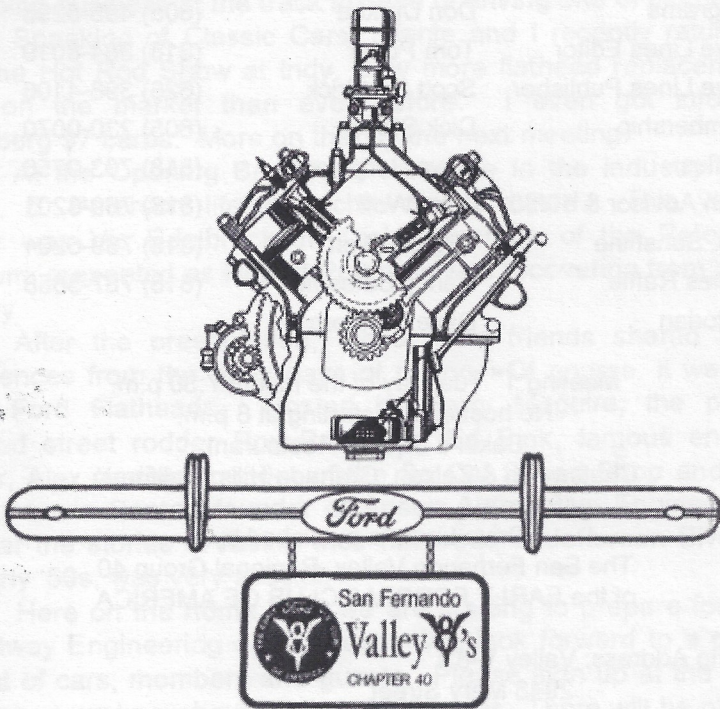




April 2005

"Our 35th Year"



Drive Lines

The Valley 's

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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

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Mailing Address: Valley V-8's
2948 Mary Street
La Crescenta, CA 91214

President Ken's Message

— April 2005 —



Hello fellow V-8ers!

We are still trying to say, "Goodbye!" to the rain as I write this. I am getting cabin fever! I'm really looking forward to the wild flower tour. Steve Boskovich will have some of the scheduling information for us soon. Thanks to Scott for his program on the Mars expeditions at our last meeting. In my work, we had Fords in Victory Lane at the California Speedway, which is great for business. Roush racing pulled off a big win at the Busch Series Race, and dominated the Nextel Cup Race. The only trouble was I was doing business at the track instead of driving one of the cars.

Speaking of Classic Cars, Joanie and I recently returned from the Hot Rod Show at Indy. Saw more flathead replacement parts on the market than ever before. I even got info on Stromberg 97 carbs. More on that by the next meeting.

At the Opening Breakfast, someone in the industry gets the R. E. Peterson lifetime achievement award. This year's winner was Vic Edelbrock Jr. Dick Messmer, of the Peterson Museum, presented as Robert Peterson was recovering from back surgery

After the presentation, Vic Jr. and friends shared their experiences from the early days of racing. Of course, it was all about Ford Flatheads. Hosted by Barry Meguire, the panel included street rodder Roy Brizio Jr., Ed Pink, famous engine builder, Alex Xydias, founder of the So Cal Speed Shop and the colorful Louie Senter, founder of Ansen Automotive Engineering. To hear the stories of racing their flatheads of Jefferson Blvd, in the early '50s, was very special.

Here on the home front we are starting to prepare for the Speedway Engineering open house! We look forward to a great turnout of cars, members and guests. Please sign up at the next meeting so we know how much food to order. There will be plenty of parking and good food. We will tour the machine shop, then take a side trip to The Nethercutt Museum to see the Royal Canadian Hudson Locomotive at 12:30 p.m.

In closing I want to thank you for all your help. My wish is that you and your families are healthy and your cars are ready for our Valley V-8 spring outings.

-Ken

Next Meeting. Tuesday, April 5, 2005

Baker's Square, Zelzah & Chatsworth, Granada Hills at 7:30 p.m. Plan to arrive about 6 p.m. and enjoy a no-host dinner with V-8 friends.

Valley V-8's Club Calendar

Friday, April 8 – Sunday, April 10th. April Special Event. Bus trip to Laughlin, NV. Departs at 10 am. See the details on page 15 in this issue of Drive Lines. Info: call Steve Boskovich, (818) 341-6876

Sunday, April 17, April Tour. Re-enactment of a Civil War Era Battle at Ft. Tejon. Wildflower Tour of the Antelope Valley. Meet at Mc Donald's at Lake Hughes Rd. and the 5 Fwy at 9:15 a.m. Tour up the I-5 to Ft. Tejon starting at 9:30 SHARP! Be sure that your V-8's radiator is extra full. Note to Steve Batesole: Put that water bag on your '36 pick-up. I might need it for my '46. Bring a picnic lunch and a camera. After lunch, we will drive to the Wildflower Preserve near Lancaster to see the flowers. After the rains of this winter, the views are predicted to be breathtaking. Info: call Steve Boskovich, (818) 341-6876

Tuesday, May 3, Regular club meeting, 7:30 p.m. No host dinner starts about 6 p.m.

