

DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMPANY VEHICLES

Remember Us?



We are now entering year two of this damn Pandemic...
our v8 club is mostly separated and distanced.

Some guys have even grown Beards (Witness Protection Program?)
We miss the handshakes, hugs and camaraderie on tours, meetings, meals and v8 mishaps.
I drive my V8s weekly, just to keep them alive, but it's not the same.
So, Mask Up, Wash Often and Stand Back— Lets beat this thing.
....I hear Jay Harris is itching to do another big tour...



Prez Sez

Greetings New Year Early Ford V8 Club of San Diego Members!

I hope you are all well and enjoying your “alone” time as much as I am. With little to zero (actually zero) Early Ford Club activity occurring, I have been entertaining myself with

car related activities. I’m still spending a couple of days a week working on my old cars. Most recently I ripped out all the wiring, radiator, fuel tank, distributor and water pumps from my ’36 that had been in storage since 1994. I also drained all the fluids. That will keep me entertained for a while, particularly because I always seem to be in the “learn as I go” mode. Another way I “scratch my car itch” is occasional virtual visits to the “Bring a Trailer” website ([BaT Auctions | Bring a Trailer](#)), an auto auction website. If you haven’t visited that site, check it out. You will find all types of interesting cars, motorcycles, etc. being auctioned off. The viewers’ and bidders’ comments are entertaining, and most of the winning bid prices end up being extraordinarily high. I’m currently watching (not with intent to bid) a 1939 Packard Hearse with a blue velour interior. Someone is going to get themselves a real conversation piece! One of the more pricey auctions now is for a 1973 Dino Ferrari, currently bid to \$347,000. Twenty-five years ago, a buddy of mine looked at one that was for sale with the asking price of \$20,000. I remember him saying it was too expensive, not worth it. I enjoy bringing up the current prices of Dinosaurs to him now and again. Hopefully when we decide to sell our old Fords in the future, six figure sales prices will be the norm for an early Ford. We can dream, right?

Not surprisingly, there hasn’t been any change to the National Club’s policy regarding not having any Club sponsored events due to the pandemic and the absence of insurance to cover related liability exposure to the Club. Individuals are on their own to create car events that would normally be created by the Club. I hope that the Government’s administration of the COVID-19 vaccines gains steam so that we are able to resume our Early Ford adventures, together, once again in the not-so-far-off future.

If you have not heard, there is a new book, “The 1940 Ford Book” now available on the Early Ford Club National Website ([Welcome to Early Ford V8 Club of America](#)). I’m hearing good things about the book.

That’s all for now. Have a safe and enjoyable February (Happy Valentine’s Day). Remember, you don’t need a crowd to enjoy driving your old Ford! Get out and drive it! You will enjoy it and you will bring joy to those who see you driving by, no kidding!



Best Regards—Joe Valentino

Things could be worst...

President - **Joe Valentino** - [619-275-1255](tel:619-275-1255)
V.P. - **Dennis Bailey** - [619-954-8646](tel:619-954-8646)
Secretary - **Bob Hargrave** - [619-283-4111](tel:619-283-4111)
Treasurer - **Ken Burke** - [619-469-7350](tel:619-469-7350)

Directors:

Mike Petermann - Prez Pro Tem - [916-479-3665](tel:916-479-3665)

Bill Dorr - [619-884-4188](tel:619-884-4188)

Dennis Bailey - [619-954-8646](tel:619-954-8646)

Bob Hargrave - [619-283-4111](tel:619-283-4111)

Ken Burke - [619-469-7350](tel:619-469-7350)

Ray Brock - [619-993-9190](tel:619-993-9190)

Tim Shortt - [619-435-9013](tel:619-435-9013)

Rick Carlton - [619-512-7058](tel:619-512-7058)

Joe Valentino - [619-275-1255](tel:619-275-1255)

Other Chairpersons:

50/50: **Carl Atkinson** - [619-593-1514](tel:619-593-1514)

Membership - **Paula Pifer** - [619-464-5445](tel:619-464-5445)

Programs - **Volunteers**

Tour Co-ordinator - **Monthly**

Car Club Council - **Susan Johns Valentino** [619-275-1255](tel:619-275-1255)

