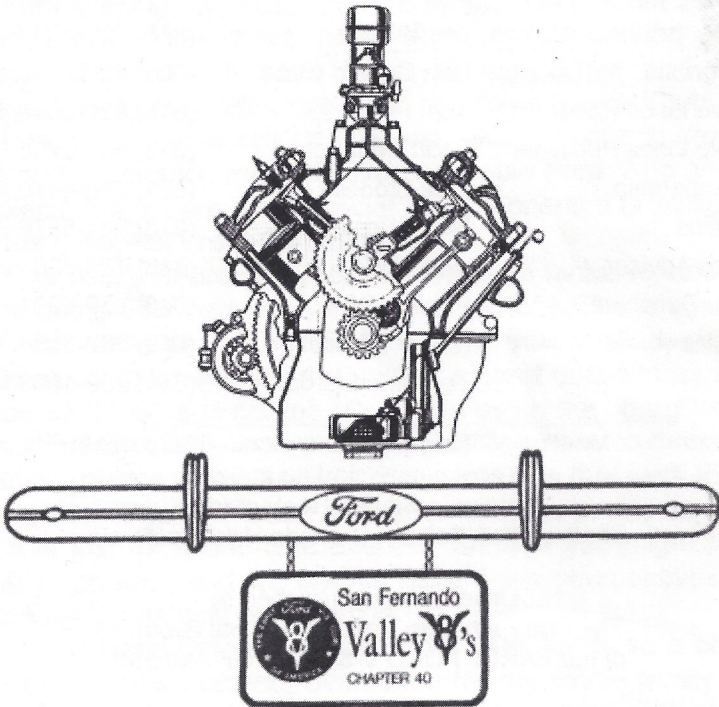




October 2004

"Our 34th Year"



Drive Lines

The Valley 's

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Vice President	Steve Batesole	(818) 787-3658
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Mrs. Sunshine	Virginia Wolf	(818) 789-6201
Ladies Raffle	Nancy Batesole	(818) 787-3658
	Terri Luetzgerodt	(661) 269-1008

Meeting 1st 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
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Mailing Address: Valley V-8's
21545 Erwin Street #107
Woodland Hills, CA 91367

Wendi's Whimsical Notes

— October 2004 —

Can you believe this is October already? If we had fall colors in Southern California, they would be starting to turn about now. Ok, so this is a good lead in...

I have always wanted to see the "fall colors". I understand it is a spectacular natural event, so under the guise of Tom's birthday in October, we are going to Wisconsin. He thinks it is because we are continuing our genealogical research. His grandfather lived there and his father was born there. Don't tell him, please. It is really my selfish motive that has me taking him there for four days in the middle of the month. (Sneaky, aren't I?)

With it being October, I have only two months left as your President. It has been a real honor and pleasure serving you in this capacity. You all have been so supportive and have encouraged me in my endeavors to do all I could for this Club. We have taken some new directions this year. We continue to grow as a group with a common interest. Our incredible Ford V-8s are our center piece, but we are also a social / family oriented organization with a strong interest in our Community.

This year's Board of Directors have been fantastic, and with everyone doing their part we have had "a ton of fun" and continue to grow in so many ways. The Board for next year is shaping up to be a winner. It looks like we are getting a great group together to serve you for 2005. It is not too late to join us on the board! If you have an interest in being on the Board, perhaps as a co-director in any position, please let me know. The more of us that work for the club, the better it gets. Please offer your services in any capacity, even if it is just for a one-time event or an idea you might have. The club is growing and we always need fresh perspectives and new faces participating in organization.

I understand before the end of the year, we have a couple of great events now planned, events fun for the whole family. Be sure to read the Calendar section in this Drive Lines. I think you will enjoy what is coming up. Also, Vice-President Steve and his committee are planning a great Holiday Party! Get your reservations in early!

See you at the meeting.

Best,

Wendi

Next Meeting Time and Place

Our next meeting will be on October 6th, at 7:30 at Baker's Square as usual, Chatsworth and Zelzah, Northwest corner. Bring those Flathead Fords!

Why should you come? Because Don Durkee and Blacky Blackwell will be there. That's fun by itself, but this time they will be telling us about their trip to the Western Nationals in Oregon and what can happen to a Flathead Ford:

Adventures that Can Put you on the Shoulder Quickly

We all have a few of these, but there are always new ones and who, better than Don and Blacky to tell us about it?

Join us for dinner at 6 PM and talk with V-8 Friends. Definitely be there for the meeting when the President kicks it off at 7:30!

Calendar

October 3rd, 35th All Ford Picnic, La Palma Park (714) 538-3957

October 9th, Octoberfest: by Ojai Rotary. For information, please contact Richard Hass via e-mail. Registration forms are available at ojaioctoberfest.com. If exhibitors submit digital photo at time of application to ojairhaas@aol.com, we'll put photos on web site. \$15 exhibitor fee includes two adult admissions and two drink tickets. (\$28 value).

