



The Valley V's

San Fernando Valley Chapter 40

PRESIDENT'S MESSAGE

For our monthly meeting of September 1, 1974 we will have a short general meeting which will begin at 7:00 P.M. SHARP. We would like to have EVERYONE THERE ON TIME. At approximately 7:30 P.M. we will embark on a short early evening surprise tour. This will be a good time to check out that early V8 in preparation for the tour to San Diego later this month. A part of this tour will include a stop at a nightclub. The tour is one which will appeal to all adults. We want to see all the early V8s at this meeting which were at the meeting last month. It was certainly pleasing to see those 19 cars lined up in the parking lot.

SAN DIEGO*** We will meet at Balboa Park on that Friday morning at 8:00 to 9:00 A.M. for the purpose of touring as a group to San Diego. It is IMPORTANT that we leave at 9:00 A.M. as we also plan to tour south with the Southern California Regional Group. We, as a group, will meet with this group at 10:00 a.m. at Cars of the Stars in Buena Park. So, if you want to participate in a drive to San Diego with upwards to 50 early V8s, let's be there at 10:00 a.m. This should prove to be a fun filled day and with all those cars, we are sure to make a great impression with the San Diego Regional Group upon our arrival there at the Bahia. Let's see you all Sunday night, September 1st for a fun evening. To the ladies we asked to provide refreshments--- PLEASE DO NOT bring them for the September meeting but bring them for the October meeting. Thank you.

Don Durkee

TOUR TO THE ANTIQUE GUILD AUGUST 25th

Four early V8s followed by four modern cars left Balboa Park at 10:00 a.m. and toured to the Antique Guild in Los Angeles. The tour was led by Harold Selson in his 1936 Ford 5 window coupe. Following were Phil Nordberg in his 1947 Ford tudor, Andy Lilley in his nice 1939 Ford coupe and Don Durkee in his 1940 Ford convertible. The arrival time at the Guild was about 10:45 a.m. The tour through the building revealed that it was packed with antique furniture and dishes. This building houses the largest collections of antiques in one place in all of California. Like old classic cars the prices on the antiques were BIG BUCK. There is a large turnover of antiques as these items move. You will not see the same things from week to week. We stayed until noon and had lunch. Afterward, some members went home and some went to visit Automotive Classic car sales in Santa Monica. As it was closed we window-shopped. Inside- a 1939 Ford convertible for \$8,500.00 There was a nice park nearby and after a short stroll we toured home. There were no problems with any of the cars and it was a very nice day for the tour.

WHATS BEEN HAPPENING

If you attended the August meeting at Valley Federal in Northridge you had the opportunity to see a car show. There were 19 early Fords and Mercurys lined up in a row in the parking lot. These cars caused a mild sensation in the general public as several walkersby and others in cars cruised the parking lot. If you kept tabs (as I did) on what was there you saw Gordin Chamberlin's 1947 Ford Sportsman, LeeRoy Lienemann's 1939 Mercury Coupe, Dave Lange's 1939 Mercury 4 Door Sedan, Phil Nordberg's 1947 Ford Tudor, Harold Selson's 1936 Ford Coupe, Chip Werstein's 1937 Ford Phaeton, Don Durkee's 1936 Ford Cabriolet and 1940 Ford Convertible, new member Jeff Marin's 1937 Ford Coupe, Dave Lewis' 1932 Ford Pickup, new member Bob Haddad's 1940 Ford Coupe, Ron Aid's 1936 Ford Coupe, Don Dupree's 1934 Ford Cabriolet, a 1941 Ford Pickup and a 1940 Ford Coupe (both which left early and I didn't catch the names of the owners), Bob McCullogh's 1940 Ford Convertible, new member Bill Culp's 1939 Mercury 4 Door Sedan, and (last but not least) Shel Harriman's 1950 Ford Convertible. While the movies of the 1950 Ford were being shown, your editor was in the parking lot making up this impressive list of early iron and answering many questions from the people who ventured in from the street.

Our raffle of one item, a jacket with the 1932 Ford front embroidered on the back of it, went well with the lucky winner being Harold Selson (who really takes a large and not a medium). Wonder what he plans to do with that prize?

We were fortunate to have a special guest attend the meeting. Gordie Chamberlin introduced Lorin Sorenson who has been many things for the Early Ford V8 Club of America. Lorin has been editor of the V8 Times, and more recently, editor of the Ford Life magazine. Lorin made the announcement to our members that Ford Life will be discontinued because of rising costs of paper and labor. He also announced that he will be coming out with a hardbound book on the history of Ford. We will be looking forward to this special book.

The members are asked to be thinking of a couple of things in the near future. One is the nomination of our clubs officers, and the other is the planning of our annual Christmas party. Last years party was a tremendous success and Ed Warnock says that the people at Saddlepeak Lodge will welcome our return if we decide to hold it there. Lets get the party thing settled before time slips away.

