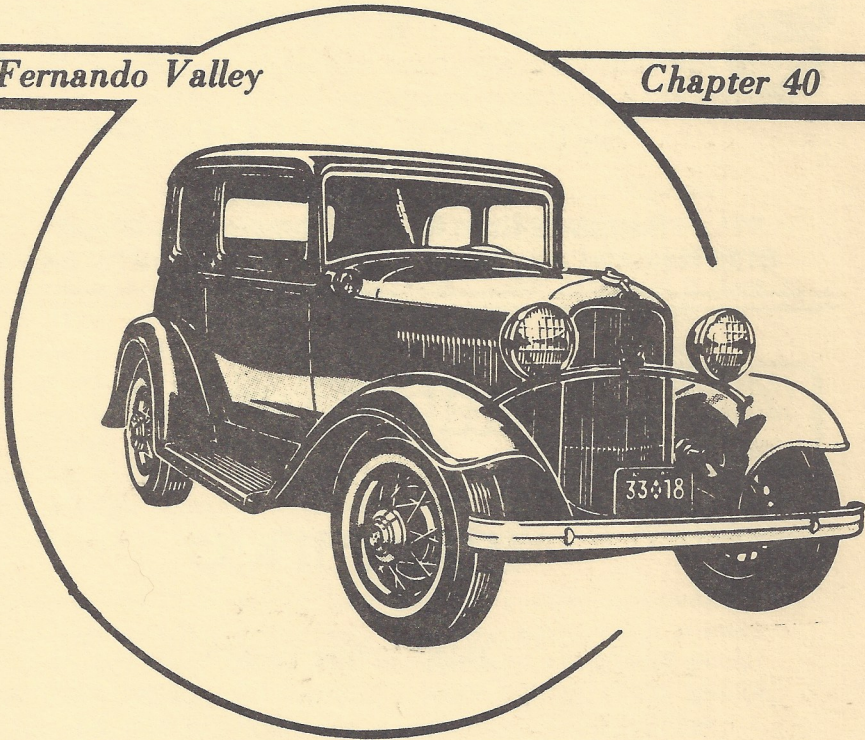


DECEMBER 1974

The Valley 's

San Fernando Valley

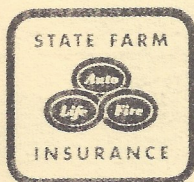
Chapter 40



THEE STRIPPER

"WE TAKE IT ALL OFF"

Paint, Varnish, & Rust...
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NEW CLUB BULLETIN

The appearance of the bulletin may be startlingly different this month. Since we're going into a new season with new officers, a rapidly expanding club and a sizeable chunk of fund money, it was decided to update the appearance of "old faithful." Don't feel any regrets or nostalgia over the passing of the old style because the same format, wit and wisdom of PAUL MESKE's regime will be retained. The main difference will be in the appearance. The type of printing we will be using will allow sharp reproductions of drawings and photographs. The paper will be of a higher quality and will be protected between the leaves of a stiff board cover.

All of this means that the bulletin will take on the appearance of a small format magazine complete with advertising (Madison Avenue hits the small time).

The sale of advertising will be the magic key to allow all of this to happen. Our printing costs are low but still too high for any one member or a club to absorb without eventually feeling the pinch. The cost of a business card size ad will run a paltry buck! Yearly rates and larger ads will be proportionately lower than a straight multiple of this figure. Try to beat these rates in any other magazine! At these prices every member ought to ante up and advertise their wares. The money thus spent can be written off at tax time and will go toward producing a high quality bulletin full of interesting stories, illustrations, photos and old ads.

Everyone who can spell his (or her) name correctly is invited to contribute articles, photos, cartoons, poems, etc. I love editing copy. We've already received promises from PAUL MESKE, ED WARNOCK, DAVE LEWIS, JACK MILES, DON DURKEE and BRICK PRICE for excellent, informative articles. Keep those cards and letters coming. If the "new" bulletin looks as good as we hope it will then we can expect to win a trophy for our efforts at the next National.

Brick Price--Editor

SWAP MEET

How anyone can advertise a new event as the first

"annual" is beyond me but that is what the Old Cars swap meet at the Rose Bowl was dubbed. The event was such a smashing success that they may be right, we hope so for all of our sakes.

I arrived at precisely 9:00 AM after the first wave of buyers had already entered and yet I still had to wait fifteen minutes just to buy a ticket in, it was that crowded!

