



Drive Lines

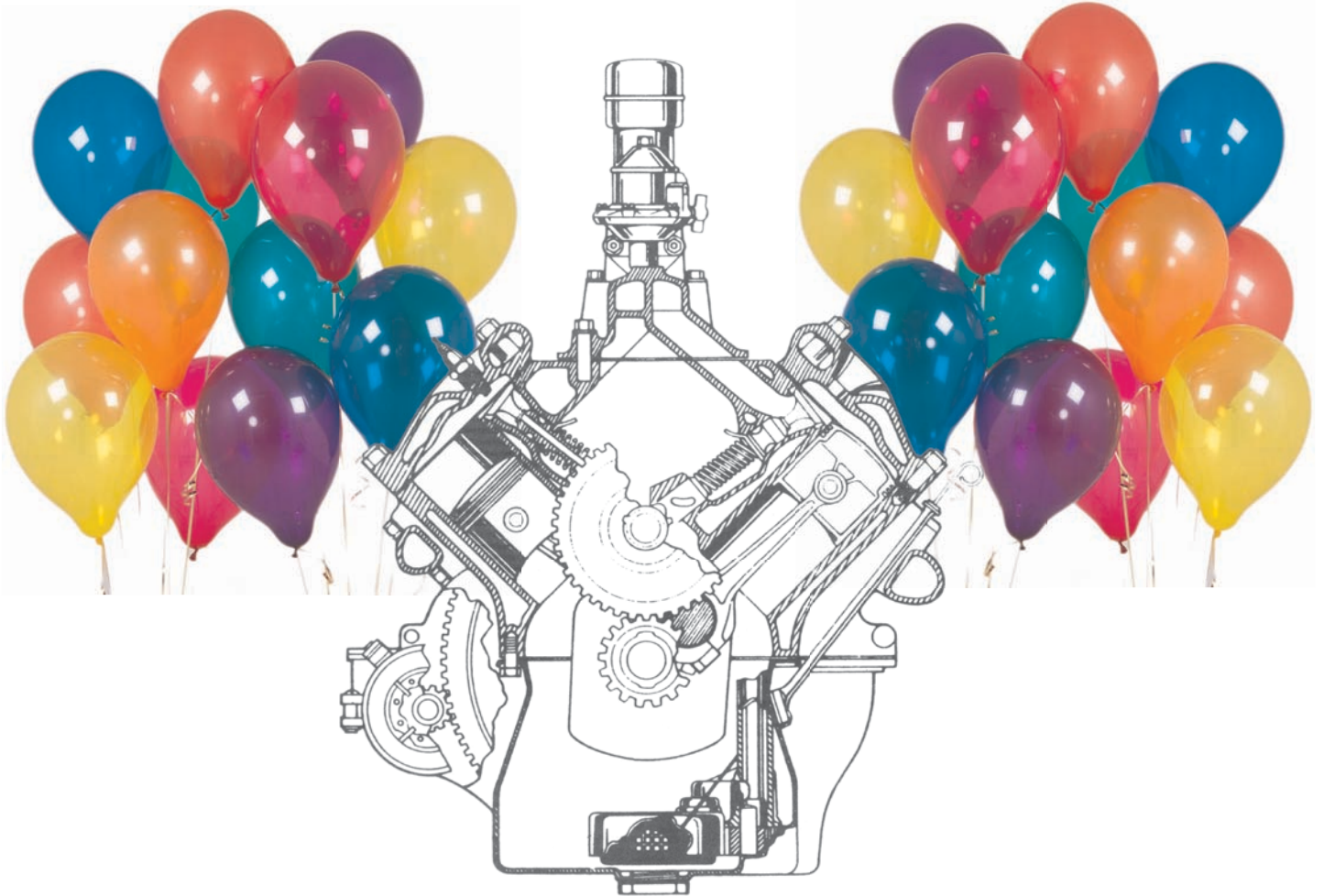
Chapter #40

DEC 2021

Our 50th Year

Visit Our Website

"ValleyV8s.org"



