



The Valley V's

San Fernando Valley Chapter 40

VOLUME 4 NUMBER 11 P.O. BOX 96 RESEDA, CALIFORNIA 91335

NOVEMBER 1974

WHATS BEEN HAPPENING!

Could you believe your eyes? I couldn't, but it was true. Twenty one early V8s lined up majestically in the parking lot of Valley Federal on our last meeting night. What a tremendous cross section of early Ford and Mercury products on display! There were the usual questions from interested people who came in from the street about our "convention" and "car show". What could be better publicity for our chapter? This display of cars is the best we know of for a monthly meeting. Keep up our new image! Drive that early iron to the meetings! Doesn't it make your heart beat a bit faster when you see those EARLY V8s? Mine does.

Ralph Hubbard, member of our chapter and guest speaker, described quite knowledgably the types of upholstery our early V8s originally had. Ralph illustrated how certain problems regarding materials come up and recommended a couple of sources for obtaining material. One point he stressed was to check in your car for an original piece of material which has not been exposed to the elements; ie. under a seat cover or under a window frame. We thank Ralph again for a very informative talk.

Slides of the recently concluded Western Regional Meet were shown by Paul Meske.

PRESIDENT'S MESSAGE

I want to thank all who have driven their early V8 to the meetings. One of the most beautiful sights is to stand on the stairs of Valley Federal and look down on 21 good looking V8s. That is what we saw at our last meeting. Your V8 does not have to be restored to drive it to a meeting. In fact, I enjoy an unrestored car better because you know what kind of life it has had.

Just returning from the ALL FORD PICNIC and I'm happy to say that it was another successful event. There were approximately 250 cars there from Model Ts to T Birds. It sure brought back high school memories to see a good number of the 50s vintage cars there too.

This coming meeting will reveal the results of the chapters election. Our speaker, Al Spencer, will talk about early station wagons or "woodies" which is something we have not heard much about. This would be a good meeting to bring the wife as woodies make good family cars. See you all at the meeting!

Don Durkee

NEW ADDRESS

If you haven't already noticed the heading of the newsletter, the chapter has a NEW address. It is-- Valley V8s P.O. Box 96 Reseda, California 91335. USE IT.

A QUOTE

" A fanatic is an extremist we disagree with. When we agree with him we call him an enthusiast." Do ya'll think that this applies to early Ford V8 club members?

EARLY V8s at the OCTOBER MEETING

1. 1936 Ford cabriolet - Mary Durkee
2. 1939 Mercury coupe - Lee Roy Lieneman
3. 1940 Ford convertible - Don Durkee
4. 1939 Ford std. tudor - Paul Meske
5. 1937 Ford phaeton - Chip Werstein
6. 1939 Ford dlx coupe - Andy Lilley
7. 1947 Ford tudor - Phil Nordberg
8. 1936 Ford sedan del - Andy Tarlow
9. 1941 Ford p.u. - unkown driver
10. 1936 Ford 5w coupe - Harold Selson
11. 1938 Ford dlx fordor - Ralph Hubbard
12. 1947 Ford coupe - Don Lael
13. 1939 Mercury - unknown driver
14. 1940 Mercury - Mark Pallis
15. 1932 Ford - Dave Lewis
16. 1940 Mercury fordor - Floss Chamberlin
17. 1934 Ford cabriolet - Don Dupree
18. 1937 Ford tudor - Ted Martin
19. 1940 Ford std coupe - Bob Haddad
20. 1935 Ford cabriolet - Bob Wilson
21. 1950 Lincoln - unknown driver

CLUB KITTY

As you know, at each meeting we have a break with refreshments. There is coffee and something to eat fr all there. The various cakes, cookies and other delectable goodies are voluntarily baked by the wives of members. We would ask that you donate some appropriate amount for the refreshments you have to help YOUR chapter's financial situation. THANK YOU FOR YOUR GENEROSITY!

NEW MEMBERS

We all extend a warm and big HOWDY to some early V8 enthusiasts who joined our growing chapter in October. By joining in October, they become our first paid members for the new year 1975. They are BRICK PRICE of Topanga who owns a 1932 Ford pickup; ED PAPE of Northridge who owns a 1940 Ford pickup and a 1940 Ford dlx coupe; and JOHN BUSK of Canoga Park who owns a 1934 Ford roadster and a 1936 Ford cabriolet.

VALLEY V8s CHRISTMAS DINNER

Attached in this newsletter is ALL the information concerning the coming event. PLEASE read this flyer carefully and respond. Last years dinner was a tremendous success thanks to the Durkees and the Warnocks. This year should be better yet with our present membership at 57. Ya'll come now, ya hear!

Another V8 poem (perhaps the last) from me, your editor.

