of the transition of power to his namesake grandson, Henry Ford II.

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SECRETARY'S REPORT

By Patti Smith

New Members: Larry Barr and Rosi Walsh.

Points: Sign up for tours, please call and cancel if you cannot attend. Also make sure you sign in at the meetings and report the car you drove. You will acquire 1 point for attending meetings and tours, and an additional point if you drive an Early Ford.

The 1999 Western National Meet Cookbook is almost ready. It is at the publishers now and will be available next month. Cindy Ostler will send the ordering information next month for publication in the Drive Lines.

1935-1936 Ford Book is now available for \$21.95 plus 8.25% CA sales tax, postage paid. Send check or money order to: Early Ford V-8 Club of America; %Linda McDonald; 1752 Darwin Avenue; Livermore, CA 94550

Tours: Saturday, August 15, to the Wolf's garages in Sherman Oaks and Castiac, and then lunch at the Cafe 50's in Castaic.

Sunday, September 13, is a Potluck Barbecue at Steve and Sue Boskovitch's home in Chatsworth.

Sunday, October 4, is the All Ford Picnic at La Palma Park in Anaheim. During the picnic the First Annual Ladies Card Tournament will be held.



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Program: Larry Caplan spoke on "The Legend of Henry Ford". This very interesting book was published in 1948 by Keith Sward. Larry brought to light some little known and somewhat bizarre facts about old Henry. Larry also donated a copy of this book to the club for auction and it raised \$40.00. Good program Larry.

Ladies Door Prizes were won by Georgia Monroe and Lin Kemmerer, each received a bottle of wine from The San Antonio Winery.

The Name Badge drawing was won by Steve Boskovitch.

Dear Valley V-8er's,

Thank you for the lovely basket of plants and your wishes and caring thoughts.

Donna and Lloyd Paschal

LIC. No. 252616

LARRY BARR

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Re: Spark Plug Questions

"A "cold" plug doesn't transfer as much heat into the head.... A hotter plug, literally makes the combustion chamber hotter by transferring more heat to the head and thus the chamber itself."

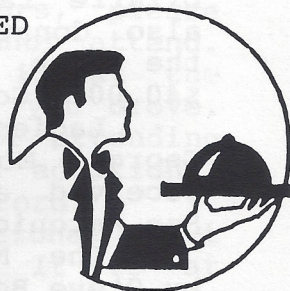
I believe that you know the end results, ie colder plugs give less auto-ignition in your application, but not the correct physical description. Colder plugs transfer away more heat to the surrounding head and coolant. This allows the use of higher compression or more spark advance because the temperature of the insulator nose is lower. Correspondingly, a hotter plug will transfer away less heat, but it has a greater self cleaning property, ie these plugs stay above 400 degrees C and are much less likely to foul up during lower speed driving.

PAT'S KITCHEN

By Patti Smith

MOM'S OLD FASHIONED APPLESAUCE CAKE

- 2 cups sugar
- 2 cups applesauce
- 1 cup Crisco shortening
- 1 teaspoon salt
- 1 cup raisins



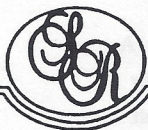
Boil the above for 5 minutes and
LET COOL. Then add:

- 2 teaspoons baking soda
- 2 teaspoons cinnamon
- 1 teaspoon cloves
- 3 cups flour
- 1 cup chopped walnuts

Bake at 350° for 45-60 minutes in
a greased and floured loaf pan.
Frost with a buttercream white
icing.

Lin Kemmerer

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Sept BIRTHDAYS

by Virginia Wolf

- 6 Suzanne Case
- 7 Tomy Thompson
- 11 Patti Smith
- 13 Ann Caplan
- 15 Martin Luening
- 16 Barbara Simpson
- 20 Bob Mc Cullagh

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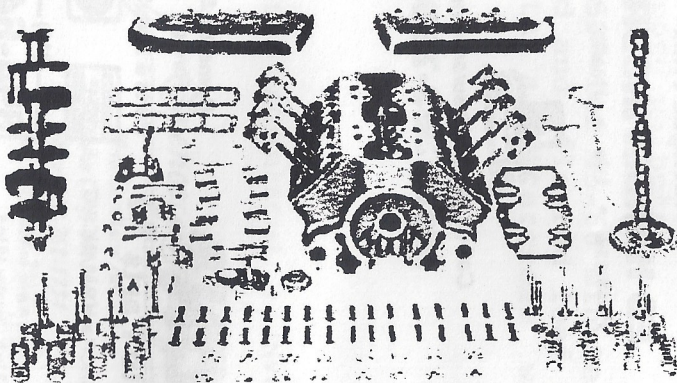
Sepulveda, CA 91343

RAFFLE PRIZE DONOR, Thank you Don

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The Ford V-8 Engine Workshop

Flathead V-8 -- 1932 to 1953



Flathead			
Bore	Stroke		
	3-3/4"	4"	4-1/8"
3-1/16"	221	235	243
3-3/16"	239	255	263
3-5/16"	258	274	284
3-3/8"	268	286	296

Factory bore/stroke combinations are shown in bold. 296 represents a 3/16" overbore and 1/8" stroker crank.