Web Master - **Rick Carlton** - [619-512-7058](tel:619-512-7058)

Lady 8ers - **TBD**

Accessories - **Ray Brock** [619-993-9190](tel:619-993-9190)

Ford Fan - **Tim Shortt** - [619-435-9013](tel:619-435-9013) Cell [619-851-8927](tel:619-851-8927)

tashortt@me.com

Refreshments - **Volunteers**

Sunshine - **Judy Grobbel** - [619-435-2932](tel:619-435-2932)

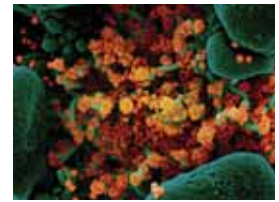
V8 eblasts - **Sandy Shortt** - shortsandy@mac.com
[619-851-7878](tel:619-851-7878)

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month’s publication. Photo and article submissions are welcome. Please send materials to the Ford Fan % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair, 3558 Bentley Drive, Spring Valley, CA 91977.





The following article was published in the Federation of British Historic Vehicle Clubs September newsletter, and puts the constraints on our normal lives under Covid 19 into historical perspective.



Imagine...

Imagine you were born in 1900. At 14 years old, the First World War breaks out and runs until you have your 18th birthday with 22 million dead around the world. Soon after that and in time for your 20th birthday, a global pandemic of Spanish Flu strikes with 50 million dead by 1920. By the time you celebrate your 29th birthday, a global recession breaks out, the New York Stock Exchange collapses and millions suffer in poverty and famine. Riding on the back all of this, when you turn 33, the Nazis come to power in Germany. Just before your 40th birthday, World War 2 begins and by the time you are 45, some 60 million have been killed in that conflict, plus 6 million Jews. When you are 52, the Korean War begins and when you are 64 the Vietnam War breaks out and lasts until you are 75! Not to mention the Cold War which probably outlasted you altogether.

The point is, today we live in relative peace and comfort. We have many tools, technological advances and medicines to help us. So, if we need to wear a mask and stay at home where we have food, electricity, running water, radio, TV and WiFi, we should appreciate that thankfully all this bears little resemblance the hardship encountered by some of those previous generations that 'saw it all' in their lifetime. They suffered so much, yet still came out fighting to change the world and make great advances for the betterment of all, especially in the automotive and aviation fields.

So, if ever you find yourself frustrated, angry even, at not being able to attend your favorite historic vehicle club event or venue. If you feel bereft of the freedom to meet up with like-minded friend and wander around automobiles, then pause. Stop and remember the person born in 1900 and be inspired to find the strength, patience and tolerance to cope with the present situations' challenges.

Just as those previous generations fought for a better life, so we will come out fighting to return to our previous way of life and to once again enjoy the collective use of historic vehicles and the camaraderie they bring. We will get back to it, patience is required, but normality will return through collaboration and support for one another.

Mask Up. Wash Often. Stand Back. And Stay Safe.



Tours and Stuff

Everything Canceled due to Pandemic
Midnight at the Oasis-cancelled
Grand National Roadster Show- Ditto

February Anniversaries

2/04 Jose & Vivian Serrano
2/14 Dan & Bonnie Krehbiel

February Birthdays

2/21 Annette Castaneda
2/23 Tom Sytko

February Club Membership Anniversaries

Mike & Lois Pierson	38 yrs
Dave & Maryellen Huhn	23 yrs
Tim & Sandy Shortt	18 yrs
Dennis Bailey	16 yrs
Candaus Greene.	12 yrs
Bill & Sue Houlihan	9 yrs
Joe & Lynn Silva.	4 yrs
David & Mary Cuzick	3 yrs
Cal & Cheryl Westra	2 yrs

Membership- Paula - "We gained only two members during this Pandemic, so the Membership Roster remains the same, plus the two new names attached."

