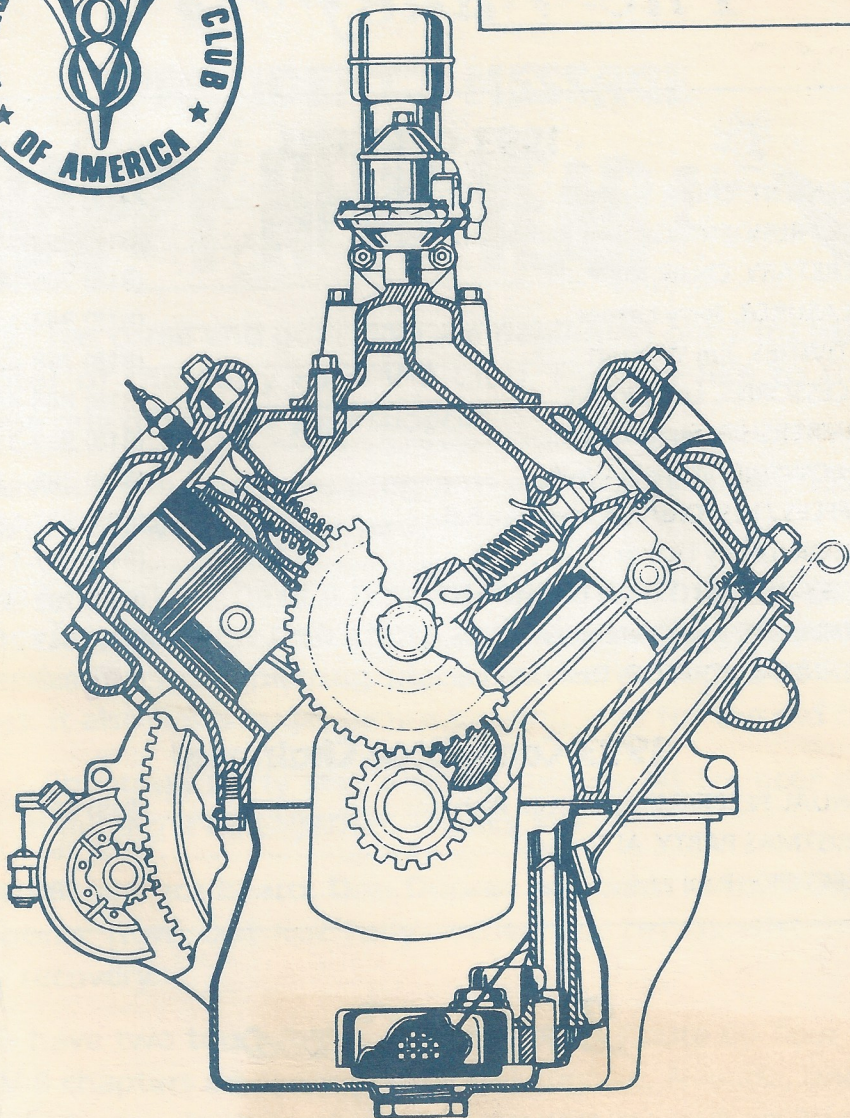


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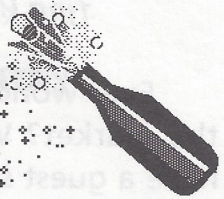
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The Valley V8's

JANUARY 1993

PRESIDENT'S MESSAGE

HAPPY NEW YEAR!



1992 has come and gone. We are beginning our 23rd year as a chapter of the Early Ford V-8 Club. I would like to thank everyone one of you for your support.

We will try to bring you programs and tours to make 1993 as novel a year as we have ever had.

Don't forget we have a new location for our meetings. The bank has imposed new restrictions and rules that didn't work for our needs. The new meeting place has more room and better facilities. It also has a large, secure parking area for the old cars.

Our Christmas Party was a great success. Al Spencer did a super job pulling it all together. Thanks, Al!

If you have not heard, Don Dupree has been in the hospital. He is home now, but not fully recovered. Let us wish him a speedy recovery.

We have two tours for you in January. A Route 66 Tour with other V-8 chapters on January 8-10 to Laughlin, Nevada, and for those of us who don't trust driving our cars more than 20 miles from home, we have a tour to the Gene Autry Museum on Sunday, January 17.

I want to wish you all a Happy New Year.

Prez Chuck

PROGRAM FOR JANUARY 3rd MEETING

NEW MEETING PLACE . . .

**CONGREGATIONAL CHURCH
9659 Balboa Boulevard, Northridge**

TIRE KICKING - 7:00 P.M.

