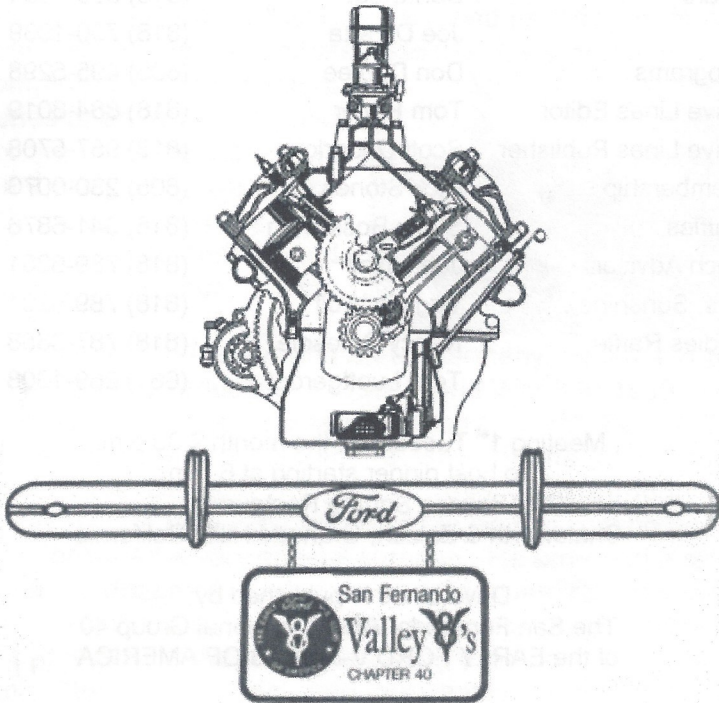




*September 2004*

"Our 34th Year"



Drive Lines

# The Valley V's

## 2004 Officers

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| Ladies Raffle         | Nancy Batesole   | (818) 787-3658 |
|                       | Terri Luetterodt | (661) 269-1008 |

Meeting 1<sup>st</sup> Tuesday of the month 7:30 p.m.

No host dinner starting at 6 p.m.

Baker's Square Restaurant

Chatsworth & Zelzah, Granada Hills, California

Drive Lines is published by:

The San Fernando Valley, Regional Group 40  
of the EARLY FORD V-8 CLUB OF AMERICA

Mailing Address: Valley V-8's

21545 Erwin Street #107

Woodland Hills, CA 91367

## Wendi's Whimsical Notes

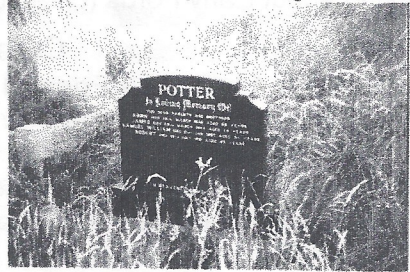
— September 2004 —

Hi all!

I am writing this from Llangollen, Wales on the last week of our five week sojourn in Western Europe. Our "Narrow Boat" journey on the canals of Northern England has been unique in our experience. Tom has captained our 45' long craft, as he did earlier with a righthand drive car, masterfully. We have seen some of the most beautiful sights in this area from lush rolling Welch hills to crossing canal aqueducts 500' high above the River Dee.

Ireland proved to be quite exceptional, from its B&Bs to its landscape and agricultural richness to locating graves and old records verifying three branches of Tom's family. This included discovering a live distant cousin who showed us family photos with resemblances to Tom's immediate relations. Very exciting!

Stomping through ancient cemeteries is an interesting and enlightening experience. It is quite energizing when we scrape the inch thick moss away from 200 year old tombstones to find a name we have been looking for.



From England to Ireland and on to Germany, Berlin and all it's history was quite an education. From World War II to 1989 and the fall of the wall, which represented the "Iron Curtain", Benny, Tom's son, gave us the West Berliner's view of the changes and adjustments the city and it's people have gone through. The changes in attitude from west and east are slow in coming.

Benny provided a very special surprise. He arranged a reunion gathering of a dozen of Tom's former colleagues from the John F. Kennedy German American School when he taught there from 1973 -76. What fun! We had an amazing evening.

Tom's eldest son, Eric, and his family moved to Bavaria (Southern Germany) two years ago. They seem to have adjusted to small town life and the grandkids, ages 7 and 9, ramble almost effortlessly in German. The mornings were spent in the Conditori (bakery) and the evenings were spent BBQing in the back yard. We wandered the streets of the small village and met neighbors and friends who were very friendly to "The Americans" in their midst. Their families had been there in many cases for 200 years! We went sightseeing in the local larger cities, Augsburg and

Munich, and attended to the every day life of raising children which is the same everywhere you go.

As a whole, this trip has been a wonderful getaway from the everyday life in the hot San Fernando Valley. Being in touch with family, past and present, provides richness and depth. Exploring new avenues broadens life experiences and adds joy to one's world. It has been a wonderful summer.

Warmly, Wendi

### Next Meeting Announcement

Our regular meeting will be October 6<sup>th</sup> at the Baker's Square Restaurant at Zelzah and Chatsworth in Granada Hills at 7:30 pm. You are invited to a no-host dinner at the restaurant starting at 6 pm. Bring that Flathead because the parking lot at break time is where the action is! Eat with V-8 friends and enjoy an evening talking about Early Fords (or anything else that crosses your mind).