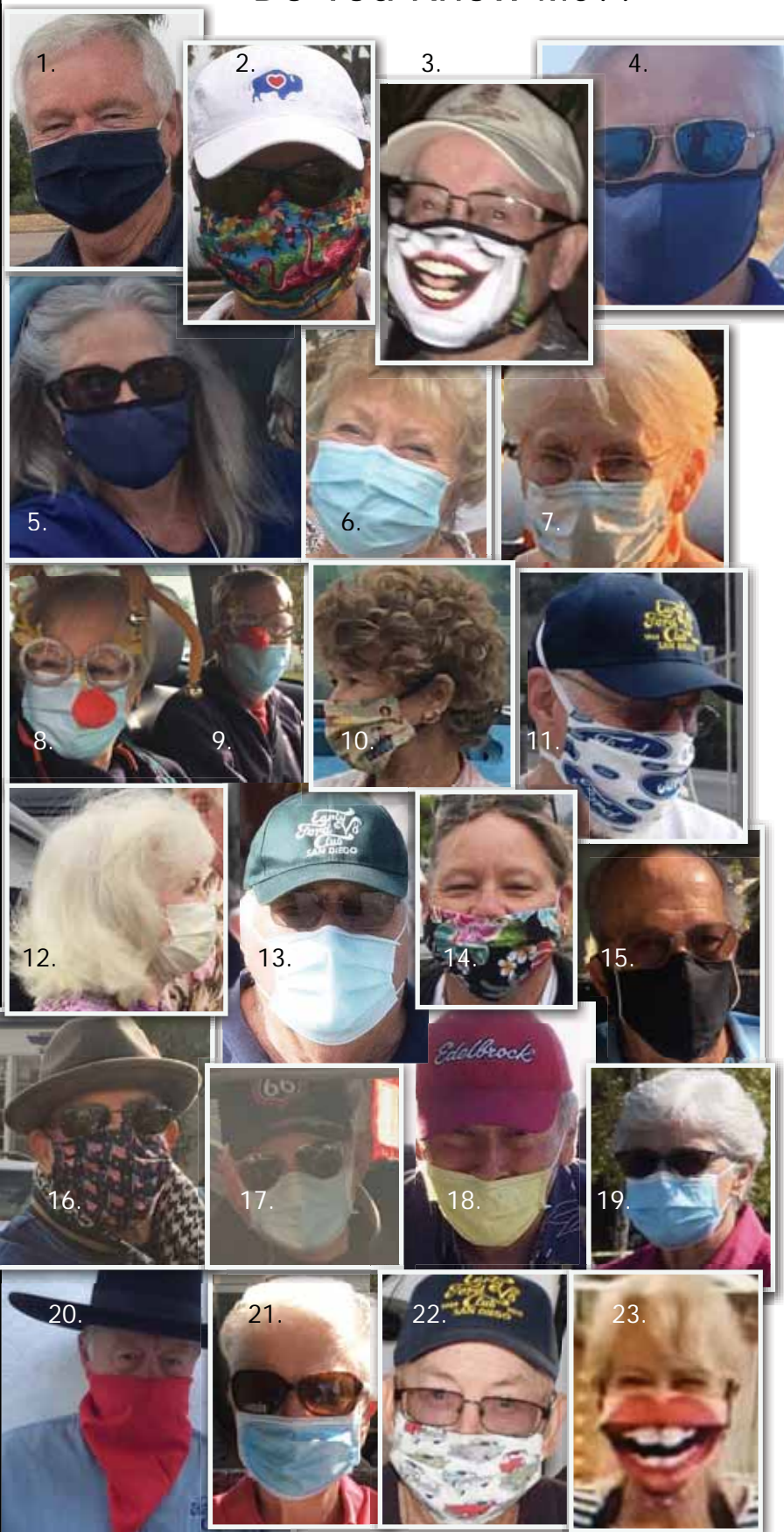
Sunshine- Judy- They say, most accidents happen at home... Well, Paul Alvarado's wife, Marilyn, tripped and broke her leg at home. She is recovering.
Good News: Mike Petermann and Susan Graves and Bob and Raphael Hargrave, all have mostly recovered from Covid.

Walter Andersen reports, his own happy two big Lab dogs got out and had to be collected from the neighbor's place. But once Walter got a leash on them, they took off, dragging Walter behind.
Road Rash, Cuts, Scrapes and a Back Eye resulted.



Excuse me- while I shoot you

Do You Know Me??



Answers on page 5-----

The Year is 1920— One hundred years ago!!!

Here are some statistics for the Year 1920:

The average life expectancy for men was 47 years.