FIFTY YEARS



The Valley V8's
9700 Farralone, Chatsworth, Ca. 91311

The Valley V8's

2021

President	Ernie Baily	805-433-5540
Past Presidents	Vaskin Hagopian	323-661-2044
Vice President	Jim Ellerbrock	818-437-0412
Secretary	Rex Jaramillo	213-706-3854
Treasurer	Joan Sapper	818-326-9685
Tours	Rich Carter	708-567-2393
Programs	Larry Caplan	818-363-2849
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Membership	Howard Brown	818-606-0267
	Joan Sapper	818-326-9685
Drive Lines	Robert Glucksman	818-618-1395
Prize Raffle	Steve Lehman	818-885-6938
50/50	Ken Sapper	818-326-1286
Ladies / Birthdays / Sunshine	Bobby Searl	818-353-6767
Name Badge	Karen Lehman	818-885-6938
Car of the Month	Jim Ellerbrock	818-437-0412
Web Master	Scott Dudrick	818-687-9836

Past Presidents

Jim Rowe	1971
Doug Peterson	1972
Don Durkee	1973-1974
Ed Warnock	1975
John Busk	1976
Chip Werstein	1977
Stan Misraje	1978
Bill Culp	1979
Al Spencer	1980
Larry Caplan	1981
Bob Rose	1982
Don Durkee	1983
Paul Kirk	1984
Kent Lowry	1985
Dave Sanborn	1986
John Kemmerer	1987
Dudley Ochsner	1988
Jerry Jensen	1989-1990
Joe DiFatta	1991
Chuck Shubb	1992-1993
George Richards	1994
Jerry Littner	1995
Dick Smith	1996
Chuck Mair	1997
Dennis Keene	1998
Rose Golt	1999
Don Stout	2000
Steve Boskovich	2001-2002
Joe DiFatta	2003
Wendi Potter	2004
Ken Sapper	2005-2006
Steven Batesole	2007
Harry Baker	2008-2009
Dave Bergman	2010
Randy Watson	2011-2012
Steve Boskovich	2013-2014
Stan Miller	2015
Don Durkee	2015
Vasken Hagopian	2016-2018
Ernie Baily	2019-????

Meeting: 1st Tuesday of the Month, 6:00p

Visit our Web Site: [valley V8s.org](http://valleyV8s.org)

Facebook: **Valley V8s**

(<https://www.facebook.com/groups/579123315803014>)

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The San Fernando V8's Regional Group 40

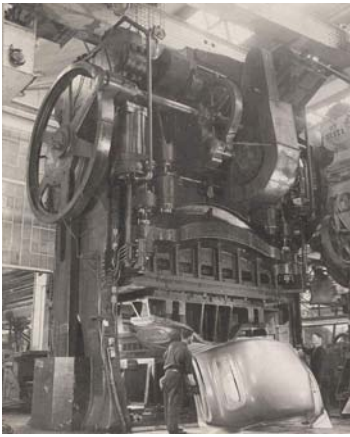
of the Early Ford V8 Club of America

9700 Farralone, Chatsworth, Ca. 91311

**For more photos of Club Events,
Please check out Web & Facebook sites**

Meeting at
ROSIES
8930 Corbin Ave,
Northridge, CA 91324

Our Next Meeting
4 Jan 22



And now for some
"Pressing" News

What are you doing to stay Sane
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For more details,
Please call or Email Rob at
818-882-2002, / madmodelr@aol.com
Please put "Drivelines" in the subject
Please make all payments to
"Valley V8 Club"

HELLO FELLOW MEMBERS

We would like to know more about You, Your Car...
So, What I would like from our members is a picture of you
with your car, with a small story. (1 Paragraph)
That way, We get to learn more about our members, & we
can put a face to a name & car
Please make all submissions to ether
"Drivelines" at madmodelr@aol.com, or
"Drivelines" 9700 Farralone Ave. Chatsworth, Ca. 91311

Thank You
Rob Glucksman, DL Editor

These guys took REALLY good care of My
son when his catalytic converter was stolen

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From The President

Hello, Everyone,

As I mentioned at the Holiday luncheon "I'm Late Again!". I had a great time at the luncheon, It was nice to see all that attended. The one thing I forgot to do was to Thank our own VP Jim Ellerbrock for all his work & follow-up on the making of our 2021 Valley V8 club Holiday Luncheon. Hopefully next years will be a little easier. Also I want to thank Jerry Case for playing the holiday music for us and to graciously accept the position of Technical Advisor for the Club. It was nice to see fair amount of our members drive there Vintage Cars. Speaking of driving our vintage cars, I'm still going to put together some sort of Xmas event /tour. We'll send out a Email as soon as I put something together.

