



The Valley V's

San Fernando Valley Chapter 40

18909 Malden St. Northridge, Calif. 91324

349-0554

President - Jim Rowe
Vice President - Dick Berry
Secretary - Bob Wilson
Treasurer - Dick Berry

Director - Paul Meske
Editor - Doug Peterson
Historian - Francis Fuerstenberg
Activities - Linda Harriman

Vo. 2 No. 2

February 1972

Hello V-8er's:

As of late the biggest controversy among the Regional groups has been the issue of the 41 - 48 acceptance. I know this was to be voted on and decided one way or the other, on the 16th of January, but to this time I have not had a confirmation on whether these cars are in or not. A petition was sent in to request that the National membership again be allowed to vote on the matter. The outcome is still undetermined.

President Jim Rowe ended up on the short end of the stick last week, when he was inflating a truck tire. The tire blew up and put Jim in the hospital, with severe damage to his right leg and chunks of rubber in his shoulder. In talking with Jim it seems he is mending quickly and will probably be home some time this week. We all wish him a speedy recovery and hope to see him presiding at our meetings soon.

It is to my regret that due to added personal and vocational commitments I no longer have enough spare time in my day to continue as Club Editor. Being editor has been an enjoyable experience and I really wish I had the time to finish the year out. I'm sure that our club has many members with far more writing talent than I, and I hope that you will consider this office. In addition to editor's office there are two more offices open on a volunteer basis. These offices are Historian and Activities Chairman. All these offices are very important to the success of our club. As you know Activity Chairman should arrange our tours which should be once a month or so. This is an important part of the clubs very existence and one of the main reasons we have a club at all. This should not be souly one mans responsibility , let's all pitch in and dream up new tours. Historian should be present at all tours and take pictures of cars and activities. He also should keep a scrap book of news letters, pictures ect. This office is responsible for the club charter. I hope that with these vital offices open we will have a record turn out at our next meeting and fill these positions.

Mr. Al Thomas from Franz Oil Filter Co. gave us a very interesting and informative demonstration of the Franz Oil Filter. Any body who missed the last meeting and is interested in these units for any engine can get details at our next meeting. I for one am installing one on my '34.

Bob Wilson agreed to check with the Ford Assembly Plant for a possible tour. We should hear from Bob next meeting. It should be a good tour and it was agreed upon that the Southern California Chapter be invited.

The Antique Auto Club sent an invitation to join in a wildflower and barbecue tour to be held April 29th and 30th. It was decided to respond favorably and request further details.

Dick Berry suggests we join the Lincoln continental Club of San Fernando Valley in tours until we both enlarge our membership. A unanimous show of hands agreed to meet with them for breakfast at Bob's Big^{34X} in San Fernando on Feb. 20th. Bob's is located on Sepulveda Blvd., one block south of San Fernando Mission Blvd. Be there at 9:00 am. Parking has been set aside for us.

Although club attendance was not strong as far as members, we did have quite a few guests. Guests were: Mark Stamas, Pat Bryant, Al Hancock, Bob Drake, Bill Norton, Al Thomas, and J.E. Cavanaugh. New member George Stasinis was not in attendance as he is in the military service, however his father, Nick, and younger son were representing George and were welcomed by the club. George owns a 1938 pick up.

Boundaries yet to be decided between our club and Southern California Regional will be outlined by naming actual cities rather than drawing a boundary line.

As a money raising project, Doug Peterson suggested a blank key be made with the club insignia to be sold to other groups and all members. That V-8 parts be brought to a future meeting to be auctioned off, was suggested by Bob Wilson. This idea was tabled however since not enough members represent all years of cars and sale of parts may prove fruitless at this time.

Members and guests were reminded of the requirement to join the National club and the value of the V-8 Times was pointed out.

Next Meeting: Sunday February 20, 1972 7:00 pm, Valley Federal Savings and Loan. 9055 Reseda Blvd. Northridge. This is located at the corner of Nordhoff St. and Reseda Blvd. Refreshments are available. Bring a friend.

Cars and Parts : For sale '57 T-Bird, porthole top. A-1 condition with automatic, power steering, new tires and brakes. Asking \$1,900.00. Fred Hagedorn, phone: 661-0237.

From the book: Those Wonderful Old Automobiles.

A gentleman, who was visiting his lawyer for the purpose of making his will, insisted that a final request be attached to the document. The request was, that the family Ford be buried with him after he died. His lawyer tried to make him see how absurd this was, but failed so he asked the man's wife to use her influence with him. She did the best she could but she also failed. "Well John," she said finally, "tell me why you want your Ford car buried with you." "Because I never have got in a hole yet but what my Ford could pull me out" was his reply.