Fuel for cars was sold in drug stores only.

Only 14 percent of the homes had a bathtub.

Only 8 percent of the homes had a telephone.

The maximum speed limit in most cities was 10 mph.

The tallest structure in the world was the Eiffel Tower.

The average US wage in 1920 was 22 cents per hour.

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

A competent accountant could expect to earn \$2,000 per year.

A dentist earned \$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 took place at home.

Ninety percent of all Doctors had NO COLLEGE EDUCATION!

Instead, they attended so-called medical schools, many of which were condemned in the press AND the government as "substandard."

Sugar cost four cents a pound.

Eggs were fourteen cents a dozen.

Coffee was fifteen cents a pound.

Most women only washed their hair once a month and used Borax or egg

yolks for shampoo.

Canada passed a law that prohibited poor people from entering into their country for any reason.



The Five leading causes of death were:

1. Pneumonia and influenza
2. Tuberculosis
3. Diarrhea
- 4 Heart disease
5. Stroke

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The American flag had 45 stars ...

The population of Las Vegas, Nevada was only 30.

Crossword puzzles, canned beer, and iced tea hadn't been invented yet.

There was neither a Mother's Day nor a Father's Day.

Two out of every 10 adults couldn't read or write.

And, only 6 percent of all Americans had graduated from high school.

Marijuana, heroin, and morphine were all available over the counter at local corner drugstores.

Back then pharmacists said, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach, bowels, and is, in fact, a perfect guardian of health!" (Shocking?)

Eighteen percent of households had at least one full-time servant or domestic help...

There were about 230 reported murders in the ENTIRE U.S.A.

I am now going to forward this to someone else without typing it myself.

From there, it will be sent to others all over the WORLD all in a matter of seconds!

**It is impossible to imagine what it may be like
in another 100 years. We've come
a long way.... OR have we?**

***Answers to Page 4 -Identifications: 1. Bill Dorr. 2. Susan Valentino. 3. John Dow. 4. Rick Carlton
5. Sheryl Carlton 6. Maureen Colvin 7. Sandy Shortt. 8. Sue Houlihan 9. Bill Houlihan 10. Liz Dow
11. Joe Pifer. 12. Raphael Hargrave 13. Dennis Bailey. 14. Sue Dorr 15. Ray Brock. 16. Joe Valentino
17. Bob Brown. 18. Tim Shortt. 19. Paula Pifer. 20. Bob Hargrave 21. Judy Grobbel. 22. John Dow (Again)
23. Mystery Guest





General observation of this year's Kissimmee Auction:



Terry Martin is a long time friend from New York, who owns a terrific ramped-up Mustang Fastback (Think BULLET). He attended this years auction and sent these comments: "I have limited knowledge of the general subject of car prices and Mecum Auction prices in particular.—That said, I observed the following:

- the less expensive cars go up on the earlier days and don't attract a lot of bidding, generally,
- The Excalibur had one other bidder and, we thought, he was just there to see if he could low-ball it. Dropped out very quickly.
- some pretty nice cars went for very reasonable prices. They were not high demand collector cars but Corvettes from '61 and '62 and not perfect muscle cars- at the end of next week (days 8, 9 and 10 of the auction) there are some really big ticket items going up: Shelby's personal GT500 or something like that. These are going for 7 figures. I think all the cars on those days benefit from the atmosphere.- so, if you're a buyer and not going after a specific car, go early. If you're a seller, expect people to do that."

Do I have to be a motor vehicle dealer to bid?

No. All Mecum auctions are open to individual enthusiasts as well as to dealers.

What are the advantages of preregistering?

For registrations received 2 weeks prior to auction start, credentials are mailed ahead of time allowing bidders to skip the line and enjoy the auction.

What is the buyer premium?

A buyer premium is a dollar amount added to the hammer price of each sold lot. Buyer premiums vary by item type and bid method and are calculated based on the following percentages:

Vehicles/Motorcycles:

In Person 10%

Telephone 12%

Internet 12%

Road Art: In Person 18%

Telephone 20%

Internet 20%

Can I bring a guest? Yes. In-person bidder registrations include one bidder badge and one guest pass. These credentials grant admission for all auction days.

Is there a deadline I must register by?

