

Drive Lines

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Drive Lines

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SAN FERNANDO VALLEY CHAPTER 40
of the EARLY FORD V8 CLUB of AMERICA

P.O. Box 96
RESEDA, CA. 91335

PRESIDENT'S MESSAGE

The March 8th Santa Monica Mountain Tour led by Don Durkee was outstanding. I believe the group of 40+ autos (mostly early V8's) is a record for a Valley V8 club tour. Don had the course perfectly charted through the mountains - down to the beach - back up through the hills and finally ending up for a fantastic buffet lunch at the Alamo in Newberry Park.

Our next big attraction will be the parts auction at the April 5th meeting. Bill Norton has promised to once again be our auctioneer, and several of our club's biggest supporters are donating super items. Please bring along one or more items you don't need that will help both our club treasury and another member to complete his project.

Watch for your 1981 club roster that has just gone to press and will be mailed shortly. Ron Dunlop has been busy putting this together.

The Christmas Dinner Party dilemma has finally been resolved. Thanks to Ed Warnock, we will have a super banquet room at the Sky Trails Restaurant in the Van Nuys Airport. The date this year will be Friday, December 4th. We are already planning a big evening of entertainment with Don Dupree in charge.

The board of directors has been working on some possible outings. Among those proposed are a return tour to the Bothwells' and/or Sidlows' collections.

For the April 5th auction meeting we will highlight the 1938 Ford (due to March rains) and give one member a chance to win \$15 in our nametag drawing. Don't miss it!

Gary

UPCOMING EVENTS

- April 5 Valley V8 Monthly Meeting at Valley
Federal Savings, Nordhoff at Reseda.
7:00 Highlights of the 1938 Ford
7:30 Regular Meeting Begins
- April 5 Swap Meet at Pierce College Parking Lot
6201 Winnetka Blvd. Woodland Hills Ca
- April 11-12 Swap Meet at the Portland Expo Center
Portland Oregon
- April 26 Swap Meet at the Rose Bowl
Pasadena California

"Don't Forget" —

Our annual parts auction
This Sunday, April 5th

Bring parts and money !!!
Auctioneer: Bill Norton of
Valley Ford Obsolete

SECRETARY SEZ:

The equinox has passed and the days are getting longer. Within a month we'll Spring ahead. So get your V-8's in shape - finish that project car - don't Fall back.

It turns out that the John Wayne flick, "Hurricane Express", is a full year's worth of episodes at \$20 a whack. So Prez has to decide whether or not to continue the drain on our treasury.

There is indication that some local Ford dealers would consider using our cars as floor displays and compensate the club - any volunteers? For some reason the Chevy dealers weren't interested.

SHEL HARRIMAN

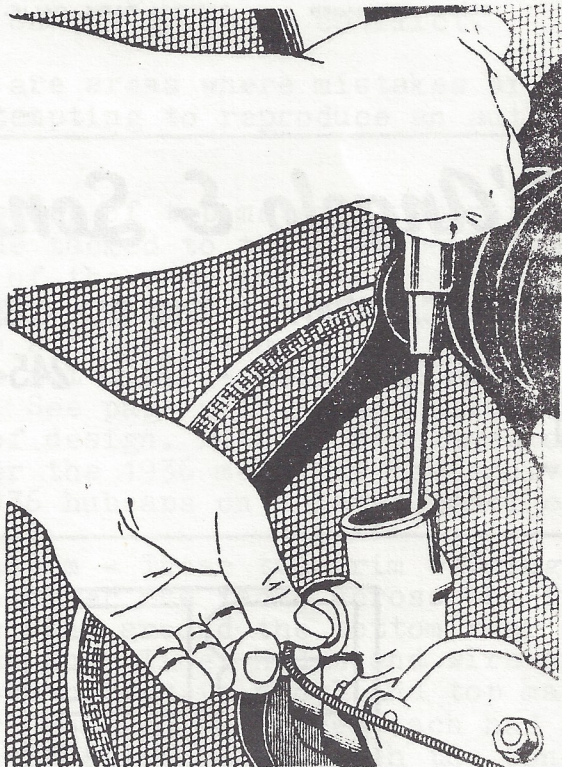
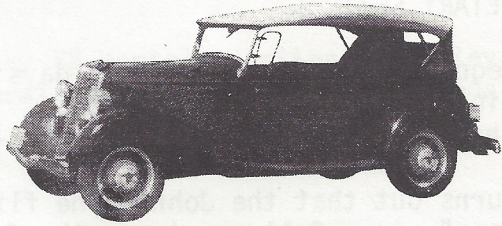