"THE RED CABROLET" AS PRINTED IN THE SEPTEMBER 1969 FORDIST.

MY '35 CABROLET BELONGED TO A SCHOOL TEACHER IN SAN DIEGO. IT HAD BEEN KEPT UP PRETTY WELL AND HAD JUST HAD A MOTOR OVERHAUL, BUT IT WAS A VERY UN-STOCK FIRE ENGINE RED WITH JUAGUAR BUCKET SEATS. I JUST DROVE IT FOR KICKS AND KEPT MY EYES, EARS, AND WALLET OPEN FOR PARTS AND IDEAS FOR NEARLY THREE YEARS BEFORE STARTING THE LONG JOB OF RESTORATION. I HAD JIM MASON IN PACOIMA, RE-ALIGN THE DOORS AND DO SOME FENDER WORK. THEN CAME THE TASK OF STRIPPING THE RED, AND ABOUT SIX OTHER COLORS, OFF TO GET TO THE BARE METAL. TWO AREAS WHICH I HAD CHECKED CAREFULLY AND WITH GREAT DISAPPOINTMENT TURNED OUT TO BE DISASTER AREAS! THE BOTTOM, TURNED UNDER PART OF THE BODY UNDER THE SPARE TIRE, WAS FILLED WITH PUTTY, AS WAS THE REAR QUARTER PANEL ON THE RIGHT SIDE AND THE FRONT COWL ON THE LEFT SIDE. THIS WAS LEFT FOR THE MICE TO MAKE A NEST IN, OUT OF THE ORIGINAL SEAT STUFFING I THINK. THE FENDERS AND GRILL WERE IN GOOD SHAPE, BUT I WAS ABLE TO FIND TWO NEW REAR FENDERS, NEW GRILL, AND A BRAND NEW METAL SPARE TIRE COVER. WHILE THE CAR IS STILL STRIPPED TO A MERE SHELL, THE BODY SHINING SILVER FROM THE SAND BLASTING, I AM SURE I CAN SEE A FAINT GLOW OF HOPE EMANATE FROM HER AS SHE BEGINS TO GET THE IDEA THAT THIS ISN'T THE END, BUT A REBIRTH, A BEGINNING. THE RAINBOW IS NOW IN SIGHT AND WITH JIM MASON'S DEFT HANDS, THE WORK WILL PROCEED AS MY WALLET SLOWLY SINKS IN THE WEST.

AT TIMES IT SEEMED THAT SHE FOUGHT BACK THO FOR EXAMPLE I HAD DECIDED TO PUT IN A '36 ELECTRIC FUEL GAUGE WHICH I FELT, WAS MUCH MORE DEPENDABLE THAN THE '35 PRESSURE TYPE. ALTHOUGH I WANTED MY CAR AS STOCK AS POSSIBLE THIS ONE ITEM, I FELT, SHOULD BE ACCURATE AND FORGET ABOUT IT NOT BEING THE STOCK ITEM. IN DECIDING HOW BEST TO INSTALL THIS GAUGE JIM DECIDED TO REPLACE THE ENTIRE FUEL TANK WITH A '36 TANK WHICH WAS THE SAME IN ALL RESPECTS EXCEPT FOR THE PROPER SENDING UNIT THIS AVOIDING A MESSY AND DANGEROUS JOB OF REPLACING JUST THE SENDING UNIT. DID I SAY THE TANK WAS "THE SAME IN ALL RESPECTS"? NOT SO! WITH THE NEW TANK IN AND THINGS WELL ALONG, INCLUDING THE PAINT JOB ETC., IT WAS TIME TO PUT ON THE FENDERS. THREE WENT ON BUT WHEN IT CAME TIME TO PUT ON THE LEFT REAR IT WAS DISCOVERED THAT THERE WAS JUST ENOUGH EXTRA LENGTH AND CHANGE OF CURVE IN THE FILLER PIPE TO PREVENT THE FENDER FROM FITTING! SOLUTION? EASY! EXCHANGE THE '35 AND '36 FILLER PIPES. DO YOU THINK ALL THE SLEDGE HAMMERS, WRENCHES AND VOCABULARY WHICH USUALLY WORKS WONDERS IN SUCH SITUATIONS WOULD WORK? NO! THEREFORE, JIM CUT THEM AT THE APPROPRIATE PLACE AND WELDED TOGETHER THE PIECES SO THAT UNLESS YOU KNOW WHERE TO LOOK IT WOULD BE DIFFICULT TO FIND THE INCISION. DOES ANYONE KNOW WHETHER OR NOT THERE WAS SUCH A THING AS A STANDARD '35 CABRIOLE. I AM OF THE OPINION THEY WERE ALL DELUXE. HOWEVER I AM CHALLENGED AND TOLD THAT THE DELUXE HAD WHITE DASH KNOBS, AND I MUCH PREFER THE BROWN ONES ON MY NEWLY WOODGRAINED DASH. SO BROWN ONES IT WAS. (THIS BIT OF INFORMATION WILL PLEASE BE REGARDED AS "PRIVILEGED" SHOULD ANY JUDGES OF FUTURE MEETS BE READING THIS ARTICLE!) I HAVE FURTHER LEARNED THAT ELECTRIC WINDSHIELD WIPERS WERE OPTIONAL FROM 1930 ON AND, SINCE WORKABLE VACUM MOTORS ARE DIFFICULT TO FIND I HAVE AN ELECTRIC MOTOR AND PREFER IT ALTHO' THEY ARE AS BIG AS A TOY TRAIN TRANSFORMER. JIM IS NOW WRAPPING UP A WIREING NIGHTMARE. WITH THE ELECTRIC FUEL GAUGE A LATER WIREING LOOM HAD TO BE USED, SO, WITH A 1938 LOOM THE WIREING WAS ACCOMPLISHED BUT WITH DIFFICULTY SINCE THE COLOR CODES WERE DIFFERENT. THE INSIDE OF THE SIDE PANELS ARE ALL UNDERCOATED, EVEN TO THE INSIDE OF THE HUB CAPS TO PREVENT RUSTING. THE ENTIRE FLOOR IS BEING COVERED WITH A THICK FELT BASE AND THE BOTTOM OF THE DOORS HAVE AN INCH WIDE RUBBER SEAL ALL TO MAKE HER TIGHTER AND QUIETER. THE FINISHING DETAILING IS NOW IN PROGRESS AND THE UPHOLSTERING STARTED WITH AN AMAZINGLY CLOSE NAUGHAHYDE VERSION OF GENUINE LEATHER IN THE TEXTURE AND COLOR. THE FINAL ANALYSIS, COMPLETE SATISFACTION ON MY PART AND, I HOPE,

