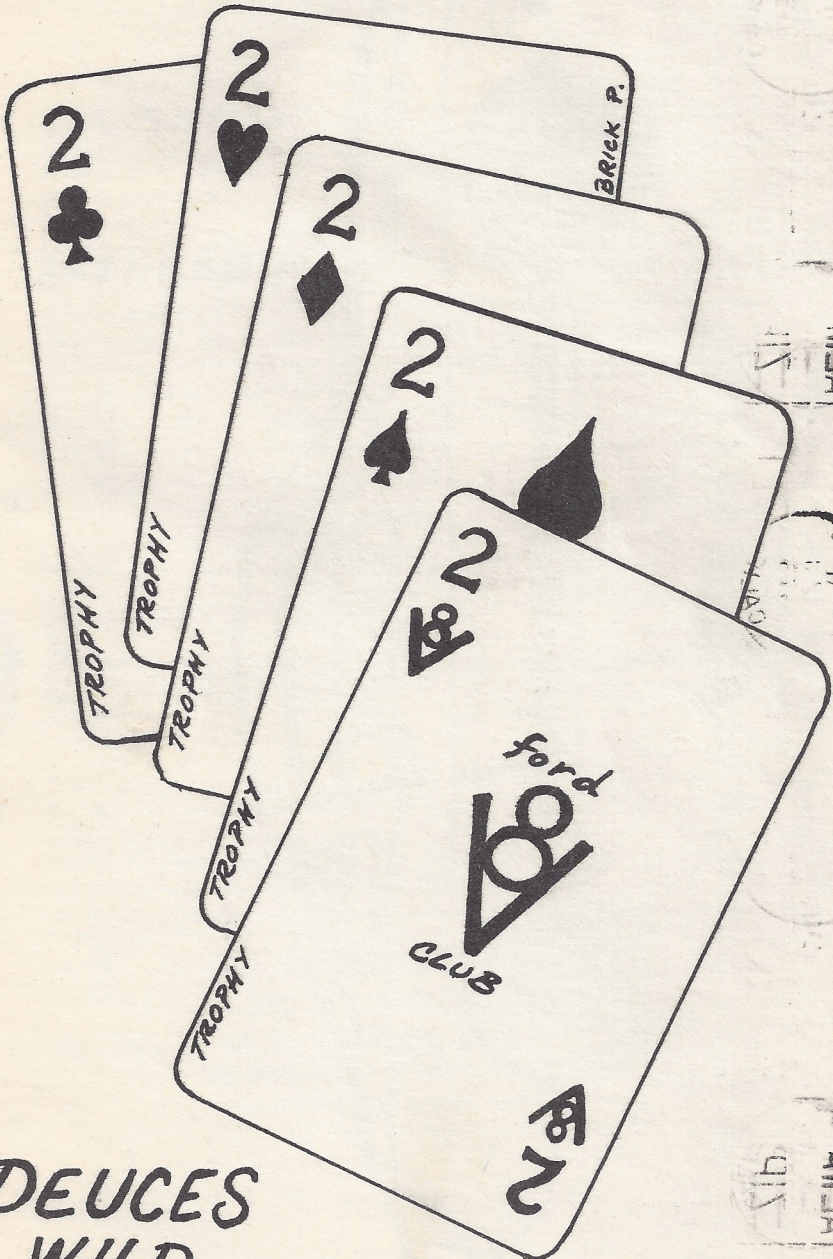


AUGUST '75
CHAPTER 40
SAN FERNANDO VALLEY



DEUCES WILD

ED WARNOCK DRAWS FIVE-OF
KIND AT THE COLORADO DRIVE '75 - SEE STORY,

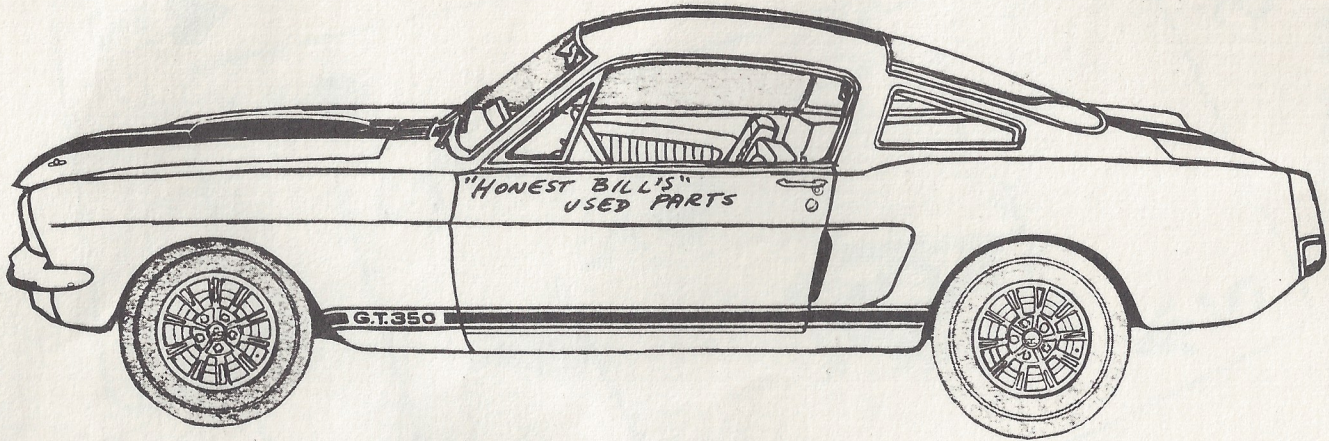
LINCOLN



FORDSON

PARTS

LOSE MONEY. MAKE A FRIEND



VALLEY



PARTS

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NORTH HOLLYWOOD, CALIFORNIA 91605
213-765-9266

J. C. TAYLOR, INC. Antique and Classic Car

Complete protection at
specially reduced rates

Underwritten by Zurich Insurance Co.,
with offices and principal claim repre-
sentatives in 50 states, the District of
Columbia and 26 foreign countries



INSURANCE APPLICATION

Applicant _____ Date of Birth _____ Occupation _____

Street _____ City _____ State _____ Zip Code _____

1 Number of antique autos owned _____ Operator Number _____

2 List all losses in past three years. Include - Date - Cause - Payment

3 The following coverages are available. Indicate those desired by placing "X" in proper boxes

In
most
states

Liability (\$100,000 single limit) Bodily Injury and Property Damage Annual Rates 1st Car \$15.00, 2nd \$10.00, 3rd \$5.00
 Uninsured Motorist - Rates as required by your State \$ _____
 Liability (\$300,000 single limit) Bodily Injury and Property Damage Annual Rates 1st Car \$18.00, 2nd \$12.00, 3rd \$6.00
 Medical Payments of \$1,000 each person. 1st car \$3.50, second car \$2.50, third car \$1.50. No charge for Liability, Medical Payment, and Uninsured Motorist for all units in excess of three

Physical Damage (Comprehensive) EXCLUDING Collision - Annual Rate \$0.40 per \$100 of insurance for each vehicle. NO DEDUCTIBLE