Fig. 7

A corroded or stuck Ford V-8 temperature heat unit can be quickly and easily pried out by the aid of a screwdriver without damage to the unit.



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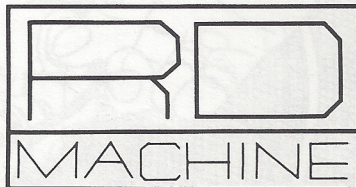
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DON'T BLOW YOUR TOP

Open car tops from their very beginning, to the demise of the convertible in the mid seventies, were constantly changing in style and construction. The tops on Fords from 1932 to 1948 were no exception to the rule. Styling features some times remained for several years with just minor trim changes and in some cases there was a major styling change in the middle of a model year.

Many restorers after making a superb restoration on body, paint and mechanics, fail to do their homework on the top of their particular Ford. The restorer will probably end up with a top that is not authentically styled and fabricated if it is left up to the top shop to make it as they wish. Unfortunately research often turns up conflicting information and a decision must be made on the point of conflict.

Listed below are areas where mistakes are often made when attempting to reproduce an authentic top.

Valance - A strip of top material approximately $3\frac{1}{2}$ inches wide tacked to the rear bow, lapping over the top of the rear curtain. Valances were not used on Early Ford V-8's after 1936. Valances were to surface again on the 1949 model. Valances were not always styled the same from year to year. See page with illustrations for differences of design. Placing a valance on an open car after the 1936 model is the equivalent of putting 1936 hubcaps on a later model car.

Wire-on and hidem - These two trim weltings are items used to cover the tacks across the front and rear bows, and around the bottom rear of the top at the body line. Hidem and wire-on are made in various colors in vinyl and top material (hartz cloth). Wire-on and hidem each had a special trim tip designed to match the contour of the welting. These tips are obsolete stock and can not always be obtained from normal upholstery supply sources. They can be obtained

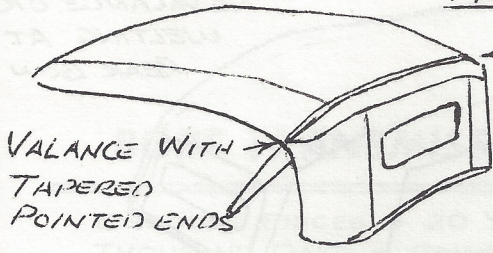
from vendors such as Guy Close or Lebaron Bonney. Wire-on is often mistakenly installed where hidem should be installed and vice versa. Plain welting trim tips as used on modern cars are often mistakenly installed on hidem and wire-on.

Rear curtain fasteners - This is a very difficult area to locate information on. There are very few factory or original photographs showing the rear curtain area from the inside. The Body Parts List and for some models, a top manual for lowering and raising the top are good sources for information on style and type of fasteners for the rear curtain. The Ford Automotive Hardware and Trimming Supplies 1928-1938 book is another good source of information for fasteners and lots of other goodies as the title implies. Phaetons did not have rear curtains, roadsters, cabriolets and convertible sedans did. Zippers were first used on 1933 models to the best of this writers knowledge. Zippers were not used in the same way on all models and were used in conjunction with other types of fasteners on curtains in some cases. As an example, the 1940 convertible used zippers at the sides of the rear curtain, but another type of fastener across the top. The 1939 convertible sedan as another sample used no zippers at all, but had eleven "cinch" fasteners to secure the rear curtain.