Both online and on-site registration remains open throughout the duration of each auction. Keep in mind that absentee registrations may include additional requirements (deposit, account activation, vehicle inspection, etc.), therefore, registering in advance is encouraged.

How do I pay for my purchases?

Purchases can be paid for via cash, check (personal or company), certified funds or wire transfer.

How much does it cost to become a bidder?

The Bidder Registration fee is \$200. Financial verification must also be provided prior to registration approval, and those options are outlined below.

What is the financial verification?

Bidders must provide financial verification as part of their registration. This verifies bidder legitimacy and upholds professional and earnest intentions for the auction as a whole. Bidders may choose any of the following but are only required to provide one. Financial verification must be received by Mecum prior to registration approval.

- **Blank Check** A blank check, made out to Mecum Auction, Inc., may be provided. This check will be completed at settlement. Etc...
- **\$5,000 Deposit** This deposit will be applied to the amount due at settlement. Any unused funds will be returned upon auction completion. Accepted deposit methods: cash, check (personal or company), certified funds, wire transfer, credit card (3% non-refundable processing fee).
- **ACH Profile** Bidder may setup an ACH Profile between the bidder's financial institution and Mecum Auctions. This will allow Mecum to collect the amount due at settlement quickly and efficiently. [Download the ACH Profile document.](#)
- **Bank Letter of Guarantee** Bidder may supply a Bank Letter of Guarantee defining available...etc, etc funds. [Download the Mecum Bank Letter of Guarantee document.](#)
- **Mecum Financial Services** Approved funding through Mecum Financial Services will satisfy the financial verification requirement. [Click here to apply!](#) etc, etc, etc



"At Mecum Kissimmee this year with a guy who is planning to bid on this Excalibur. Can't believe he's going after an Excalibur when there are so many cool Mustangsavailable..." —Terry

Pope John Paul II at the old Yankee Stadium in a Ford-supplied Bronco



My own close encounter with the "Pope" came in 1989 at a New York House Party celebrating Sandy's return from a study trip to Poland.

Was the term "Popemobile" first used to describe a Bronco that Ford modified for the 1979 papal visit to the U.S.?

—By *Daniel Strohl*

In 2002, Pope John Paul II pleaded with the media to, for heaven's sake, stop calling the vehicles

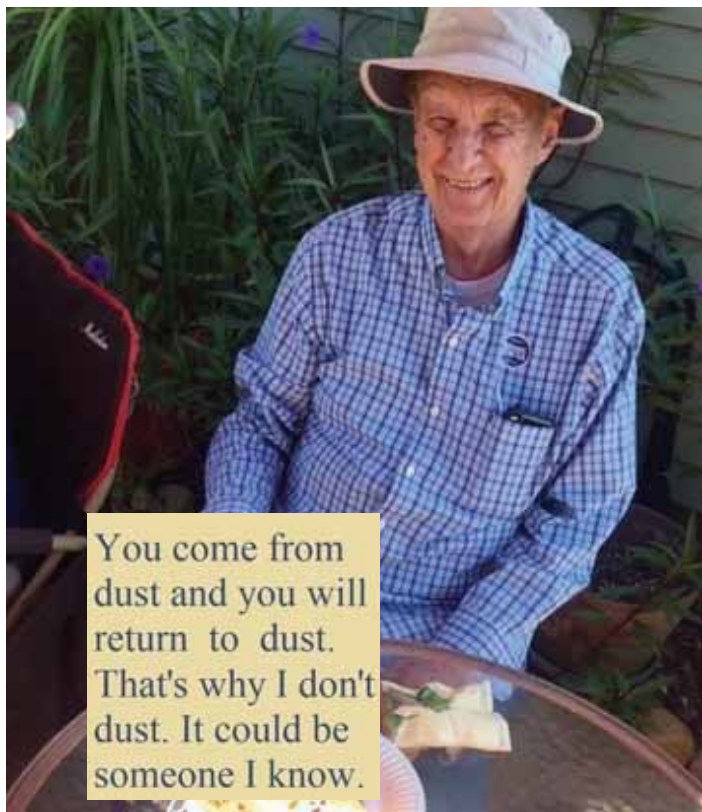
he rode around in the "Popemobile." It was "undignified," he said. Did the media comply? No, because we like catchy names for things, and Popemobile is short and

distinctive. Also, by that time the term had been in use for nearly a quarter century, after it apparently originated with a trio of second third-generation Broncos that Ford modified for Pope John Paul II himself.