Physical Damage (Comprehensive) INCLUDING Collision - Annual Rate \$0.90 per \$100 of amount of insurance for each vehicle. NO DEDUCTIBLE

4 Desired effective date of coverage _____
 ANTIQUE AUTOS TO BE INSURED Use separate sheet for additional cars to be insured

YEAR	MAKE	BODY TYPE SERIES OR MODEL	SERIAL OR MOTOR NUMBER	PRESENT VALUATION VALUE OF AUTO
1				
2				
3				
4				

5 Has mfg's rated horsepower been changed? YES _____ NO _____

NOTE Unless otherwise shown, the autos listed above will be insured as indicated under item 3

My vehicle(s) is (are) maintained solely for use in exhibition, club activities, parades, or other functions of public interest and is (are) only occasionally used for other purposes. I will drive the insured automobile(s) _____ miles per yr.

Date _____ Signature _____

NOTE Your insurance becomes effective upon payment of the premium and acceptance of the risk
 Please sign and forward with your remittance, payable to

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8701 West Chester Pike, Upper Darby, Penna. 19082

(Area Code 215)
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JA 8-6458

"No Fault" coverage provided in states where mandatory

For Sale- '34 welled right front fender
in fair shape, First \$35 takes it,
Contact Brick Price 887-6391.

Wanted- Cab for a '32 Roadster pickup
so I can copy Ed. Spare tire support
for the right side of a '32 pickup.
Info on someone who can throw a quick-
and-not-so-dirty paint job on my deuce
to last me a couple of years until I
start re-building the deuced thing!
Any info on Shelby GT-350/500's for a
book that Dave Lewis and I are writing.
We will pay good All-American \$\$\$ and
give you a modicum of praise in the book.
Contact Brick Price 887-6391.

