

Drive Lines

The Valley 's

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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

COVER / ROY JONES

Presidents Message

Thanks for the wonderful 1982 year that Bob Rose so well engineered.

Lots of new members with over 100 paid-up members total.

We want to welcome all the new members and make our club even a stronger club by reviving all the inactive paid members.

I would like to see more of the ladies actively involved in the coming year.

We had a great time at our Christmas party at the Saddle Peak Lodge in its mountain setting. It may be a place we would like to consider for a morning brunch and enjoy the lovely view of its surroundings during the daylight hours.

There was no Board Meeting held during the month of December due to too many Santa Claus plannings.

On December 12th we had our Tree Chop Tour and met in Thousand Oaks at Dupars Restaurant and we toured to Carrows Restaurant in Ventura, where we met the Ventura V-8ers and had a nice breakfast.

We were a tour of approximately a dozen cars and we toured on up to Camp Comfort for a car show put on by the Pick-Up Limited. There were nearly 250 cars and pick-ups in the show.

(continued)

After a picnic and enjoying the show and pleasant country side of the area, we toured up to Merle Fourez home in Ojai, for an open house where we were shown nine 1950 Mercurys, five 1932 Fords including a nearly restored 1932 Cabriolet stored under one roof. The German Potatoe Salad was excellent as well as the Ed Konecko punch.

Don't forget our regular meeting on Sunday, January 2nd at 7:30 P.M. Tire Kicking at 7:00 P.M.

Con



NEW SECRETARY SEZ.....

Yes..Sez..but not as boldly and not as confidently as the old pro--Shel Harriman. Why did they have to change secretarys? Well, I'm not going to try to wear his shoes...if I can only follow his footsteps it will be fine!

Ed Warnock did it again! The Xmas party put together by Ed was a great success...too bad for those that didn't make it..you'll have to wait a year for another chance.

Few people realize what putting a party together entails. You just don't dress up, enter a banquet hall, walk up to the bar and start having fun. First you agonize and select several convenient facilities that might offer the food-bar-parking-table arrangements-microphone-etc-etc-that is required. Then the toughest move is next--negotiations with management. You want the best at an af"ford"able price for the club; the other side wants to see how little they can give you for a lot of green.

The real nervous part is next--you commit yourself to the management and say: 'we will have a 100 or 200 or whatever and everything is then based on that size group. The peddling of the tickets begins--far in advance--maybe 3-4 months. Now and then a reservation dwindles in. Suddenly the event is 5 days away and you need 50 more reservations or you are stuck with the difference!

Somehow the last day before the party a batch of checks show up and the quota is met...this has to be nerve-wracking!..and only a seasoned pro like Ed can stand under it all. Why do we do this to such a nice guy? I appreciate his work--and next year my reservation will be in a month early! On behalf of our great club, thank you, Ed Warnock!

The editor cautioned me to keep it short....but two more names need to be mentioned before sign-off.

Bob Rose is superb as an MC--his personality is genuine, warm, enthusiastic and witty. We are fortunate indeed to have this man in our midst.

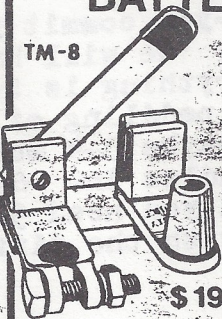
Our new president, Don Durkee, plays himself when he plays Santa Claus--lots of laughs, gregarious and back-slapping, but always concerned with everyones sensibilities and comfort.

I'm sorry more can't be covered at this time.

---Ed Konecko

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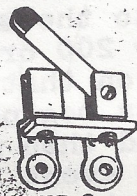
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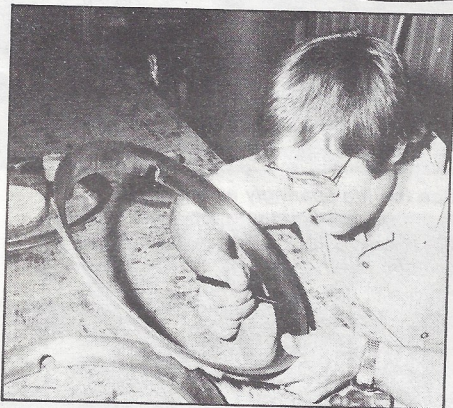
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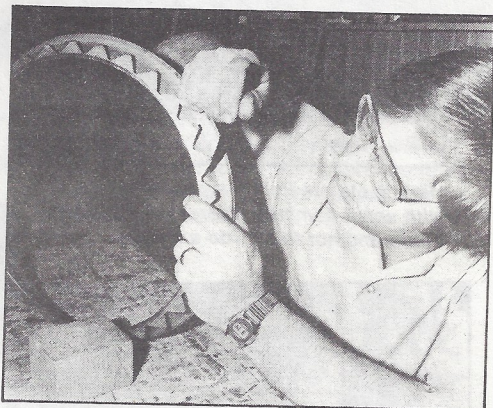
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SATISFACTION GUARANTEED OR YOUR MONEY BACK

