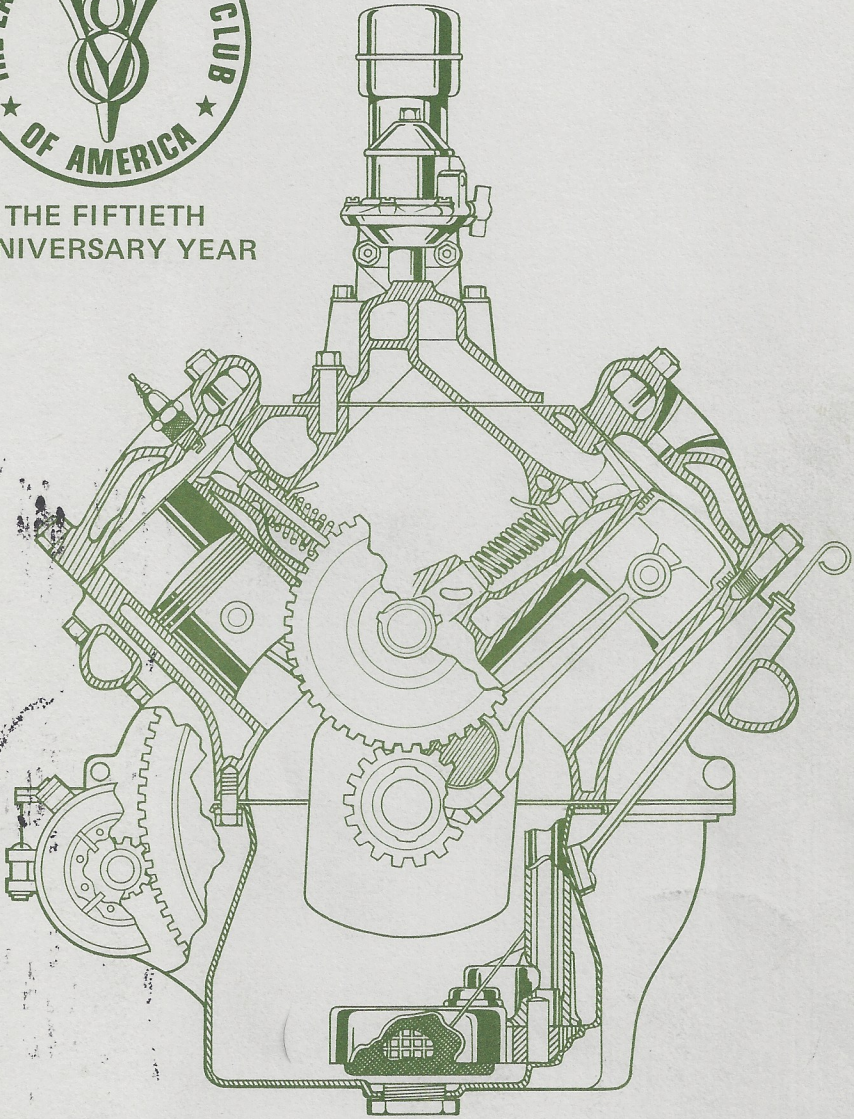




THE FIFTIETH  
ANNIVERSARY YEAR



*Drive Lines*

# The Valley 's

---

## 1982 OFFICERS

PRESIDENT	Bob Rose 362-4842
VICE PRESIDENT	John Powell (805) 647-3494
SECRETARY	Shel Harriman 398-3151
TREASURER	Bill Culp 344-0969
ACTIVITIES COMM.	Don Dupree 894-7255
	John Busk 348-0111
	Ernie Baily (805) 522-9674
HISTORIAN	Ernie Baily (805) 522-9674
DIRECTOR	Kent Lowry 368-9830
ACCESSORIES	Jim Clary 349-7261
MEMBERSHIP	Paul Kirk 886-7872
FELLOWSHIP	Al Spencer 761-1734
REFRESHMENTS	Albie Cortez 363-9460
CO-EDITORS	Larry Caplan 363-2849
	Irv Warren 780-7109 687-0656

---

## *Drive Lines*

Published by

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

P.O. Box 96  
RESEDA, CA. 91335

## SECRETARY SEZ . . .

Well, the Xmas party has come and gone. We rang out the old (Larry Kaplan) and rang in the new (Bob Rose). Fifty nine V8'ers enjoyed themselves at another merry bash produced and directed by Ed Warnock. The Skytrails was rather "plain Jane" but also very "low buck" (only cost the club about \$80 after expenses, including the open bar - definitely cost effective). In fact I could feel the effects. The entertainment was superb. The "magic priest" was a really talented guy. Heaven only knows how he performed those prestidigitatious feats right before our very eyes. The highlight of the evening was another visit by jolly old Saint Nick. The Durkee elves had done their thing well and stuffed stockings were distributed to all. Who was that Santa? How does that white haired old man keep up the pace - kissing all those young ladies on the cheek.