SECRETARY'S MESSAGE

WE HAVE THREE NEW MEMBERS TO WELCOME TO OUR CLUB.
JAMES AND DEANNA SPANIER, 1935 DLX. CABRIOLET AND A
1935 DLX. SEDAN DELIVERY
DIANNE MARKS, 1936 DLX. 3 WINDOW COUPE
CHARLES AND LYNNE KINCANNON, 1936 DLX. 3 WINDOW COUPE

THANKS GO TO OUR BAKERS OF THE MONTH.
PAT CULP-BROWNIES
BEV DUPREE-DEVILS FOOD CAKE
MARY BIGELOW-SPICE CAKE
LAVERNE SELSON-OUR REFRESHMENTS CHAIRWOMAN, HAS BEEN
SUPLYING US WITH COFFEE AND NOW HAS ADDED INSTANT COFFEE
AND TEA.

BRIEF TALKS WERE GIVEN BY:
PHIL NORDBERG, THE MONTHLY BREAKFAST AT CALABASAS.
BILL CULP, HOW TO REMOVE THE STAINLESS PORTION OFF OF
1936-1939 HUBCAPS.
BOB DRAKE, SHOWED EARLY FORD DEALER FILM STRIPS.

THE RAFFLE WENT WELL AGAIN.
THANKS TO CAL AUTO STORES.
JACK MILES, DONATED A 1939 MERCURY EMERGENCY HANDLE.
CHARLES KINCANNON, SILACONE GLAZE.

FOR SALE

1947 FORD TUDOR SUPER DELUXE. PROFESSIONALLY PREPARED
296" FLATHEAD, NEW FRONT END, BRAKES, 170 AMP BATTERY,
PLUS COMPLETE ADAPTER, FRONT MOUNT, AND SPARE 1939 FLOOR
BOX FOR CHEVY CONVERSION. \$ 1,500. CALL PHIL NORDBERG
784-0285

HERE'S WHAT'S COOKIN':

HOT CHICKEN SALAD

- 4-5LB. CHICKEN PARTS, PREFERABLY BREASTS AND THIGHS
- 4 C. CHOPPED CELERY
- 2 t. SALT
- $\frac{1}{2}$ t. TARRAGON, (OPTIONAL)
- $\frac{1}{4}$ C. GRATED ONION
- 1 T. LEMON JUICE
- 2 C. MAYONNAISE
- $\frac{1}{4}$ C. EXTRA DRY VERMOUTH
- 1 C. SLICED, BLANCHED ALMONDS, TOASTED
- 1 C. CRUSHED CORN FLAKES
- $\frac{1}{2}$ C. GRATED PARMESAN OR ROMANO CHEESE

COOK CHICKEN PARTS IN BOILING SALTED WATER UNTIL
TENDER. REMOVE CHICKEN FROM BONES, SKIN AND CUT INTO
3/4-IN. CUBES(THIS SHOULD MEASURE ABOUT 4 CUPS CUBED
CHICKEN). COMBINE CHICKEN, CELERY, SALT, TARRAGON, IF
WANTED, GRATED ONION, LEMON JUICE, MAYONNAISE, VERMOUTH
AND TOASTED ALMONDS. REFRIGERATE AT LEAST 1 HR. SPOON
INTO A GREASED 11x7x2-IN. BAKING DISH. CASSEROLE MAY BE
REFRIGERATED AT THIS POINT UNTIL BAKING TIME. TOP WITH
CRUSHED CORN FLAKES AND GRATED CHEESE. BAKE AT 350 DEG.
25-30MINS., OR UNTIL HEATED THROUGH. MAKES 8 SERVINGS.
SERVE WITH HAWAIIAN VEG. AND FRUIT SALAD.
GOOD BUFFET DISH.

FROM THE KITCHEN OF
MARLENE NORDBERG

PRESIDENT'S MESSAGE

July 18, 1975, 6:00 PM Ed Warnock completed the restoration of his 1932 B-76 roadster pick-up! Now I'll have an early Ford to drive to the meetings.

Thank you's go this month to Bill Culp for a restoration tip and to Bob Drake for the "gennie" Ford filmstrip.

Let's see how many early Fords we can get to the August 3rd. meeting..... and especially those that went to Colorado Drive '75.

Remember September 7 is the club auction and dig out a good Ford part to bring to the meeting. Valley Obsolete's own Bill Norton will preside at the auction.