October 23rd, Annual Valley V-8 Club BBQ. 1 PM Sat. at the Durkee's home. Bring hors d'vors, a salad, or dessert. Sign up with Don at the October meeting. See page 4 for details.

October 30, Sat. C&G Open House/Picnic, 10 AM, Escondido (760) 740-2400. Meet at Woodley Park at 7:30 a.m. SHARP. Admission is free. Good time to pick up the parts you need from C&G without paying the shipping. They usually have some neat open house specials going. See you at Woodley!

October 31st, Baldy View Annual Picnic & Car Show. Sunday Upland Memorial Park. For information, (909) 599-1292, 8 – 2 PM

November 7th, Brunch at the Beach! Sunday, the tour to Sunset on the Beach starts at Woodley Park at 9:30 am SHARP! We'll tour out to Malibu and have a great breakfast at a new restaurant we think you will all enjoy. You are invited to bring a blanket, sandals and shorts to lay out on the sand afterward if you wish. Please sign up with Joe DiFatta at the October meeting. For information, call 818-700-1939

Kenny Sapper's '40 Deluxe Tudor, Car of the Month

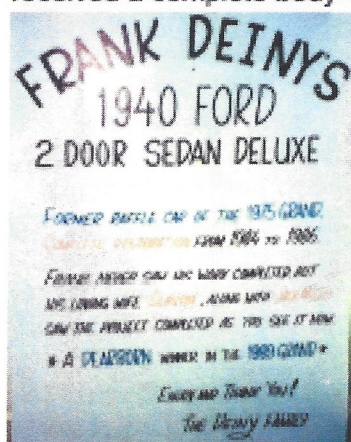


When you walk up to the car and ask about it, Kenny likes to say, "It's not my car." Of course, it is his car, but it's origins and much of the love and inspiration behind the car, and for that matter, the part of his life not devoted to Joan, is built on

his close friend and business partner, the late Frank Deiny.

As you can see in the photo, Ken calls the car Frank's. Why not? We are all caretakers of our Early Fords. We know the day is coming when someone else will take over our prizes and make them shine with the enthusiasm we have for them. Below is a small part of the story of Ken Sapper, Frank Deiny and an incredible '40 Ford.

Our story starts when this car was a Raffle Prize at the Western Nationals at Lake Arrowhead in 1975. It was won and taken to a garage in Long Beach and stored for about six years. In 1981, Frank Deiny bought it from the owner and started to work on it. It was basically a sound car. At first, he was just going to clean the gas tank and fuel lines and drive it. But, the next thing you know, there was just a little more work to be done. And a little more.... The fenders came off. It seems the frame needed a little tweaking! You know what happened. Between 1985 and '87 it received a complete body-off restoration.



To some extent, this was Ken's work, but let's face it, a lot of people got involved along the way. Jack Miles was a central player. Claudia Deiny was also a significant person in the process. Frank died in November 1986, so he never saw the completely restored car.

It did come together though, thanks to the help of many in the club. Jerry Jensen played a major role in the interior. For example, it had a good LeBaron Bonney kit, but the headliner

was installed crooked and the seats needed some work. "Jack Miles really did the car," said Ken. It was much more than just the engine, at which Jack is a master. He did so many things on this car, I can't count them all, says Ken. This beautiful example of the great '40 design works better than Henry ever thought it would.

The car won a 2nd best in show at the La Palma All Ford meet in 1988. At the Santa Barbara Concourse d'Elegance in 1991, it topped all the Duesenbergs and Cords in the place to get best of show. Ken couldn't believe it! That little Ford won over all the \$100,000 cars!

Congratulations, Ken, on getting "Car of the Month". You and Frank deserve it!

BIG ANNUAL OUTDOOR VALLEY V-8 BBQ AND TIRE KICK

Saturday, October 23. Don't forget the date. It's at 1 PM, Durkee's place, which is located at 736 Brush Hill Rd., Thousand Oaks. Bring a salad, soft drinks or dessert. Please remember to sign up with Don at the meeting if you are coming and indicate what you can bring.

Don could also use some set up and clean up help. If you can come early or stay late, please let Don know. The Valley V-8s provide the hot dogs, hamburgers and fixin's. This is always well attended. **PLAN ON POLISHING THAT FLATHEAD FORD V-8** and bring it to Don's! He says, if you don't come in a Flathead Ford, don't park within sight of his house. The best thing is to park that Early Ford beauty on Brush Hill Road as near to Don's house on the street as you can. If you have to come in something else, park it around the corner, behind a big rock and walk. This is tire kickin' fun!