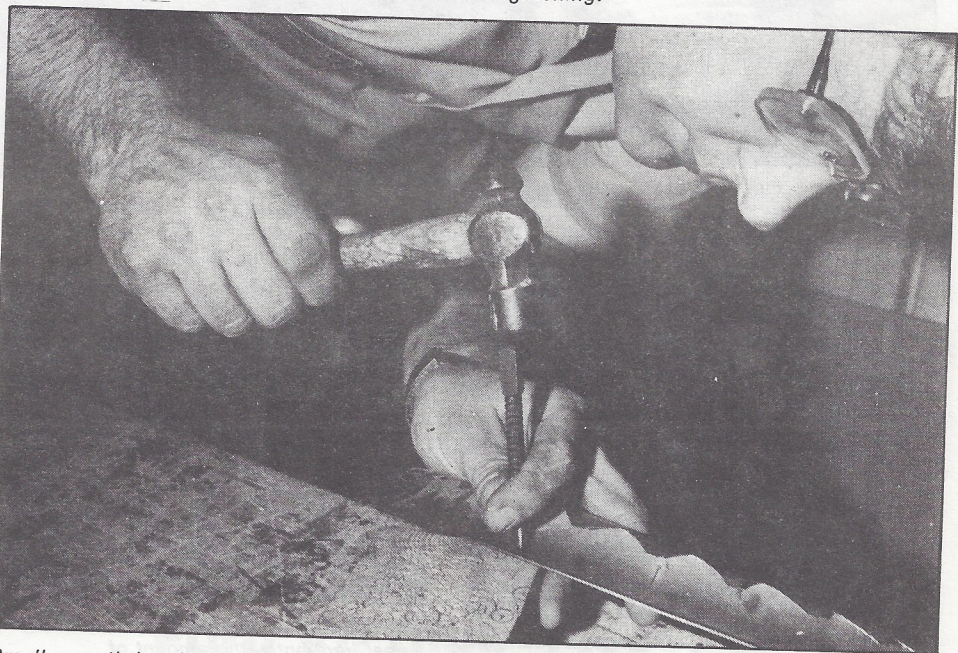
BUFFING AND POLISHING



Spot all the dents in the trim ring and marks them for instant identification.



Locations of dents are marked on backside with marker pen, which makes it easier to proceed rapidly with straightening.



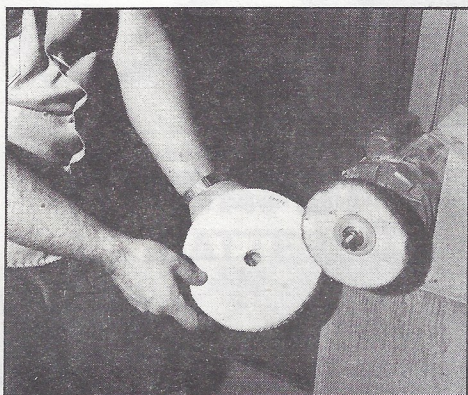
Small smooth headed nail punch is used to gently remove dings from stainless steel surface. Wood backing works as well as smooth metal plate.



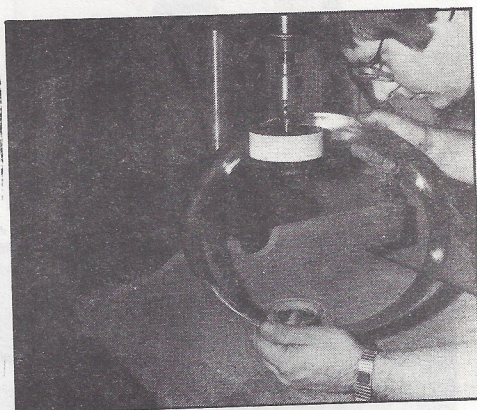
High spots are lightly tapped into shape with small hammer. Secret is to use soft touch and not to overdo anything.



