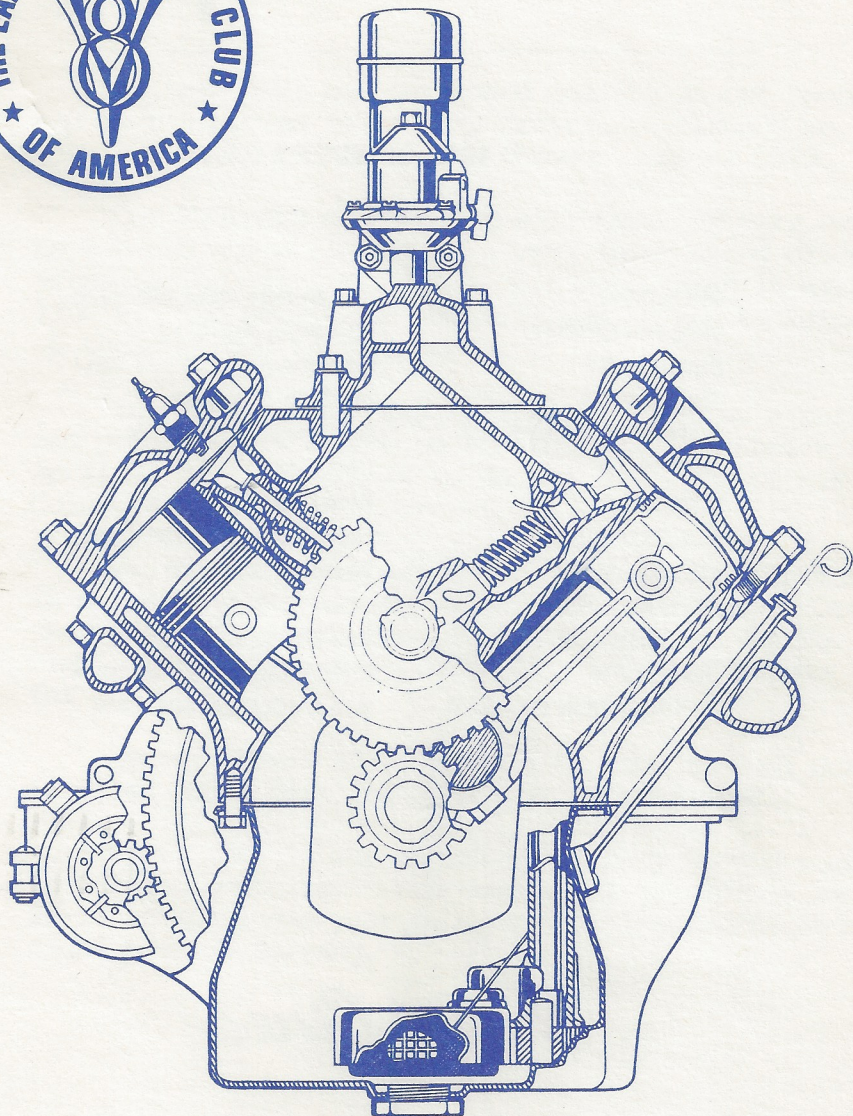


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SAN FERNANDO VALLEY CHAPTER 40
of the EARLY FORD V8 CLUB of AMERICA

P.O. Box 96
RESEDA, CA. 91335

Presidents Message

We have just had our board meeting at our house and it has proved to be very fruitful. Already we have our meetings planned up through June of 1983.

Our February meeting, we will have our very own Ed Konecko who will give us a very interesting slide presentation of classic cars that were taken in early 1950's. The newest car you will see in the background of these slides is 1955 model.

In March, Gordon Chamberlin will give us a talk and probably slide show on something of his choice and April we have John Deats to do the 2nd. half of his Columbia talk.

May has been set aside for our club auction this is our main money making event. If you remember last year when that event generated over \$700.00 for our Club. That to me is a pretty easy way to earn money for the Club.

Tours: March 19-20, overnight tour to Buck Horn 50 miles above Ojai for a Buffalo Steak dinner.

April tour is our annual Don & Mary Seanic tour to Solvang overnite. This event will take place on 16-17 of April one year to date from last years overnight tour to Solvang.



Secretary Sez...