Bob Rose, our new president and gracious host, provided a sumptuous "mini" banquet for the first board meeting of the new regime. The atmosphere and the food were delicious. I took a big bite of the atmosphere and suggested to Bob that next years Xmas party ought to be held at his house instead of the Skytrails. On the lighter side, it looks like another banner year for the club. Larry got us moving in the right direction this past year and we're obviously in good hands with Bob's winning ways. He has a friendly approach with a willingness to make sure that things get done while not overburdening the "volunteers".

Scoop! It was rumored at the board meeting that the next national club president may be none other than our own Ed Warnock - Foster Brooks will be proud.

SHEL HARRIMAN

SPECIAL NOTICE.....

REMEMBER, THAT THE DUES FOR 1982 ARE NOW DUE AND PAYABLE..... IF YOUR PAYMENT IS DELINQUENT, YOUR NAME WILL NOT APPEAR IN THE NEW ROSTER.

FILL IN THE ENCLOSED INFORMATION FORM AND BRING TO THE MEETING ON JAN 3RD..

\* \* \* \* \*

The Valley V-8's Membership Information 1982

Name: \_\_\_\_\_ Spouse's name: \_\_\_\_\_

Address: \_\_\_\_\_  
(Street)

\_\_\_\_\_ (City) \_\_\_\_\_ (Zip)

\_\_\_\_\_ ( ) \_\_\_\_\_  
(Phone, include area code)

Early V-8's: Year      Body Style

_____	_____
_____	_____
_____	_____
_____	_____

## ELECTRIC FUEL GAUGES

The Electric Fuel Gauge as used on 1936 Ford cars and Trucks is identical in operating principle with the oil pressure gauge as used in 1935 cars and consists of two units; the Fuel Tank Unit, and the Gauge Unit. A wire connects these two units and the circuit is completed through the car battery and ignition switch.

The Tank Unit contains two contacts which are always touching until the circuit is completed by the closing of the ignition switch. The closing of the ignition switch permits the current to flow through the heating coil formed around the bimetal arm.

Due to heat from this coil the bimetal distorts to the point where the contact is open. The bimetal then cools and bends back to its original position, which again closes the electrical circuit. This cycle of opening and closing is thus repeated continuously. With tank half full of fuel this frequency amounts to approximately 60 cycles per minute.

Connected in series with the heating coil of the Tank Unit is a similar coil formed around a bimetal arm in the Gauge Unit. As heating takes place in the Tank Unit, heating also takes place at the same time in the Gauge Unit, causing the bimetal arms in each unit to distort simultaneously and in equal amounts. By linking the gauge pointer to the Gauge Unit bimetal arm the amount of distortion and, therefore, the measure of gasoline is recorded.

As the fuel level rises a greater distortion of the bimetal arm is required to open the heating coil circuit. In other words, both heating coils are operating for longer intervals of time than at the lower gasoline level. This causes greater distortion of the bimetal arm in the Gauge Unit and a higher reading is registered.

When tank is empty, the two contacts in Tank Unit are just touching. With the ignition switch on, current flows through the circuit warming up the heating coil which causes the bimetal to bend. This bending of bimetal in Tank Unit opens the contacts and circuit is broken--the heating coil then cools and the bimetal returns to its former position. Contact is then again

made and the procedure is repeated.

Since both heating coils are in the same circuit, a similar slight bending of the bimetal in the Gauge Unit occurs which is just sufficient to make the needle register zero.

When the tank is filled, the action of the float and cam pushes the grounded contact against the insulated bimetal contact bending the bimetal in the Tank Unit. If the ignition switch is on, the action described in the preceding paragraph occurs but because the bimetal is under strain a much greater amount of current is required to bend the bimetal sufficiently to break contact in this position. A similar greater bending of the bimetal in the Gauge Unit occurs and this action pulls the needle over to the full point.

The movement of the needle in any position caused by the make and break of the circuit is so minute that it cannot be detected.

Because the bimetals heat and cool slowly, any sudden change in fuel level caused by driving over rough roads, etc., are dampened out, and a steady reading of the average level in the tank is given.

## SERVICE INSTRUCTIONS

*Caution:* Do not replace any unit until tests have been made which prove it to be defective or damaged. Handle all units carefully. Never subject Gauge Unit alone to full 6 volt current beyond 3/4 scale reading as this will burn out heater coil.