I would also like to thank the board members for extending there positions for one more year. I also would like to have all members consider volunteering for a position next year. It is a lot fun and you get to know the membership a lot better.

I'm going to put together a board meeting in January so we can get the year rolling with some planned events/tours. So if you have any ideas please send me a Email !

So everyone have a very Merry Christmas and a Happy New Year!

Our next meeting will be Jan 4th, 2022 Also join us if you can every Thursday morning at Earl's Donuts (Mason & Devonshire) and on Friday evening at Bobs Big Boy in Northridge (Corbin & Nordoff).

Prez Ernie

Chapter 40 -- San Fernando Valley V-8's Club Monthly Meeting Minutes for Tuesday November 2, 2021

7 pm – Meeting called to order.

President Ernie Baily started the meeting by welcoming everyone, extending happy holiday wishes. He then led us in the pledge of allegiance.

Tribute to John Wolf

As a Club, we are mourning the passing of a legend: John Wolf, esteemed V-8 guru and racer, was the 'real-deal', a quiet unassuming fellow that 'knew it all', literally, about cars, and early Ford V-8's. This evening we had the privilege as a group, of honoring John. His two daughters, Dianna and Jan, were also present to hear the kind words spoken

Jerry Litner was first up: He told about an incident during a Club outing – his Ford stalled: You know how that plays out: When an old Ford quits, everyone is an eager expert, expected to eek out and echo excellent and encouraging exhortations. However, old Ford still wouldn't start. Then along came John, a lazy wisp of smoke wafting from his ever-present pipe. Silence and wonder gripped the group as the V-8 whisperer reached under the hood, touched the coil, gazed at Jerry and murmured, 'coil's bad'. All eyes were on John as he left the spellbound group, returned with a spare coil, brought the Ford back to life, Jerry back on the road, magic, John at his best! Another time, in the Sequoia's: Laboring up a long grade, Jerry's Ford quit, dead battery. Car was towed rest of the way to a hotel by another Club member. Next morning, Jerry and a host of other experts were up bright and early, talking, gesturing excitedly, looking under the hood. John gazed quietly from the shadows, viewing his fellow fervent Ford followers with fatherly fondness, then appeared with a generator in hand. And the Ford was healed, back on the road in six-volts flat. You see, John had this amazing gift, also just the right parts, to keep his Ford brethren on the road.

Steve Boskovich was next, commenting about what a great person John was, and how sweet John's dear wife, Virginia was. She always had coffee and cookies for everyone. Virginia, sweet, but could be firm when needed!

Ernie Baily: In Ernie's early years with the Club, John and Virginia made Ernie feel very much at home. Interestingly, Ernie said John also raced some non-Ford engines, more specifically smaller hemi's from the early-to-mid 1950's Chrysler line: The Dodge 241 and 270, Desoto 276, and Chrysler 331, reel in the years, remember those? Ernie echoed our common feeling that John was quiet, confident, and genuine. And wife Virginia always had a smile.

Continued
Monthly Meeting Minutes for
Tuesday November 2, 2021

Rob Glucksman: Rob mentioned feeling saddened, like many of us, for not tapping John on the shoulder more often and picking his brain, getting to know him a little better. When Rob first met him, John was smoking a pipe, just like Rob's grandfather, evoking even more fond memories.

Scott Doudrick: He appreciated and was in awe of John's technical prowess. One day Scott happened to mention that his truck had a worn out flathead. John said to bring the tired mill over, he'd take care of it. And indeed he did, ran like new, still pulls strong!

Miguel Larios, one of John's son-in-law's, spoke of John and esteemed him as the master of all things mechanical. Miguel's background in engineering helped him appreciate John's expertise, and he mentioned that John always carried a tool box in his car or truck. And Miguel laughingly said that he didn't need to memorize car engine and other technology: John was always there for him. Miguel's parting words: 'What an amazing father-in-law'.

And from all of us, what an awesome Ford technical wizard, family man, and friend. And a special thanks to the Wolf family, for dinner tonight, what a generous gesture. We loved your Dad and hope you all come back and hang out with us.

Guests: Jan and Dianna (John Wolf's daughters), Alex Gabellieri, Miguel Larios, Beth Powers, and Mike Weibard.