Early Fords driven to the January 2nd meeting were as follows:

Don Dupree	'46 Pickup
Don Durkee	'36 Cabriolet (Mary)
John Powell	'41 Ford special
Chuck Mair	'41 Business coupe
Bob Rose	'36 3W coupe
Kent Lowry	'40 Pickup
Bill Culp	'29 Roadster
Chuck White	'41 Woody
Bill Woods	'40 Merc coupe

Ed Konecko has back problems and couldn't make it to the meeting. He called and asked me to fill in for him. We all hope you get well soon, Ed.

Don Durkee took over the reigns for '83 and started us off in the fast lane. He began by introducing the new club officers and followed that by having National President, Ed Warnock swear us all in with our left hands on some Ford script and our right hands raised to "so help me Henry". Durkee personally autographed and handed out the new orange membership cards. So get your dues in and maybe the '83 roster can come out a little earlier.

The Don and Mary Spring tour will probably be in April. It will be another famous Durkee overnighter including a buffalo steak dinner at the Buck Horn north of Ojai. Don also brought in a pile of 1948-1950 Hot Rod magazines for our perusal. I grabbed for a couple of them and Durkee slapped my wrist - he said he had to have them back. Heck, Larry Caplan always makes us take his magazines home, so naturally I just thought that - . Anyway the magazines were full of nostalgia. Durkee liked the chopped/channeled/sectioned '39 Conv. in the Sep '48 issue and offered to do a similar job on Warnock's car. Don Dupree swears it's not his wife in the wheel advertisement of that 1949 issue, but we're not convinced.

Bill Culp says we've got \$700 in the treasury even after the Xmas bash. Kent Lowry raffled the Canoga Auto Parts contributions plus his own famous Budweiser. At this point Durkee called for "Half time". Obviously he'd over-dosed on bowl games.

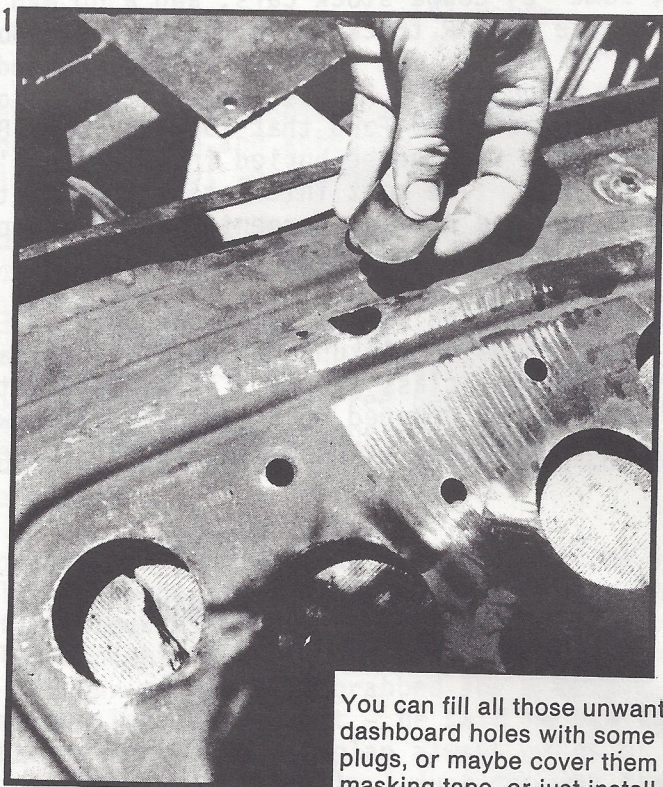
The feature presentation was made by Ed Warnoch who showed slides taken at the three national meets last summer. The Charlotte meet included shots of Dennis Carpenter's shop, the two '40 coupes dangling from the crane, some '34 coupe stock cars, and a 60 MPH ride on the Charlotte NASCAR track (wife Denny stayed down on the floor of the car and screamed as they leaned on the high bank turns). The Kansas City meet was highlighted by shots of a '42 Ford that 1942 advisor, Bob Dale has requested that he be buried in (Now there's a fanatic for you). The most interesting shot of the Olympia meet was one showing Carpenter and Drake posing by a '40 Ford - aren't they great competitors.

Ed Also had shots of the Forest Grove concours D'Elegance where his famed roadster pickup beat out the big Macks to win the commercial class trophy. It was presented by Carrol Shelby. Ed wrapped up the presentation with a pitch for the upcoming Grand National Meet in Deerborn.

