



The Valley V's

San Fernando Valley Chapter 40

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President.....Don Durkee
Vice-President..Ed Warneck
Secretary/
Treasurer.....Jim Rowe

Director....Gordie Chamberlin
Activities..Jack Miles
Editor/
Historian...Paul Meske

JULY, 1974

PRESIDENTS MESSAGE

August is upon us, that means two-thirds of 1974 is gone. So lets get our thinking caps on and be thinking who will be our new 1975 officers. These officers will be nominated in October and elected in November. That way at our Christmas party we can celebrate the old out and the new in.

Our editor, Paul Meske, is on vacation so Mary and I are doing the news letter this month, but being the GOOD editor he is, Paul left with us enough material to write two news letters. Therefore that makes the job much easier and rather enjoyable. So in the future if you have any material for your editor PLEASE send it to him, he will appreciate it.

For the fun part of our August meeting Gordie Chamberlin has three reels of films on the 1950 Ford. Don Dupree has volunteered the use of his 16mm movie projector, many thanks fellows!

In the past few meetings we have had lots of V8s in the parking lot, keep up the good transportation felks.

Don L. Durkee

JULY MEETING

Once again there were a group of early V-8 iron which pulled into the Valley Federal parking lot for our chapters July meeting. The cars which were lined up for all to inspect were:

1947 Ford-Phil Nerdborg, 1938 Ford convertible-Al Lioy,
1939 Ford Dex. Coupe-Andrew Lilley, 1936 Ford Cabriolet-
Don Durkee, 1936 Ford 5 Window Coupe-Ron Aid, 1940 Ford
Dex. Coupe-Ed Pape, 1951 Ford Convertible-Harold Selson,
1934 Ford Cabriolet-Don Dupree, 1939 Mercury 4 dr.-Bill
Culp, 1947 Ford Sportsman-Gordie Chamberlin, 1932 Ford
Sport Coupe-Dave Lewis.

This turnout of early V-8s is fantastic and every member is encouraged to drive there favorite V-8 to the meetings.

The monthly raffle was another tremendous success with many of the items donated again by Cal-Auto Parts. The refreshments were very tasty and we thank the gals who baked them, Mrs. Jack Miles and Mrs. Don Dupree. Your editor only get to have two cookies--everything went so fast. They were my favorite--chocolate chip! These who hesitate-----!

Color slides of several car events were shown by Paul Meske. Gordie Chamberlin brought slides of his collection of Ford goodies. Thank you for an entertaining display Gordie.

The club was invited by Don Dupree, who is a member of the Model T Club of America, to go on a joint tour with the Model Ts to San Francisquite Canyon. More about this later on.

NEW MEMBERS

Our chapter extends an enthusiastic welcome to Ren Aid of Reseda. Ren owns a 1936 Ford Coupe and 1941 Ford 4 dr. (Ren drove his very nice '36 to the July Meeting) The chapter also welcomes Al Spencer of Sherman Oaks. Al is in the midst of restoring a 1940 Ford station wagon. Glad to have these Ford enthusiasts aboard!

THE TOUR*FROM T's to V-8s

July 14th dawned a beautiful clear day in Thousand Oaks where I debated to myself about whether or not to take my 1939 Ford on its maiden tour. At 8:00 a.m. after cleaning it and washing windows I told my wife that I was going to drive it. I threw tools, oil, jack & camera in the trunk and started out. I drove at a reasonable speed through Simi Valley to San Fernando Valley, down Devonshire to the San Diego Freeway and out to Rexford and Denny's restaurant where all were supposed to meet. The flyer which had been sent out asked that the V-8s meet at Balboa Park at 8:00 a.m., but as I left home at 8:00 a.m. I drove directly to Denny's. As I drove into the parking lot I saw one lone V-8 (Ted Martins 1936 Ford Coupe) amongst several model Ts. Soon, however, Don Durkee and his family came in their 1940. Shel Harriman drove in with his 1932 Ford Victoria. Then Don Dupree came in with his 1934. In addition to our five V-8s, there were a 1932 Buick, a 1934 Olds. 4 dr. sedan, a 1926 Franklin (air cooled engine) and a couple of Model A's. The Model T's were looking good. Well, about 10:30 we started out. All counted there were 31 old cars on the tour. What a sight seeing all these old cars. The pace was rather slow and the tour went through Newhall/Saugus and out into the canyon. What a road which finally ended at the power house park. All the V-8s overheated, but not drastically. Along the way we were joined by a 1938 Ford Dex. 4 door and another T. The Model T folks began setting up all the food while many of the kids went swimming in the old swimmin hole. Many of us went out with the cars to do a little tire kicking. Yours truly took his camera and went about snapping pictures of the cars. Then the call to come and get it rang out and we all lined up to walk along tables laden with delicious picnic things. My diet was shot to hell that day. Everything was perfect. I think I was the first to leave but I had to get home early, but I do imagine the rest of the afternoon was just as great as the morning. For those of you who didn't make this short tour--you missed a fun day! The total mileage put on my '39 that day was 140miles. I'm confident that it will make the San Diego trip okay now.