### Calendar

**September 11, 2004 – Foothill Festival of Cars.** 10:00-3:00 at 1<sup>st</sup> Baptist Church in La Crescenta. Call 818-249-5832 for more information.

**September 25, 2004 -- Breakfast at the Blackwell's.** Join us for a pot luck breakfast at the Blackwell's. After breakfast, a tour of Agua Dulce and then off to the Valyermo Fall Festival at St. Andrew's Abby. Breakfast at 8 a.m. Sign up at next meeting.

**Sunday, October 31, 2004 - 19th Annual Car Show and Picnic,** sponsored Baldy View V8 Club. Upland Memorial Park, 8:00am. - 2:00pm. All pre '72 Cars, Trucks and Street Rods are welcome. Receive a dash plaque, possibly win one of the special/unique awards, and participate in the raffle. Pick up a flier at the meeting September 6th, or call Wendi Potter for details, 818-884-8019. Let's get out there and show our V8's!



Dick Colarossi

**C Q AUTO PARTS INC.**

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## **September 7<sup>th</sup> is the Big V-8 Auction**

**BRING ALL THOSE PARTS AND GOODIES YOU HAVE BEEN SAVING FOR A YEAR TO SUPPORT YOUR CLUB!**

The September 7<sup>th</sup> meeting is the special date when our biggest fundraiser of the year takes place. It helps to support our Holiday Party and the publication expenses for Drive Lines. While all of our tours are self-supporting and some even contribute a small amount to our treasury, this is the one event that brings in most of the funds the club needs to operate throughout the year.

As you all know, no one is on an expense account and, of course, all your officers and board members are volunteers. When someone hosts an event at their home, there are no club funds used for the occasion. A few times in recent memory, the members voluntarily chipped in a few dollars each for the food we seem to eat in huge quantities. But we do that at the event and on a donation only basis. This is the way it should be done and it is heart warming to see all of us come together in this way.

Most of our sit-down-and-eat events are potluck which helps to relieve the stress on the host and hostess. But, when someone is generous with their home and hosts an event, it is always a gift to the club and this IS SINCERELY APPRECIATED BY US ALL.

SO, HOW DO WE RAISE THE MONEY? It's not hard. Everyone is asked to come to the V-8 Auction AT THE SEPTEMBER 7<sup>TH</sup> MEETING AT 7:30, with some parts or other goodies that someone else might want for their home or shop. Each year these items are donated to the club and someone, like Don Durkee and Joe DiFatta, who are professional auctioneers, or should be, run these bargain shows for the benefit of the club. The money you pay for that carburetor you always wanted goes to the club. That's true for that 6 volt generator too. If you changed over to 12 volts, why not donate that perfectly good 6 volt to the club? Did you buy a set of gaskets that you never used? It's still in the package, so bring it to the auction. Someone will be interested.

This is a good way to clean out the garage or house AND a good way to help your club at the same time. **THANKS FOR YOUR SUPPORT AT THIS IMPORTANT EVENT. ALSO, PLEASE, NO JUNK - ONLY USABLE ITEMS.**

## Dick Stones' Car of the Month



Our August Car of the Month is Dick Stones "new" 1946 Super Deluxe Convertible. The car came from Fallbrook, California where it had been for the last thirty years with the same owner. Dick was real lucky to acquire such a find. The car

body is in excellent condition and is free from rust. According to Dick, the car has a Columbia rear end, is equipped with a radio, heater, good top, red leather upholstery, and five new wide white wall tires. The car even came with lots of spare parts (just in case). Best of all, she purrs like a kitten (runs smooth and quiet). Congratulations on your "Car of the Month", Dick. It is a real beauty and it inspires me to want to go looking to find a car like that for myself. I hope you tour the sights and put on lots of happy miles in your new convertible. DB



## **Big Bear Fun Run August 13-15**

Sunny Southern California? Well...

Big Bear is a popular place, and the Fun Run has become a well known event amongst classic and rod owners alike. The show was "full" with as many as 400 entering to show off their "beauties" and many more observers in attendance, even in spite of the rain. Yes, there was rain. It hit as people were driving up on Friday. Ken Sapper took cover for over three and a half hours just outside of Running Springs. Others did the same. It rained again Saturday morning for about an hour, but that didn't stop the show.

Friday was a day of socializing, cleaning up the cars, and preparing for the day's events for Saturday. John and Virginia Wolf hosted a delightful Hors D'Oeuvers in which several club members and friends attended. They have a most outstanding place near the lake, surrounded on three sides by water. The views are incredible and "It doesn't get any better than this." It has been reported that Don Durkee was quite the story teller that afternoon and entertained all who dropped by. (Go Don!) A few in attendance were the Boskovichs, Sappers, Durkees, DiFattas, Kemmerers, and friends the Walsh and Sinnings.