Dick Colarossi

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21116 Devonshire St
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There's More to Ken and Joan Sapper: The Foothill Festival of Cars

Ken's '40 Tudor won Car of the Month, but there is much more to Ken and Joan. For those of you who don't know, Ken and Joan have been central players in the annual Foothill Festival of Cars for years. Ken and Joan headed the show this year, which is held each fall at the First Baptist Church in La Crescenta. For those who have never put on one of these events, it is a LOT of work and Joan and Ken are up to it. Motivating volunteers to get the huge number of details done on time and under budget takes special skills.

You know things are being run right when you arrive, having forgotten your admission ticket, and they take your word for it and direct you to the correct year and class anyway. They say, "Please go to registration." At the table, under an umbrella, they ask your name and in about 20 seconds your paid pre-registration has been confirmed and your huge goodie bag of Maguire's products and other items of interest are in your hands.



There were eight Valley V-8 members at this year's Festival. It was great fun to sit under the big spreading Oak and talk cars. Before the gab starts, you have to go around to the over 150 other cars and decided on your favorite. Then you vote. This is the only award that is handed out based on show goer's opinions. Carefully selected judges do the rest. It's fun to talk with the owners and even do some sidewalk engineering along the way.

This year, my pick was a Bronze 1966 Ford Fairlane hard top coupe in perfect shape. I drove one just like it from 1966 - '68 and loved every minute of it. What nostalgia! I know! It doesn't have a Flathead! Mine had a beautiful Windsor (289 cu in) V-8 with

stick shift that just purred. I almost cried to see this metallic copper car! Why do we sell so many of our finest Fords?



Kenny's other life (how many does this guy have anyway?) is Speedway Engineering, which he and Joan run together. It is a shop in Sylmar, a no-nonsense Manufacturing facility in

which nothing less than the best will do. Their logo says, "Torque Tough Quick Change Rear Ends." Trust me, they do more than rear ends, and do it well. I don't want to spoil the plans, but I think there may be something coming up in connection with Speedway next spring. Don't tell anybody.



In his spare time, Ken Sapper has built one of the finest '32 Roadsters around. I call it "Candy Apple Red." Some don't like that term, but whatever the color name you use, this is one unbelievable Duce. It is not exactly a street machine, no fenders, no front

license etc, but this is one of the best. Yes, it does win wherever it goes including "Best of Show" at the Foothill Festival!

Go

Kenny! TP

Birthdays for October

Congratulations to our October Birthday V-8ers! They deserve it!

1st Arlene Berhzoltz

3rd Tom Potter

3rd Dave Sanborn

9th John Farrar

11th Dave Bergman

12th Cheryle Stout

13th Karen Reed

14th Terri Luetzgerodt



15th Richard Mottern

23rd Bob Rose

23rd Frank Coppa

24th Leslie Litner

25th Al Mooney

29th Cal Beauregard

29th Tony Gambino

Did you have fun at the Action Auction?



While we didn't raise as much money as we would have liked, we didn't do badly (over \$500). The President makes it a point to send a BIG V-8 THANK YOU to all of those who brought items to our annual fundraiser. We also want to thank those of you who bid on the items making it a lot of fun and, of course, just a little crazy. Don Durkee and Joe DiFatta were in good form. Ably assisted by Scott Doudrick (see flying distributor and six blade fan) they managed to keep the evening moving at a good clip. I don't know if Durkee ever did sell those yellow wheels. Can you hear him now? "The paint job alone is worth a hundred bucks alone!"

Thanks again to all who made this evening a fun and successful Club event!



Big Thanks Go to Steve Boskovich

As you know the production of Drive Lines each month is a big, BIG job. To help "us" (that really means Scott Doudrick) make things go a little easier, Steve Boskovich donated a Laser Printer to the Club WITH INK CARTRIDGES. AS YOU KNOW, OUR OLD Ink jet machine was having aging pains. We never knew for sure just when, in the production run for a given month, it would decide to just give up.

Enter Mr. Boskovich with a donation of a machine that will give us better copies and longer ink cartridge life. Laser printing is here to stay. Yeah Steve! Thank you!

European Fords are a Huge Sales Success

As you know by now, Wendi and I just returned from five weeks in Europe. While there I wanted to learn how Ford-Europe is different from Ford-USA. I didn't want to get some insider's view, but rather see what I could come up with on my own. Here is a quick overview.

Ford is huge in Europe. The line up of models is wide and very different from Ford USA. Let's start with the basics. Roads are narrow by American standards and gas or diesel is VERY EXPENSIVE! These two items alone help to determine the nature of cars in ways that are profound. Add that Europeans are drivers like we are in the V-8 Club. They are in touch with the road and their cars. Let's face it; most Americans don't know which wheels are driving or how many speeds their automatic tranny has. In one example, that I experienced a few years back, I noticed a man installing snow chains on the rear tires of his VW Jetta. It took me a while to explain that his car was a front driver. I'd like to think that the road to Mountain High was a little safer that day.