The only equipment needed to service the fuel gauge is two four-foot lengths of insulated wire equipped with clip terminals at each end.

The best way of testing either the Tank Unit or the Gauge Unit is by comparison with units known to be OK. Instructions for these comparison tests is as follows:

### TO CHECK TANK UNIT

1. Disconnect wire at Tank Unit and connect it to new

tank unit. Ground new tank unit to car frame and turn on Ignition Switch.

2. Move float of new Tank Unit from empty to full position and watch action of the Gauge Unit while doing this. (Allow 10 to 15 seconds for gauge to read full scale.)
3. If Gauge Unit now registers correctly trouble is at one of the following points:
  - (a) Original Tank Unit is improperly grounded (because of paint or grease) and this must be corrected, or
  - (b) If car is radio equipped the condenser attached to tank unit may be "shorted". This would cause over-reading whenever Ignition Switch was on. Condenser can be checked by disconnecting wire leading from it to Tank Unit. If gauge operates correctly with condenser disconnected, then replace condenser. Note: Use only standard Ford condensers. Any other may damage the gauge system.
  - (c) Original Tank Unit is damaged or defective and must be replaced.
4. If Gauge Unit performs the same with new Tank Unit as it did with the original Tank Unit, then check wiring.

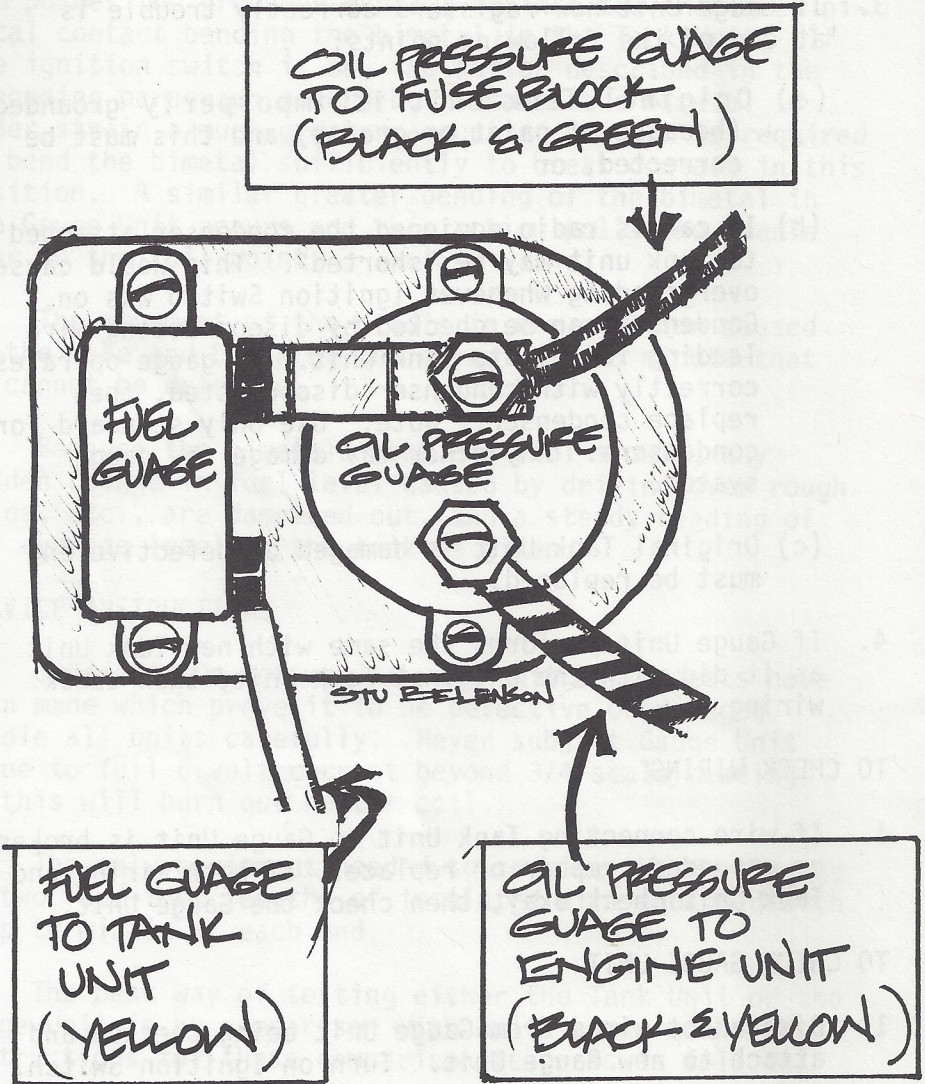
#### TO CHECK WIRING

1. If wire connecting Tank Unit to Gauge Unit is broken or grounded, repair or replace. If both wiring and Tank Unit check okay, then check the Gauge Unit.