THE JOURNEY

It was during the winter of '38,
The snow was deep on the ground.
Dad came home from work one day,
To tell us we'd be westward bound.

We were going to California,
And we all thought it was great.
But where would we fit, with the luggage;
In the car, our new Ford V8.

Dad had recently purchased the car.
It had whitewalls and smelled so new.
The inside was mohair, the radio nice,
And the color was Washington Blue.

So Mom and Dad and sister and me,
After all the packing was done,
Sat on those spankin' new mohair seats,
And dreamt of that California sun.

We started the journey, spirits were high,
While the weather, well, it started to snow.
But all of us were cozy and warm,
in our car- outside it was 5 below!

Dad drove the V8 during the day.
We slept in motels at night.
The weather began to get better,
And the countryside; what beautiful sights.

After two weeks of driving and 3000 miles,
We arrived in the sun drenched state.
I'll remember forever, the journey,
In our car, that new Ford V8.

Paul Meske

CARS & PARTS WANTED & FOR SALE

Car Wanted: 1939 Ford tudor standard sedan. also, for sale:
1935-36 Banjo wheel. Two 1936 radios without heads.
Call-- AL LIOY 213- 842-4118

Cars For Sale: 1936 Ford 5 window coupe. Complete- \$600.00. Less
engine and trans- \$495.00.
1935 Ford cabriolet convertible. Body complete on
'40 frame. \$450.00.
Call-- ED WARNOCK 213- 346-7882

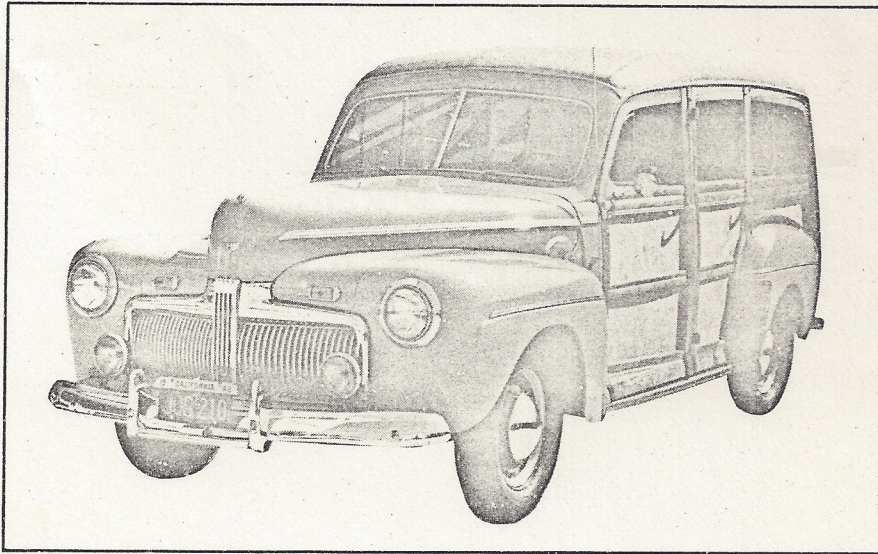
Parts for sale: 1940 Ford bumper, \$10.00. 1936-39 16" wheels, \$4.00
each. 4 wheels for car which has a V8 60 hp, \$4.00 each.
1932 California license plates, matched pair in very good
condition, \$17.00. 1939 Ford body stainless, (4 door)
\$3.00 each piece. 1939 Ford deluxe nose piece with V8
handle in good condition, \$18.00. 1937 Ford radio with
very good head and speaker with antenna wire, \$50.00.
1939 Ford truck front spring, near new, \$15.00. 1940
Ford clutch and brake pedal assembly, new bushings-
\$12.00
Call-- PAUL MESKE 805- 492-3027

FINALLY A DEUCE

by
Don Durkee

Recently at the Ford dealership where I work, they hired a young lad from Minnesota. I didn't get to know him until one day I drove my '40 convertible to work. He came over and started to talk to me about old Fords. He stated he owned a 1932 Ford cabriolet. Well, I was never too interested in '32s because I always thought they were kind of high buck (if you know what I mean). That idea was just changed. This fellow John said he was going to sell his '32 cabriolet because he didn't know how to get it out to California. You see, John had this car in high school back in the 50s when money wasn't too plentiful for a high school kid. John said the car had a perfect body but the original engine, a V8, smoked like hell. It smoked so bad that only the boys would ride with him. He got so discouraged with this smoker, he decided to take it apart and overhaul the motor. He lived on a farm at that time and asked his father if he could put the '32 in the barn to work on it. His dad, not being a mechanic, said he could but told him not to ask for help from him. With limited funds, John knew the project would take a long time before completion. So, he placed the '32 in the barn and put it up on blocks. After John and a mechanically inclined friend spent several weekends working on it they managed to get the engine and trans out. They took the engine all apart, let it sit, and waited for a day when he had enough money to put it back together. Well, that day never came. John graduated from high school. He had no money and no job, so he joined the Air Force for four years and sort of forgot about the '32. His dad just let the car sit in the barn. The car is 100% complete with a good body and the poor canvas top still on the car. John got