Once inside it seemed like an early Ford V-8 meeting. I spent so much time talking to members that I was afraid I'd miss out on some of the goodies for sale.

The group of people selling were wrapped entirely around the perimeter of the bowl on both sides of a narrow aisle and extended out into a grassed area everyone refers to as bargain village.

This particular swap meet was unusual for a few reasons. It is the first to be sponsored by a national company, the first to receive heavy promotion and it didn't have the normal run of sellers that are usually seen at such an event. We're glad to see a little variety for a change, it makes the shopping more fun.

Future issues of the newsletter will include information on swap meets. These events deserve all of the recognition and support we can give. They allow people to sell unneeded items to others and keep the price low on parts which have already inflated beyond belief. For some people this is the only way or place to acquire a badly needed part for a faithful restoration. Brick Price--Editor

CHARTER BULLETIN ADVERTISERS

Our sincere thanks to the following concerns for showing faith by advertising in the first bulletin:

BOB DRAKE REPRODUCTIONS

INTERNATIONAL MODELER MAGAZINE

BRICK PRICE & ASSOC.--Photography

THEE STRIPPER

DON LARKIN INSURANCE-- State Farm Agent

NEW OFFICERS SWORN IN

President--ED WARNOCK

Vice President--JACK MILES

Director--HAROLD SELSON

Secretary--MARLENE NORDBURG

Board Members--

DOUG PETERSEN

DON DURKEE

Activities--PAUL MESKE

Editor--BRICK PRICE

LO-COST INSURANCE

I hate to give anybody a blatant hype but one of our advertisers, State Farm's DON LARKIN, has insurance at ridiculously low rates for early Fords. The policy is a replacement type rather than one of current market value. My '32 truck is rated this way for a value of three thousand and it costs less than \$100 per year. Other rates will differ depending on value, area, driver age, etc., but you can bet the rates will be equally low.

RESTORATION

Thee Stripper is another establishment worth looking into. The prices are low enough to make doing any stripping work yourself unprofitable. I had a set of wheels stripped, de-rusted and prepped for less than the cost of chemicals to do a home job.

BODY REMOVAL

by Jack Miles

Removing the body from the frame on an early Ford V-8 need not be a difficult task, and the sight of a gleaming black chassis can make it well worth the effort.

Tools and equipment can range from crude to exotic, but a good, light, floor jack, jack stands, four fifteen gallon oil drums and a couple of 2 x 6 boards are all you'll need. If you have a hoist and a high garage ceiling you can swing it from the rafters.

Soak all the bolts well with a good penetrating oil. I have much success with the brand "Rusty." Clean the

threads of all the bolts well with a wire brush and more oil. No need to have a nut jam up on dirty threads after you get it loose fairly easily.

After you have the body off, make a drawing of the frame and mark all rubber pads. I tag each pad with a number, whether left or right, and how many inches from the first pad it is located.

Be sure to mark and label all the bolts in the same manner. Setting the finished body back onto the frame should be fairly easy.

First, clean all the pads with lacquer thinner as you want them to stick well to the frame. Glue them on firmly. I like Weldwood contact cement. Follow the directions carefully.

Next, grease the top of the pad with "white" brake grease. This will allow the body to slide into position more easily. You will have a great deal of difficulty setting the body down exactly where you want it. Once you have it close you can slip it into place with a long punch or two. Do not tighten any bolts until you have them all in place and the nuts started.

You should not try to tighten the body to the frame unless the engine and transmission are in place and the frame is sitting square and level, supported at the front and rear cross members.

I also prefer to have the seats in the car. This way everything is carrying its load and you can get a better adjustment on the doors. If the doors do not close well, you may have to shim the body. I use glass tape. It comes in different thicknesses. Don't bother to take each bolt out again. Simply cut a hole in the shim and then, with a razor blade, slice the shim from the hole out to the edge. Torque the bolts evenly to no more than 20 ft-pounds the first time around. Check the door fit again. Five pounds torque more on some bolts should eliminate any misalignment.

Time permitting, I will answer any questions at the next meeting.

DUES FOR 1975

It's that time of the year again when your renewal for our great and growing chapter is due.

Although the dues for the National club have increased to \$10.00, we're holding the line at \$6.00 which is a heck of a bargain considering the cost of many other items. I believe we all experienced something worthwhile this past year and it's not going to stop in '74.

