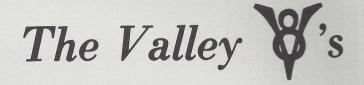


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SAN FERNANDO VALLEY CHAPTER 40 of the EARLY FORD V8 CLUB of AMERICA

P.O. Box 96 RESEDA, CA. 91335

PRESIDENT'S MESSAGE

Our January Board Meeting and regular meeting were both a success. Our 1981 goals to plan meetings and events which will attract a good attendance are off to a good start.

We are planning two events at this time which you will not want to miss.

For February we will have a mini-tour to RD Machine for a demonstration of the necessary machine operations to recondition a Ford flathead engine plus awalk -through tour of the personal garages and collections of John Busk and Ed Warnock. This tour is planned for Feb. 15th, and further details will be available at the Feb. meeting.

March 8th is the scheduled date for the fabulous Don Durkee-Santa Monica Mountain Tour. Don has already been spotted mapping the course for this one, and those of you who have made this trip before know how much fun it can be. Look for more details in the upcoming events column.

For our February meeting we will return to our highlighting of one early V-8 year car. John Powell will be coordinating this feature, and Don Dupree will bring in and talk about Chuck Misetitch's beautiful 37 Fordor.

Our speaker for this meeting will be Jack Miles. Jack will share some of his experience with Ford transmissions.

See You There.

Harry

UPCOMING EVENTS

Feb. 1: Valley V8 monthly meeting at Valley Federal Savings, Nordhoff at Roscoe Bl.

7:00 highlights of 1937 Ford 7:30 regular meeting begins

Feb. 8: Swap Meet. Huntington Beach at Golden West College

Feb. 15: Valley V8 mini-tour (details at meeting)

March 8: Don Durkee - Santa Monica Mountain Tour

Meet at Howard Johnson's at Calabasas Parkway offramp of Ventura Freeway.

9:00 Breakfast

10:00 Tour leaves

WANTED

For '46 Ford pickup
Dash knobs for light,
choke, and throttle
Hood trim for side and center
Swap later '46 tailgate
Don Dupree 894-7255

SECRETARY SEZ:

The following Fords were driven to the January 4th meeting:

Ernie Bailev '47 Pickup Frank Williams '40 Coupe Don Durkee '40 Convertible John Wedberg '32 Victoria John Powell '41 Coupe Chuck Temple '46 Tudor Gene Barr '36 5w Coupe '39 Dlx Coupe Rick Van Blair Bill Bover '34 Phaeton

The new year has started off in high-gear. Our new Prez, Larry Caplan, hosted the first board meeting on January 2nd. It was a smashing success with an unusually large turnout. Larry not only BBQ'd the hamburgers and gave us a "cooks" tour of garages, but also managed to find time to run a well organized business meeting.

The up-beat tempo of the board meeting was re-emphasized Sunday night. That is to have well attended meetings and tours, to make quests and prospective members feel more welcome at our gatherings. To accomplish this end we will have \$5 cumulative badge drawings, a telephone committee to remind members when our activities are to take place, and a welcoming committee to make new members feel more at ease with us. Several tours have been discussed such as the Durkee Santa Monica mountain tour a Glendale park tour, an overnight tour (possibly Solvang), and comming up soon - our very first brunching garage tour which will include the collections of John Busk (he said something about Bloody Marys) and Ed Warnoch and a tour of Ron Dunlop's machine shop (how to rebuild your flathead)



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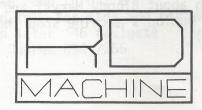
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DITZLER



8726 Remmet Ave Canoga Park, CA 91304 The "highlight" of the evening was the final episode (chapter 12) "The Fatal Whisper" in which Burn-em-Up Barnes miraculously escaped the gun shots at the end of Chapter 11 to go on and apprehend the bad guys, save the business, get the girl and live happily ever after - thank God! Projectionist, Don Dupree says Morry Ekwell has another 12 chapter flick called "Hurricane Express" with John Wayne (when he looked about 16). If you're interested in having it shown this year tell Prez; he needs to make the decision because it costs the club \$20 a chapter to use it.

Thanx to Cal Auto and Canoga Auto Parts another batch of goodies was raffled off to help the club treasury. Larry Caplan filled in the remainder of the evening with some slides of the Christmas party at Nob Hill (do we want to change it this year?) and show-and-tell about cam shafts with several samples of both stock and racing varieties.

Next month we'll continue where we left off (with Don Ashworths '36) and have a pre-meeting parking lot presentation of 1937 by Don Dupree (who will bring a real live '37 Ford).

See you there.

Shel Harriman

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NEW LIFE FOR YOUR GAS TANK

Everyone who has restored an old car sooner or later is faced with the problem of what to do with the gas tank.

Most Early V-8 have a tank made out of sheet steel of about 18 gauge. This sheet steel is plated at the factory with a lead-tin mixture, which helps with the manufacturing and keeps down rust over the years. This process is called "tern-plating."

The problem for the restorer occurs when water rusts the inside of the tank, causing many small holes to develop along with rust scale. Moisture which is present in the air condenses in the tank over a period of time and being heavier than gasoline, settles to the bottom of the tank.