**Big Bear Continued on Page 19**

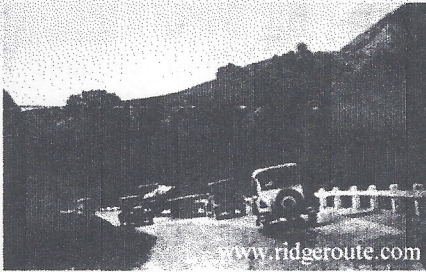
### **Saying Goodbye to Jack and Ann Miles**

Jack Miles leaves the state and gives generously to our club on the way. Jack and Ann are moving to South Carolina and had an auction and BBQ on August 6 to celebrate. Jack auctioned off a lot of his parts including cams, manifolds, carbs and radiators among other items. Gerry Blackwell made up flyers to get the word out to the membership. The Bakers helped organize the auction itself, Dennis Keene was the auctioneer. There were 25 in attendance including active buyers like Nick and Tim Alexander and Larry Caplan. The results were fantastic. Half of the proceeds, which came to about \$800, were generously donated to the club. The gathering was a huge success and all who attended enjoyed themselves. THANK YOU SO MUCH, Jack and Ann. We will all miss you very much. Where can we go now, to get the best in flathead V-8 engine rebuilds? Some would argue that it would be worth it to ship the blocks back to Jack, that is if you want the best!

# The Ridge Route Tour

## Part Two: A Historical Journey

By: Debbie Bergman



In the last issue of the Drive Lines, I spoke of a day filled with fun as fellow V8'ers from Regional Group #11 and the Long Beach Model T Ford Club went on an exciting adventure as they made their way to the top of Reservoir Summit (part of

the Ridge Route). It is hard to believe though that before there was an eight-lane Interstate, there was a twenty-foot wide path that was originally surfaced with oil and gravel and was given the name, Ridge Route.

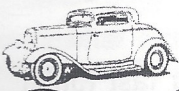
The road got its name because it followed the ridgeline of the mountains. The Ridge Route Highway is that section of road that winds over the San Gabriel and Tehachapi Mountains between Castaic Junction on the south and extends to the bottom of Grapevine Grade on the north. A 6\_-mile segment of the Ridge route is known as the Grapevine.

Many people believed that the Grapevine got its name from the series of switchbacks that resembled a giant grapevine. Did you know that the name actually came from the early days of the Wagoner's who had to hack their way through thick patches of Cimarron grapevines that inhabited the Canyon of the Grapes?

The Ridge Route Road was one of the first products of the California Highway Commission and part of an eighteen million dollar state highways construction bond that voters approved in 1910. In 1912, surveyors began working. Crews that operated mule-powered graders (called Fresno's) began clearing a path for the Ridge Route in 1914. Since there were only minimal funds and no funds were used for blasting, the route from Castaic to Gorman took 697 turns. This is equivalent to 110 complete circles over the entire stretch of the forty-eight mile route. Engineers needed to create a road with many sharp turns so that a 6 to 7 percent slope could be maintained for the roads entire length. This was back in the days when automobiles had little power, so creating a straight alignment with steeper grades was senseless.

**RIDGE ROUTE** continued on page 16





# 19th Annual



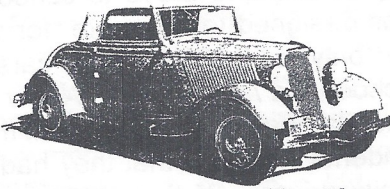
# Car Show and Picnic

Presented by:  
**Baldy View V8 Club Regional No. 88**  
**Sunday, October 31, 2004**

Awards  
Dash Plaques  
Raffle  
Door Prizes  
Food &  
Refreshments  
Sold  
No Alcohol  
Please!

Pre Registration  
**\$20.00**  
Includes Tee Shirt  
& Dash Plaque  
(must Register by 10.08.04)

At Gate Registration  
**\$20.00**  
Includes Dash Plaque  
while they last!



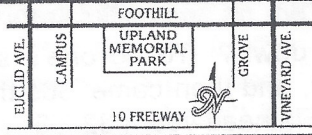
**FOR SALE**  
Car Show T-Shirts  
**\$10.00**

**Spectators Free! No Mini Trucks or Low Riders Please**

**Upland Memorial Park • 8:00 am to 2:00 pm • Open to All Pre 72 Cars, Trucks & Street Rods**



For Additional Information  
Call: 909.599.1292



Peoples Choice Voting

## BALDY VIEW 19TH ANNUAL CAR SHOW

ENTRANT NAME: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_  
(Last) (First)

MAILING ADDRESS: \_\_\_\_\_  
(Street) (City) (State) (Zip)

### VEHICLE INFORMATION:

(1) Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ License No. \_\_\_\_\_  
(2) Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ License No. \_\_\_\_\_

CLUB AFFILIATION: \_\_\_\_\_

PRE-REGISTRATION @ \$20 PER ENTRY \_\_\_\_\_ X \$20 = \$ \_\_\_\_\_

ENTRANT SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

APPLICATION CANNOT BE ACCEPTED WITHOUT SIGNATURE & PAYMENT

Mail registration and payment by October 8, 2004, to: Baldy View Early Ford V-8 Club, Attn: Don Dexter,  
549 E. Baseline Road, San Dimas, CA 91773.