MEETING - 7:30 P.M.

Ever wonder about those new automobile paints that are on the market? Well, wonder no more. Thanks to Ben DiFatta, we have a guest speaker for our January 3rd meeting. JOHN KATTLER of Action Auto Parts in Northridge (8814 Reseda Boulevard) will be sharing his years of experience with us.

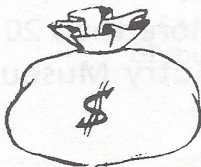
John, a certified teacher in the area of paints, will be comparing the pre-war nitro-cellulose paint with today's Ditzler's 'crossovers.' — So come with your questions.

. . . We (me) are looking for your ideas for future programs. What interests you? Do you have any contacts in the old car hobby (restoration shops, suppliers, rebuilders, etc.)? Let me know! Some exciting speakers are already lined up. Don Durkee will guide a discussion on understanding nudity, John Wolf will tell us about balancing his life between God and Bonneville, and Joe DiFatta will be letting us know how we can swim our way to regularity.

Happy Holidays!

See you on January 3rd.

John Kemmerer



JACKPOT

\$20.00

Could Be Yours!

(You just have to be present and wear your name badge to win.)

UPCOMING EVENTS

Sunday, January 3rd, 1993 — GENERAL MEETING

CONGREGATIONAL CHURCH

9659 Balboa Boulevard, Northridge

Tire Kicking - 7:00 p.m.

Meeting - 7:30 p.m.

Sunday, January 17, 1993 — GENE AUTRY

WESTERN HERITAGE MUSEUM

4700 Western Heritage Way

\$6.00 per adult

\$4.50 per student & seniors

\$2.50 per child 2 to 12

At the museum, we have reserved parking for the old cars.

The museum consists of three separate subject themes:

The Indians / The Early Pioneers / The Cowboys

Meet at Woodley Park at 9:30 a.m.

Saturday, February 20, 1993 — DWP FILTRATION PLANT

13101 Sepulveda Boulevard, Sylmar

Free tours of the plant.

(Visitors must be at least 12 years of age.)

Tour will last approximately one hour and fifteen minutes

11:00 a.m. - meet at the Filtration Plant

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TO: DON DUPREE

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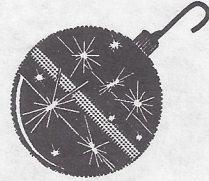
GET WELL SOON!!!

THE VALLEY V-8ers



V-8ing WITH SANTA CLAUS

1992 CHRISTMAS PARTY



How come it always rains when we have our Christmas Party? It's not very easy to stop those heavy iron car bodies - perched atop four skinny tires! Slick streets and steep hills don't make it any easier. Also, it came to my attention that SOME of the old cars (and I won't mention any names), have windshield wipers that are only for show. Oh sure there's perfect rubber on them and shiny chrome, but actually moving back and forth to wipe the rain off the windows is another story. Hey guys, I thought the lack of seatbelts was scary enough!

I'm so glad that the Early V-8 Christmas Party went off without a hitch. We had a turnout of over 60 people at the Odyssey Restaurant on Sunday, December 6th, for what turned out to be a wonderful holiday brunch. The food was delicious and abundant and I saw a few people eating huge mounds of decadent sweets from the dessert table.

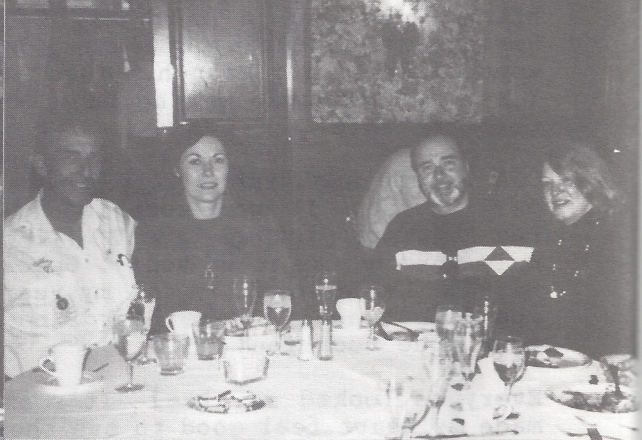
One of the highlights for me was running into Santa Claus in the parking lot. It sure surprised me to find out that Santa drives a red '52 Ford pick-up truck. (I guess the reindeers are union and only work one night a year). Special thanks to our club's personal Santa - Lee Wright. In all my years I've never known another Santa who didn't need a fake beard and hair. Lee, I think we've found your true vocation!