NEW MEMBERS

OUR ever growing chapter welcomes FOUR early Ford enthusiasts to its ranks. The following individuals signed up and paid their dues at the August meeting. We are glad to have BOB HADDAD, who owns a very nice 1940 Ford Standard Coupe; Jeff Marin, owner of a 1937 Ford Coupe; Bill Culp, who drives a 1939 Mercury 4 Door Sedan; and Bob D'Angelo, who owns a 1940 Ford Opera Coupe. Bill also is the owner of a 1936 Ford 3 Window Coupe. Bob also has a 1940 Ford 2 Door Sedan and a 1934 Ford 5 Window Coupe.

Almost Forgot!!

One of the cars which drew considerable attention the night of our August meeting was a 1936 Ford Sedan Delivery which belongs to ??? (a guest brought by Chip Werstein). This is a rare model, and this car was very ^{nicely} done as a street rod.

THE V8 FEVER

My old friend named Bill
appeared rather ill
as I asked 'bout his V8.
He looked at me sadly
but I didn't feel badly
Perhaps, this was the date!

How I yearned for his car;
Each week I'd driven far
to spend hours and hours with Bill.
We talked about Fords
and never got bored;
His stories were really a thrill.

Bill's car's an original '34
and there through the door,
it stood all covered with dust.
He told me a sad tale;
Said the V8 was for sale,
Curiosity was making me bust!

He had bought the Ford new
and had met a girl Sue;
They drove that Ford many a mile.
Sue became his wife,
and enjoyed a good life.
It had been full of both frowns and smiles.

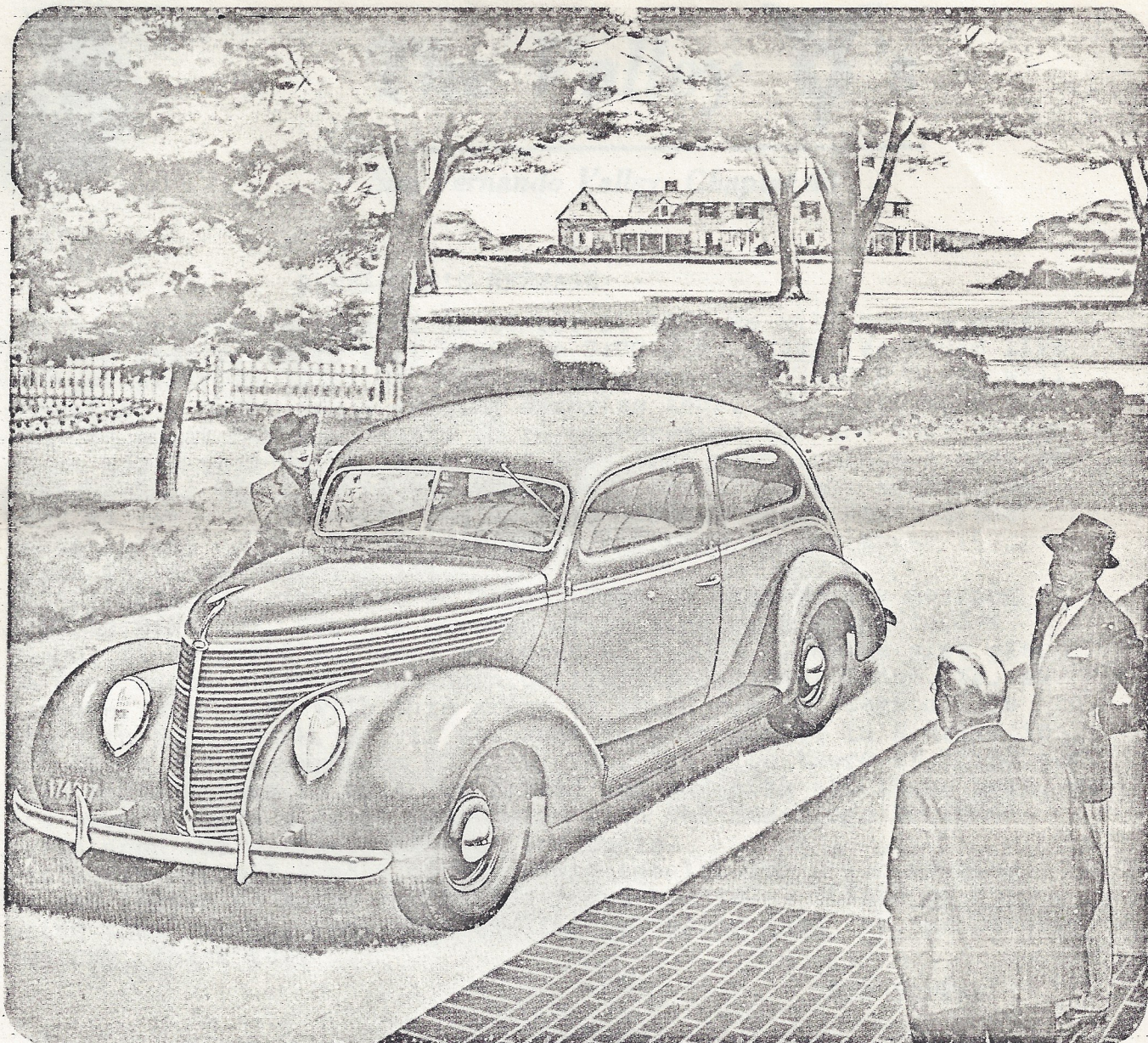
Now, Bill's 'bout 70 years old
and says that the car will be sold;
I want it so bad I can taste it!
They had taken his license away
on that particular day;
Bill says- it's yours, but don't race it.