Saturday, May 7. May Tour. We will be touring to **Speedway Engineering** in Sylmar. Meet at 9:30 a.m. at the southeast corner of Rinaldi and Sepulveda pointing north on Sepulveda. This is one of the best shops in the area manufacturing racing parts, especially quick-change rear ends. We will get a deluxe tour that will show us the real story behind some critical racing parts manufacturing. Lunch will be served. Info: call Steve Boskovich, (818) 341-6876

Other Calendar Events

Sun. April 17, Fabulous Fords Forever, Knott's Berry Farm, Buena Park 10-3. Call 562-862-9311 or visit:
<http://www.fordcarclubs.org>

Sun, April 21 – 23 The '49 – '53 Ford-Mercury Lincoln Association West Coast Convention at the Marriott in Rancho Cordova, (near Sacramento). Call (916) 635-3064. Ask for Steve.

Sun, April 24, Pomona Swap Meet and Car Show, 5 a.m. to 2 p.m.

Sun, June 5, Pomona Swap Meet and Car Show, 5 a.m. to 2 p.m.

The Speedway Engineering Tour

What is a Quick-Change Rear End?

Who buys them and why?



We can all come up with some kind of offbeat answer to this question, but I really wanted to know. So, I went to Prez, Ken Sapper who is the absolute expert on the subject. Kenny, as President of Speedway Engineering, has not only been making his living building these things for over two decades, he is a hands-on guy who is not afraid to show you exactly what he does.

First, let's look at the theory. Our sample flathead V-8 happens to be pointing north so the engine sends it's power through a transmission by means of a drive shaft pointing south toward the center of the rear axle which disappears into the differential. This big steel case at the south end of our car looks sort of like a banjo lying on its side and has at least two jobs. It has to change the direction of the power shaft from north/south to east / west. Because the engine needs to turn faster than the wheels, it also has reduction gears. Since Model "T" days, Ford has done this by means of ring and pinion gears. The little one on the drive shaft drives the big one on an axle to reduce the speed of the axles relative to the engine.

We talk endlessly about how much reduction we have in the rear axle. In high gear, the drive shaft turns at about the same speed as the engine. Many of our flatheads have a 3.78 rear end, that means that the engine turns over about 3 and 3/4 times for every turn of the rear wheels. Some have a 4.11 ratio. Other flathead V-8s have a 3.54. Any of these different ratios came from the factory at no extra cost and a customer could order the ratio he wanted. For more pulling power or for a heavier car, one may get a 4.11. My father's '46 Merc woody was a heavy car, designed to carry heavy loads and it did that well. It had a 4.11. The problem with this arrangement was that the engine turned over very fast at highways speeds, which meant more noise, poorer gas mileage and somewhat reduced engine life. A lighter

car, such as a coupe designed to carry only three people might use a 3.54 ratio. It was quieter at highway speeds, got better gas mileage and better engine life than the 4.11.

In the 1930's, one of the solutions was the Columbia rear axle, which gave the driver two ratios to choose from. Now, the driver could change from one to the other while driving. Good idea! The problem was that these were expensive to install and rarely if ever came from the factory in a low-priced Ford. They were a popular option on the more expensive Lincolns during the flathead years and were occasionally available on Mercurys, but again, they were rare. For the most part, people just shifted the three speed as needed and drove with what ever the factory put into the car. These compromises worked pretty well.

In 1949, Ford, Mercury and Lincoln made a huge change in every aspect of the cars. The engines were improved, the body and suspension were modernized. Some say that this dramatic change even saved Ford from bankruptcy. One important addition in '49 was a popular option, the Borg-Warner electric overdrive. Mounted behind the three-speed stick shift transmission, this gave the driver a change in gear ratio even before the power got to the rear axle. It was, in a sense a fourth gear, and inexpensive too, usually less than \$100. Millions of Fords were so equipped.

That is as far as the factory ever went with mechanical gear ratios for most Ford passenger cars. In the late '30s and early '40s, at GM and Chrysler the automatic transmission entered the picture. By 1951, Borg-Warner, Fordomatic and Mercomatic automatic transmissions were available. On Lincolns, GM Hydramatics were an option starting in late '49. During the next 50 years automatics virtually took Ford and every other manufacturer by storm.