If you want to remain in the know than come on down to the next meeting (it's January 5th so don't say you haven't been amply warned) and re-up.

As was the case last year, we will accept renewals at any time during the year but if your dues aren't in by March, '75 than your name will automatically be dropped from our mailing list.

NEW MEMBERS

Our chapter acquired three new members in November. We extend a warm welcome to these fellow Ford V-8 enthusiasts (sometimes called fanatics by outsiders) who joined our group.

BOB McCULLAGH of Northridge who owns a 1939 Ford convertible .

WILLIAM CAMPBELL of Camarillo came to the meeting but didn't list any Ford product so **MAYBE** he's looking for a car and thought this would be the best place to start. Smart move if so.

FRANCIS DeMENNO of Granada Hills filled out an application. Francis joined some time ago but some ap was lost in our own brand of bureaucratic red tape. Sorry about that chap. Francis owns a nicely restored 1936 Ford Tudor.

With these new members our local chapter grows to 60. You might say we're going like sixty or that this is the Ford V-8 60 club-ahem.

PARTS CALL

One facet of the November meeting was a spontaneous addition which seem to be enjoyed by all who attended. This was what we will call "parts call" in the future. Members who needed

a part or had something to sell stood up and let their intentions be known. Personally I feel that this should be a natural part of each meeting. Most of the members are in this club as a result of owning an OLD Ford and it is one of the only logical sources of used, good parts.

It also helps keep these parts circulating rather than rusting. Let's hear your thoughts on this matter.

MORE NOVEMBER MEETING STUFF

DON DURKEE brought a 1940 dash to display and gave a discussion on colors of plastic ash trays and knobs.

AL SPENCER, a wood shop instructor, gave a talk on (what else?) woods for Fords. He showed the different types of woods used and verbally described the step-by-step procedure involved in restoring a "woodie". This technical information was truly appreciated by all who attended. See what you're missing by staying home watching TV! Thanks to PAUL MESKE for these last three items of the bulletin.

CLASSIFIED

This section is a free, FREE!, service for all of our paid members. Why more people don't take advantage of it I'll never know. Submit your items on a 3 x 5 card our similar sized piece of paper. Be sure to print legibly since I'm becoming increasingly myopic with age.

FOR SALE-

'48 grille-\$20, '48 stainless steel hood trim-\$3.each, '48 parking lights-\$5 per pair.
'39 4dr stainless body trim-\$3 each piece,
32 Calif. plates in mint cond.-\$18, '39 trans coverfloor sheet metal-\$10, '39 hood panels \$10.
'34 Houdaille shocks, need rebuild-\$8, '37 hood panel stainless trim-\$8. Call or write to Paul Meske, 575 Fargo st., Thousand Oaks, Calif. 91360 1-805-492-3027

FOR SALE

New spare tire fender well for '32-'34-\$12
Right front deuce fender, steel-\$35.
Horn, works, 19??-\$10, '32 speedometer in
good condition \$20. Contact Brick Price 1-
213-887-6391

WANTED

'32 commercial outside mirror. 16 inch wire
wheel to use as spare for my '32. '32 truck
rear fender braces. Contact Brick Price, 1-
213-887-6391.

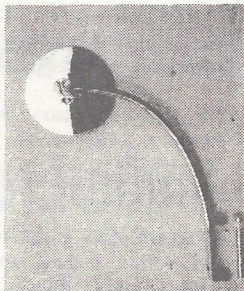


Gifts for Dad

ACCESSORIES

Exact Copies of originals
Exclusively made on my molds & dies
in the U.S.A.

NEW



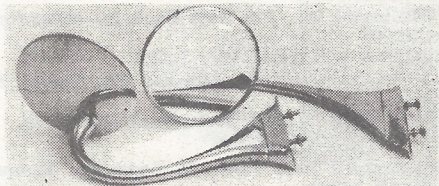
**1935-1940
HINGE PIN MIRROR
R.H. or L.H.**