## The Youngest Member of Our Club

Allan Franklin sent in this good news:

Allan and Elaine's grandson, Jack Salter Franklin, was born August 16th 3:20 am. to proud parents, Eric & Jennifer Franklin. Mother and son are doing fine. Allan and Elaine have been glowing for over a month now. We believe this is a good sign. CONGRATULATIONS ALL!

## Were You A Flathead Driver in Your Everyday Life?

This question was put to the membership at our last (July) meeting. 38 of the 66 people at the meeting filled out the form. Preliminary Result: All but five said, "Yes!"

### Here are the results.

The question on the survey asked members to describe the cars they had actually owned and drove to school or work as a daily driver. This was designed to eliminate "for show" hot rods and cars, which were "only for fun". We want cars on which you depended to get to school and / or your job. A few even indicated that they still owned the Flathead they drove "back then".

82% of the respondents indicated that they had owned a Ford Flathead V-8 as a daily driver. Of these 32 people how many different Fords were actually owned? The answer was an astounding 103!

How did this break down? To no one's surprise, the most common year was 1940, and then came '36s then '50s. What is interesting is that every Flathead year ('32-'53) was owned at least once by a current member of the Valley V-8s as a daily driver.

Here are the top 10 years of the total of 103 Flatheads owned:

| <u>Year</u>                               | <u>No. Owned</u> | <u>Most popular<br/>body style</u> | <u>"I wish I still<br/>owned it."</u> |
|---|------------------|------------------------------------|---------------------------------------|
| 1940                                      | 19               | coupe (10)                         | 18                                    |
| 1936                                      | 13               | coupe (10)                         | 12                                    |
| 1950                                      | 13               | coupe (4)                          | 11                                    |
| (3 Mercs, all wish they still owned them) |                  |                                    |                                       |
| 1941                                      | 8                | coupe (5)                          | 7                                     |
| 1932                                      | 7                | coupe (5)                          | 7                                     |
| 1934                                      | 7                | coupe (3)                          | 7                                     |
| 1946                                      | 7                | coupe (4)                          | 7                                     |
| 1951                                      | 7                | sedan (3)                          | 7                                     |
| 1939                                      | 6                | sedan (2)                          | 6                                     |
| 1949                                      | 6                | sedan (2)                          | 6                                     |

(3 Mercs, all wish they still owned them)

The survey included pick-ups. There were 10 reported. 1934, '35, '36 and '50 were tied with two for each year.

A total of eleven Mercs and one Lincoln were reported as daily drivers.

Since most of us, (82%) drove at least one stock or somewhat modified Ford as a daily driver, we were undoubtedly influenced by that early Ford experience, as we got involved in the club in later years.

We can speculate that some of us were influenced by a relative or friend who had a Ford. My Dad owned three flatheads and taught me to drive on one, a '37 "85" coupe. He said it was the first "modern" looking Ford. He thought the steering and the brakes (?) and were first class compared to the V-8s from the early '30's. He drove it through the war years and then got a '46 Merc. None ever had a radio or whitewalls. "Waste of money!" he would say. He was a frugal Irishman and kept his cars 'forever', at least that's the way it seemed from my point of view. He actually only averaged eight years per car, but to a kid, that seems like an eternity.

One of the biggest influences on me as a 16 year old was that the guy, who became my first brother-in-law, had a hot '32 Duce Coupe when we were in high school. Though I never got to drive that car (no one did except him!) I rode in it a lot and was always totally impressed. He was a perfectionist and like many of us kept his daily driver in top shape. I sat in that car with his sister more than once while I heard him explain to the "nice officer" why he may have been going just a little over the speed limit. OK, I had a few "enforcement contacts" of my own, but my cars weren't bright metallic blue with extra loud pipes and huge rear tires. Those are great memories!

Thanks for responding to our survey. There is still time to send me the form that was in the July Drive Lines; I will include it in our report. We got one response all the way from Montana. Cal Beauregard sends his best! We will forward this to The Ford V-8 Club of America and encourage them to compile the data nationally. TP

## September Birthdays - Congratulations!

7<sup>th</sup> Tomy Thompson

11<sup>th</sup> Mary Jane Watson

11<sup>th</sup> Patty Smith

12<sup>th</sup> Richard Gise

13<sup>th</sup> Edy Cowan



18<sup>th</sup> Ingvar Carlson

18<sup>th</sup> Dick Smith

19<sup>th</sup> Shirley Rowe

30<sup>th</sup> Debby Farrar

30<sup>th</sup> Sal Piscopo

## The Ford Flathead V-8, a Primer

(Idea and some wording borrowed from the Greyhound, The Rumble Sheet and the Baldy Viewpoint, October, 2003. Thank you!)

There are a few things that we need to know about the famous Flathead V-8 engine that brings us all together. From time to time, it is important to review them and bring everyone up to speed. While some of us can write the book on the Ford Flathead V-8 (built 1932 – 1953), others may be a little less than completely clear about the design of our engines. Here, then, is Ford Flathead V-8 course #1A, a primer about what makes them unique. The main visual aid for this course is on the front of your Drive Lines each month. It is the cut away illustration of the engine, our symbol for the club, our reason for coming together, besides having a darn good time!