There is, however a niche market for those who wanted to race their cars and that is where the quick-change rear end comes in. When we race a car on a small track, a different axle ratio is required than on a large track for best performance. In racing, performance is the point! In many cases, the same car is raced on many different tracks and a change in gear ratio might make the difference between winning and losing.

In the early days, standard banjo cases were modified to accept a "quick change" set-up. Ken Sapper explains it well. He says that in simplest terms, instead of the drive shaft entering the differential at the same height as the rear axles, the differential is

flipped over. It is rotated so that the input shaft now faces south, toward the rear of the car. Now, a somewhat extended drive shaft comes in under the centerline of the axles and extends beyond the rear axle. It now ends in a gear mounted about 3" below the centerline of the axles, which drives another gear, mounted on a very short driveline, which enters the differential from the rear. These gears are mounted in a case with a rear facing cover, which can be easily removed. With a modern set-up, it is possible to change these gears in as little as ten minutes for different driving conditions. Yet the set-up is very rugged and can take a huge amount of stress and heat. Some sophisticated "quick change" set-ups even have their own oil coolers mounted above the rear axle to keep temps within operating range when the driver is pushing it. In racing that means all the time!



The modern quick-change rear ends, of course, don't depend on Ford factory rear axles and parts. Speedway and other manufacturers make all parts from scratch and the quality controls would put Ford to shame. For example Speedway polishes the axle surface? Why? Because, if you leave a rough

surface, a hairline stress crack could start that would lead to an axle break. With so much at stake, you don't want to make any problems for drivers and owners. Your reputation is at stake!

The best part of all of this is that the club will have a chance to see the whole manufacturing process in action at Speedway on a tour coming up this spring. Watch the calendar for details!! TP



Dick Colarossi

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San Sylmar



Last month's tour of the San Sylmar / J. B. Nethercutt Museum was nothing less than breathtaking. We started out with the "tip of the iceberg" collection of over 100 beautifully restored cars from the 20s – 50s. It is rumored that there are about

three times this number in the collection, which are rotated through the museum on a regular basis. We are told that they are driven regularly, that all are ready to drive at any time and that, once a year, there is a company picnic at a location like Fraser Park where all the cars are driven by company employees.



After half an hour, we crossed the street and walked through a marble lined display hall made to look like a luxury brand show automobile show room from the '30s. The massive marble columns, the wall sized mirrors are all designed

to show the luxury models of the day in their "for sale finery. After a examining each Duesenberg, Rolls Royce, Maybach, Pierce-Arrow and Packard, we were escorted to the richly appointed second floor for an extensive look and some of the finest mechanical musical instruments of the late 19th and early 20th century. Many of these, which are compressed air or wind powered, sound like full orchestras and yet are made almost entirely made of leather, wood and small metal hinges and pipes. These were principally installed in luxury hotels and restaurants when it was found that live musicians and their instruments were

neither as reliable or as convenient as the mechanical replacements. Of course, recorded music replaced these intricate machines by the 1930s and they became outmoded and expensive by comparison.



A loom for braiding cloth over wires

The highlight of our tour was the rare opportunity to visit the restoration shop from which most of the rich and varied collection had come. Numerous cars were in stages of restoration from a bare frame to almost finished cars. It was clear from the variety and highly specialized nature of the work, that the 20+ craftsman that work full-time in this remarkable facility are true masters of their work and the products in the museum reflect this fact.



It can truly be said that the club had one of its best tour of the year at San Sylmar. Thanks to Steve Boskovich with help from Blackie Blackwell and Christine Varney for making the day a highlight for the club.

The April Car of the Month

It's as original as they come. It is unrestored and has the original interior and no rust. It runs beautifully. Its light blue finish is, after 64 years, still in great shape. It's our April Car of the Month.

The beautiful '41 Ford Super Deluxe Convertible belongs to Chuck Shubb. The history is interesting all by itself. It was first purchased in 1941 for \$946 making it the most expensive Ford available at that time. About 690,000 Fords were built for the '41 model year but only 30,240 were Convertibles, making this model fairly rare.

Lea Achieves bought the car from the original owner in the early 1950s. Chuck saw it first in the 1980s, fell in love with it and wanted to buy it, but didn't because he was buying other cars at the time. Bill Nolan did buy it and kept it for the rest of his life. When he passed away in 1993, Chuck again had the chance to buy it and he did. It has been in the Shubb family for about 12 years. It needed a tune up and some minor body/paint work, which was done. It runs well and has turned out to be a great driver.

