



The Valley s

San Fernando Valley Chapter 40

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TREASURER.....DEE PETERSON	ACTIVITIES.....MONTHLY VOLUNTEERS

PRESIDENTS' MESSAGE: Regretfully I announce the resignation of our Editor, Bob Wilson. Bob informs me that he will be very busy in church work. Hopefully he can continue to attend meetings and tours. I'm sure we will miss Bob's excellent news letter. The job of editor requires a creative writer and the man that has volunteered to be editor for the remainder of the year is just that. Paul Meske has been contributing stories for our newsletters in the past. He is one of five members who were responsible in originating our regional group. Paul has always been an active participant and is always doing more than his share to help out.

It's only a matter of time until we change over to the metric system, although it seems to be a matter of considerable time. While we await the inevitable, the Long Beach MG Club has given us a preview of how the English language will have to change when metrics are adopted:

A miss is as good as 1.609 kilometers.

A decigram of salt.

Beat him to within 2.54 cm of his life.

All wool and 91.3 cm wide.

Give him 2.54 cm and he takes 1609 meters.

Give him his 453.6 gm of flesh.

Missed it by 1.609 country km.

Traffic was 2.54 centimetering along the freeway.

.....to which we add a few:

Hell's 2023.5 square meters.

Peter Piper picked 8.81 liters of pickled peppers.

35.24 liters and 8.81 liters.

It hit me like 907 kg. of bricks.

0.9144 meter of beer.

(Thanks to the Ford Fan S.D.)

DEARBORN: The Dearborn Meet was a success beyond anyone's expectations. The one event that dampened the spirits somewhat (and I use the term adviseably) was the big day of the Concourse Judging. There was thunder and lightning and about the biggest rain drops anyone from California had ever seen. Those beautiful gleaming Ford V-8's had to drive through a marsh-like road to get to the grassy area for the judging. Many a wax job beaded up with rain drops. However the cooler weather, tho' humid, was welcome after that and everyone enjoyed the tour to Canada for lunch overlooking the Detroit River and with the skyline of Detroit itself as a back-drop looking NORTH! Strange as it seems, Canada, at that point, is south of the United States. This writer drove our rented car out into the countryside to see what Canada really looked like. Lush greenery with well cared for farms were everywhere. That town seemed flooded with Meteors (The Canadian counterpart of the Mercury.) We had a police escort all the way from Dearborn. When we arrived at our destination they had blocked off two city blocks in the down-town area for our cars to park, bumper to bumper and fender to fender with the overflow parked in front of the auditorium where we had lunch! Only one car had a problem that we know of. On Saturday we were permitted to drive V-8's only onto the Ford test tract. We rode with a gentleman from Pennsylvania in his sharp, and original 1940 Ford tudor. Backing up for a minute, the couple that sat opposite us at lunch in Windsor Canada had driven their '40 Ford up from New Orleans. When asked if he had any trouble he replied

in his authentic southern accent, "Only once when our voltage regular went out. We was out in the fields and marsh, but there was a rusty old Ford tractor sittin' out thar. Would you believe it had a voltage regulator on it? I don know what year it was, but I finally got it off, what with the rust and all it was a chore. I put it on and away we went. Still on there, all rusty but workin'. Think I'll just leave 'er there to remind me of our trip to Dearborn." I asked if they had any children and were going home right away. the reply was, "Yep, twelve, but we 'aint goin' back. Her sister is carin' for 'em O.K. so we'll just head east a ways mebee." We got faith in our (40) Saturday night we had the awards banquet in the Ford Executive Diningroom at the Research Center. It was well done with color slides projected of the winning cars as Gordy Chamberlin narrated the winners and their cars with the skill that his experience has brought. It was great to go to both the Henry Ford Museum and Greenfield Village as many times as you wanted to free just for showing your Ford V-8 Badge. Regular tab \$2.50. Seeing all there was to see was a full time and enjoyable experience with the beautiful cars including three stainless steel versions of a 1936, a 1960 T-Bird and a Lincoln Continental of about the same vintage. I wish everyone could have experienced this memorable Meet and I wish I could recreate it more vividly for you. Perhaps we can have some pictures at a future meeting. Besides Gordy Chamberlin and myself, Ed Warnock & Shell Harriman were there that I know of, but with about 500 family enrollments there may have been more that we didn't see. After all what's 1500 people when there are all those beautiful V-8's??