My observation is that most European cars have a five or six speed stick shift. Even the top of the line Mercedes and BMW models are so equipped. Though automatics are available across the board, they are not often ordered.

Gas at \$5.00 per gallon is not uncommon in most countries. Insurance rates and license fees are based on engine displacement. This all adds up to getting as much power out of a small engine as possible. Turbo charging and fuel injection have been widely used for many years to this end.

What then is the Ford-Europe product line? It is smaller and much more economical than its American counterpart. The attached pictures tell part of the story. The Ka is the basic vehicle from Ford for students and single adults. The standard model (black bumpers) has 1.3 liter 4 cylinder front driver getting over 40 MPG. Either as a Sport Ka or the Street Ka, it gets pretty fancy and can be loaded with all the power options we are used to. It gets brutal competition from other manufacturers. My son Benny, who is a student, drives a 1.1 liter Peugeot in which we spent a lot of time. It is slow, but gets 45 MPG and has enough room for the three of us and our luggage. Just barely. It is easy to park on the crowded Berlin streets.

Next up the line is the Ford Fiesta, a family sized sedan displacing 1.4 L in either gas or diesel. The diesel is very popular

for its torque and economy. Almost all are the Zetec TDCi engine, which is Eurospec for a high revving turbo with, of course, fuel injection. These are not the old smoky oil burners, but a lightweight flexible unit that moves you along rapidly. More later on that one.

The Escort is not exactly the old American model, but looks a little like it. Not exciting. Those whom I talked to called it clunky.

The Focus, which is somewhat similar to the American Focus, was introduced in Europe two years earlier than here and back in the 90s, it took the continent by storm. It is in some ways the same as ours, but with many engine options. The 1.4, 1.6 and 1.8 liter power plants are all offered with the 1.8 L available in either gas or diesel, again the turbo (TDCi) version. Many trim lines are available in sedans or wagons with as many options as you want to pay for.

The car I spent the most time with was the 2004 Ford Mondeo. WOW! This is the same floor pan and suspension as the X-type Jaguar and, to put it mildly, it rocks! Wendi and I spent a week with a right hand drive lift-back 4-door putting over 500 miles on it in England. This had a sweet revving, quiet Zetec 2.0L turbo diesel. It handles and rides comparably to our Lincoln LS, but is both smaller and less powerful due to the diesel power plant. Our LX model had every accessory you could imagine except GPS.

It cruised the M6 motorway north from Manchester to Lancaster, England and a week later east to Holyhead, Wales at a steady 80 MPH with no sign of anything but pure eagerness and quiet luxury. Mileage? The speed limit in England is 70 and, as on our I-5, traffic moves about 80. How about 35.4 MPG?

Our driving included a day on the very narrow twisting country roads of the incredibly beautiful Lake District north of Morcombe Bay. Let's put it this way. The crown and bank in the curves of these ancient roads is interesting. The Romans laid them out and the British have improved them some. It is demanding of any car and the Mondeo handled them superbly

Roads in Ireland are about the same as in England except wetter and in numerous places you almost stop to pass oncoming traffic, which is thankfully fairly rare. In Ireland, we were given no choices, so we drove a right hand drive Fiat. Frankly, it was worthless, rattling and jerking along in a way that left us wondering if we would finish our trip at all. It was ugly and left no doubt that there were indeed bumps in the road.

Continued on page 20

The Car Buyer in Europe Looks at Fords (and a few others)



We start our auto shopping at Rückert Ford in the village of Zusmarshausen, Germany. Like all dealers in Germany, it was closed on Sunday when I was there. However, there were a number of cars on the lot both new and used. Of interest was the little "Street Ka", (1 & 2), a silver two-passenger sport coupe with a 1.3 Liter four. The window sticker indicated it cost 20,000 Euros (a Euro is slight more than \$1) and was thought of as a mid-life crisis car, by German men, it has plenty of curb appeal. Sitting next



to it was a top of the line Mondeo wagon LX in metallic blue. Again, loaded, the MSRP sticker read 26,000 Euros.



Their stock (3) also included a Focus mini-van, two Mondeo sedans, one a diesel, and one standard Focus four door. Used cars included one 2002 Peugeot and one 1999 Citroen two door and a 1996 VW 1 ton flatbed crew cab truck, among others.



In England and Wales, we drove a Mondeo LX (4 & 5). This, of course, was a right hand driver. The TDCi (Turbo Diesel) lift-back four door is the subject of our 500-mile test drive. Beautiful to look and a dream to drive on English/Welch roads!

On a street in Langollen, Wales, we found a good example of a standard two door Ford "Ka" (6 & 7). Note the black plastic bumpers and plastic wheel covers, signs of the basic model. This one in red had a few extras including a rear window washer/wiper and an AM-FM radio.

San Fernando Valley V8's

Holiday Party

Sunday, December 8, 2003

Encino Glen, 16821 Burbank Blvd., Encino

Ample parking available!