out of the Air Force in 1959 and bought a new '59 Ford galaxie 500. He also got married and had a family but never found the time or energy to get that old '32 out of the barn. John and his wife and children moved to California about two months ago. He told me that I could buy the '32 for \$300.00 because that was the best offer he had had in Minnesota. I would have to get it out here too. I told him that I would take it sight unseen! I told Mary about the deal and she agreed I should get on a plane for Minnesota and secure my purchase. I made my plane reservations and arranged for a transport company to move the car out to California. My wife took me down to L.A. International airport. The noise from a big jet overhead woke me up and made me realize this was just a dream.



1942 Station Wagon (21A-790)

How many "\$5,000 cars" can you name today?

NOT SO MANY YEARS AGO, every community had its families who paid four, five, or six thousand dollars for their motor cars.

Some of the makers of those cars are still in business today, and making finer cars now than they have ever made. But their highest-priced cars today sell far below those prices of a few years ago.

The cost of quality in motor cars

has come down a long way. We take occasion to point that out because we at Ford have probably done more than anybody else to bring it down.

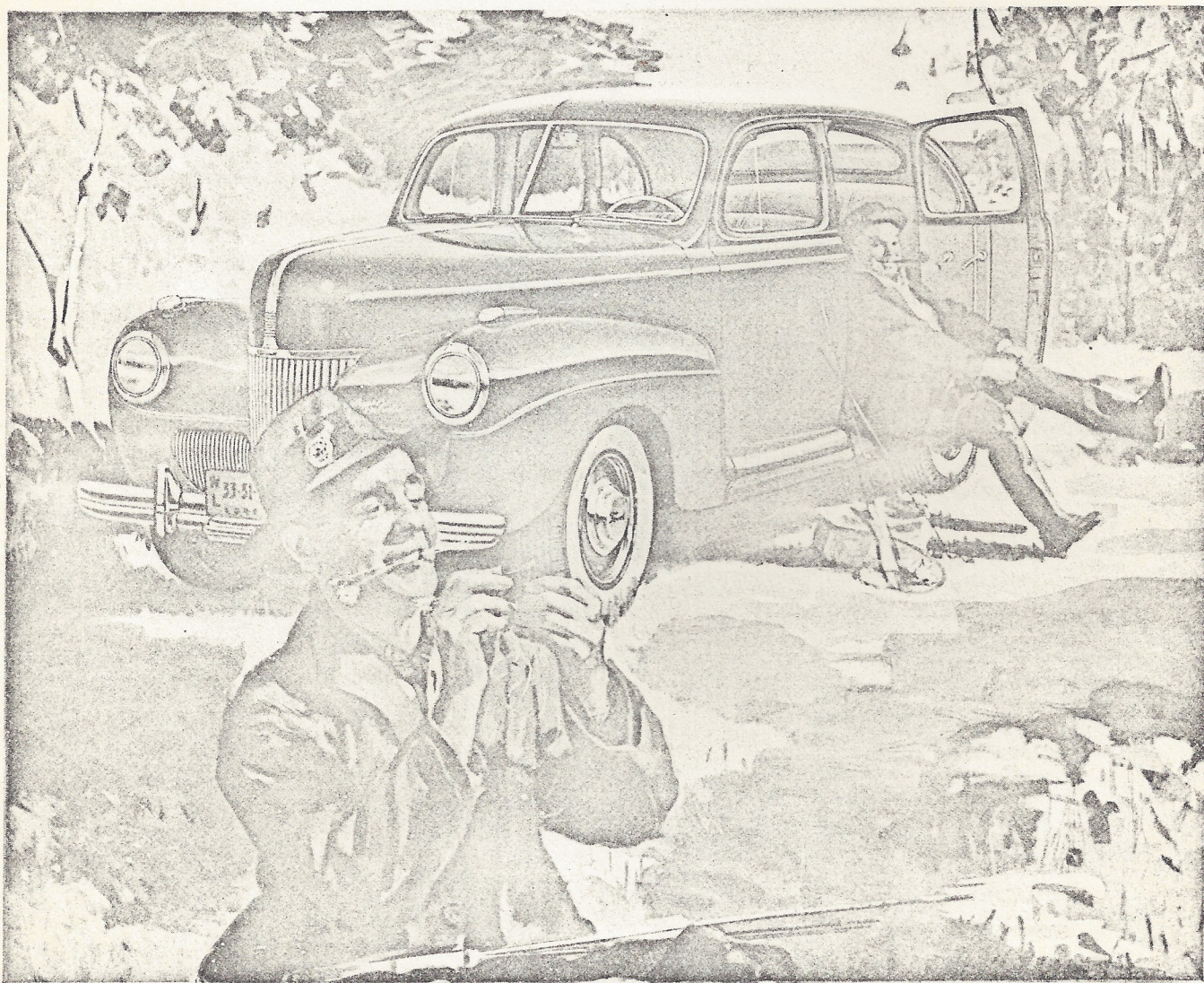
We have done it by refusing to believe that a low-priced motor car has to be inferior to a high-priced one in the quality of its design, construction, or materials.