CALENDER OF EVENTS:

~~September 2:~~ Regular monthly meeting CHANGED TO SEPT 9TH

October 28: ALL FORD PICNIC - South Gate Park

A handy hint:

One day I decide to pull my rear brake drums to check for a fluid leak. I purchased a knock off which is put on the end of the axle shaft. Supposedly if you jack up the opposite rear wheel and put the knock off on the side that the drum is to be removed, you merely hit the knock off with a big hammer and off comes the wheel complete with brake drum. Well, try as I may it wouldn't come off. So I loosened each axle nut one turn and replaced the catter pin. I then went for a ride and sure enough when I parked both drums were free.

Doris Peterson

PARTS FOR SALE:

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| '37 Ford Deluxe Dash \$12. | '39 Ford Dlx Coupe Trim stainless set \$25. |
| '37 Ford Deluxe radio \$55. | '39 Ford grille center bar \$10. |
| '37 Ford Coupe NOS headliner \$40. | '39 Ford bumper guards \$5. ea. |
| '40 Std. Bumper \$10. | '39 Ford Transmission (re-built) w/top plate \$45. |
| '39 Ford Dlx Bumpers (2) \$20.. | '39 Ford Deluxe dash \$12. |
| '39 Ford Dlx hood nose piece \$12. | '39 Ford Deluxe grille stainless trim |
| '39 Ford Dlx whiskers \$15. pair | |
| '39 Ford bumper brackets (set) \$20. | |

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TIPS AND GENERAL INFORMATION

Did you know that the frame beneath the open Ford V-8 is different than the one under the closed cars? The size and shape are identical, but the thickness of the open car frame is greater than the closed car frame. This was apparently done for added strength in the open car, so think again before you put your open car body on a closed car frame.

TIP: If the throttle rod between the carburator and firewall gets hot, check for poor ground between engine and frame.

Dented Hubcaps: Cover a box of sand with a piece of cloth, place hubcap face down on the cloth and gently tap out dents with a hammer. To soften the blow cover the hammer with a chamois or cloth.

Tail lights: Tail lights are not always that bright so to remedy this, place a piece of tin foil behind the bulb. Also, you can use the left over Christmas tree foil, lite bulb reflectors to give uniform reflection to your bulbs.

Shine: To get a real nice shine on your V-8 use a good carnuba wax. On black use Custom 500. Wipe on as directed then spray on Pledge furniture polish, then clean off with clean terry cloth.

Faded woodgraining or window reveals and dashes can often be improved by using neutral or light brown paste shoe polish. This will restore the original color and leave the area with a smooth finish.

1940 owners: Check wrecking yards for post-war Packards and Chryslers. The outside cowl mirrors are the same as the '40 Ford, the only difference is the base.

Wood Varnishing: Temperature is very important when you varnish your Station Wagon. Wood and Varnish should be about 75 degrees for a good job. And stay with spar varnish for the original look.

If all methods fail to remove your aluminum heads, remove all head nuts leaving spark plugs in their places. Engage starter and pray the compression pops the head off.

MOHAIR UPHOLSTERY CAN BE REVIVED BY SIMPLE TREATMENT (Taken from a 1933 Newspaper)

After a season of use the seat cushions of a mohair upholstered car are likely to look worn. This is due to the "nap or "pile" of the mohair becoming matted. There is a simple way to revive such upholstery, and taking advantage of it will do much to improve the appearance of the car's interior. All the equipment necessary is a thick cloth or bath towel. Saturate the cloth with hot water and wring it out dry. Then spread it over the portions of the cushions that are matted down and press on it enough to impart some of the moisture to the strands of the upholstery. The "pile" will spring back into normal position following this treatment. It is a good plan to go over the upholstery with a vacuum cleaner before the treatment and brush the "pile" lightly with a soft brush afterwards.

1932 Tips: First enlarge oil drain hole in timing gear cover from 1/8" to 5/32". (The hole is inside the distributor mount.) This gives a faster oil drainage away from the distributor thus keeping excess oil from being slung onto the points. It also helps keep the front of the engine and the engine compartment free from excess oil.

1940 Ford Owners: Don't throw away those two stainless welt strips around your grill just because they are rotted. Just remove the rotted fabric, and stitch a new fabric around a stiff piece of wire which you insert back in the old channel.

SEE HOW EASY IT IS WHEN YOU KNOW HOW! HOW ABOUT MORE TIPS? THEY SURE CAN BE HELPFUL WHEN ONE OF YOUR FELLOW V-8'ers IS IN A BIND AND YOU'VE ALL BEEN THERE.

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