A Ford Country Christmas

Social Hour: 6:00pm * Dinner 6:45pm
\$27.00 per person

Please bring a donation of an unwrapped toy
for a needy youngster. ('Tis the season of giving!)

*Awards * Raffle * Gifts

Questions? Call Steve Batesole at (818) 787-3658

San Fernando Valley V8's

Holiday Party

Tear off page and return no later than November 26

along with checks payable to Valley V8's:

Mail to: Steve Batesole 6627 McLennan Ave.
Van Nuys, CA 91406

Name(s) of party goers _____

Phone # _____

\$27.00 per person

Total enclosed: _____

Meal(s) choice of:

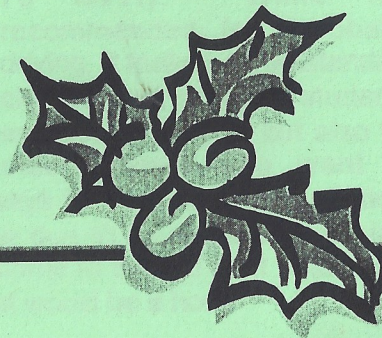
No. of Meals

Chicken

Parmigiana _____

Broiled Salmon _____

Prime Rib au jus _____



Europe requires an interesting little side lamp mounted just ahead of the front doors that flashes with the turn signals to let a car



beside you know that you intend a turn or lane change. Handy! This car appears to be wedged in by a Volvo wagon and a VW Golf. However, in Europe, it is common practice to park or drive over the sidewalk, so most curbs are very low and you are rarely wedged in. Don't drive over the flowers, however. You will get yelled at big time. Parking is always at a premium for even these little cars.



The parking issue brings us to an amazing but interesting car from Daimler-



Chrysler, the "SMART". This two-passenger almost-car is very popular, very economical and is so small that it can even be parked sideways to the flow of traffic. Wendi is standing beside a black "Pure", 50 horsepower model in Munich, Germany (not parked sideways). A 0.7 Liter engine moves this lightweight along at 120 Kilometers / hour, (about 70 MPH). While not recommended for Autobahn driving, it makes an outstanding city car not only for students and young singles, but also for older people who want to



upgrade from the busses and subways for personal transportation. Insurance and taxes are super low due to its small engine size. There is even a rumor that it may come to the US next year. See your Chrysler dealer for details. That would be a hoot!

Tires on our Early Fords What Looks Good, and Drives Well?

The information in this article starts with author Frank Scheidt writing in the Greyhound Express, Aug 2003. Then it went to the San Diego Early Ford V-8 Club, Baldy View and finally, our take on the matter. I wonder if it's improving as it goes?

Some say that we can't / shouldn't run modern tires on our Early Fords for a list of reasons as long as your arm. I take this to mean that someone has had problems, which they attribute to the radials on their car. Fair enough. Anecdotal information is sometimes helpful. One guy with the V-8 Times even wrote that radials will "tear the front end off" of your Early Ford. Probably an exaggeration at best. There are a lot of things that can and do go wrong with the front end of our cars, but I suspect that blaming radial tires for a problem in a front end that is otherwise sound is a stretch.

We've talked, on these pages, about the importance of good kingpins, bushings and tie rod ends. Replacement of the ends may be necessary. Then, of course, there is the alignment itself. Tow-in doesn't have to be much, usually about 1/8th inch, but it is very important that it be there.

I have run radials for about half the time I'm on the road with my '46 with no problems at all. It definitely steers better and stops shorter. But my concern is that they don't look stock and they are hard to park. Since they put a bigger patch of rubber on the road, you have to work at turning the wheel when the car is stopped. For this same reason, they steer better and brake better. They don't get caught in the lateral grooves found in the pavement of many modern freeways, which make the bias-ply tires weave when they try to follow the grooves.

There are reports in our club that Cokers don't hold up well in hot weather at highway speeds. According to some, Diamond Back Tires of South Carolina seem to be a good but expensive solution. They sell a 311 whitewall radial, which is sized to replace the 600x16 wide whitewall. The whitewall seems to stay white. The whitewalls are 27.811 inches high and the tread width is 5.71 inches, which is pretty close to our original Firestones. That's a good thing. Then, someone noticed that the Diamond Backs had the word "Dunlop" stamped on the back. It seems that the Dunlop, Grand Trek TG32; 215/70R16 fits.

The conclusion, which in my mind is still tentative, is that for whitewalls, you may want to look into the Diamond Back. For a much less expensive black wall, try Dunlop. They come awfully close in size and appearance. It is reported that they handle well, leaving a lot of the "wander" behind, look good and cost about half of what a Diamond Back whitewall costs. Let's keep talking about this one. I would like to hear from you on this subject.

What tires do you run? Do your tires hold up well? What problems do they cause, if any? What did they cost? Have you had trouble? If so, did the manufacturer stand behind the product? That's a big one these days. Let's keep chatting about this important subject.