Veterans Day! Decked out in his fatigue-shirt, Vasken Hagopian shared some stories of his military experiences, also gave a rundown of his original boot-camp sizing, height and girth. He even showed his original draft card! Vasken was a 'Spec. 5' in the U.S. Army. Finally Vasken asked the U. S. Veterans, in the room to stand, '...a-tenhut!' so all present could pay tribute to them for their service to our Country.

7:20 pm: **Break called**

7:35 pm: **Meeting Resumed**

Report from Officers: All good.

Howard Brown: Membership/Directory Chairman, mentioned that our Club annual dues are 'due'. Be sure and mail him a check. We also need to be members of National in order to receive the V-8 Times magazine and for insurance coverage during club outings.

Ladies raffle: Nice plants were won by floral experts Maxine Austrian, and Dianna Larios.

50/50 Drawing: Won by a prosperous Alex Gabellieri.

Name Badge Drawing: Won by Joan 'jingling' Sapper.

Program for the Evening: Fred Albrecht: If there was ever a person who knows '40 Fords and early Ford parts, also Ford history, it has to be our very own Fred Albrecht. Not only did he deliver an amazing talk, he brought along boxes of old Ford parts as 'show-and-tells'. This guy was prepared!

Prize Raffle: Most excellent Raffle gifts were won by scores of thrilled, jubilant V-8'ers.

Meeting ended: 8:35 pm.

Minutes submitted by Rex Jaramillo.

I would like to THANK the Wolf Family's, Jan & Diana for all the years, & taking care of the Club at our Nov. Meeting



SPEAKER

Program for the Evening: Fred Albrecht: If there was ever a person who knows '40 Fords and early Ford parts, also Ford history, it has to be our very own Fred Albrecht. Not only did he deliver an amazing talk, he brought along boxes of old Ford parts as 'show-and-tells'. This guy was prepared! Here are highlights from Fred's presentation:

Wheel sizing: 1928-29 Ford Model A had 21-inch wheels. 1930-31 Model A reduced sizing to 19-inch wheels. The new 1932 Ford (Model B) had 18-inch wheels. And the 'Model 40' 1933-34 Fords were shod with 17-inch wheels.

Introduction of the all-new 1932 Ford V-8: The launch was scheduled for December, 1931. However the new V-8 engine had so many problems that the new model introduction continued without the V-8, making the 4-cylinder 'Model B' the first '32 Ford in that famous line.

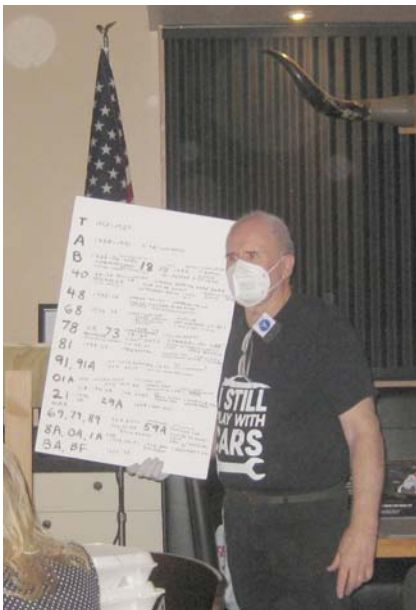
Ford lost business supporting the War effort: WWII disrupted vehicle production for all manufacturers, Ford was no exception. In fact, it nearly bankrupted Ford. The top-selling, George Walker-designed, all-new 1949 was the new Ford that helped save FoMoCo.

Ford styling: Edsel Ford, born in 1893, had a penchant for drawing and styling from a young age. His influence was shown in the Model 'T' with more rounded lines, also in the Lincoln models, when Ford purchased that company in 1922. Finally, Edsel had strong influence in the beautifully styled new Model 40, the 1933 Ford. But Edsel was also known to be practical: The 1935 Ford new design moved the engine forward over the front crossmember to give more driver and passenger foot-room.

Early Ford 'hop-up' – making it 'go!' More Engine Compression: The new Model A was a great improvement over the Model T. However after the Model A launch, local police departments demanded more 'go'. So in 1930-31, the 'Police cylinder head' was introduced. This raised the compression from 4.2:1 to 5.2:1, a healthy boost for better Model A police car performance. For production cars and trucks, Henry Ford allowed a boost to 4.5:1, always thinking of the farmers, who sometimes only had access to weak fuel, a no-go with higher compression. Better Ignition Systems: Starting in the early-to-late 1930's, there were numerous ignition system improvements. Ford pioneered such innovations as 'spark advance', timing advance/retard, dual points, and so forth, which greatly improved Ford V-8 performance and driveability.