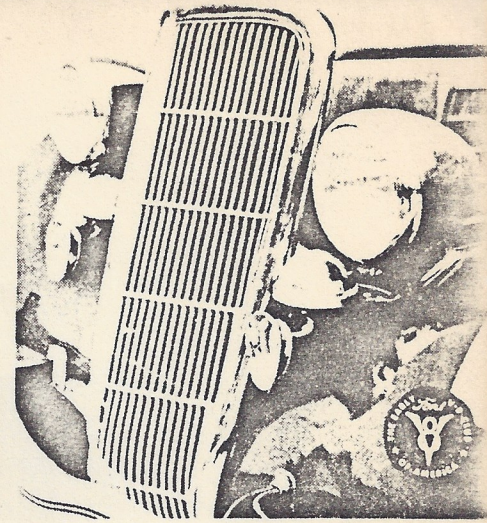
BOB WILSON'S '35 CABRIOLET CONT:

"THE RED CABRIOLET" NOW FOREST GREEN WITH APPLE WHEELS, WILL MEET WITH ALL YOUR APPROVAL WHEN I CAN, AT LAST, BRING HER TO THE FIRST POSSIBLE MEET OR TOUR. AS FOR JIM MASON AND THE UPHOLSTERER, GENE ACKERMAN, THEY ARE THE GREATEST IN MY BOOK IN GIVING ME THE SATISFACTION OF A JOB WELL DONE. SEE YOU SOON.

BOB WILSON

THANK YOU BOB FOR YOUR INTERESTING ARTICLE ON "THE RED CABRIOLET".
WE ARE LOOKING FORWARD TO RECEIVING SIMILAR LETTERS FROM OTHER MEMBERS.

THE EARLY *Ford* V8 CLUB OF AMERICA



TO: All Regional Groups

FROM: The Redwood Empire Regional Group. Your Host for the 1972 Western Regional Meet.

Dear Fellow V-8 Members:

The Redwood Empire Regional Group has met its first barrier in its way for the 1972 Western Regional Meet. The barrier is a date change. The new date for the Western Regional Meet will be August 4, 5 and 6, 1972 in Santa Rosa. This date change was a must, as we have just in the last week learned that the Sonoma County Fair has been moved up one week. The date of the fair was conflicting with our original dates of July 28, 29 and 30. The El Rancho Tropicanna Motel of Santa Rosa, which will be our headquarters for the 1972 Western Regional Meet would not give us a commitment of any type with these conflicting dates.

In essence what we are saying is we are going to postpone Henry's Birthday for one week. Hoping this is not a major change in your vacation plans. And, again, with our deepest apologies, hoping to see you on our new dates of August 4, 5 and 6.

Your Chairman for the 1972
Western Regional Meet

Jim Schoenthal

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