As we used to say back in the '50s when I sold Firestone Supremes at Harold N. Smith's Union 76 Service, "Your life is riding on your tires."

When a customer would wait for a lube and oil change in our office, we would invite him to sit in our lawn chairs, have a cup of coffee and watch a 16mm short put out by Firestone which we projected on the office wall. It was designed to terrify a driver with one crash scene after another and a grim policeman explaining that it could all have been prevented had the cars involved had good tires. Then, miraculously, the camera would pick up a billboard in the background with the Firestone logo on it. Not very subtle, but I suppose it worked in it's day.

My next line was, "We could even install those new tires right now while your car is up on the lube rack! Think of the peace of mind it would bring!"

We sure sold a lot of tires! TP

Who won the 50/50 at the August Meeting?



I don't pretend to know how these things happen, but guess who won our 50/50 award at our August. None other than Ken Sapper! I swear that Joe DiFatta was NOT IN ON IT! Congratulations again, Kenny!

Doudrick Does it Again. We're on the Net.

Scott has done it again for our club! If you were at the July meeting, you know that our web site is up and running. The Valley V-8s are on the Internet in a big way and Scott put us there. We all saw the home page slide at the last meeting. But, do you know the hours that Scott put into making that masterpiece a reality? Let's put it this way, "It ain't simple!"

What really happens is a long series of familiarization runs to get the feel of how you build the site, then getting the "people" at National and at Hemmings just to acknowledge that you exist. Finally, on June 14, Scott received this email which says that we are "in". So, when you have a chance, visit www.hemmings.com, and then click on Car Clubs. Find a Club and put in Early Ford V-8 Club of America. Click on the list of clubs, near the end (we're new) find Valley V-8s, Los Angeles CA and see us in print. You can also find us at www.hemmings.com/valleyv8s.

Here's the final word as Scott received it:

>Date: Mon Jun 14, 2004 10:35:03 PM America/ Los Angeles
>To: doudrick <doudrick@jpl.nasa.gov>
>Cc: 1 Ken Sumikawa <sumissoftware@hotmail.com>, 2 Tom Johnston
><trjford8@napanet.net>
>Subject: Re: earlyfordv8-letter
>
>Dear Scott:
> We will add your site to the national website in the next month
>or so. We considered having the National (Early Ford V-8 Club of
>America) host other RG websites directly, but at this time, we
>have to put it on the back burner.
>
>Regards,
>Terry Davis
>Early Ford V8 Club of America
>National Director Website Chairman

[Ed note: The last sentence may be code for: 'Hemmings is doing the hosting which means paying the big \$ so it costs us little or no money for a quality site. At this time, National just can't afford the

Continue on page 16

What is New From Ford?

Though we are primarily interested in cars powered by the Ford Flathead V-8, we are a FORD club. Many of us drive modern Ford products as well as our beloved 1932-1953 treasurers. As such, it is interesting, from time to time, to look at the new line up of Fords that may become our daily drivers in the near future.

Here are some of my notes on the new line up for 2005. The Focus, which is not new for 2005, now has a ZX4 ST option, which I understand is very hot. Sadly, it is not the incredible European Focus. The German / British car, according to Ford sources, is just too costly to build in this country and will not be made in a North American version. The ZX4 ST is close, in some ways and with 151 hp, is not slow by any standard.

The biggest breakthrough for Ford, as we have all heard, is the world's first SUV Hybrid, the Escape with gasoline / electric power. It can run on electricity only (slow and around town), gasoline only for better acceleration or both for performance which is claimed to beat the gas-only V-6 Escape's high performance level. The real beauty is that you can choose economy, which at 35+ MPG is not bad for an SUV, or speed, which can drop fuel consumption to about 28 MPG, is really quite a lot of flexibility. Now that regular is temporarily back under \$2.00 / gal, maybe we would choose the 28-MPG!

Next up is the new Ford Five Hundred sedans and Freestyle wagons, designed to eventually replace the aging Taurus. It's 12" shorter than the current Crown Vic, but seems bigger, especially on the inside. Rather conservative in styling, it is economical and totally modern in suspension and power train. It will have front wheel or all wheel drive, a six-speed automatic or an optional continuously variable unit for the ultimate in smoothness.

The Freestyle is SUV-like, and though about the same size as the current Explorer, is a much different vehicle as it is built around a significantly lower unit body, not the truck like body-on-frame construction of the current SUV. The new Ford GT is the super-performance coupe, which is barely street-legal. This will only be available through 2006, as it does not meet the newer standards, which go into effect in that year. If you want one at \$150,000 +, (mostly ++), get to your Ford dealer NOW. They will be very hard to find. I understand there are only 1500 scheduled for production this year.