Complete with pin **\$16.00**
Mirror head only **\$8.95**

Calif. residents add
6 per cent sales tax

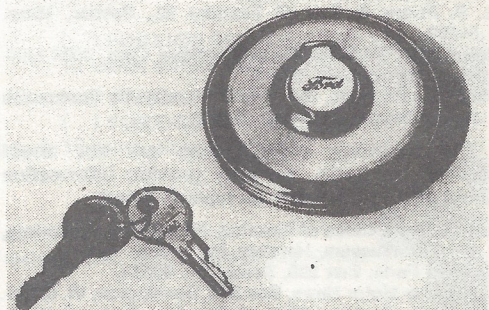
NEW V-8 CATALOG \$1.00

**BOB DRAKE, P.O. BOX 642,
WOODLAND HILLS, CALIF. 91365**



1940 COWL MIRROR

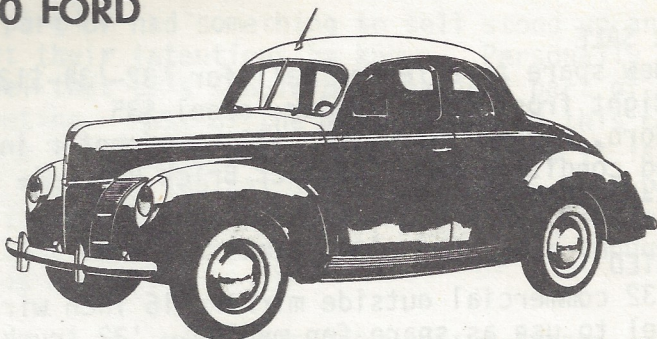
Die cast chrome plated **\$65.00 pair**
\$34.00 each



**FORD SCRIPT LOCKING
GAS CAP 1932-48**

Die cast chrome plated **\$16.95**

1940 FORD



DELUXE COUPE

■ Finding parts for older cars can be a problem. ■ Festival for Mulholland's half-century

When writing for information, enclose a stamped, self-addressed return envelope to insure a prompt reply:

Alvin E. Anderson, 173 Hotchkiss St., Jamestown, N.Y. 14701.

Bud Chittenden, Box 276, Goldenrod, Fla. 32733.

Burchill Antique Auto Parts, 4150 24th St., Port Huron, Mich. 48060.

Burton Waldron, Box C, Nottawa, Mich. 49075.

B.S. Antique Auto Parts, 9113 East Garvey Ave., Rosemead, Calif. 91770.

B.S. Wisniewski, Inc., 215 West Maple St., Milwaukee, Wis. 53204.

D. Neale, Box 67, Gabriels, N.Y. 12929.

Hank's Vintage Auto Parts, 14th and Elm, Quincy, Ill. 62301.

Jim's Auto Parts, Box 933, South Miami, Fla. 33143.

Joe McCormick Auto Parts, 23 Cedar St., Saranac Lake, N.Y. 12983.

J.C. Whitney Co., 1900 South State St., Chicago, Ill. 60616.

Link Belt Co., 220 South Belmont Ave., Indianapolis, Ind. 46222 (for gears only).

N. B. Pease & Co., 43 Foundry St., Palmer, Mass. 01069.

Roy Butler, Midwest Classic Antique Cars, 3034 Larimer, Denver, Colo. 50205.

Vintage Auto Parts, Inc., 24300 Woodinville Snohomish Hwy., Woodinville, Wash. 98072.

The following organizations are not direct sources for parts, but may provide information about other outfits that we haven't listed:

Antique Auto Clubs of America, National Headquarters, Hershey Museum, Hershey, Pa. 17033.

Car and Parts, Box 299, Sesser, Ill. 62884.

Hemmings Motor News, Box 380, Bennington, Vt. 05201.

Horseless Carriage Club of America, National Headquarters, 9031 East Florence Ave., Arrington Square, Downey, Calif. 90240.

Motormark Weekly, Box 308, Frankton, Ind. 46044.

Veteran Motor Car Club of America, 15 Newton St., Brookline, Mass. 02146.

Hikers, cyclists, equestrians, and old-time car owners are invited to join in celebrating 50 years of Los Angeles's most scenic road, Mulholland Drive (in the city) and Mulholland Highway (in the county), on Sunday, December 29. "A Festival of Slow-Motion Travel" will recall the city-wide festivities at the 1924 opening and celebrate the pleasures of a road that fits the land rather than a high-speed highway that cuts through it.

Motorists. Old-time cars will meet at Tapia Park, a little south of Century Ranch. They will reach the Stokes Canyon site by noon.