Early Fords and other drivers to the July meeting were:

Phil Jenkins	'36	Cabriolet
Paul Meske	'39	Std. Tudor
Don and Mary Durkee	'40	Convertible
Phil & Marlene Nordberg	'47	Tudor
Bob McCullogh	'39	Convert. Sedan
Dianne Marks	'36	3-window Cpe.
Harold & LaVerne Selson	'36	5-window Cpe.
Dave & Betty Higby	'36	5-window Coupe
Don Dupree	'34	Cabriolet
Bill Culp	'39	Mercury 4 Door
Jim & Dee Spanier	'35	Cabriolet
Nino Rosso	'39	Merc. Convert.
Bill Boyer	'23	Model T
Shel Harriman	'50	Convertible
Monte Cheney	'50	Merc. Tudor
George Parkinson	'55	T Bird
Al Lioy	'66	Mustang Convert.
Morrie Ekwall	'34	Olds Touring Sedan

ED WARNOCK

MY AUTO BIOGRAPHY

I was born February 11, 1939 and raised on a farm in Iowa until I was 18 years old. In 1947 my father bought his first farm where I spent my younger years.

My father drove Fords and did all his farming with a Ford tractor, one of which I drove most of the time starting at the age of 8. I became one of the fastest Ford tractor speed shifters in the county. My brother wasn't that lucky because he tore up a few transmissions in dad's tractors.

By the time I was 15 years old I obtained my first set of wheels, a Whizzer motor bike that I got by trading my shot gun and my full dress Schwinn bike with knee action. I had made about four bicycle trades to acquire my Schwinn, but boy, was I happy to get that Whizzer motor bike. The Whizzer is what gave me my mechanical training because it seemed like I worked on the Whizzer four hours to be able to ride it one hour. The Whizzer had a flat crank shaft in it when I acquired it by trade. Instead of replacing the crank shaft, which I could not afford, I would replace rod bearings every week. The rod bearings only cost 75¢ and a crank shaft and rod would have cost about \$20.00, which was beyond my means.

In June of 1955 I went to work for the Ford dealer in a nearby town. It was just a summer job but I just couldn't rely on that Whizzer to get me back and forth to work. On July 2, 1955 at 6:00 p.m. after I got off work, I traded my Whizzer and \$145.00 for a 1946 Ford V-8 club coupe. I could hardly work all that day because I had my eye on the coupe and was hoping my boss would give me a good deal on it. I think that was the happiest moment of my life. I was only 16 years old and owned my own automobile. Even Santa Claus couldn't compare with the thrill and excitement the Ford coupe gave me. To duplicate that moment, someone would have to give me a million dollars and all the old Fords I could get.

I drove the 1946 Ford coupe for about a year and a half and then traded it for a 1950 Ford coupe. That Ford took the worst beatings of all my cars. I raced it, customized it and wrecked it several times. In fact, I had the same motor in three different 1950 Ford bodies.

After the '50 Fords I went to a '52 Merc 2 door hardtop and then a 1955 Montclair 2 door hardtop, which was probably the prettiest car I ever owned. It was also the car I owned when my wife and I were married.

On February 20, 1960 I married a good looking redhead whom I had been chasing for two years. I still had my 1955 Merc when we got married and my new bride convinced me I should sell my fancy car and my boat so we could buy a house. We were only married six months when we bought our first house. We have been driving old cars ever since, at least until 1964 when we sold our first '40 Ford convertible. We then drove new Chevrolets, a 1964, a 1966 Super Sport and a 1967 Caprice. In 1969 we bought a 1969 XL Ford 2 door hardtop and later in that year a 1969 LTD wagon.

During all those years we were constantly buying and selling cars. We owned so many different cars there is no way to recall how many we have had. By the time we had been married three years we had owned about 20 different cars. Buying and selling cars has always supplemented our income and it has been a wonderful hobby.

On March 20, 1961 we were blessed with our first redheaded daughter and in the summer of 1962 we obtained our first '40 Ford convertible. Another acquisition on August 19, 1962 was our dark haired daughter. I knew we were going to have a second daughter so I purchased "girl" cigars before she was born. Just ask my wife! Our second daughter was born very early on a Sunday morning and there were no stores open on Sunday where we lived, but we had "girl" cigars to pass out.

We had bought and sold a '40 Tudor before we owned our first '40 Ford convertible.

In 1963 we moved to California with all of our belongings packed into a 1957 Ford 2 door hardtop and towing our '40 Ford convertible behind. We settled in Ventura, California where we still reside.

On April 4, 1964 we were blessed with our first and only redheaded son. Well, that gave us three kids within 36 months which is no record but a pretty damn good average. I then advised my wife that henceforth I would get my kicks by buying new cars instead of having a baby every year. My wife wholeheartedly agreed as she had had a miscarriage between the birth of our second daughter and our son.