Finally, and this one is my favorite of the new models, is the next generation **Mustang**. Larger than the 2004, which has been around in similar form for more than a decade, the new one is totally redesigned from the ground up. It has enough retro to make it look like a Mustang should. The new V-8 is supposed to move this along at a neck-snapping clip. Wait till next year for the independent rear suspension models, which, they say, will stick to the corners like it was on rails.

I have to mention the last "new Ford". It is a Lincoln Town Car, which looks like they have (ugly) for too many years. What's new is The Fear Factor. For the first time you can buy a production lux-ride that is totally armor plated. It will protect occupants from a 30.06 at close range and more. The gas tank is protected, as is the bottom of the engine, from "road hazards". A standard 4.6-liter V-8 wheezes this monster around. Don't try to outrun 'em! The tires are run-flat. No spare thank you! While significantly slower than the "Signatures" of past years because of weight, it looks and sounds just like the "lighter models".

As you know, armored Lincolns, Cadillacs and Mercedes are hardly new. What is unique this year, is that the cars are not armor plated by an aftermarket specialty shop. These Lincolns are assembly line production models. Every part is made by Ford and serviced by your friendly local dealer. Every panel and screw carries a Ford part number, 1" thick safety glass and all. It even has the standard Ford warrantee, which is four years or 48,000 miles bumper to bumper as is true on all new Lincolns, bullet holes excepted. Cost? Basic Armored Lincoln Town Car (black only) runs \$147,000 plus tax and license. *No thanks, I'll take my chances. TP.*

Web Site Continued from page 14

quality that is on our site. That makes sense and we have no complaints about the quality. Thank you Hemmings!]

We're all proud of Scott and the work he has done for us. Thank you from all of us! We are now up to speed in the electronic age.

Increasingly, the net is where people are looking for everything including car clubs. Look at August's Car of the Month. Joe bought a '47 Ford on e-bay sight un-seen. That's an adventure in the electronic world and it sure worked for Joe. It will work for us too! TP

1946-48 Super Deluxe V-8, a Primer

Last month, in this "Primer" space, we talked about the basic engineering of our favorite V-8, the Ford Flathead. This month, we are going to focus on one of the models in which that engine did its work. Again, this is hardly new information to the old timers. However, it is good to review, even if you just go through the article saying, "I know that!" and "Tell me something new!"

We have had these cars in the club for years. Most recent purchase examples that come to mind are Joe DiFatta's beautiful '47 Fordor and Dick Stones incomparable '46 Convertible, our "Car of the Month" for September

A lot of us grew up in the days when these cars were new or at least still prized as good daily drivers. You wouldn't be ashamed to drive one to pick up that special girl for a Saturday night at the drive-in movies. My buddy had a '46 convertible and I drove my dad's '46 Merc woody. Both cars were maroon. We polished them a lot, so they looked good parked side-by-side. Even though they had been out of production for many years, I suppose they were considered pretty fancy. We definitely got attention in the high school parking lot, which was probably the point that we wanted to make.

In 1946-48 period, the Ford Motor Company faced a new world, one without Edsel and, by 1947, one without Henry. Times were tough in the automobile business. Though, like all manufacturers, Ford could sell every car it could possibly build, price controls kept the profit margin very small on each vehicle. Raw materials were often hard to obtain in the quantities needed to meet assembly line demands. This was especially difficult in 1945. Production efficiency was needed to make a profit and when a line was shut down due to a lack of materials, everyone was a loser.

The 1946 cars were, in most respects slightly modified 1942 models. The '46 included a number of improvements. Though the flathead V-8, known as a 59AB, still displaced 239.4 Cubic inches, it now had 100 HP and a sealed distributor, silvaloy connecting rod bearings and flexible radiator mountings. The grille was new as was the horn ring and the interior colors. The Super Deluxe now had fabric lined metal covers on the chassis springs for silent operation.

Convertibles and Sportsmans had hydraulic power tops and power windows were an available option. In addition to the usual radios and heaters, there were spot lamps, road lamps, reversing

lamps, an electric clock and even a Columbia two speed overdrive rear axle to make highway driving more relaxing (read lower engine RPMs).

This engine in stock form had limited rpm range, but good low-end torque. Problems? Just like the earlier models, overheating. Those water jackets must be kept clean, and the water pumps had to be replaced. According to Red Hamilton, advisor to the Early Ford V-8 Club (National to us), some shops will refresh these blocks to \$2500. But, a proper rebuild runs from \$3000 to \$5000 in stock form. If you want the revs and the displacement to go up you can very easily double those numbers and keep going. It's not unusual for someone to spend \$20,000 or more to get a 59AB "doin' what it should."

The drive train and suspension is, well, just a little old fashioned. We all know about solid axles and wishbones. It's the same basic system used in the Model T. It's reliable and rugged. SIA Drive Reports says that the clutch is a little chattery, but the transmission shifts smoothly and easily. The lack of independent front suspension combined with Houdaille shocks just makes it bounce and shake more than it needs to. Some have said, "It's a head bobber." The '48s finally got tube type front shocks, which help.