Now, this Ford fills me with pride,
and each time I climb inside
I get small shivers and shakes.
Something is wrong, could I be ill?
It's the V8 fever, I have it still.
It's contagious, if you like Ford V8s.

Paul Meske

** PARTS & CARS- WANTED & FOR
SALE **

- FOR SALE--- 1936 Ford 2 door sedan FASTBACK
90% restored- needs interior.
Chrysler Imperial chrome wire wheels.
New belted white wall tires.
21 stud '36 engine- fresh rebuilt.
New radiator, rebuilt transmission, etc.
If interested-- call BOB HOWELL after 6:00 p.m
at (805) 647-0241
- FOR SALE--- One pair of 1933-34 rear fenders for sedan.
Excellent condition. \$80.00 for the pair.
One pair of 1933-34 front fenders. The right
front is in good condition. \$50.00. The left
front is in very good condition. \$70.00.
One rear bumper of a 1938-39 Ford Sedan Delivery.
Mint condition. \$50.00 or trade for 1934 bumper
in like condition.
Call LARRY STOCKER at (805) 525-5165
- WANTED----- For a 1934 Ford Pickup- stock dash, ovals for
Ford script for hood, gas gauge, starter foot rod,
and ??? CONTACT DAVE LEWIS c/o Hollywood Sports Cars
5677 Hollywood Blvd. Hollywood, Ca. (213) 464-6161
if you have these parts for sale or know where Dave
can find them.
- WANTED----- For 1935-36 Ford. Metal floorboard, firewall, drive-
shaft and torque tube. Call SHEL HARRIS at (213)
398-3151 if you have these items for him.
- WANTED----- For a 1934 Ford Victoria. Trunk cover & bellows,
Columbia 2 speed or parts. Please write to
GEORGE MARSHALL 320 East 18th St. Brooklyn, N.Y. 11226
if you can help him locate these items.
- WANTED-----, For a 1937 Ford coupe. Original headlamp or parts,
Left rear shock absorber (good condition or NOS).
Right hand tail light assembly (bracket to lens),
Radio glass, Instrument light switch with knob,
Cigar lighter with knob, Grill emblem V8 85, Roof
antenna (complete), Door panel for right side, Four
bumper guards. Contact Jeff Marin at 8708 Owensmouth
Ave. Canoga Park, Ca. 91304 Apt. 15.
- WANTED----- One 1937 Ford steering box. Call Chip Werstein
at (213) 887-5436 if youve got one or know where one
is.
- WANTED----- I'M looking for a Ford or Mercury Station Wagon, 1946-
1948. The motor need not be there, but the wood must
be good and I'd like to have all the seats. If you have
one or know where one can be obtained, call Paul Meske
at (805) 492-3027.

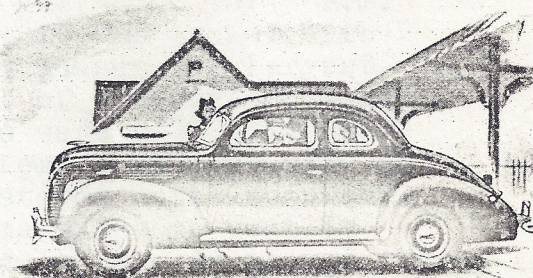


And you'll even like the price tag!

You'll like the 1938 Standard Ford V-8. It's a better car in many ways than the 1937 Ford V-8 which was bought by more people than any other make.

You'll like its clean, new curves . . . its neatly tailored interiors . . . the easy way it starts and steers and stops. You'll like the privilege of picking the V-8 engine size you need . . . 85 horsepower for unusually high performance . . . 60 horsepower for unusually low operating cost. (Hundreds of "thrifty 60" owners report averages of 22 to 27 miles a gallon—or even more.)

Best of all, your liking for the Standard Ford will include the price tag! It is priced low—even for 1938—and its prices cover equipment for which you have too often had to pay extra. . . . You'll save money the day you buy your Standard Ford V-8 and every mile you drive it. You can bank on that.



The De Luxe Ford V-8 is built on the same chassis as the Standard, with the same basic Ford features. It has richer appointments and a little more room in the sedans. Above is the Club Coupe, a popular model, which seats five people inside.

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