But the V-8 owner wants to know how to fix the 40-year-old tank since NOS tanks are somewhat scarce. He also wants to repair the tank in a way that the appearance is not altered.

The first step is to remove the tank from the car and take out the sending unit. The best bet is to take it to a de-ruster, and get all rust and paint removed. If no de-rusting company is close by, take your tank to the local machineshop, and ask him to clean it in his Oakite Vat. When you get it back, wash it out good with water, and make sure all loose dirt, scale, gravel and rocks are removed. (Kids love to put rocks and sticks in abandoned car tanks.) Most V-8 tanks will have small pin holes

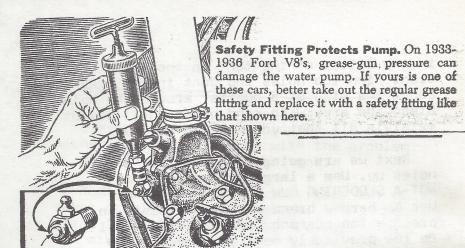
in the bottom of the tank in the lowest portion. Find the holes and dent in the area about the size of a quarter around the hole. Clean the area with sand paper until bright metal is all that you see (no rust!).

Next we are going to solder all the holes up. Use a large soldering iron-NOT A SLODERING GUN and NO OPEN FLAME! Use No Karode brand or similar paste to prepare the surface for soldering. Fill up the previously mentioned dents with solder. Make sure you heat the tank metal enough to melt the solder in order to get a good bond. When you have all the holes soldered up, you can use a metal file to finish off the outside to a like new appearance.

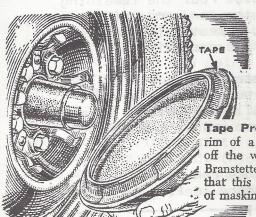
Now to seal the inside of the tank, get a gallon of Fuller O'Brien Zinc Chormate Fuel Tank Slushing Compound. Most V-8 supply houses stock this. Make some type seals to close up the neck of the tank and the fuel sender opening. Pour the gallon of compound in the tank and get a friend to help you shake the tank for about five munutes in order to coat the inside completely. Pour the remaining compound back into the can, and let the tank dry overnight. Repeat this slushing-drying operation three more times.

After you complete this operation, you can finish off the outside as you would any metal panel. Fill any dents or scratches wint filler, sand and prime, then paint with block enamel.

Many hopeless tanks can be saved with this process and a good looking product will be the result.



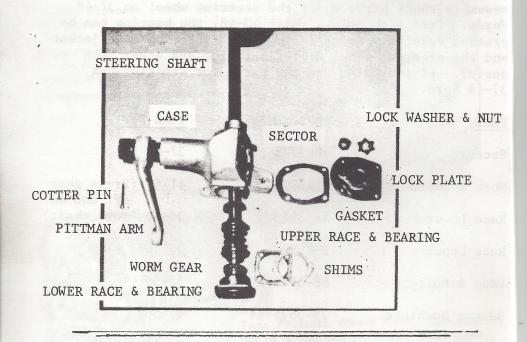
Rubber Prevents Paint Scratches. A short piece of rubber hose slipped over your screwdriver will protect wheel finish when you're removing hub caps. Slip the tip under the cap and slide down the hose as far as possible before you pry.



Worm gears on the steering shaft are getting hard to find and 90% of the time when you open up a steering box you find the worm gear is breaking up on the surface. Ford still sells worm gears and shafts for 1941-1948 Fords. You can purchase one of these and press the new gear off the new shaft and press back on your old shaft. (it is best to use a press that is automatic so the gear goes on in one move, otherwise the shaft will freeze into the worm gear and the shaft will bend in half.) They sell for about \$20.00 at the Ford Dealership. The sector is also available. Instead of the rubber bushing inside the mass jacket, (remove these, they create alot of friction and do not keep the steering wheel centered) from Ford you buy CDDZ-3517A bearing plus B1AZ-35188 steering column bearing bushing plus B8A-3520-A Spring. You assemble these parts under the steering wheel on 32-48 Fords. Cars with column shift 40-48, the bearing can be pressed carefully about 1" to 1-1/4" into the mass jacket and the steering wheel will float free and steer much easier. Listed below are the parts for steering box 37-48 Ford.

PART	PART NUMBER	YEAR FIT
Sector	7RC3575	37-48
Worm & Shaft	11A3524	41-48 (Press gear off and on
Race Lower	8A-3553	37-56 your shaft)
Race Upper	B-3552	37–56
Cage & Rollers	68-3571-A	32-56
Sector Bushings	78-3576-A1	37–56
Seal (Victor)	49319	35-56

You can make a cover gasket and also you can buy the shims for the steering shaft bearing adjustment from Ford. Sometimes the tube that the horn wire goes through that is wedged into the bottom plate is cracked or broken and the grease will leak out if not fixed. Be sure to look close. If it is, the piece can be removed from the steel plate and the tube can be silver soldered back in place making sure that it is straight. Make sure that you put the bolts back in the same place that they came from. The shorter ones go on the cover because the long ones will bottom on the worm gear.



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- 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
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WE'VE GOT YOUR PART!



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