Compared to earlier Fords the addition of the transverse stabilizer bars helps a lot in the turns. The 4.11 or even the 3.78 rear ends make the V-8 scream at modern highway speeds. This led us back to a Columbia or the optional 3.54 rear axle, which really works quite well, at least on a certain '46 I know and love.

For their day, these cars stop well. The drums and big for the weight of the car and the hydraulics, while giving a firm pedal, seem to lock up all the wheels every time with a good hard push, which is about all that you can do with 6.00x16 Firestones.

The Double drop X member frames were rugged and hold up well, but body rust was a constant problem. Though receiving a chemical rust proofing before painting, they have their share of rust through spots. These include the rear of the fender stiffeners, the toolbox under the trunk floor and the lower corners of the windshield. The floorboards get a good coat of rust on them if not treated thoroughly when the body comes off.

The interiors hold up pretty well, but just old age takes its toll on the natural wools and cotton threads used most often.

The good news is that almost all parts are readily available. Hemmings is full of sources for everything on this car, well, almost. Prices aren't bad either. Let's put it this way, if you like the "fat fender" look, and I for one do, these cars do not disappoint. If you do a lot of your own work, you can get the parts you need and have a lot of fun while not getting buried in costs. You can usually recover what you put into your car and then some when you do chose to sell it. Trust me, they are NOT going down in value. There are just too many people out there who love 'em. TP

The information in this article is found in Gunnell's Standard Catalog of Ford, Flammang and Lewis, Ford Chronical, Mueller's Ford 100 Years and most helpfully, the Hemmings Classic Car magazine for November 2004.

Maybe this will boggle your mind, I know it did mine!

You've all seen stuff like this before, but it is still worth thinking about. The year is 1904; One hundred years ago! What a difference a century makes! Here are some U.S. statistics for 1904:

The average life expectancy in the U.S. was 47 years.

There were only 8,000 cars in the U.S., and only 144 miles of paved roads.

The maximum speed limit in most cities was 10 mph.

Alabama, Mississippi, Iowa, and Tennessee were each more heavily populated than California. With a mere 1.4 million residents, California was only the 21st most populous state in the Union.

The tallest structure in the world was the Eiffel Tower.

The average wage in the U.S. was 22 cents an hour.

The average U.S. worker made between \$200 and \$400 per year.

A competent accountant could expect to earn \$2000 per year, a dentist \$2,500 per year, a veterinarian between \$1,500 and \$4,000 per year, and a mechanical engineer about \$5,000 per year.

More than 95 percent of all births in the U.S. took place at home.

Sugar cost four cents a pound. Eggs were fourteen cents a dozen.

European Fords Continued from page 9

Driving in Europe is a blast. Our sample of Irish, English and German roads convinced us that there is a challenge in it, but it is so much fun that we are already planning a return trip as soon as the bank account recovers.

Make no mistake about it! Europe will cost you big money. Even when staying with family and in inexpensive B&Bs, it is a shock to figure it all out at the end of the day. We'll cover the canal boats and German rail transportation at another time.

It's great to be in the USA again! America is a fabulous place to call home. Our roads are wide and our cars very competent. Our prices are reasonable and we get value that Europeans can only dream about.

One of the best parts of traveling is returning to the places you love most and the friends you count on. We did try unsuccessfully to meet up with V-8ers in England, but did have some friendly email contacts and a couple of good phone conversations. TP

Wanted, For Sale or Trade

For Sale: '47 Ford Super Deluxe short door coupe with fold down rear seats. Generally "All there". Missing items: 1. rear and driver window glass, 2. trunk lid handle and stainless trunk bar, no hubcaps / trim rings, 3. damage: dent in trunk lid, rust on rear rocker and light rust under trunk floor and front floorboards, "Original." Asking \$6000. Bill Johnson. (562) 805-0895.

For Sale: '36 Ford 5 Window Coupe. Black with rumble seat, flathead, wide whitewalls. Call Richard at 818-335-3380 for details and price.

For Sale: '40 Ford RF, LF and LR fenders. '41 Ford LR and RR fenders. '41 Merc top of RF fender, NOS. '42 Ford LF Fender. Al Porter, (818) 367-2890.

For Sale: 39-'40 Ford six blade fans (2) Jerry Littner, (818) 597-9016.

Wanted: '53 Lincoln convertible coupe. Prefer good original or restored California car. Scott Bringhurst, (UT) (801) 538-7008 or (801) 913-0775

Wanted: Parts and information for a '37 Panel Delivery. I have the bare bones and need to flesh it out. Darryl Thomas (818) 363-6914. Our apologies to Darryl. We printed his phone number incorrectly in the September Issue.

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



**Ken and Joan Sapper's '40 Deluxe Tudor
Our Car of the Month**