WESTERN REGIONAL MEET

Sept. 20, 21, 22 is SAN DIEGO. We have received a letter from Jay Harris of the San Diego Regional Group concerning the meet. If you intend to go to this event and attend the various functions, you MUST SEND IN THE PRE-REGISTRATION FORM. (The one in the V-8 Times) by AUGUST 15th. If you don't you will be out of luck if

you wait until the last moment you won't be able to attend some things. So--prevent disappointment and send in that form today. If you don't have one we have them--ask for it at the August meeting. Don't be sorry! Also, there will NOT be a big swapmeet due to sales tax problems at the Bahia, therefore, what can be bought and sold will be from shoe boxes (small goodies) in your hotel rooms. Don't expect to see alot of swap parts.

HOW I BECAME A '40 LOVER

I was just out of high school, 1958, and was working in a Ford garage as a lube man. My friend had just blew up his engine in his very clean original black '40 tudor with perfect body and very good interior. The junk yard was only going to give him \$25.00 for the '40, he asked me if I wanted it for the \$25.00 because he was going to buy a '57 ply, 2 door. Well for \$25.00 I couldn't lose too much money, so I bought the car. I started to look for a cheap engine one night after work. Driving by a farmers yard I saw a '49 Ford 4 door sitting behind the barn. Therefore I stopped to ask him if he wanted to sell the '49. Well he said it wasn't worth too much money because it needed a new clutch and his brother wanted the rear end. He sold me the motor and the overdrive transmission for \$10.00. At that price I couldn't take any chances of losing the deal so I went to town and get my company wrecker and went back to the farmers yard. By this time it was about 7 p.m.. The farmer told me that he thought it would take all day to get the motor out and I should come back tomorrow, but being excited over my purchase I convinced him I would start on it anyway. By 9 p.m. with the help of a friend and a flash light we had the engine and transmission hanging on the back of our wrecker going home. On the way back to the garage a man stopped me on the road and wanted to know what I was going to do with the overdrive transmission. I said it was for sale for \$35.00. He said he needed it and bought it!

So now I have a free car, good engine and \$10.00 extra. I put the engine in the car and sold the car and took a \$50.00 deposit from a Navy man who got transferred and never came back for his deposit or the car. So I kept the car for a couple months and finally sold it for \$125.00 cash. That's when I first became a '40 lover. From that day on I started to look for 1940 models and in 1960 I married a 1940 model. Then in 1961 I bought my first '40 convertible for \$400.00. I brought to California from Iowa and sold it in 1965 for \$400.00.

In 1971 I was lucky enough to find another '40 convertible just like I wanted for \$2000.00 and thought I paid a fortune for it. In 1972 I wrecked it beyond repair. Then I set out to buy another one and found out prices had doubled so that's when I decided to build the 1940 convertible I now have. I will be a '40 FORD lover forever.

Don L. Durkee

Here is another poem written by your editor which illustrates his personal feelings about traffic.

TRAFFIC

Can you believe all the traffic today
While driving along on the busy freeway?
The speed limit was lowered to a safe 55
To reduce gas consumption and to keep us alive.
To signs that state the limit, no one pays heed
And big cars pass by you with fast and great speed.
Oh, do you think that it may be too late
To return to these days of the Early V-8?
The speed limit then was just 45
And driving that Ford made you feel really alive
And the mileage you got per gallon was good
From the V-8 engine purring under the hood.
So today as you drive in that big modern car
Remember those times when you could travel far
In that coupe or sedan; a smile on your face
As you rambled along at an easier pace.
And when you're disgusted; fed up with it all
Think back to the days you sat straight and tall
Cruising the roads and not at all bored
Enjoying the drive in your V-8 Ford.

Paul Meske