Binding - the narrow strip of material sewn on the edge of the top around the windows and the doors. It was made in both vinyl and cloth through the Early Ford V-8 years. One of the most common errors has been to use a tan vinyl binding on a tan or drab top, when a tan hartz cloth binding should have been used.

The seal between the top of the windshield and the front header bow is a place where mistakes occasionally occur. It is common practice for top shops to install a large seal, similar to windlace on the doors, approximately one half inch or larger in diameter as a seal between the windshield and the header bow.

1932 FEATURES

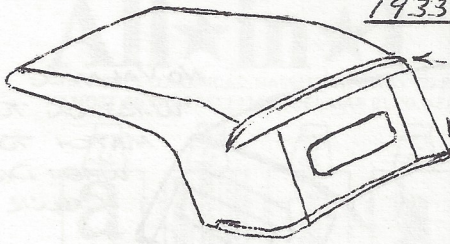


ROADSTER

HIDEM WELTING

IT IS PROBABLE WELTING & BINDING WERE COPRA OR BROWN ON DELUXE MODELS & BLACK ON STANDARD MODELS TO MATCH BLACK TOP

1933 & 1934 FEATURES



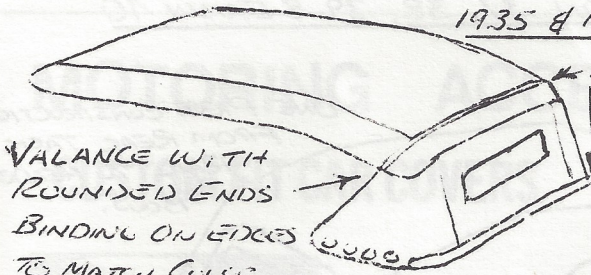
CABRIOLET

WIRE-ON WELTING

VALANCE WITH POINTED ENDS. THE PHEATON VALANCE IS EXTREMELY POINTED.

REAR CURTAIN HAS FULL ZIPPER.

1935 & 1936 FEATURES



VALANCE WITH ROUNDED ENDS BINDING ON EDGES TO MATCH COLOR PHEATON OF UPHOLSTERY

HIDEM WELTING

IN COPRA OR BROWN TO MATCH INTERIOR

ROADSTER STYLING SIMILAR

WIRE-ON WELT

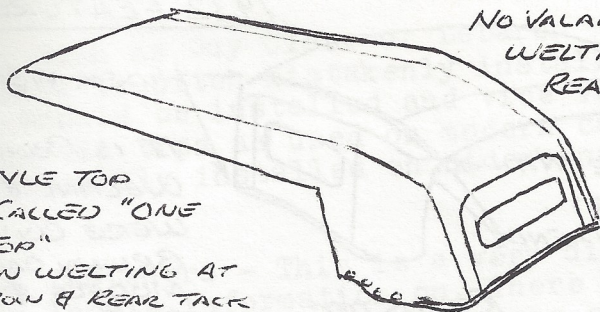
NO VALANCE OVER REAR CURTAIN

ROUND CORNERS ON REAR CURTAIN OPENING FULL 131 TIME

CABRIOLET STYLING SIMILAR

NOTE LOCATION OF SEWN SEAMS

1935 & EARLY 1936 SLANT BACK CONVERTIBLE SEDAN

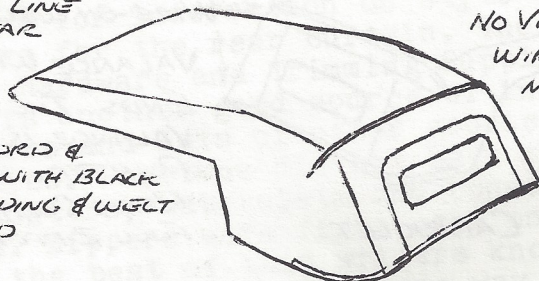


NO VALANCE OR
WELTING AT
REAR BOW

THIS STYLE TOP
OFTEN CALLED "ONE
PIECE TOP"
WIRE-ON WELTING AT
FRONT BOW & REAR TRACK
RAIL TOP COLOR

LATE 1936 1/2 CONVERTIBLE SEDAN (TRUNK BACK)