The engines are called “flathead” because the cylinder heads resemble a flat piece of steel. This is in contrast to an overhead valve engine, which has the valves and many other moving parts built into the heads. In the Flathead engine, the valves are in the block and the stems point down. They open upward when pushed directly by the camshaft. In the overhead valve engine, the valves are in the heads and the stems point up and move downward as they open.

What is interesting about our V-8s is that the valve stems don't parallel the cylinder bore, but run at an angle to it. Thus, the valve seat sits at an angle to the top of the block because the camshaft sits above the crankshaft and the valve stems have to sit squarely on the cam.

A somewhat unique feature of our Flathead V-8s is that the hot exhaust gasses do not exit the block on the top of the engine where the valve is located, but rather pass through the block and leave by a series of three openings in the bottom of the V. Wait a minute, four cylinders in each bank but only three exhaust openings? That's the way it's built. All this leads to an inherently hot running engine. Have you noticed? Our cooling systems are huge and even then, if not well maintained, can be a bit troublesome. Let's put it this way, if your Flathead V-8 hasn't boiled at some time in the past, you are very meticulous about maintenance, you don't use it very much or you might be driving a flathead Cadillac.

The early engines, those built from 1932 to 1948, had the upper bell-housing cast into the block and the distributor mounted in the

front of the engine, driven directly off the camshaft. In the 1949 (and 1948 trucks) and later, the bell housing was bolted to the block and the distributor was located on the front right of the engine driven by a shaft perpendicular to the cam. There are many other differences as well, but this will help identify the engines at a glance.

Ford numbers the cylinders 1-4 on the right and 5-8 on the left starting at the front of the engine. The cylinders are attached to the four-throw crankshaft in pairs. Rods #5 and #1 bolt to the first throw, #6 and #2 to the second and so on. It is also interesting to note that the left bank of cylinders sit slightly ahead of the right bank, thus, allowing the rods to connect at an exact right angle to the crankshaft.

The firing order for all Ford Flathead V-8s is 1-5-4-8-6-3-7-2. That's important when hooking up those new plug wires to the distributor. The engine may not run at all if you get that one wrong.

The Ford Flathead V-8 changed through its 22 years of production life (Ford of Canada built the Flathead V-8 for the 1954 model year after the US Ford changed to the overhead valve Y-block V-8.) It started with 21 studs in each head with a displacement of 221 cubic inches developing 65 horsepower, which was a lot for a low priced car in 1932. A phenomenal 350,000+ of the new V-8s were sold in their first year of production.

22 years later, the now famous Ford Flathead V-8 had 24 bolts (not studs) on each head and a displacement of 239 cubic inches and produced 110 hp in the Ford car version and a 255 cubic inch 125 hp engine was developed for the Mercury. Of course, larger engines of the same design were built. A huge 337 cubic inch flathead V-8 was built for Lincolns and Ford 3-ton F-7 & F-8 trucks in the late '40s and early '50s. In 1951, these engines powered the first Lincolns in the Mexican road races.

*There is a great deal more we could say about these incredible engines. But, for me, the best part is that they make sense and I can work on them with a set of tools I can afford. I look under the hood of my 2002 Ford Explorer and say, "OK it needs something and I better find a good shop, I'm lost without a fancy diagnostic computer and a set of specialty tools." Happy Flathead V-8ing! TP*



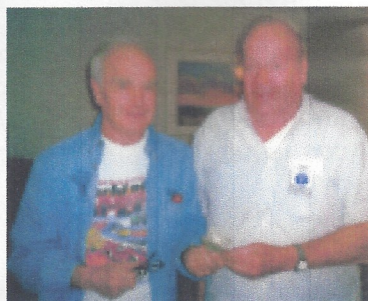
V-8ers "Rainy August Day" at the Big Bear Fun Run



Parking lot has been busy including this nice (can I say that here?) Clenet brought by Al Mooney



The Beauregards were visitors and raffle winners. Al Rohrer cleaned up as well!



## Reflections On The Ford Legend, Spring '04 Issue

The Ford Legend is the publication of the Henry Ford Heritage Association. It includes many articles on Ford traditions and their origins. It is fun to follow some of these news briefs and reflect on them:

1. On November 18, 2003, William Clay Ford Jr. drove the 300 millionth Ford, a red Mustang GT, off the line of the historic Dearborn Assembly Plant. Historian, Robert Kreipke said of this occasion, "Our milestone vehicle punctuates Ford's successful history. Everybody likes to brag a little. Kreipke said, "We make very complex, very durable items. To make three hundred million of them is just incredible." The plant closes as the new Rouge Truck assembly plant opens producing the all new F-150.

2. The 2003 movie, "Seabiscuit", starring Toby McGuire, starts oddly. The first words the viewer hears are ' "They called it the car for every man. Henry Ford himself called it a "car for the great multitude." It was functional and simple. You could learn to drive it in less than a day. When Ford first conceived the Model T, it took 13 hours to build one. Within five years, he was turning one out every 90 seconds. Of course, the real invention wasn't the car, it was the assembly line that built it. Pretty soon, other businesses had borrowed the same idea. A new day in American history was dawning.