By 1970 the novelty of buying new cars just was not satisfying me anymore. By this time we had already learned a good lesson in the stock market, like six grand down the tubes.

Looking back, trying to decide what would give me my kicks again, I kept thinking about my old '40 Ford convertible. In the summer of 1970 I purchased a 1936 Ford Cabriolet which I gave to my wife after a year so I could try to find another '40 Ford convertible. In 1971 I was lucky enough to find a '40 Ford convertible which had been restored, even to the color I preferred. Unfortunately, in 1972 while returning from Santa Rosa, I had a serious accident which demolished the '40 and the Mustang with which I was towing it. The only fortunate part about the accident was that my family came out of it with only cuts and bruises and no serious injuries. I have since rebuilt the '40 Ford convertible and my wife has sold the '36 Ford Cabriolet.

The moral of my auto biography is that it takes a 1940 model to make me happy and I still have the original one I married in 1960.

Don L. Durkee
A '40 lover forever

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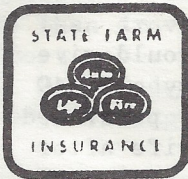
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COMING EVENTS

- | | |
|--------------|---|
| August 3 | Swap meet. L.A. County Fairgrounds, Pomona |
| August 3 | Valley V8's meet at Valley Federal Savings, Reseda |
| August 16-17 | Swap Meet, Hamilton Bowl, Long Beach |
| August 23 | Valley V8's Breakfast, 9-11:00 AM
Howard Johnson's Rest. Calabasas |
| Sept. 6 & 7 | AACA Fall Meet, Rockwell International, Los Angeles Airport |
| Sept. 7 | Valley V8's meeting and auction |

NOT-SO-EARLY-FORD-V8's

Have you noticed the growing number of Mustangs and Shelby's at the recent meetings? Quite a few of our members are getting turned on to the last of the non-Fed cars. The years '64-'66 were very good for Henry's company. They kept alive a racing tradition set by Henry and also the concept of a "People's Car" with a reputation rivaled only by the Model T. What this is all leading up to is that DAVE LEWIS and BRICK PRICE are writing a book about Mustangs and Shelbys and need assistance. Good Ole BILL NORTON is contributing a bunch of info already but he is too busy making \$\$\$ to tell us everything. We'll gladly fame and/or fortune to anyone offering assistance. Contact Dave or Brick at 213-887-6391. Tell them Henry sent you.

LADIES!!!

" HAVE YOU EVER BEEN PUZZLED OVER WHAT KIND OF CARPETING TO BUY, OR WHAT TO DO WITH THOSE ODD WINDOWS, OR MAYBE YOUR WORRIED ABOUT THAT ROOM ARRANGEMENT? LEARN HOW TO DO A LOT WITH WHAT YOU HAVE AND HOW TO PLAN AHEAD FOR FUTURE CHANGES.

GAIL CLARIDGE, A TEACHER OF INTERIOR DESIGN, WILL BE SPEAKING TO YOU ON THESE AND MANY OTHER PROBLEMS YOU MIGHT HAVE IN DECORATING YOUR HOME. WE WILL BE HAVING A WORKSHOP AND GAIL WILL BE BRINGING MANY ACTUAL SAMPLES SO THAT YOU CAN EXPERIMENT WITH COLOR AND TEXTURE.

IF YOU WOULD, PLEASE BRING SISSORS AND GLUE."

THANKS, HOPE TO SEE YOU THEN
GAIL CLARIDGE

COLORADO DRIVE '75

We were only represented by 3 of our members at the Colorado Drive and yet we managed to cop more than our share of trophies.

ED WARNOCK got a grand total of 5 trophies for his beautiful fully restored '32 B roadster pickup. Not bad for a fellow's first attempt at restoration! Just wait until he's had a little practice and really gets good! Ed will be an inspiration to those of us who may have felt that the only National trophy winners were those with bushel baskets full of money and several previous restorations under their belts. Ed was up against some very wealthy, experienced opposition. Thank goodness he had a pickup bed to carry back the loot.

DOUG PETERSON also did very well with his '34 pickup. He drove it all the way to the meet, entered it in the driving contest and concourse, then drove it home. For his efforts, DOUG placed 4th. and won a trophy. Doug's '34 must have more mileage on it than any of our cars because he drives it everywhere.