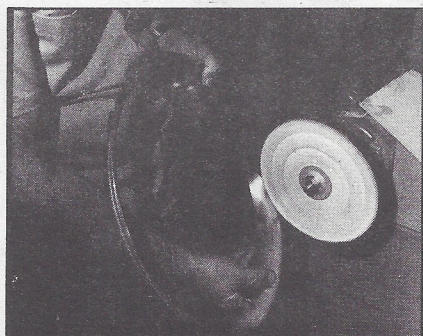
Use the file sparingly as a guide to locating high and low spots after initial dings are removed. Too much filing or grinding creates soft, thin spots.



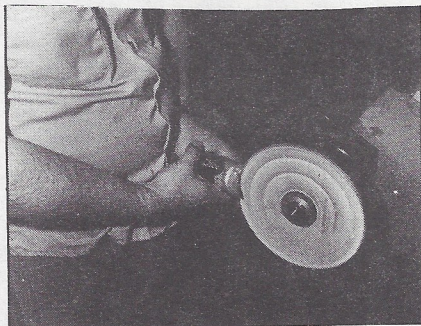
Polishing and buffing wheels come in various sizes, the size you use is dictated by the horsepower and rpm of your motor.



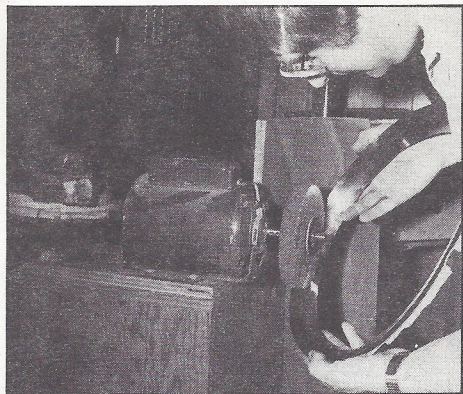
Initial polishing (sanding) is done with an abrasive band, either on an expanding wheel or a 3M wheel as shown.



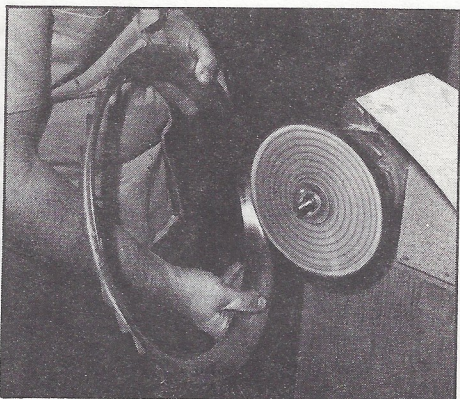
Don't get overanxious with a part during the buffing period, keep at it until the final results are what you want.



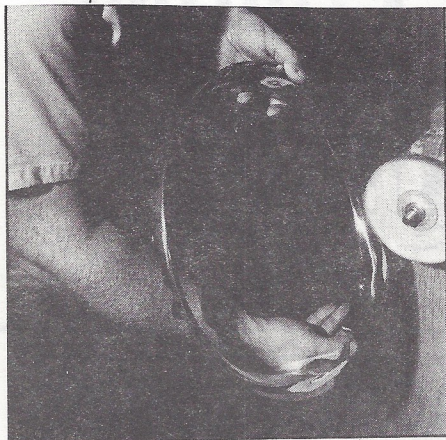
Compound is applied to face of spinning wheel frequently, the amount of compound and the amount of pressure applied to part will dictate speed of polishing/buffing.



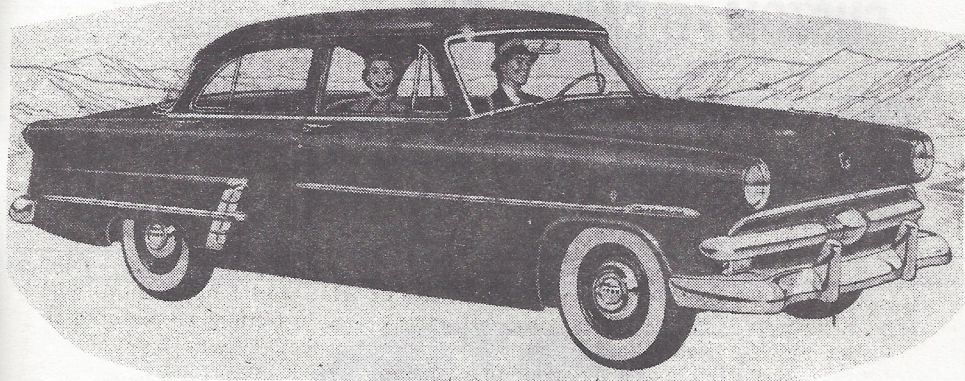
Composition wheel is used for polishing after the abrasive sanding, it is used with a compound.