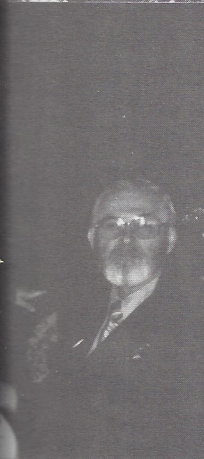
Everyone looked so nice. It's amazing how good we clean up. It made my heart feel good to see the great assortment of toys brought for various childrens' charities. They will be distributed by our pals - Joe DiFatta and Prez. Chuck Shubb. (I really wanted that great teddy bear brought by Dick and Patty Smith). There were some super prizes given away and even the beautiful Poinsettia centerpieces were gifted to one lucky club-member at each table. Howard Simpson did a swell job of swearing-in the new officers with an extended version of the pledge to our mentor HENRY FORD.

I thought the whole day was great fun and a huge success; but then Christmas parties and good company always make me happy!

Happy New Year to all.

Lesley Littner





HIGHLIGHTS OF FLATHEAD V-8 MODELS

1932 — Ford makes the flathead announcement and production starts on the first of the V-8's. The favorite of both restorers and rodders, it is fast becoming the most expensive of the flatheads. The Tudor Phaeton, Convertible Sedan, and Roadster Pickup are unique to this year.

1933 — Ford enters the styling race and continues to improve the V-8 engine. 133 Fords are rarely seen today, possibly because the '33 underwent more production changes than any other year and that makes it hard to restore authentically. Oddball of the year is the Victoria - a sort of Tudor without a trunk.

1934 — Ford continues with a good thing in an effort to save on production costs and pass the savings on to the customer. Improvements in styling makes everyone forget the '33. Truly beautiful evolution and the 4-cylinder models are finally dropped as the V-8 proves itself. Restoration is high buck; the most popular models seem to be the Phaetons and Coupes.

1935 — Ford enters the yearly styling cycle completely. The Convertible Sedan reappears in a new form and Ford dealers begin pushing accessories. Many sedans are still roaming the streets today and the '35 is an excellent choice for a first restoration. The entire car is fairly basic with minor changes during the year.

1936 — What can you say? Ford makes a styling hit and the '36's popularity is still going strong, even today. Almost as much in demand as the '32, even the commercial offerings are nice to look at. Abundance of information makes restoration easy, scarcity of parts and accessories makes it hard.

1937 — Streamlining enters the picture and Ford puts the headlights in the fenders, instead of on them. An interesting new model is the four-place Club Coupe, forerunner of modern-day Coupes. Last year for the Roadster. Many '37's are still around at reasonable prices and they are good bets for the future.

1938 — Marks the first major differentiation between Standard and Deluxe models as Ford tries to appeal to a wider market. Last year for the Phaeton and all open models are scarce. Inexpensive parts, comparatively speaking, make the '38 a restorer's dream, but many aren't bitten by the looks. Last year also for mechanical brakes and the 21-stud engine.

1939 — Ford makes a comeback with improved engine, styling, and juice brakes. The era closes for open cars as 1939 is the last year for the rumble seat and the 4-door Convertible. Strangely, Ford offers no four-place convertible this year, a style it had offered since late 1936. A nice-looking car and easy to drive. Not a bad choice for investment.

1940 — Ford realizes its mistake and brings back the convertible to the everlasting joy of restorers and rodders everywhere. Good looks make the '40 a sales leader and the '40 fantastic survival rate is probably for the same reason. The Deluxe's die cast grill is the most vulnerable part of the car.

1941 — The "Fat Ford" era begins. Take a look at some other makes and you'll see that Ford is just following the trend. The line is expanded to three distinct models: Standard, Deluxe and Super Deluxe. The entire car is bigger and restorers find that assembly line methods and styling changes make them more complicated and harder to restore.

1942 — The outbreak of WW2 curtails production of the 1942 models, so they are rare today. A few "blackout" models sans chrome, are made for military use and are also very rare. Surprisingly, if you do find a '42, it will probably be fairly complete and therefore easy to restore. Parts are hard to find, though. A 6-cylinder model is introduced this year, too.

1946 — At the end of fighting, everybody revamped their old models for a demanding public. Color came to the fore, especially in interior options. The 1946 Ford sold fast and there are plenty around today for the low-buck restorer with an eye toward the future. One unusual model was the wood-bodied Sportsman Convertible.

1947 — Minor modifications as the Ford machine increased output for a still hungry public. Nothing new or unusual was introduced, although the Sportsman was added to the Mercury line. Very few were made. Ford, as well as other manufacturers, wasn't going to change a good thing until the public stopped buying.