JACK MILES gets the un-official bad-luck trophy this time. After a lot of sweat and blood, his '39 2-dr. sedan succumbed to extremely high desert temperatures near Los Vegas. JACK being the trooper he is, continued on to the convention. As fate would have it, JACK wrote that great piece for the bulletin on cooling systems.

Brick Price

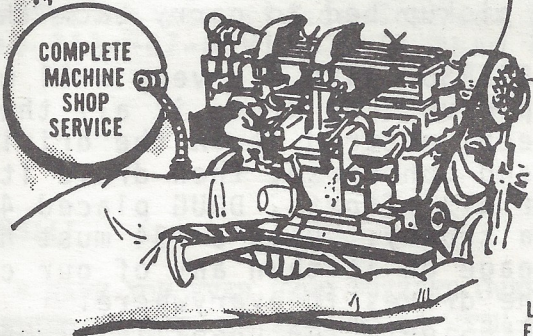


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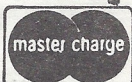
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PROBLEMS ARE
OUR PROBLEMS**

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**A COMPLETE
LINE OF REBUILT
ENGINES & PARTS**



**PLEASE INQUIRE ABOUT OUR DISCOUNT CARDS
TO QUALIFIED INDIVIDUALS & GARAGES**



LOCATIONS THROUGHOUT THE VALLEY

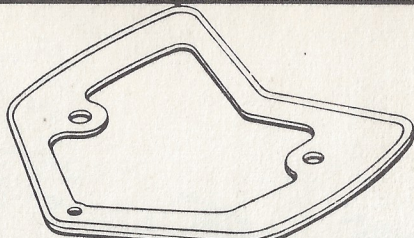
OPEN 7 DAYS

"FOR THE DO-IT-YOURSELF"

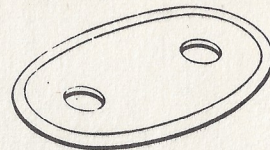
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ITEMS EACH MONTH—SHOW YOUR
APPRECIATION BY BUYING ALL
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1932-48 V8 RUBBER PADS HEADLIGHT - TAILLIGHT - DECK LID WIPER - DOOR HANDLE & OTHERS COPY OF ORIGINALS U.S.A. MADE



HEADLIGHT PADS

1932 cross bar to fender	\$2.00 pair
1932-34 pickup	\$2.00 pr
1933-34 4 pieces	\$3.00
1935 4 pieces	\$3.00
1936 4 pieces	\$3.00
1935-37 pickup 4 pieces	\$3.00
1938-39 pickup 4 pieces	\$3.00

TAILLIGHT PADS

1933-34	\$2.00 pair
1935	\$3.50 pair
1936	\$3.50 pair
1937	\$2.50 pair
1938-39	\$2.50 pair
1940	\$3.00 pair
1942-48	\$3.50 pair

DECK LID HANDLE PADS

1932-37	\$1.00
1938-39	\$2.00
1940	\$1.50
1941-48	\$1.50

DOOR HANDLE PADS OUTSIDE

1932-34 close car	\$1.25 pair
1932-34 Roadster-Phaeton	\$1.25 pair
1935-36 all bodies	\$1.25 pair
1940 close car	\$1.25 pair
1940 Conv & wagon	\$1.25 pair

COWL LIGHT PADS

1932 all bodies	\$1.50 pair
1932 3 window coupe	\$1.50 pair
1933-34 all bodies	\$1.50 pair
HOOD BRACKET PADS	
1937-1941	\$3.00 pair

WINDSHIELD POST PADS ROADSTER-PHAETON

1932	\$3.00 pair
1933-34	\$3.00 pair
1935-36	\$3.00 pair

HORN GRILL PADS

1936	\$2.50 pair
------	-------------

IGNITION LOCK PADS

1932	.65
1933-34	.65
1935-36-37	.65
1938-39	\$1.25
1941-48	\$1.25

WINDSHIELD WIPER PADS

1937-40 Conv & Wagon	\$1.75 pair
1940 close car	\$1.75 pair

GAS TANK GROMMETS

1933-34	\$2.00
1935-36	\$2.00
1937-40	\$2.00

Add 10% postage, Calif residents add 6% sales tax.

BOB DRAKE

P.O. Box 642,

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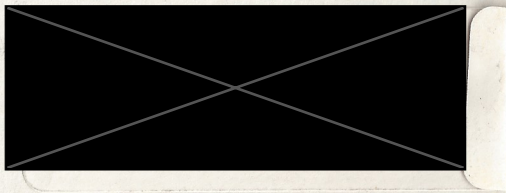
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