3. Adjacent to a huge Volkswagen factory in Wolfsburg, Germany, is the 2-year old attraction: Autostadt (auto city). It is a kind of Epcot Center for the automobile industry. It is, where buyers of company vehicle come to take deliver on their new VWs. It is also the second largest theme park in Europe (after Euro-Disney, Paris). The main feature, though, is Zeithaus (the house of time). The large display one sees upon first entering this modern, facility, built by Volkswagen AG, is that of, you guessed it, a Ford Model T!

4. If you want to know if our club is among the leaders, notice that there is a lot of room for the family in the process of loving flathead V-8s. We were pleased to notice, on P. 17 of The Ford Legend, that there is an article entitled, "Clara Ford: The Believer." Prez Wend, with the help of many women in the club, has been

LEGEND continued on page 19

## Editor's Grille

### Abbreviations, What DO they mean anyway?

When you read ads about a possibly great Flathead Ford for sale, are you ever confused by the abbreviations? What's the difference between "obo" and "ono"? Is the car you want a "cab" or a "conv"? We are supposed to use a standard set of abbreviations to make our ads less expensive (read shorter) and more readable. On P. 104 of the June Hemmings, there is a more or less complete listing of the abbreviations, which I'm sure you all know well, or do you?

We all know that "4wd" is different than "fwd" and why that's important. We all know that "auto" means automatic transmission and "NOS" is new old stock. It's easy to figure out that "bsw" is black sidewall tires while "ww" is whitewalls.

But, it gets a little confusing, at least for me, when I find that www means wide whitewall but wsw can mean wide sidewalls. What color are they anyway? White or black? What exactly is a wide sidewall anyway? The sidewall goes more or less from the tread to the bead of a tire and that is a function of tire size or? I think wsw only means wide WHITE sidewall, but it ain't clear.

Now here's an interesting one: "brg" means bearing. OK. But then we find out that "BRG", means British Racing Green! Huh? I guess that makes Prez Wendi's '53 Ford V-8 convertible SFG (Sea Foam Green).

"H/O" means Hurst / Olds, a reference to a supposedly great shift linkage option used on certain 1960's to 90s floor mounted stick shift transmissions found in Oldsmobiles. But not listed by Hemmings is the far more common "h/o" that means High Output. For example, the term is used on certain Ford engines, and many others as well, that are high horsepower versions of the stock engine. Then there's the Ford Taurus of the late '80s and early '90s. "SHO", meaning Special High Output. This is actually a rebadged Mitsubishi V-6 engine that is factory stuffed into a Taurus making the garden variety Ford into a real screamer.

There are the real attention getters: How about ffwf? That one is FULL front wheel drive. I am glad it's "full." I wonder how that is different from the front wheel drive setup found on 90% of everything GM and Chrysler built after 1980? For Fords, it means almost 60% of recent production from the Escort to the Lincoln Continentals built from the late '90s to 2002? I'm sure there are subtleties I am missing. Did you ever notice, by the way, that Ford,



alone, is making bundles on the toughest rear driver on the market, the Crown Vic? They sure hold up. It seems that every Police Department and taxi company in the country is still buying them by the tens of thousands. The only competition seems to come from Mopar Minivans and Ford Explorers. Of course, the Explorers are also rear drivers and the only independent suspension rear drivers made by an American company. Ever see taxis in Las Vegas? They are 25% Ford Explorers.

Jerry Jensen cleared this one up for us at our last meeting. Ford called their convertibles "Cabriolets" through the 1937 model year. The correct abbreviation would be "cab". Then in 1938, basically the same car became a convertible, hence your ad should read "conv." Very few people are going to know or care, but you can sleep better knowing the difference.

Let's talk more about soft-top cars. An "awp", according to Hemmings, is an all weather phaeton. If you wanted to buy a Ford, you could order the famous V-8 from 1932 through 1938 with a soft top and snap-in side curtains. That, boys and girls was an "awp". Of course, roll up windows were also available. Dudley Oschner's soft tops ('34 coupe, '38 sedan) have roll up windows. After 1938, you only got your soft-top Ford as a "convertible" that is they were only available with roll up windows. Jerry tells me that Buick continued the use of the word "phaeton" for a number of years after Ford stopped using it. See GM for details.

If you know that you are asking a ridiculous price for your favorite rust box, put "OBO" in the ad. That means, "OK guys, any takers out there for my barn fresh Bronze Bedford Buick? I'm open to suggestions." The cousin of this one is a little confusing. "ono" means "or nearest offer". On which side of my price is the "nearest"? Perhaps it means, "I know you want to pay more but I'm not going to take your offer because someone else was nearest to my price. Sorry."

My favorite is "m/i/b/" meaning Mint in Box. I think that is about as good as a collectable can get. I want one! TP

## RIDGE ROUTE continued from page 6

The Ridge Route Road opened in 1915. Although motorists had their choice of other routes to get to Los Angeles from the San Joaquin Valley, many preferred the Ridge Route. This was even despite the fact that traveling on the route in a Packard or Model T was an exhausting, all-day trip.