HAPPY NEW YEAR!

SHEL HARRIMAN

FILLING DASHBOARD HOLES



You can fill all those unwanted dashboard holes with some hardware plugs, or maybe cover them with masking tape, or just install a little colored light and forget the whole mess. Or, you can get out the old filler and do a neat job in about 30 minutes. Case in point: My son Scott has a nicely progressing 1932 Chevy coupe type car, with a couple of unnecessary holes in the stock dash panel. Since the dash is to be painted (in deference to woodgraining or padding), I elected to fill the holes with lead. A plastic filler would also work, but

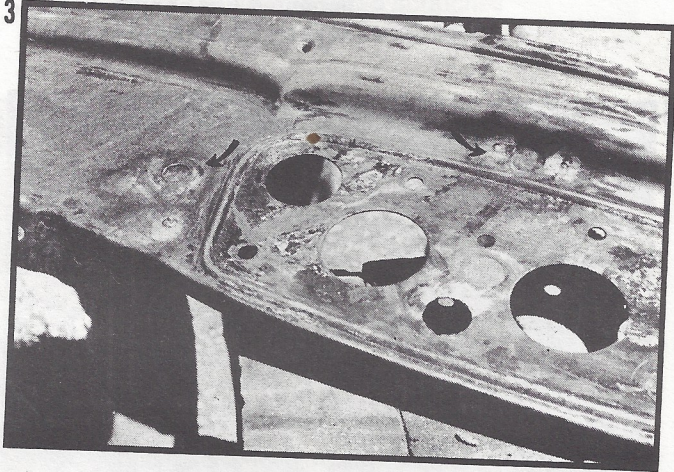
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might not prove as durable as traditional lead? No matter what is used to fill the holes, those larger than 1/4-inch diameter must have a "back-up" patch. When leading, this will be a piece of sheet metal formed to fit the dash contours. A small piece of fiberglass cloth or matting would be needed if a plastic filler were being used. In either case, the metal surrounding the hole on both front and backside of dash should be ground clean (1). Small holes may be filled with braze, but this is difficult to do on a flat panel without inducing metal warp.

Nevertheless, the metal back-up patch must be tack brazed in place. Direct the torch flame away from the dash panel to minimize warpage. If fiberglass and plastic are being used, slightly bevel edges of holes to be filled for a better bond on surface (2). In this case, one hole to be filled was in flat area, other was in curved section. If excessive heat causes warpage in flat panel, this must be removed by "shrinking." For this reason, the person unfamiliar with leading would be better off with plastic filler. Pieces of metal or fiberglass used as

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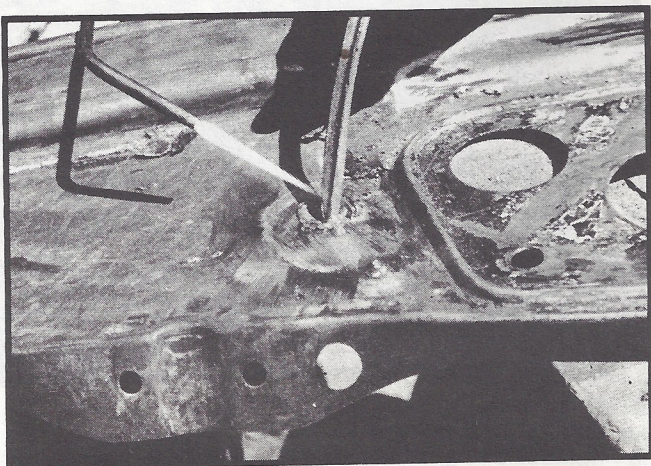