It comes as no surprise that this beauty is a movie star as are many of Chuck's cars. This one, though, has a list of film credits that would make most super stars jealous. A partial list of its credits include, "Devil in a Blue Dress" with Denzel Washington, "The Beat Goes On," "The Story of Frank Sinatra," "Rat Pack," "Port Chicago," "Pearl Harbor," "Last Dance." "I Remember April," "The Tina Turner Story" and many others. We should all be so lucky!

Congratulations Chuck on your rare and very well kept Car of the Month! TP

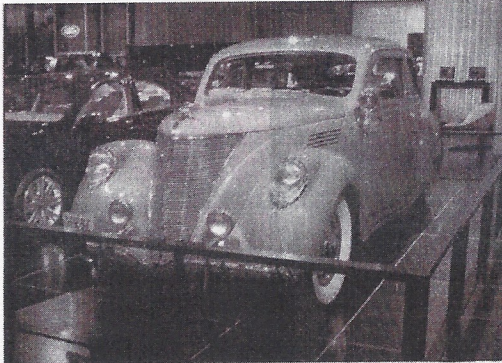
Most Beautiful American Cars of the 20th Century

Hemmings Classic Car and the Nethercutt Collection

Reflect our Valley V-8 tour of beautiful San Sylmar on March 5 as written up on page 6. Then, take in the March issue of Hemmings Classic Car, which makes the modest (?) claim that they have nominated the "Most Beautiful Cars of the 20th Century." Look at the same mag; review the section titled "Other Noteworthy Designs of Beauty." To make this effort seem semi-democratic, read the companion section titled "Your Picks" in which reader's letters of nomination and photographs of the nominated cars are published. Determine for yourself, which of these exquisite cars are the most beautiful.

Taken as a whole, these articles are enjoyable reading. They reflect, the automotive work of the century tastefully. It comes as no surprise that Custom built coachwork, from the '30s gets significant mention. But, surprisingly a lot of mass produced automotive work is also identified as "Most Beautiful", some of it even in a modest price range.

Here's the over-view from Hemmings. There are 60 cars pictured on the 15 pages. Ford, Lincoln and Mercury are represented more than any other carmaker including GM. Duesenbergs and Packards are well represented as are a few richly deserving Studebakers of the Raymond Lowey years. Add in Blacky Blackwell's pick, the '37 Cord and you have it!



Though Lincoln introduced a new model carrying the historic Zephyr name, my attention riveted on this impeccably restored 1936 model. (from Brownell photo)

Here they are by year and name. The Lincoln Ks with beautiful coachwork by Dietrich, Brunn and others dominate the 1930s with five examples particularly the 1938 K models. There are equally as many Duesenbergs and Lincolns are more often chosen than all others put together from the decade. No nominations for this period would be complete without a Lincoln Zephyr, in this case, a 1940 coupe. Swede sent along a 1936 Sedan, shown at above,

which I consider one of the best of the best in looks. Yet, at \$1275, it was hardly considered a Luxury car. "K" model Lincolns of the same year were selling for \$4000 to \$5000.

Packard, considered by many the sure sign that you had arrived in the upper crust, receives the nod four times. The 1942 Packard Clipper was given styling "befitting a Rolls Royce." Cadillac and the GM "C" bodied cars received two nominations for the 1940s. Interesting, but basically Buicks with a Flathead V-8 and Hydramatic.

Of the seven cars listed for the 1950's and 60s, Lincoln received two, the 1956 and the 1961 Continentals. Under other noteworthy designs, Ford was shown twice, one Thunderbird and the 1965 Mustang fastback. This iconic Mustang is the source for the styling of the 2005! 'Nough said!

In the section entitled "Your Picks", our club favorite, the 1940 Ford Deluxe coupe stands out. We also find the very deserving 1953-4 Studebaker Starliner. Among the discussed-but-not-shown cars are '55 Chevys, which deserve a photo if ever a '50s car does, and the '57 Chrysler, line. From Ford, we find the beautiful '52-4 Lincoln, the '61 Thunderbird, and the 1967-8 Mercury Cougar. In the 1970s, the Studebaker Avanti is a hands-down winner and close behind it again in the discussed-but-not-shown arena is the '63 - '67 Corvette Sting Ray. This one deserves a photo, which is a serious omission in our view.

Beauty is in the eye of the beholder. We are looking at body styling, not driving or mechanical excellence, though certain of these cars can hold their own very well with their contemporaries. We hope you enjoy this article in Hemmings Classic Car and that you enjoyed our tour of San Sylmar. What is your pick? Ain't we havin' fun?