Somehow, it took 50 years for somebody to coin that unofficial term for the vehicles that the Pope rides around in. While plenty of Popemobile histories [point to the Nürburg 460](#) that Mercedes-Benz gave to Pius XI in 1930 as the first Popemobile, as the Washington Post noted in its divine [illustrated history of popemobiles](#), the Vatican garage already had a number of cars by 1929--among them a Fiat 525 and an Isotta-Fraschini Type 8--and the first automobile that a pope rode in when traveling outside the Vatican walls that year was a 1929 Graham-Paige.

Plenty of other Popemobiles followed, and while [many of them came from Mercedes-Benz](#), Ford Motor Company also supplied a few, including the [1964 Lincoln Continental](#) that ferried Pope Paul VI around New York City for the first visit by a sitting pope to the United States in 1965. Looking to continue the tradition, Ford brass decided to provide another vehicle for Pope John Paul II's 1979 visit to the United States.

As for the ultimate fate of the three Bronco Popemobiles, they seem to be stuck in purgatory; we've yet to come across any mention of them after 1979.



I asked Walter Andersen, "How will the recent changes in the R.E. development rules in the Midway area, affect your long established Nursery business? will you have to move? What will happen to your extensive collection?"

Our family really does not know what will happen. We own the land where the nursery is, just under two acres. As you probably know the City has eyes on the old CONVAIR property for a totally new 'Transit Hub' to try to tie in Rail, Trolley, Busses, Taxis and more, it is very close to the airport. They have not approached us yet. We have hired an attorney to try to keep us informed about the area. I can only assume there will be many plans drawn and re-drawn before they can figure it all out (if it happens). We have seen City projects blow-up before. If they want us to go, eminent domain will probably happen, if they don't mind us being there we will probably stay for a while longer. I guess we work from there.

We also have the property where Body Shop Revolution is and the Taco Shop next to it. We also own 3/4 of the block where my shop

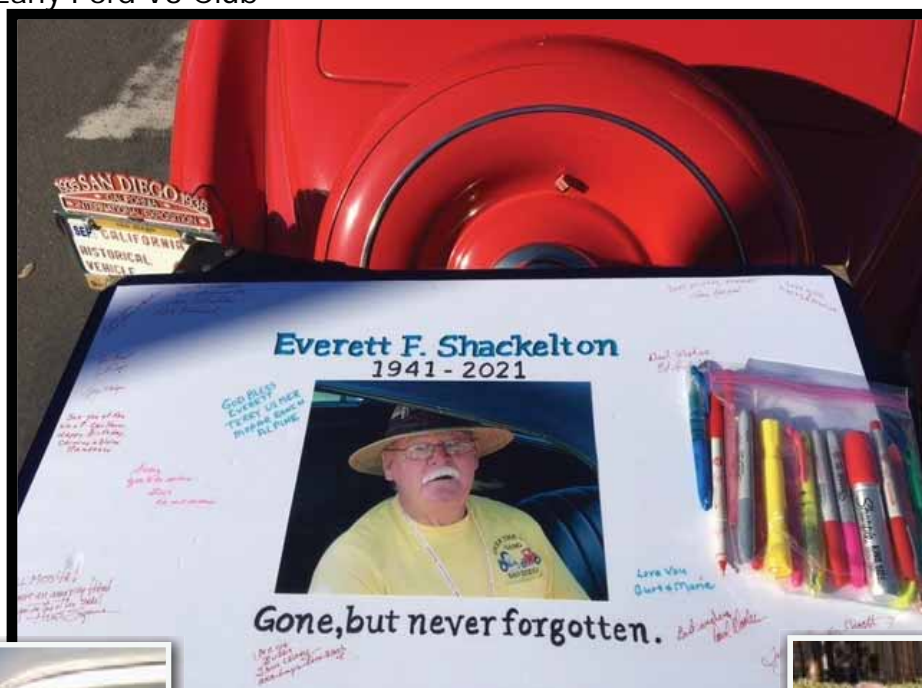
is. The 'citizens' just voted for that area, and pretty much all of Midway, to change from 30 feet to 100 feet high. This will eventually change that whole area. Mayor Falconer called my home once, before the election, "Walter, I hope we can count on you and your friends to vote to go 100 feet high in the Midway area, it will be good for all of San Diego." I told him "No you do not have my support at all, and I'm telling everyone I know to vote against it." I just told him the area is a mess now at 30 feet, it will be a lot worse at 100 feet, and much of the parking for the Sports Arena will be gone for apartments, condos and new offices. He just said 'thank you for your opinion'.