For a program and map of gathering and access points, routes, and mileages, write to the sponsor: Sierra Club, 2410 W. Beverly Blvd., Los Angeles 90057. It will include information on a Malibu



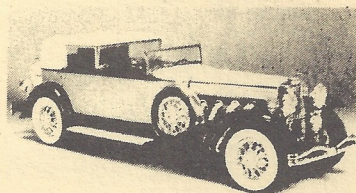


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MAKE CHECKS PAYABLE TO:
Sensory Perceptions, 4430 Vineland Ave., N. Hollywood, Ca. 91602

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Address _____

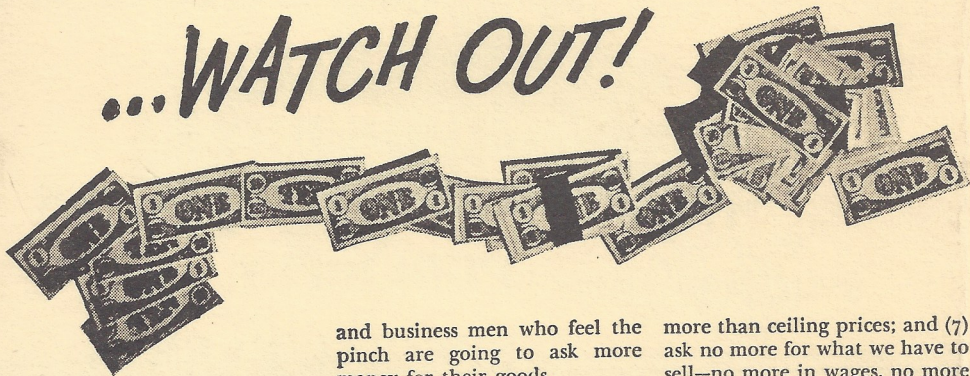
City _____

State _____ Zip _____



IF YOU'RE MAKING MORE MONEY

...WATCH OUT!



THIS YEAR Americans are going to make—minus taxes—125 billion dollars.

But this year, due to the war, we are going to have only 80 billion dollars' worth of goods to spend this on.

That leaves 45 billion dollars' worth of money burning in our jeans.

If each of us should take his share of this 45 billion dollars (which averages approximately



\$330 per person) and hustle out to buy all he could with it—what would happen is what happens at an auction where every farmer there wants a horse that's up for sale.

We would bid the prices of things up and up and up. Instead of paying \$30 for a suit we're going to pay \$45. Instead of \$5 for a pair of shoes we're going to pay \$8.

This bidding for scarce goods is going to raise prices faster than wages. Wages just won't keep up.

So what will people do?

U. S. workers will ask for more money. Since labor is scarce, a lot of them will get it. Then farmers

and business men who feel the pinch are going to ask more money for their goods.

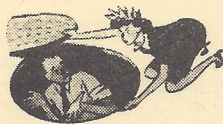
And prices will go *still higher*. And the majority of us will be in that same old spot again—only worse.

This is what is known as Inflation.

Our government is doing a lot of things to keep prices down . . . rationing the scarcest goods, putting ceiling prices on things, stabilizing wages, increasing taxes. But the government can't do the *whole job*. So let's see what *we* can do about it.

If, instead of running out with our extra dough, and trying to bid on everything in sight, we buy only what we absolutely need, we will come out all right.

If, for instance, we put this money into (1) Taxes; (2) War Bonds; (3) Paying off old debts;

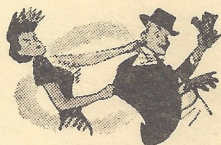


(4) Life Insurance; and (5) The Bank, we don't bid up the prices of goods at all. And if besides doing this we (6) refuse to pay

more than ceiling prices; and (7) ask no more for what we have to sell—no more in wages, no more for goods—*prices stay where they are now*.

And we pile up a bank account. We have our family protected in case we die. We have War Bonds that'll make the down payment on a new house after the war, or help us retire some day. And we don't have taxes after the war that practically strangle us to death.

Maybe, doing this sounds as if



it isn't fun. But being shot at up at the front isn't fun, either. You have a duty to those soldiers as well as to yourself. You *can't* let the money that's burning a hole in your pocket start setting the country on fire.

★ ★ ★

This advertisement, prepared by the War Advertising Council, is contributed by this magazine in co-operation with the Magazine Publishers of America.

KEEP PRICES DOWN!

Use it up
Wear it out
Make it do
Or do without