The speed limit was only fifteen mph and because cars and trucks had no fuel pumps, occasionally it was not uncommon to see vehicles going up the steep grades backwards. The Ridge Route Road was a far more direct route to Los Angeles than the route through Mojave and the Tehachapi Mountains, thus cutting the distance to Los Angeles by nearly fifty-eight miles. The Ridge route road was an engineering marvel of its time and was the Cadillac of the highways. In 1919, the road was paved with 4 inches of reinforced concrete, which resulted in a building cost of \$1.2 million. The long winding road also opened up travel and commerce. A cottage industry of inns, gas stations and restaurants along the winding road, was born.

Improvements were made along the way by adding asphalt between 1925 and 1933. As time pressed on, the route soon became a very crowded highway and with road engineering rapidly advancing, the winding concrete became obsolete by the mid 1920's. By the end of the 1920's traffic on the Ridge Route was very heavy and accidents were becoming more prevalent. Since there was a mandate of the US Highway system that the shortest safest routes were to be used, it became obvious that more needed to be done to improve the highway.

Construction of a new alignment, the Ridge Route Alternate began in 1928. The new alignment was to be straighter with gentler grades than the original Ridge Route. Road building reflected the changes in automobile engineering. Automobile technology had advanced significantly. Now by the late 1920's cars were able to exceed 60 miles per hour. This unleashed an era of high speed and well aligned roads.

The new alternate road was completed in 1933 and featured the latest improvements complete with a third lane that enabled passing. With this new road open, fewer people were traveling the original route and the businesses that had relied so heavy on the traffic were forced to close.

Time continued to march on through many improvements and modernization. Today, only the eighty-three year old name has

withstood the test of time. Maintenance on the Ridge Route was abandoned in 1933 when the alternate highway was built. In the 1950's the Forest Service carried out its policy to destroy buildings that are abandoned or in a state of deterioration. There is not much that remains today. A couple of foundations and rock walls with the names of the inns popular in their heyday are all that remain.

The Ridge Route has not gone south just yet, however. Thanks to the diligent efforts of Harrison Scott, a retired Pacific Bell engineer, and U.S. Forest Service archeologists Doug Milburn and Michael McIntyre. It is due largely to their devotion that a 17.6-mile portion of the original Ridge Route became listed on the National Register of Historic Places in 1997. This means that the remaining structures cannot be damaged and nothing can be taken from the route.

Preserving this section of the route was not an easy task. In order to qualify as a "Historic Place", Scott had to find out where everything was. He spent six long years, turning over rocks, climbing down ravines, viewing countless hours of microfilm, interviewed historians and old timers who knew the life of the route. Scott is just sorry that he could not have preserved more of the route. Objections from landowners along the route ultimately forced them to only focus on a small portion.

The keeper of the National Registry is now convinced of the Ridge Route's historic value as the first major link between California's north and south. The road is now eligible to receive federal funds to help aid in its preservation. If the Ridge route Road did nothing else, it left behind memories of days gone by.

Many still exchange their stories. Harrison Scott offers guided tours, as do Jack and Sidney Kelley, who periodically offer free motor tours on the passable portions of the route. Sidney shares graphic elements on the map and articles on the route while Jack, the storyteller, shares history of some of the places that lined the old route.

**RIDGE ROUTE continued on page 20**

## From The Right Seat

Date: August 3, 2004

Meeting Place: Baker's Square

Meeting Leader: Joe DiFatta

Car Count: 17

Start Time: 7:30

Adjournment Time: 9:00

### Introduction of Guests: Welcome!

Welcome back, Cal and Nancy Beauregard with son, Jeff, John Farrar, Lloyd and Donna Paschal!

### President's Notes: Wendi Potter

Thank you to Joe DiFatta for running tonight's meeting.

### Treasurer's Report: Ingvar Carlson

We got money, yes sirree!

### Tours: Steve Boskovich

Gerry Blackwell informs us that her fall tour is cancelled due to lack of interest. Instead, look forward to "Breakfast with the Blackwell's," on September 25, including a trip to Valyermo for the Fall Festival.



### Announcements:

We need a host for the End of Summer Barbecue. No expense for you, we just need your yard! You choose a date at the end of September.

Cub shirts are still available! Contact Steve Boskovich.

### Car of the Month:

Congratulations, Dick Stones and his '46 Convertible! This month's Drive Prize goes to John Farrar's '32.

### Program for the Evening:

Steve Boskovich and Joe DiFatta told us the "wonderful" tale of driving from South Carolina with a yellow '50 pickup.

### Raffle Winners:

Ladies: Christine Varney and Nancy Beauregard

Name Badge: Mike Monroe

50/50 Drawing: Al Rohrer

Minutes submitted by Rachael Doudrick

### **LEGEND continued from page 13**

writing a column in Drive Lines about Clara Ford and many of our club's believers, for over a year. Her use of the term came originally from a statement buried in a book by Ford Bryan, Clara, and Mrs. Henry Ford, 2001.

The "Believer" idea, as related to Clara Ford, started with Henry Ford himself. It is nice to know that we are among many who keep the concept alive and well. A woman's belief (and faith and confidence) in her man is one of the most compelling concepts behind the solid American family. "The Ford Family" in this sense, is interested in the restoration of Fords AND the importance of the believer, those among us who, taking our cue from Henry saying, "I'm with you where you go." We are Believers!