As all most everyone knows Midway is just a hodge-podge of older one and two story buildings with a few three story mixed in. The only way to 'fix it right' is to demo most of it and start over, similar to the Petco Park area. They can rebuild with adequate streets and probably fix the underground infrastructure. My small area will probably be eminent dominated there too. What will we do? No real clue, yet. We still have the Poway store, which we are buying, almost paid for, but a nursery is probably not 'the best use' of that land either. Ken mentions 'when I retire I would like to spend half of the year in Florida.' Which he could probably do. He seems to have no interest in his two Camaro's or the two Nomads, or his Chevy pickup. His wife is more into boats, but I think Ken is learning it is a huge money pit. (he has two) We won't go into that here.

As for my cars & trucks, I really have no clue. All of my 'stuff' is in the old warehouse you were at. I know I will never drive the green '41 Ford COE, I can hardly get into it. The Chevy Fire Truck (COE also) I'm never going to drive it either, too large and too much work to keep it running. Damn. I'm getting old! The Model A, the red F100 I'll keep running, the '45 Ford pickup is registered to the nursery, I plan to keep that on the road also. I tried to get my sons name on most of my things, our attorney said 'when you go' there will be no inheritance tax on those. They are registered 'Walter or Ken'. Ken just assumes possession. Poor Karen is left out, well, there are other things unrelated to cars. So, I guess wait and see, what happens first, eminent domain or Jody and I die. In either case most decisions will be up to Ken and Karen. I assume most or all would be sold. Ken also has a '56 F100, the blue one he never drives and he has a '57 Bel Aire hardtop with front end damage he bought cheap about 30 years ago. Ken also has a '36 Packard 120 coupe (the small one), mostly assembled, but he did not finish enough to drive it. He and I went through the engine, that runs well. Basically Ken has lost interest in the cars and his wife is no encouragement- as old cars go. If the land is eminent domaine, there should be enough cash to buy a decent warehouse some or all of the vehicles to move to with some space left over to rent out to someone. Or sell it all and divide it all up. I shudder thinking about moving all of the crap in the building!!!

I know I have way too many vehicles, I've not sold anything for over 50 years. The two '34 Fords I could sell, but I think Ken might be a little upset. He did put a lot of time and energy in both of those. But if he truly had an interest he could have either on the road in a couple of says, they should be very roadworthy. I think values on these cars has come down in the last 5 years, from what I see in Hemings and some auctions. Sixties muscle cars seem to be what's hot today. Old 'stockers', not so much.

My Saturday 'event' with my two dogs, resulted in road-rash both knees and two more rashes on the left side of my face, no big cuts. My left eye socket is super black. It looks like Mike Tyson pummeled me really good. I'm sure all will heal in a month or so. I canceled my trip to Washington for the inauguration, Joe will probably be sad, Kamala, not so much.—Take care—Walter



Jan 16, Santee — Salute to Everett Shackelton

Everette was a long time member of the Over The Hill Gang and a popular regular at the Bonita Doughnut Saturdays.

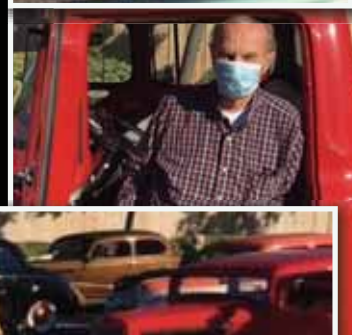
Ray Brock got to know him because they both own black '34 Ford Tudors. Except Everett has had his '34 since high school!!

He was diagnosed with leukemia a few months ago and died on Thursday, just two days before today's cruise in his honor.