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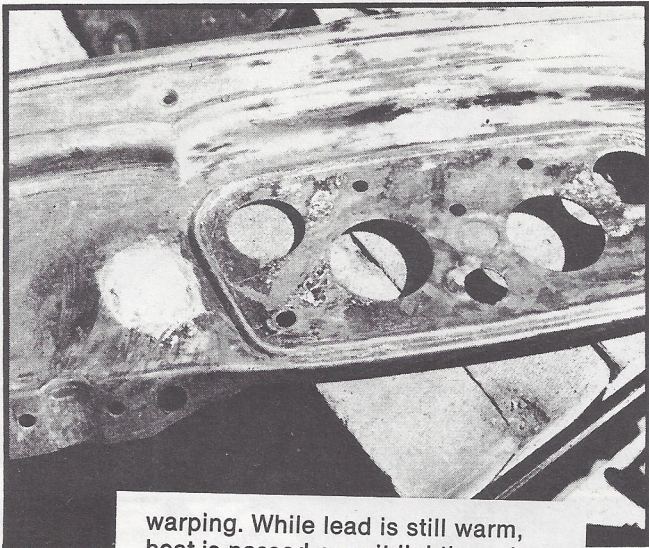


back-up (3) provide maximum bond and eliminate tendency of filler to fall out later. In leading, it is imperative that metal surrounding patch and hole be "tinned" about two inches from hole diameter, this insures a good bond between lead and metal (4). With plastic filler, the metal must be ground clean, all agents such as rust and grease removed. After tinning, lead is melted onto hole patch, note in photo (5) that heat is directed onto lead stick rather than panel. Panel is heated just enough to make lead adhere, not enough to cause

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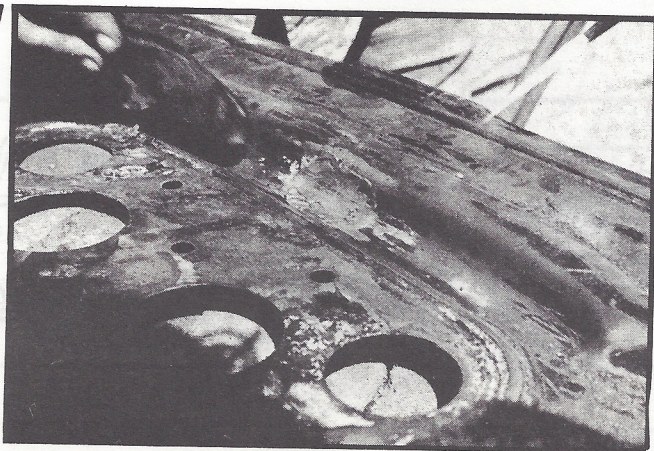


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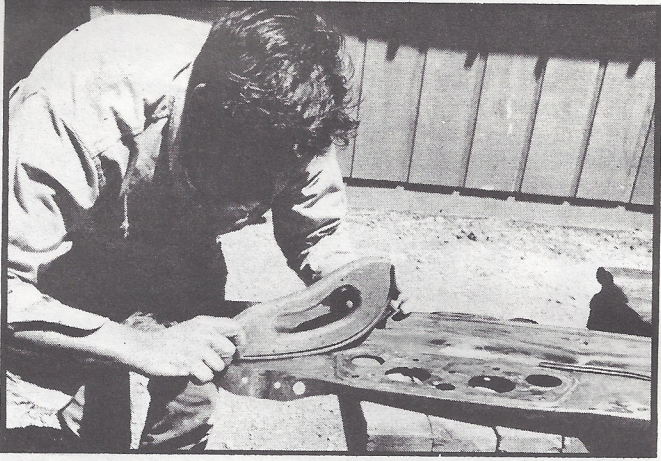


warping. While lead is still warm, heat is passed over it lightly and warmed lead is then shaped with a wooden paddle. When filling with lead it is vital to push lead into every nick and cranny of the hole (6), same goes for plastic. In photo (7) both holes have been filled with lead, use only a lead mixture of 70-30 combination available at auto refinishing supply stores. Let lead cool before smoothing; let plastic "kick" thoroughly before sanding. File the lead when it has cooled, work carefully to avoid scratches (8); if small imperfections remain, add