Happy Birthday to our Members Born in April

2 Lois Bergman
7 Elaine Franklin
8 Bud Williams
11 Michael Monroe
19 Doug Stoker
21 Barbara Zabel



22 Malinda Muller
23 Blacky Blackwell
24 Jerry Dunn
25 Wendi Potter
25 Bill Samstag
27 Gerry Blackwell

SWEDE'S Advice

The club treasurer is surveying the incoming press releases and some other stuff. The results of his "research" are, as usual, worth your consideration. This just in from Swede's staff:

From Hemmings

If selling a car or parts, beware that a seemingly genuine "Cashier's Check" may be bogus. In the case of a check drawn on a foreign bank, it may take as many as 15 days for it to clear. Don't release the goods until your bank tells you that the check has cleared. Some red flags to look for: 1. A sense of urgency on the part of the buyer. Most honest buyers will understand your caution and allow time for a check to clear. 2. An immediate offer of the full price for the car / parts without many questions about condition. 3. Some scammers may offer highly desirable cars or parts for sale at low prices, then ask for a deposit and not deliver the goods as represented. For concerns and questions, contact Mary Brott, Customer Liaison, at mbrott@hemmings.com or (800) 227-4373, ext. 635.

Swede likes the Goldenrod Garage section of the Old Car Trader for March. He found some flatheads that appear original and "of interest."

'41 Ford Pickup. "Cosmetic refurbishing. Solid truck. \$21,500

'49 Ford Convertible "Decent amateur restoration, nearly finished" \$21,500.

'42 Ford Sedan Delivery. "Ex-military vehicle. Stored since the '50s. Some rust but complete and original. Runs and drives." \$4950.

If any of this interests you, *Call Goldenrod at (207) 865-6269.*

He also suggests you consider a '46 Merc Fordor. AACA Junior Award. Complete frame-off, Grey on grey. \$11,900 (914) 355-0204. Another possibility is a '46 Mercury sedan delivery (Canadian) 1 of 52 built. "Good, solid vehicle." \$10,900 USD. Will ship from Manitoba. (905) 668-4446.

Auto Radio Programs recommended by the Treasurer:

Sat. 8 – 11 Motor Man	790 am
Sat 10 – 11 Click and Clack, the Tappet Bros.	88.3 fm
Sat 11 – 1 Car Show	90.7 fm
Sun 10 – 11 Click and Clack the Tappet Bros	88.3 fm

The Importance of the LA Auto Show:

As seen in Old Cars Weekly

If you remember glancing at Cars Weekly for Jan 27 (See P. 21), you noted that the importance of the LA Auto Show seemed to be front center. We wrote up in the February issue of DL, but it is way beyond what we had suspected.

Seems that if California were an independent country, it would be the **third largest market for new car sales in the world!** That's quite a statement. Which "countries" are first and second "ahead of California" ? The (rest of the) United States and Germany in that order.

So is our LA Auto show big?. The 2005 LA Show (Jan. 7 – 16) hosted over 300,000 people and displayed 1000 different vehicles representing virtually all major name plates and some very rare and exotic automobiles too.

First on Old Cars Weekly list of premier cars was the 2005 Mustang convertible. See the Editor's Grille in this issue of DL. The next generation VW Jetta and the Audi A3 came in for next billing. The new Chrysler 300 C got the top billing on the next page. The Chevy Nomad 200S concept was a crowd pleaser showing a 1950's retro look. Next in line and the first color shot in that article was the in-production 2005 Ford GT. See your local Ford dealer and bring along about a quarter mil just in case you get the urge to own. *Finally, they claim that 20% of auto manufacturers products are being sold in the area, so when making plans for next January, you might want to consider the LA Auto Show at the Convention Center. You might just be in on something pretty big! TP*



In the Last Storm

Many sources that tell us our beloved Santa Paula Airport has come on hard times. It seems that the Santa Clara River came out of the mountains with a vengeance during the recent winter storms. A large section of the runway at the airport disappeared down stream making it unusable. The field has been closed to aviation use. We would appreciate hearing any further news from members about the future of this jewel, one that our club has enjoyed for many years.

Hemmings' Take: "Hot Rod Values"

The homework for this story is the March '05 Hemmings article on Pp. 74 -75, "Hot Rod Values." The lead photo is that of a 1938 Lincoln Zephyr V-12 three-window coupe. It turns out that this car, as a street rod, sold at the '04 Barrett-Jackson Auction in Scottsdale, AZ for \$432,000, more than any Gullwing Mercedes, Jaguar, Duesenberg or Ferrari. That, as you might suspect, was a most unusual circumstance. According to Hemmings, the Zephyr "had been the subject of intense pre-auction publicity which touched off a bidding war between two very well-heeled would-be buyers who weren't part of the hot rod community." 'nough said.