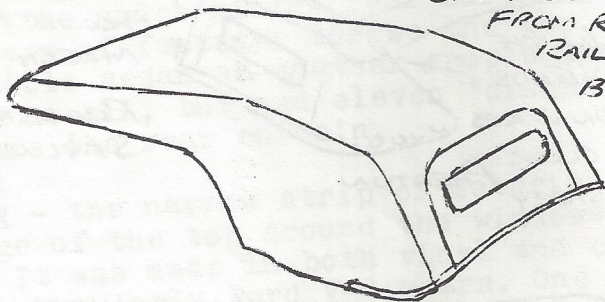
SEAMS TO LINE
UP AT REAR
BOW



NO VALANCE
WIRE-ON TO
MATCH TOP
WHEN DRAWN
COLOR

39 & 40 FORD &
MERCURY WITH BLACK
TOPS - BINDING & WELT
COLOR RED

TYPICAL TOP ON 37, 38, 39 & EARLY 40



ONE PIECE CONSTRUCTION
FROM REAR TRACK
RAIL TO HEADER
BOW.

LATE 40 FORD & MERCURY CONVERTIBLE COUPE
AND 40 MERCURY CONVERTIBLE SEDAN

'941 THROUGH 1948 FORDS & MERCURYS WERE
STYLED VERY SIMILAR TO 1937 THROUGH EARLY
1940.



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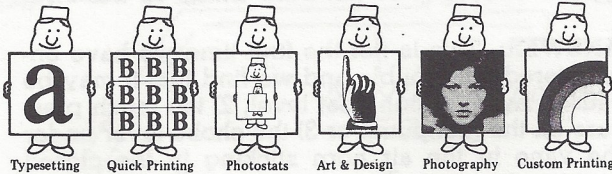
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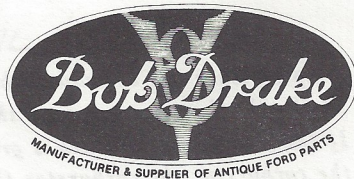
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Crankcase Dilution 1932 Ford V-8

INQUIRY: One of our customers has a Ford V-8 that is causing trouble from dilution in the crankcase. After a change of S.A.E. No. 20 oil, the crankcase filled up to one inch above the "full" mark in 100 miles of service. We changed the oil again and the same thing occurred.

A new diaphragm was installed in the fuel pump and the pump body inspected for cracks. With summer oil in the crankcase, the compression tested 100 lbs. but dropped to 80 lbs. when winter oil was used.

ANSWER: This is not the first time we have encountered this trouble and we find that it may be caused by, 1) a high float level, 2) too much pressure on the fuel pump or 3) the choke lever under the vane in the air horn sticking in the closed position.