Henry Ford had long dreamed of putting a V-8 engine in an affordable car. This would only be possible if the block could be produced as a single casting. After several years of hard work by a team of his best engineers and foundrymen including Emil Zoerlin, Carl Schultz, and Ray Laird, the famous Ford flathead V-8 became a reality. With a displacement of 221 cubic inches, only 20% more than the 4-cylinder Model A, the 1932 flathead produced 62% more power, 65 HP @ 3400 rpm. Overall weight is 585 lbs.

In 1939, the flathead underwent a major design to correct a few service problems and increase performance. Water pumps were moved to the more traditional location in the block where they were better able to move cool water into the block rather than the previous scheme of moving water out of the heads. The cylinder heads were attached using 24 rather than 21 studs for better sealing. Higher compression resulted in increased output to 85 HP @ 3800 rpm for the 221 CID Ford and 95 HP @ 3600 rpm for the 239 CID Mercury.

The performance potential for these engine was not overlooked by hotroders. The forged Mercury crankshaft had large rod bearings that could be offset ground to easily accomplish a 4.125" stroker. Being thickwall castings, most blocks could be overbored a full 3/16"! Bored and stroked to the max, a the displacement reached 296 CID. In days gone by, the aftermarket in flathead performance pieces was booming. Anything and everything was available. Imortalized by the Beach Boys in "Little Deuce Coupe".

Flathead -- Chronology of Changes

1932 - Model 18 - 65 HP @ 3400

Introduced in 1932, the first Flathead used a gear-driven camshaft with a fabric cam gear. Solid valve tappets. The 221 CID engine had a bore and stroke of 3-1/6" x 3-3/4". The compression ratio was 5.5:1. Hey, they had some quality gasoline in 1932, huh! Cylinder heads were clamped to the block by 21 studs. The waterpumps were mounted on the heads. 18mm spark plugs were used. Intake and exhaust valves were both 1.54" diameter, with 5/16" valve stems, running in tungsten chromium steel guides. The seats were integral with the block, no inserts were used. The connecting rods measured 7", center to center, with

MOST ACTIVE MEMBER STANDINGS

Attend a meeting and drive a 32-53 Ford	2 points
Attend a meeting	1 point
Attend a tour and drive a 32-53 Ford	2 points
Attend a tour in any other vehicle	1 point
Organize a tour	5 points
Give a program	5 points

Points standings as of August 1998

Dick Smith	28
John Wolf	24
Steve Boskovich	23
David Gott	20
Al Rohrer	18
Dick Stones	17
Joe DiFatta	17
Cliff Vess	16
Jack Brittain	12
John Kemmerer	11
George Richards	11
Gary Glass	10

Only those with 10 or more points
are listed.

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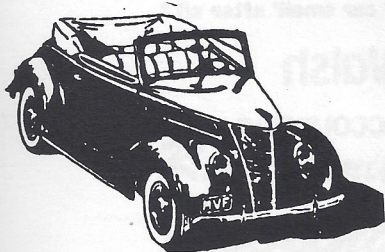
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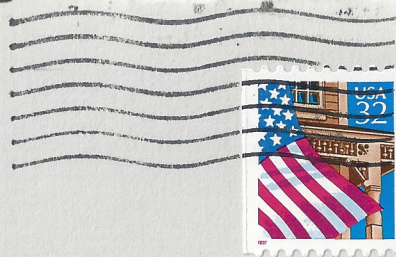
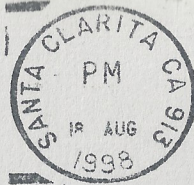
PAST PRESIDENTS

Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Marsraje	1978
Bob Drake	1979
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	1989
Jerry Jensen	1990
Joe DiFatta	1991
Chuck Shubb	1992
Chuck Shubb	1993
George Richards	1994
Jerry Littner	1995
Dick Smith	1996
Chuck Mair	1997

September 1st, Tuesday Meeting
night at Baker's Square

The Valley s

10532 Gerald Ave., Granada Hills, CA91344



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