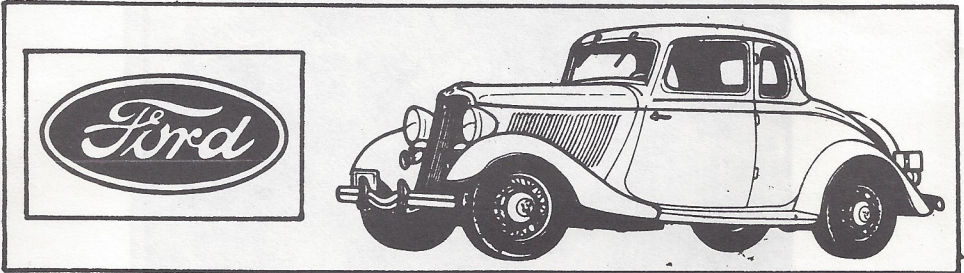
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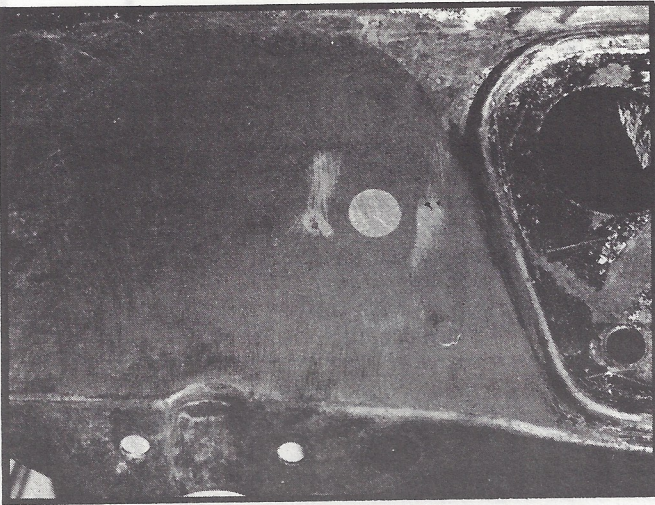


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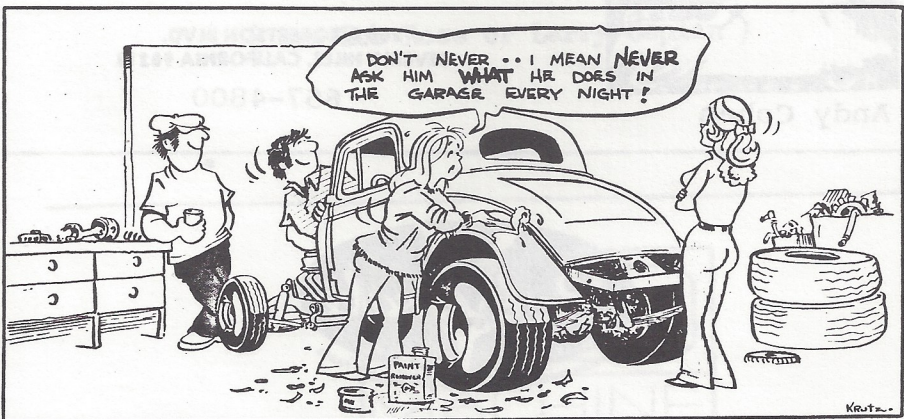


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more lead. Plastic is finished with "cheese grater" and a sanding board. For tight areas where a regular file or sanding board will not fit, use a rotary file for preliminary shaping, follow with hand-held sandpaper of 80 grit (9). The entire area should then be sanded with 220 grit sandpaper before washing with a good cleaner (Met-L-Prep is excellent), and then spraying on primer. When lead is used correctly in patching hole, only the hole outline should show (10) unless surrounding metal was also low and needed filling. ■





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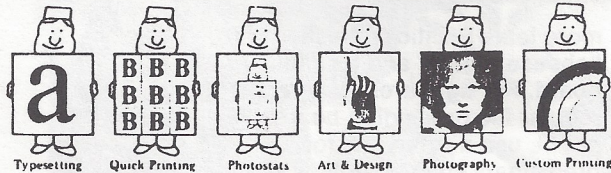
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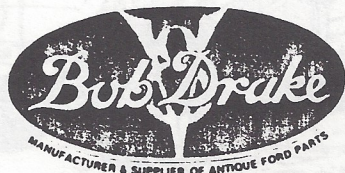
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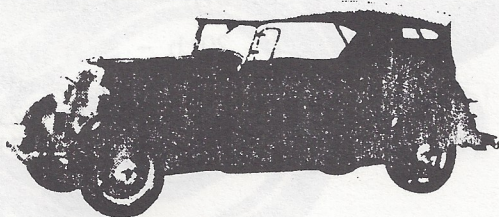


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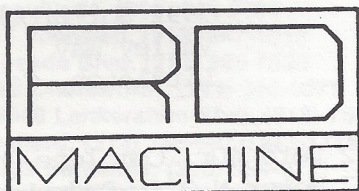


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