1948 — The end of a basic body style that lasted six years. Changes again were minor, big ones that come to mind are the loss of the locking steering column and the addition of a piece of chrome on the decklid. Suspension was nearly identical to the '32, and while improved, people were getting tired of two springs. Ford was listening . . .

1949 — At last! A completely new model featuring flowing lines, integrated grill and fenders, new suspension, and a revamped V-8. While the '49 looks plain compared to later offerings, it was a sensation at its introduction. 1949 Fords seem to be hiding these days, as few are seen on the road. Increasing in popularity, many would be surprised at the price a good convertible brings.

1950 — Major mechanical improvements marked the 1950 Fords. To catch up with GM's hardtop offerings, Ford introduced the Crestliner mid-year, featuring a vinyl top and two-tone paint. We should mention here that the big difference between these and earlier models is the ability to drive at freeway speeds without modification. The restorer finds that these models are extremely complicated machines to work on in comparison to the simpler models of the past.

1951 — Absent since 1934, the Victoria makes a reappearance, this time as a hardtop. Three different transmissions are offered: stick, overdrive, and Fordomatic. An interesting side note is that no Sedan Deliveries were made during the 1949-51 period. Collectible models include Convertibles, Crestliner, Victoria, and Station Wagons. Wagons only came in a two-door version.

1952 — Another major styling change, which history will judge. Introduction of both Tudor and Fordor Station Wagons. The '52 model marks a heavy transition for Ford and a demarcation point for most restorers. Opinions may vary in the future, but few will praise the styling today. The car will definitely become collectible, and the flathead V-8 still has appeal.

1953 — And the end of a long run. Ford's Golden Anniversary models mark the last year of the flatheads as time takes its toll. The flathead V-8 at this point has lasted 21 years and is ready for graceful retirement. In collector's circles, the '53 will be valued as it's the last in a long line and is the end of an era.

JANUARY BIRTHDAYS

8TH...SANDI SATEL

19TH...JACK MILES

19TH...JIM WINNETT

23RD..DOROTHY LIPPERT

24TH..DON DUPREE

25TH...JOHN WOLF

25TH.DOLORES YOUNKMAN

27TH..PAUL JANISSE

28TH...JERRY LITTNER

ACCESSORY SPECIAL: JANUARY, 1993

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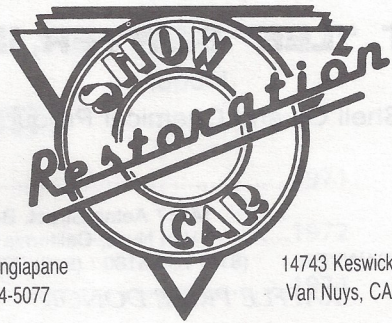
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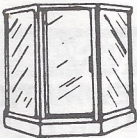
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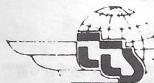
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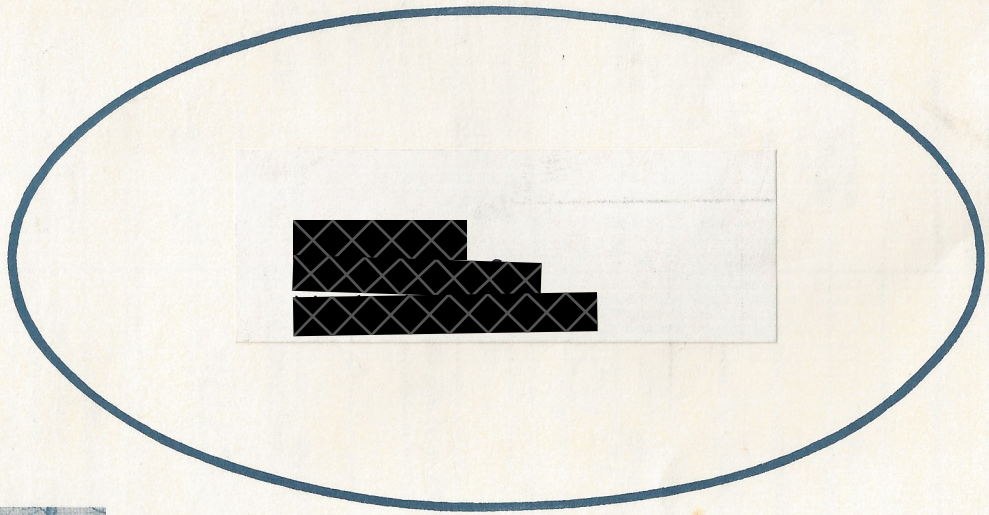
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JERRY JENSEN.....	1990
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Meetings are held on the first Sunday of every month at 7:00 p.m.

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