The article features photos of some interesting comparisons. On P. 74, we find two '46 Mercs, one a fully restored convertible (actually, it has a '47 grille. It's probably a '47-'48). The other a Cadillac-powered '46 Merc custom, one that's beautiful looking, but "not quite stock." The article points out that the value of the stock Mercury "far exceeded that of the Cadillac powered coupe." On the top of the next page, we find a photo of a '32 Ford rod that "nudged \$40,000" and a "real [restored to original] '32 Ford roadster which "beat the rod by nearly \$10,000."

The "bottom line" was that "Correct historic cars command a premium. Well-built contemporary rods are desirable and a relatively common rod or custom, old or new, of average quality is worth what ever a buyer is willing to pay." I read that to mean that your '38 Zephyr rod will not normally go for more than a #1 restored car, Barrett-Jackson is the extreme exception.

Our conclusion: The correct, "as Henry built 'em," cars are the best way to go if building and retaining value while having fun and getting noticed is of interest. Our stock cars seem to have the widest appeal, the most lasting value and the best road recognition for the dollar of anything out there. A friend of mine told me, "I drive into a gas station with my \$60,000 Mercedes and no one pays any attention. You drive into the same station with a restored \$15,000 early Ford and everyone comes out to look at it".

I guess he's right. Hasn't that been your experience too? The thought that keeps coming back to me is that the newer \$60,000 car won't be worth even half of that value in a few years. The early Ford? They seem to just keep getting better and better. I know, it's apples and oranges, but still... TP

Car Lovers Don't Forget

Do you remember the year, make and model of every car you have owned? It seems a huge number of us do, according to an article in the February 8, '05 Los Angeles Daily News.

Mc Keel Hagerty, president of Hagerty Insurance, the nation's leading insurer of collectable cars received 7,000 responses to his on-line survey entitled, "Love in the Fast Lane" admittedly, an unscientific survey.

It seems, if Hagerty's survey is to be believed, that 64% of those who responded would re-acquire their first car if they had the chance, 67% remember the date they bought their first classic car and an astonishing 73% remember the year, make and model of every car they have owned.

Now, it's your turn!

OK, Here we go! **At the next meeting, which is April 5**, we will have a little survey sheet that you can fill out. Let's see how our club stacks up. You will have a chance to answer the three questions on Hagerty's survey and then we compare our percentages with those already printed. You can fill in the following info about yourself:

1. Would you buy back any of the first three cars or trucks that you owned if available and in the condition it was when you sold it? (Yes / No)
2. Do you remember the date (year and month) you purchased your first to-be-restored Flathead powered Ford? "Classics" for us are, of course, flathead Fords, Mercs and Lincolns, including trucks that you planned to restore or build up. It may or may not be a daily driver.
3. Can you remember the year, make and model of every car and truck you have owned? Do not count those belonging to your business, just your own cars and trucks.

Car Lovers continued on page 20

Editor's Grille

The Most is the '05 Mustang Convertible

Here is the Car and Driver take on the new Mustang GT convertible condensed from the March, '05 issue. They are looking, at how Ford got a STIFF convertible chassis this time, when the last ones were, as one reviewer described it, "loosey-goosey over the tracks."

1. Ford stiffened the K brace that ties the frame rails, engine and lower control arm mounts together, added a V-brace at the rear hooking the rocker panels to the tire tubs, and used thicker-gage steel for the rockers. This increased the torsional rigidity to 6500 lbs, up from 3000 lbs. in the '04 convertible Pony. It improved the bending resistance by 25 % and did all of this with only a 120 lb. Weight increase.
2. What else did they change when they wanted to put the top down? 9% softening of the front spring rate and 14% on the rears. The shocks have been revalved and anti-roll bars are reduced in diameter from .8 to .7 of an inch. They say that increased suppleness in the undercarriage means less force is transmitted to the body shell hence, less bending force on undulating surfaces. The result, says C & D, is one of the tightest convertibles on the road. Better yet, they say "the drop-top handles transitions with agility, flicking from one direction to the other without overshooting your intended arc."
3. The Mustang's fabric top is lowered by a Z-fold mechanism. This means, among other things that it hides lower in the body when retracted and takes up less room in the trunk. It's its own toneau, so to speak. The top takes 13 seconds from up to stowed which is among the fastest around! The new roof reduces air leakage by 25% over last years model. Like the hard top, the windows drop slightly when the doors open and go up about 1/4 inch when the doors close, improving window seal performance. The rear glass contains an electric de-fogger.
4. So what, beside \$5000, do you give up when you go from coupe to convertible Mustang GT? The rear seat space is the same as the coupe, but the trunk shrinks from 13 to 11 cu. ft. to allow room to store the top. Obviously, the rear seat backs don't fold forward, so no pass-through for those long 2x4s you wanted to carry.

