



The Valley V's

San Fernando Valley Chapter 40

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Vol. 2 No. 1

January 1972

Hello V-8ers:

This is our first news letter of the new year, and I would like to say that if we all pull together, we can look forward to bigger and better things for the coming year. Since our Chapters beginning six months ago, we have progressed to a worthwhile club with a good futur and a lot of fun for all. With most of us being strangers with one common interest, this club has brought all of us together to share and enjoy our hobby of V-8ing. I am sure everyone feels as I do that we have a fine membership with a good chance of meeting more people with our same interests.

Doug Peterson (Editor)

Eight years ago when I bought my beat up 34 pickup, I was asked by a friend, Why would you ever want a thing like that? My answer was simply I've always wanted a 34 truck. If I were asked that question now, my answer would not be so short. I have enjoyed being a V-8er from the first day I bought my beat up truck. I was as proud of that old scrap heap as I would of been with a brand new car. I had visions of how it would be when it was finished. That was eight years ago and I'mstill not finished. I have enjoyed every minute of owning my truck. Not knowing anyone with an old car, I didn't know where to find parts. I went to junk yards from Fresno to Mexico and scrounged every where else I could think of. Just finding parts has got to be a fun experience in itself. Next comes the tear down. You can't start from the outside and work in, so down it comes right down to the bare frame rails. The reincarnation is about to begin. You are cheating the scrap pile of another victim of time. Everything is apart, so nows the time you refirbish each part separably to a new condition. Nothing goes onto those newly lacquered frame rails unless its just like the factory had it. With many long hours of hard work, she starts to take shape. What you think should take a day, takes a week, but you're happy because you did it and it looks good. On and on it goes one piece after another. It seems as though you'll never get it on the road, but yet even with all the hard work, time and money spent I can look back and say I had a good time bringing it back. Now that my truck's on the road again I have pride of ownership over any new car on the road. No new caddie or continental ever gets the looks of envie that I get with my little black iron. Driving down the road sitting high in a narrow cab looking out over a slim hood is an experience in itself. Knowing you have a vehicle that doesn't depreciate isn't exactly disappointing either. Joining this club is just another part of enjoying my 34 as now I can be a part of the activities with other members that have been doing the same as I.

Doug Peterson (Editor)

Our last meeting was not held in lue of a Christmas breakfast and a tour. On the morning of December 19th 1971, Five V-8's sat outside the doors of old San Fernando Mission. After chatting about Fords for awhile we were off like a shot. First stop Tips Restaurant and breakfast. There were all of twelve people, but it was very enjoyable. For one reason or another all parties could not continue, so we split up after breakfast, and some went home. What was left of our tour was three lonely Fords driving out into the wilds of Bouquet Canyon and surrounding country side. I must say it was an interesting outing with ideal weather, but certainly cannot be classified as a club tour due to lack of participants. Here's hoping for a better turnout next Christmas.

EDITORIAL BY PRESIDENT JIM ROWE:

Where do you stand?

Once again, we are faced with the perplexing question of should we or should we not admit '41 - thru '48 Fords into the club. The last time this question was placed before us it was defeated, and the club at large on a national basis, was divided about 50/50.

Some say yes, let them in because they are a part of the flathead era separated from us only because of the war -'41-'45. Others say no, keep them out because our club was founded only for '32 thru '40- why not wrap up the entire package with the later '49 - '53 flatheads?

No matter where you stand, the matter having been voted upon one time by the national membership, is now going before our elected board officials. Just as we have elected officials in government office who represent us in local matters, our club officers will represent us with their vote on the '41 - '48 matter. This is called Democracy.

Several regional groups have been squawking that they don't have a voice in the matter. The vote is being decided by a small "clique" of elete members. To this I can only say - "Get your heads out of the sand!!

Where were you when the issue was voted upon two years ago!? If you don't care for the opinion of your board of directors, then vote for a new board next term, but don't send your petty post cards and petitions out without first locating and discussing the facts.

As for our S.F.V. Chapter, we are divided about 50/50 on the matter, but I can assure you we will abide by whatever decision the board makes.

It's been a while since we've seen our activity chairman and to my knowledge there are no activities in the fire right now. We have the good fortune of being surrounded by many points of interest. If you have a suggestion, bring it up at the next meeting. Here are a few that come to mind right now.

Movieland cars of the stars
Briggs/Cunningham Motor Museum
Disneyland
Knotts Berry Farm
Warner Bros. Studios
Santa Barbara Mission

Japanese Village
Marineland
Magic Mountain
Queen Mary
Ford Assembly Plant
Chevie Plant?

Another recruiting day at Balboa Park.

NEXT MEETING: Sunday January 16th 7:00 pm. Valley Federal Savings and loan 9055 Reseda Blvd. Northridge, Calif. This is located at the corner of Nordhoff St. and Reseda Blvd. Refreshments available. Bring a friend. Ed Hardin is bringing a friend who is a representative of Franz Oil Filter Co. Mr. Al Thomas is the man and he is to give a talk on this very necessary item for your car. I understand we can also get a price break if you wish to buy a unit for your car or cars.

MOVIES - SLIDES! For a more informative meeting, any of you who may have movies, photos, or slides of our activities of V-8 cars in general are invited to bring them to the next meeting to enhance our social time.

GOODIE TIME: Have an interesting goodie or accessory for your V-8? Why not bring it to the next meeting with you, and give us a little historical background. Literature would be of great interest too.

LETTERS TO THE EDITOR We all know how hard it is to get someone to write a letter, but what do you think it's like to write a publication without information? Lets hear from you guys and gals. I'm sure there is an interesting story to go with everybody's car. (and I'll bet you gals can fill in some of the better details too.) Send your story to: Doug Peterson 18909 Malden Street Northridge, Calif. 91324

SHOW AND TELL: Are you a gifted craftsman? Even if you only work away on your V-8 on weekends, you may have solved a problem with painting, sanding upholstery, electrical hook-ups, ect., which may benefit the other members. How about showing your ideas and findings with us? Next meeting maybe?

R AND C GONE: As those of you who have been keeping up with the current change (merger) of R & C into Hot Rod Mag. have noticed, they finally cut out R & C down to a one page column. Needless to say, except for the quarterly publication, R & C is gone. You might try writing a post card or letter into Peterson Publishing to let them know how you feel. - It could make a difference!

HENRY'S HISTORY The first "genuine" Ford radio was introduced late in 1932 as an accessory. The outrageous price was \$49.50 - installed.

May, 1936 - Ford Motor Company completed the building of three million trucks and commercial cars. This represented 1/3 of the total number that had been built since the start of the industry.

GREAT V-8 PARTS CATALOGS: You may be interested in ordering a parts book of your own. Heres how you get one.

J.C. Whitney Co. - 1917 Archer Ave. Chicago, Ill. (.25¢)
Gas Light Auto Parts - P. O. Box 291, Urbana, Ohio 43078 (.50¢)
Joblot Automative - 98-11 211 th St. , Queens Village, N.Y. 11429
(\$1.00 refundable with purchase.)

BIG ROSE BOWL SWAP MEET Want to make a quick buck? Last October at the first annual Rose Bowl Auto and Motorcyclē Swap Meet Jim Rowe and Paul Meske made nearly \$200.00 in four hours in the pouring rain! Almost 4,000 eager buyers had to be turned back! Ot was so successful that Sunday, Jan. 23rd it will be staged again. Spaces are only \$5.00 for all day, and if we get 2 or 3 club members together, think of the display we could have!! Call Jim at (213) 345-1729 for full info.