#### TO CHECK GAUGE UNIT

1. Disconnect wires from Gauge Unit being checked and attach to new Gauge Unit. Turn on Ignition Switch.
2. If new Gauge Unit reads correctly, then replace original Gauge Unit.

3. If new Gauge Unit reads the same amount as original Gauge Unit, then
- (a) Previous checks were not properly made, or
  - (b) Installation was okay to begin with.





COMING EVENTS.....

- JAN 3 CORVETTE AND PORSCHE SWAP  
MEET..LOS ANGELES COUNTY FAIR-  
GROUNDS.....
- JAN 3 VALLEY V8 MEETING AT VALLEY  
FEDERAL SAVINGS, RESEDA AT  
NORDOFF.....
- JAN 17 HARBOR AREA MODEL A CLUB TRADE  
FAIR, VET STADIUM, LONG BEACH  
RAIN DATE, JAN 24.....
- \*JAN 23 BREAKFAST AND CAR RALLY,  
9:30 AM SATURDAY NEW YEAR  
KICKOFF, "LULU'S RESTAURANT"  
ROSCOE BLVD JUST EAST OF BALBOA  
BLVD..BRING A V8 TO THIS RALLY.  
WE WILL HAVE A LADIES CONTEST.
- JAN 30-31 SWAP MEET. STANISLAUS COUNTY  
FAIRGROUNDS.. TURLOCK, CALIF..

\*THIS WILL BE OUR FIRST EVENT FOR THE YEAR  
AND WE WOULD LIKE A GOOD SHOWING.....

If new gauge will read the same as original gauge unit, then

.....COMING EVENTS.....  
(a) Previous checks were

(b) CORVETTE AND PORSCHE SWAMP MEET.. LOS ANGELES COUNTY FAIR- GROUND.....

JAN 3 VALLEY V8 MEETING AT VALLEY FEDERAL SAVINGS, REDDIA AT HARBOR AREA MODEL A OLIVE TRADE FAIR, VET STADIUM, LONG BEACH RAIN DATE JAN 28

\*JAN 25 BREAKFAST AND CAR RALLY  
AT THE SATURDAY NEW YEAR  
KIDNEY CHILD'S RESTAURANT  
ROSCOE BLVD. JUST EAST OF BALBOA  
BLVD. START AT 10 TO THE RALLY.  
WE WILL HAVE A LADIES CONTEST.

JAN 20-21 SWAMP MEET. STANISLAUS COUNTY FAIR GROUND. TURKEY, CALIF.

\*THIS WILL BE OUR FIRST EVENT FOR THE YEAR  
AND WE WOULD LIKE A GOOD SHOWING.....

FUEL GAUGE  
TO TANK  
UNIT  
(YELLOW)

OIL PRESSURE  
GAUGE TO  
ENGINE UNIT  
(BLACK & YELLOW)

Your **COMPLETE AUTOMOTIVE LINES**  
**PARTS STORE**



**CAL**  
**AUTO STORES**

**WE HAVE ONE OF THE BROADEST SELECTIONS OF  
DOMESTIC & FOREIGN AUTO PARTS AVAILABLE IN THE WEST!**


- ✓ COMPLETE MACHINE SHOP SERVICE
- ✓ COMPLETE LINE OF REBUILT ENGINES & PARTS
- ✓ SATISFACTION GUARANTEED OR YOUR MONEY BACK
- ✓ TOOLS, EQUIPMENT, BATTERIES, ACCESSORIES
- ✓ \$6 MILLION INVENTORY
- ✓ RETAIL — WHOLESALE

*CAL AUTO STORES SUPPLIES MANY RAFFLE ITEMS  
EACH MONTH — SHOW YOUR APPRECIATION BY  
BUYING ALL NON-"NO S" ITEMS AT THESE STORES:*

**OPEN 7 DAYS & EVENINGS**

- North Hollywood, 5740 Lankershim, (213) 984-2573/763-9153
- Sepulveda, 9441 Sepulveda, (213) 892-0791
- Canoga Park, 21407 Vanowen, (213) 347-1015
- Northridge, 8555 Reseda Blvd. (213) 885-8526
- Granada Hills, 17559 Chatsworth, (213) 363-9571
- North Hollywood, 6846 Lankershim Blvd. (213) 765-7731
- Van Nuys, 14939 Oxnard, (213) 786-5071/873-1716
- Panorama City, 14629 Parthenia, (213) 894-9171

**WE'VE GOT YOUR PART!**

*The Valley*  *'s*

P.O. BOX 96 - RESEDA, CA 91335