### **BIG BEAR continued from page 5**

Saturday was a day of hope, for winning a prize and for good weather. The weather turned to rain about 11 a.m. for an hour or so, then cleared. Again, everyone was cleaning their cars and re-preparing it for the competition. Winners were informed later on Saturday that they had won a prize, but they weren't told what it was until the awards ceremony on Sunday. Fifteen special awards and "Top 25" awards were given. We understand that Saturday evening there was a "Street Dance" and that our own Joe DiFatta was really "shakin' it".

Ken Sapper was a winner in our club. He was awarded in the "Top 25" category with his '32 Hi-Boy Roadster Hot Rod. He received "Best Chrome". Congratulations Ken! He was given a beautiful plaque and Joan received roses, as did all the winners' wives.

Ken reports that the Big Bear event was very well done and they handled the awards ceremony beautifully. Each winner prepared a 40 second statement about his or her car that was read as the car was driven up to the Master of Ceremonies, each had their picture taken with the MC, and there was a parade of cars around the lake.

*Thank you Ken Sapper for sharing the events of the weekend. It sounds like, in spite of the rain, it was a blast! WP*

## Ridge Route Continued from Page 17

So how about it fellow V8'ers are you convinced yet? Wouldn't it be something for us to maybe get together and do the same thing? Just think, we could be "Certified" "Old Ridge Route V8er's too! We would be reliving a part of history and seeing first hand a relatively unspoiled part of California. If that weren't enough, we would be taking in some gorgeous sights, in the spring, of golden poppies, and chaparral-covered hills. In autumn the beautiful reds, the gold's and the greens would shine through providing us with an awesome display of native foliage. For you history buffs, there is even a museum located at a little spot in Frazier Park where photos of old hotels and gas stations along the route cover the museum walls. Lots of tidbits of information are located there and worth the trip. Doesn't this sound like fun? Maybe it might be worth looking into. DB

## Swede's Sweet Deals

Our treasurer has been at it again. This time he has found "representative"(?) cars for sale round the country that you can buy at a remarkable bargain. How about a '51 Ford Victoria, rare California car, solid, straight, needs restoring for \$5400 (760) 868-4494? At the other end of the scale: '51 Ford Convertible, runs and drives like new for only \$31,500 (209) 478-8514. In that same price range, a '40 Merc Convertible 4D sedan, amateur restoration 40 years ago for \$39,500. (626) 339-1885. For only \$22,500, you can get a '40 Ford Deluxe Fordor. Drives like new for \$22,500 (760) 321-9799. This one really does interest me. '39 Merc 4D. Runs great. \$5,500. (909) 428-6647.

*Anyway, you can depend on our treasurer to find the "interesting" deals of the month to all of us. Good \$\$ news is always welcome. Thanks for sharing Ingvar! TP*

## Wanted, For Sale and Trade

- Wanted:** Parts and information for a '37 Panel Delivery. I have the bare bones and need to flesh it out. Darryl Thomas 818-373-6914
- Wanted:** Rear spring U-bolts for 14-leaf, part #78-5705-A and bars, part #B-5710-C. Scott Doudrick 818-687-9836.
- Wanted:** Good, reasonably priced place to store '69 Cadillac. Call Scott Doudrick at 818-687-9836 (placed for a friend)

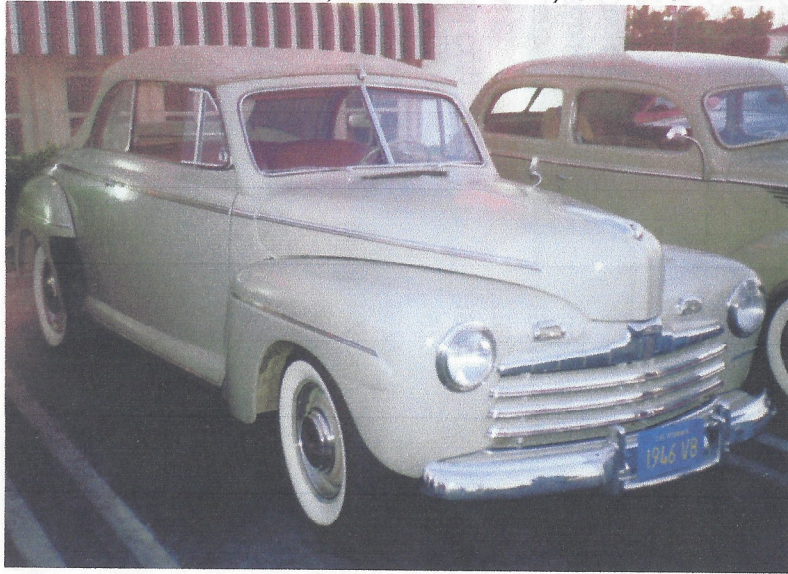
# The Valley's

## 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 Gott       | 1999        |
| Don Stout       | 2000        |
| Steve Boskovich | 2001 -2002  |
| Joe DiFatta     | 2003        |

# The Valley 's

21545 Erwin Street #107, Woodland Hills, CA 91367



**Dick Stone's '46 Super Deluxe Convertible**  
**Our Car of the Month**