5. So, Car and Driver concludes: "You get a classic open-top experience – complete with a V-8 exhaust note in full surround sound in the GT convertible with virtually no down side." *Not a bad recommendation! There could be a bit of a waiting list on this one. My December-order GT coupe is still a month or two away.*

Ed note: Do-it-yourself instructions for lumber hauling: Load your lumber into your '05 F150, you know, the black-on-black leather lined Lariat that sits beside the red '05 Mustang GT convertible, next to the light green '50 Ford woody, which is next to the maroon '40 Merc convertible which is next to the blue '40 Ford coupe which is next to the yellow '36 Ford roadster in your garage. Don't bump the restored gas pumps (one Ethyl, one Regular) and those vintage signs on the wall when you pull in. Any questions?

About that Mustang GT coupe: I keep telling myself that the waiting is half the fun. I'm ready for the other half! The dealer and I are even thinking of waiting until September when the '06 is out and get one of the new colors, etc. Not much else will change he says. If I don't get a delivery date until May, maybe it's worth more waiting. Wendi and I won't even be home for most of the summer anyway. Too much traveling is planned! TP

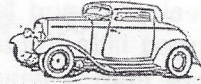


Hemmings Notes

Don't throw away that April '05 issue of Hemmings until you have cut out and framed page 79. On a single page you find the name, address and phone number of 21 of the best Flathead Ford parts suppliers in the country. When your friends, the last three swap meets you attended and an ad in Drive Lines doesn't help you to locate that part for your Flathead, start calling these guys. If one doesn't have it, another will. We didn't say it would be cheap, but you are dealing with reputable companies who stand behind their products and will refund your money if you return a part that doesn't fit or do its job. This list is worth keeping in a clear plastic folder next to the phone. Of course, our friends at Hemmings are simply trying to promote their advertisers, but this seems nothing but good for us and it's so darn convenient! TP



ANNUAL SWAP MEET



CAR SHOW

Presented by:
Baldy View V8 Club Regional No. 88

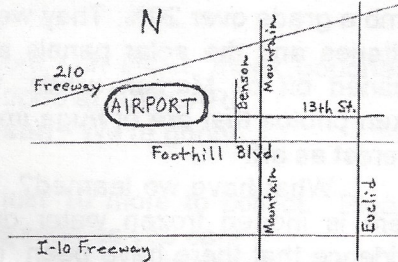
Sunday

MAY 1, 2005
GATES OPEN AT 6AM - CLOSING AT 1PM
RAIN OR SHINE !!!!!
20' x 30' SWAP SPACES

Cable Airport in Upland
Enter off Benson
Go to SouthWest Parking Area
1749 West 13th Street

Spectators Free!

No Mini Trucks or Low Riders Please!



Pre-Registration for Swappers \$20.00 each
At Gate \$25.00 each
Show Car Pre-Registration \$10.00
Show Car At-Gate \$15.00
Car for Sale \$10.00

Pay by April 18, 2005

**TROPHIES !!!
DASH PLAQUES !!!**

Mail Registration To: Don Dexter
549 E. Baseline Road
San Dimas, CA 91773
(909)599-1292

Make Checks Payable to:
Baldy View Early Ford V-8 Club

CAR SHOW NAME: _____ PHONE: () _____
(Last) (First)

MAILING ADDRESS: _____
(Street) (City) (State) (Zip)

VEHICLE INFORMATION: PRE-REGISTRATION \$10.00
Year: _____ Make: _____ Model: _____ License No.: _____

SWAP MEET

PRE-REGISTRATION \$20.00 NUMBER OF SPACES _____

NAME: _____

ADDRESS _____
Street City Zip

PHONE () _____

I hereby understand that I am fully responsible for my automobile and its contents and agree to hold harmless and release the Baldy View V-8 Club, the City of Upland and Cable Airport of liability for any damage, injury, or loss of the property during the show. (This form must be signed before you can enter the show.)

I have read and understand the above disclaimer.

Signature _____ Date _____

March Meeting – Scott Doudrick and JPL

Scott Doudrick's role in America's space program as an engineer at the Jet Propulsion Laboratory in Pasadena is well known to us. For the last four years, he was a central figure in developing and launching the Mars Exploration Rovers. These rugged little tractors are still driving around the surface of Mars more than a year after they landed, sending huge quantities of data from the Martian surface back to earth. The tractors can climb a grade over 20%. They were designed to climb 10%! Their batteries and the solar panels seem to dust over and then get cleaned off by Martian winds. Cameras on robotic arms have taken photos that are of huge importance to science and of great interest as art.