Ford on brakes – making it 'stop!': By the early 1930's, U.S. auto manufacturers such as Dodge, DeSoto, Plymouth, and Chrysler had hydraulic brakes. But GM and Ford were still holdouts with mechanical brakes. It wasn't until 1939 that Ford finally switched to hydraulic brakes. Interestingly, the 1939 Lincoln had Bendix brakes, and the '39 Ford was built with Lockheed brakes at a savings of a nickel (5 cents) a car.

Overall, some amazing information that was almost overwhelming for one evening. Fred, maybe come back and give us a 'Part 2', we appreciated your amazing preparation and delivery, well done!



With Deep Sadness



Gordon Fulkerson Chamberlin II

March 1, 1933 - November 24, 2021

Gordon Fulkerson Chamberlin II

March 1, 1933 - November 24, 2021

Gordon (Gordie) was born in Birmingham, Michigan to Lucille and Gordon Chamberlin I. Gordon Senior was a Navy flight instructor during WWII and Gordie spent most of his childhood moving around the country from naval base to base. He had many adventures on these bases, meeting new people and friends with each move. He gained knowledge and interest about the planes flying at the bases and eventually chose to join the Navy during the Korean War, where he became an airplane mechanic for the AJ-2 (Savage) and AJ-2P planes. He spent time in Japan during his service, which he enjoyed very much.

After his service in the Navy, he came home to his family in Michigan where he met and married his wife, Florence. They moved to California in 1956 and settled in the Los Angeles area where they started a family. Three daughters were born in the decade to follow. Gordie appreciated classic cars, restoring, and collecting them. He also began buying, fixing, and selling automobiles, which became his career and his business, Gordie's Auto Sales. He and Florence divorced in 1976 but he remained in the Los Angeles area, continuing his many associations, collections, and car business. Gordie was very involved with a variety of clubs and organizations. He was co-founder/editor of Ford Life Magazine and became the president of the Early Ford V8 Club of America. He also had a large toy collection and was president of the Southern CA Toy Collectors Club for 20 years. He was a member of the CA Tip Toppers Club, The Elks Club, Trompers Car Club, and the Verdugo Vintage Vehicles Club. He was also vice-president and then president of the Kaiser Frazer Owners Club International.

For many years, Gordie would load up his 33-foot motorhome and go across the country to sell from his diverse collection of automobile postcards at the Hersey, PA Antique Automobile Club of America Meet, as well as swap meets/postcard shows in Carlisle, PA, Parsippany, NJ and Wichita, KS.

Gordie loved to dance and took hundreds of dance lessons. He served on the Board of the Joselyn Dance Club. In 1995, he met Beth Mael while taking lessons at the Pasadena Ballroom Dance Association. In 1996, they celebrated New Year's Eve together, and began their dance partnership and romance. Beth remained his partner in life until the end.

Gordie is survived by his longtime love Beth Mael, his three daughters, Mary Slack, Patti Chamberlin and Carol Nua, sons-in-law, George Nua and Curtis Slack, five grandchildren, Eric Blankenship, Hannah Nua, Samantha Nua, Isaac Nua and Violet Nua, and grand daughter-in-law, Nicky Blankenship.

**The Valley V-8's
2022 Membership Application & Renewal Form**

In order to continue to receive the Drivelines and remain in the roster

Or to join our club

Please renew your membership by February 15, 2022

Name: _____ **Birthday Month:** _____ **Day:** _____

Spouse: _____ **Birthday Month:** _____ **Day:** _____

Address: _____ **City:** _____ **State & Zip** _____

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Email: _____

Occupation: _____

Year Joined: _____

Early Ford V-8 Vehicle(s) Owned - if same as prior year write "NO CHANGE"

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Body</u>	<u>Style</u>
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For Regional Membership: Send a \$35.00 check - payable to: Valley V-8's

Mail check to: Valley V8's CIO Howard Brown, 20036 Tuba St. Chatsworth, Ca. 91311

If you have any questions please call 818-606-0267 Email: brngarage@gmail.com

NOTE: For us to meet insurance requirements, a Regional Group Member MUST also be a member of the Early Ford V-8 Club of America. Minimum membership is \$35.00 per year. Please contact me for mailing information or <http://www.earlyfordv8.org>