The sisal or composition wheel will cut rapidly, so proceed with caution and do not overheat an area which can ruin the part being polished.



Final buffing turns stainless wheel trim ring to glittering piece, looking often better than a factory fresh original.



Ford V8 Club Accepts

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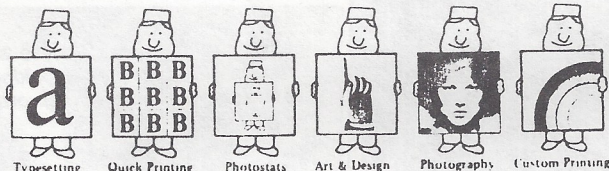
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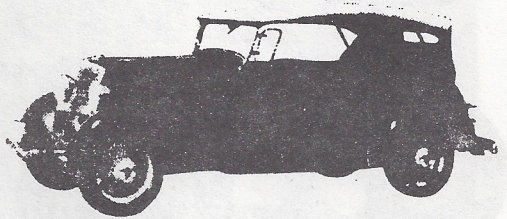


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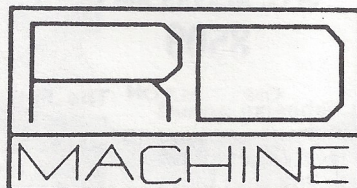


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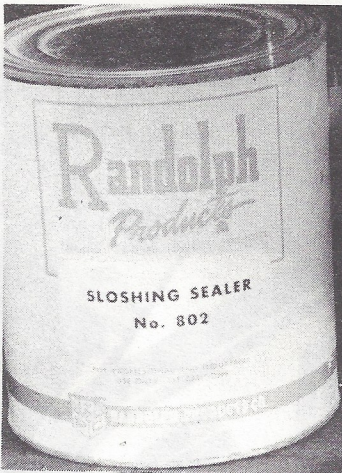
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Coating Compound

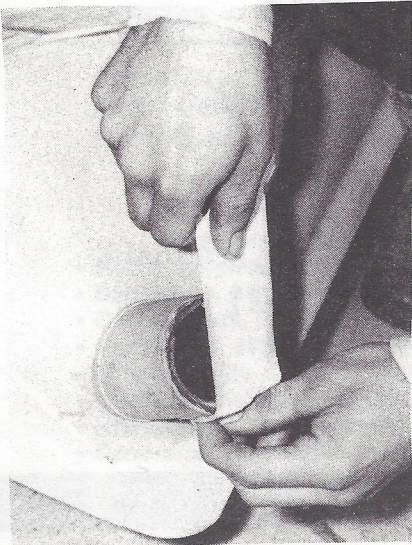
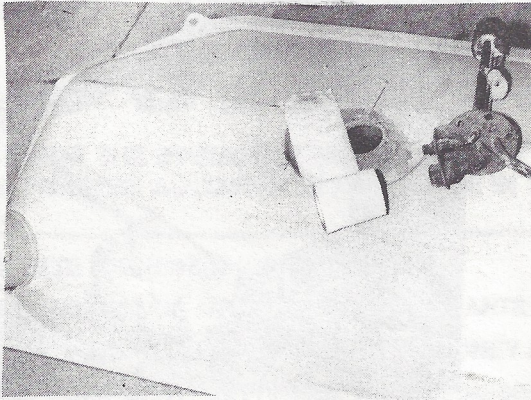


ONE GALLON

The Fuller O'Brien paint company manufactures a zinc chromate compound used for coating the inside of any fuel tank. This slushing compound is available through most Fuller paint stores.



The Randolph Manufacturers in Carlstadt, New Jersey, offers a slushing compound that will also put a new lining in your fuel tank. Simply splash it around and dump it out. Available at most aircraft parts houses.



Be sure to remove any sending units, pick-up tubes, or fuel gauge equipment before taping the openings. Masking tape, adhesive tape will work fine, but heavy industrial silver tape works better. An old gas cap will work fine too.

During extended periods of slushing, the compound tends to expand and lift the tape, so secure the tape well to avoid runs and drips.

Once the slushing compound is inside, just shake it upside down and all around to get the baffles covered. Recommended drying time is overnight before refilling with gas. The best thing to do is apply about three coats and let it dry for three or four days to a week. The longer the drying time, the better the compound will adhere.



Coming Events

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