What have we learned? For example, we now know that there is indeed frozen water on Mars. There is considerable evidence that there have been "lakes and rivers" of sorts even in the tropical latitudes where the rovers are now working. We have found an iron – nickel meteorite on Mars, near where the heatshield from Opportunity landed in Jan 2004. Scott announced that we have now been able to study the remains of the heat shield on Meridiani Plenum that protected Odyssey on its entry into the Martian atmosphere. Seems that it was built in Pasadena, USA and has now become a part of the Martian landscape. We found out what heat did to it and how it can be improved for future landings.

What comes next? The answer is "Phoenix" scheduled to launch for Mars in August 2007. Now, who would be Payload System Engineer on that project? Right, Scott is the man! This time, Scott tells us, the mission will land near the north pole of Mars, will operate in vastly colder temperatures and therefore, for a much shorter time period. We learned that the equatorial temperatures on Mars are at or close to freezing (0° centigrade) which means that we can design and operate electrical and mechanical systems pretty much "year 'round" in the Martian climate. Not so at the poles where temperatures go to -100° centigrade or lower. This means that we can land in "summer", when the pole is tilted toward the sun, and work productively using all the available solar power. But in darkness six Martian months later, the temps will drop to the point of "killing" whatever equipment we have operating on the surface.

March Meeting Continued on Page 20

Secretary's Minutes

Date: March 1, 2005

Meeting Place: Baker's Square

Meeting Leader: Ken Sapper

CARL'S Car Count by Tiffany: 12

Start Time: 7:30

Adjournment Time: 9:00

Introduction of Guests: Welcome!

We welcome our new member, John Sasser, with his '32 Ford hot rod.

President's Notes: Ken Sapper

Everybody has survived our record rain intact, thank goodness! Fords taught the Chevys how it's done at NASCAR!

Treasurer's Report: Ingvar Carlson - We're good!

Membership: Dick Stones

Dues are coming in. We have just 10 more to collect. Please send or give your check to Dick as soon as you can!

Tours: Steve Boskovich

Please see page 2

Announcements: We are looking for next year's Drive Lines Editor and Publisher to continue our fine newsletter. Please volunteer! This is a very important part of our club. Tom Potter has served us for 4 years as Editor and Scott Doudrick has been the publisher for 3 years. It is time to pass the torch!

Car of the Month:

Congratulations to Chuck Schubb and his 1941 Super Deluxe Convertible!

This month's Drive Prize goes to John Wolf and his '40 for the second month in a row!

Program for the Evening:

Scott Doudrick gave us the Space Update on Mars Exploration Rovers, Cassini at Saturn, Hyugens at Titan and the upcoming 2007 Mars Phoenix lander.

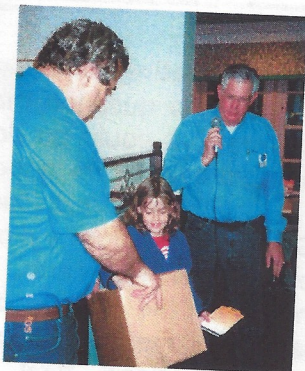
Raffle Winners:

Ladies: Lois Bergman and Karen Lehman

Name Badge: Don Underwood

50/50 Drawing: Al Rohrer

Minutes submitted by Rachael Doudrick



Car Lovers Continued from page 14

Men AND women are asked to fill these out separately and every entry counts if you are a club member. No, we will not ask you to list every car you have owned. There isn't enough paper to do that for a club the size of ours. But it would be fun to see what Ford Products you would re-acquire from among the first three you owned and we will ask you to write a year, make and model for those. Of course, you can say "none". We could also ask you to name your favorite three Flathead Ford, Merc or Lincoln products whether you have owned them or simply dream about it.

Let's see how our Club stacks up against Hagerty's "national average" which may or may not be a true national average. Look for survey sheets at the next meeting. TP



March Meeting Continued from Page 18

One question that I think about is: Could we design a system that could go dormant during the Martian winter and be brought back to life in the spring?

Scott also discussed the Cassini – Huygens mission to Saturn and Saturn's moon, Titan, a body bigger than our moon, but smaller than earth. It seems that the lander lasted at least 5 hours on the surface of the moon in an atmosphere made up largely of methane. It sent back some photos we saw including some amazing "first ever" shots of this Saturnian moon. Breathtaking!



Wanted, For Sale and Trade

Wanted: Right side running-board cover for a '40 Ford. John Kemmerer, (818) 543-2138

Wanted: Interior trunk panels and trim for 1953 Ford Convertible. Tom Potter (818) 884-8019.

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
Wendi Potter	2004

The Valley's

2948 Mary Street, La Crescenta, CA 91214



Car of the Month
Chuck Shubb's '41 Super Deluxe Convertible