Out of this conviction up to now have come nearly 29 million Ford

cars—each of them a finer car than it had to be in terms of any standards for its price when it was made.

Out of this conviction, it has become possible for the low-price car buyer to have the type of engine that only the most expensive cars had before.

Through 38 years we have earned for the Ford its title of Quality Car of the Low-Price Field. And we shall keep on earning it from here.



Some Ford Advantages for 1941:

NEW ROOMINESS. Bodies of the big 1941 Ford are longer and wider this year. Front seating width, for instance, is increased as much as seven inches.

SOFT, QUIET RIDE. A new Ford ride, with new frame and stabilizer, softer springs and improved shock absorbers.

GREAT POWER WITH ECONOMY. This year, more than ever, Ford owners are enthusiastic about the economy and fine all-round performance of Ford cars.

BIG WINDOWS. Windshield and windows increased all around to give nearly four square feet of added vision area in each '41 Ford Sedan.

LARGEST HYDRAULIC BRAKES in the Ford price field. 12-inch drums. For added safety, longer brake-lining wear.

**GET THE FACTS AND
YOU'LL GET A FORD!**



Valley &'s Christmas Dinner ^{AND} Officer Installation

Sunday, December 1st, 1974

Cocktails (no host) 6 pm to 7 pm -- dinner 7 pm

BUD AND JEAN SIMMERT'S

SADDLE PEAK LODGE

PIUMA RD. AT COLD CANYON
CALABASAS, CALIFORNIA

340-9329



Dinner Menu

Served with Our Soup Du Jour or Tossed Green Salad, Garlic Toast and Choice of Baked, Silver Dollar Potatoes, Potato Fritters or Rice Pilaff

CHOOSE YOUR SALAD DRESSING

- Caesar · Roquefort · Creole French · Green Goddess
- Smokey Mountain · Thousand Island · Old Country German



MAY WE SUGGEST A BOTTLE OF CALIFORNIA OR IMPORTED VINTAGE WINE WITH YOUR MEAL

The Valley &'s will furnish Dinner Wine

From the Broiler

TOP SIRLOIN STEAK, Large Cut 6.65

Specialties

VEAL CORDON BLEU, Veal Stuffed with Canadian Bacon and Swiss Cheese, Then Covered with a Wine Sauce 5.95

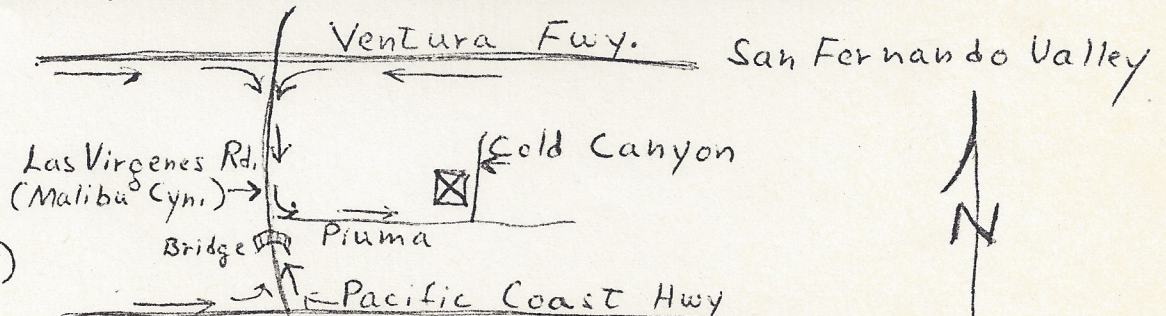
PRIME RIB of BEEF, Creamed Horseradish Sauce 6.95

Sea Food

IDAHO MOUNTAIN TROUT, Stuffed with Crab & Shrimp 6.25

A beverage and dessert are included compliments of the restaurant. A 15% service charge and Calif. Sales Tax will be added.

Thousand Oaks



(Map not to scale)

Tear Off Here