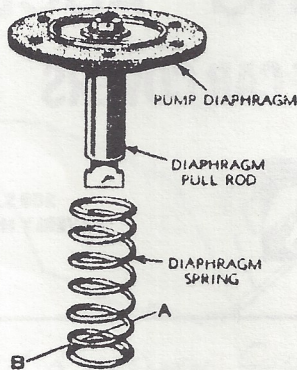
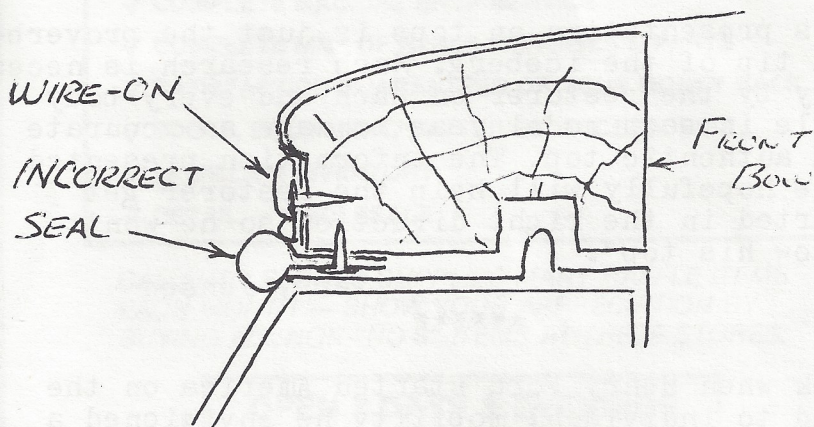
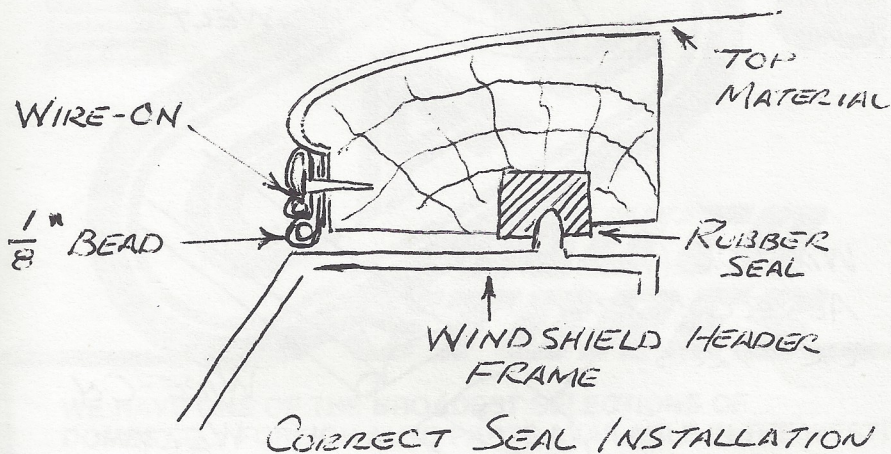


Fig. 1

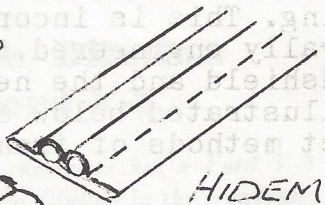
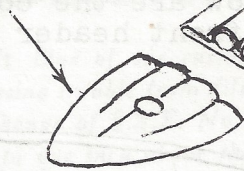
The fuel pump pressure can be reduced by cutting off a section of the diaphragm spring as shown by the line AB. If the fuel pump pressure is greater than 3 lbs. at the carburetor the carburetor float valve may leak.

It appears as a large bead just below the wire-on welting. This is incorrect, the correct seal is generally engineered into the space between the windshield and the header bow and does not show. Illustrated below are the correct and incorrect methods of front header seal installation.



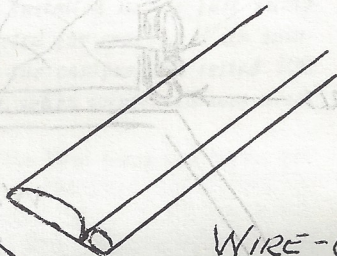
TYPICAL '37 TO '40

HIDEM WELT TIP
AUYECO # 7181



HIDEM
WELT

WIRE-ON WELT TIP
AUYECO # 7241
OR # 7205



WIRE-ON
WELT

This presentation on tops is just the proverbial tip of the iceberg. Much research is necessary by the restorer on each and every body style in each model year to make an accurate and authentic top. The information presented here hopefully will help the restorer get started in the right direction so he won't "blow his top".

Jerry Jensen

Back when Henry Ford started America on the road to individual mobility he envisioned a world of alcohol powered cars. His Model A's were built to run on either alcohol or gasoline. "There's more stills than service stations", Ford said back in the days before prohibition when he campaigned relentlessly for alcohol as a motor fuel. Ford envisioned thousands of small distilleries scattered across the land producing ethanol.

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