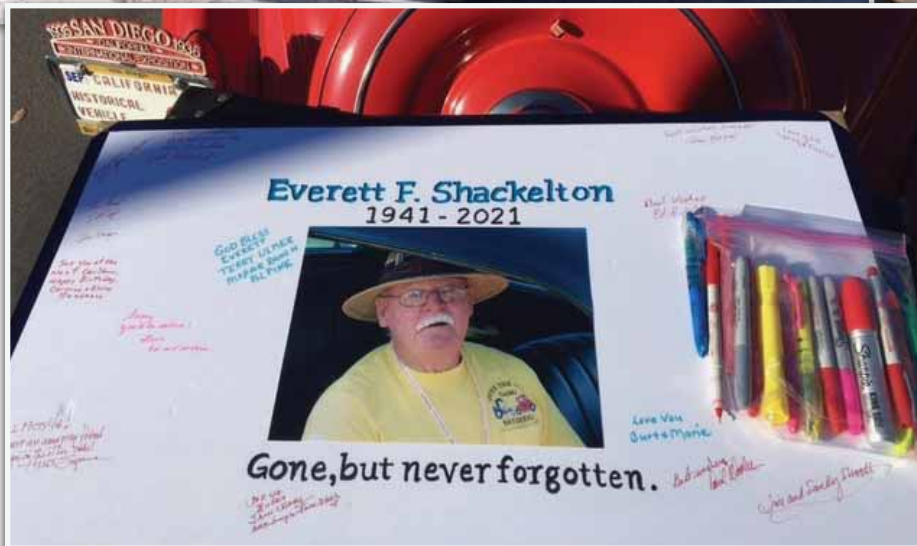
Everett was a Hot Rod guy that loved old cars and had many friends around town. The Cruise-by was one of his last requests. **But, who would have dreamed over 370 hot rods would show up!**

It was an honor to know him and to celebrate his life.

Our condolences to his family.
Over The Hill Gang
President, Joe Pifer







Hot Rod Friends
came from all over to speak
with Sue and pay their last
respects to Everett.





Mercs Don't Float.

At 16, in 1956, I

was driving a Hand-Me-Down '50 Plymouth 6 cylinder but lusting after a V8. Any V8.

When my Dad decided to buy a '51 Merc, I was all for it—thinking I could borrow it now and again. I went shopping with them. There it sat on the front row of a local Used Car Lot — a powder blue -fordor with

cool wide whites, Mercomatic trans and most important, the all-powerful V8.

While my folks were paying for the car, I was busy hiding the not-so-cool fender skirts deep in the trunk. The folks never missed the skirts. That night I was cruising the Blvd, revving that v8 at every light, hoping for a drag race that never happened. Come the weekend I picked up the guys. Of the four of us, John looked almost old enough to buy beer and somehow he pulled it off. Now what? We came up with a well thought out plan: Head out to the Kearney Mesa wilderness where we wouldn't get busted and drink beer until we passed out in our sleeping bags.

We followed a country road into with the radio blasting The Mighty-Six-Ninety R&R into unexplored territory. I was probably going a bit fast for a rough, unfamiliar road in the dark. Wasn't long before I launched us into a really deep puddle, some might say, a small lake. Our momentum carried us almost half way across, but the red clay mud on the bottom sucked the Merc down to the doors. I spun the tires a few times, but it was no use. We were stuck fast like the Exxon Valdez. There was nothing to do but start drinking.

We waded ashore, lit a fire and popped open the brews. It wasn't long before we were looped and dancing around the fire. We finished the beer and sat around bemoaning the fact that we didn't have more. I'm a little fuzzy about how I got back to the car, and I don't remember actually getting in, but I sure remember waking up the next morning and discovering that somebody, most likely me, had upchucked a pizza and a six pack in the back seat. Whoa, did I feel awful. and I didn't smell too good, either.

I waded back to shore where the other guys were starting to come around. They looked no better, but after one whiff, they were definitely avoiding me. We started the Merc and pushed and pulled for a half an hour with little effect. Our more presentable members hiked out to the main road for some help. Amazingly, they were able to flag down a guy in a pickup who had a chain. With the extra horsepower, we pushed and grunted until the Merc popped out of the mud. Once on dry land, we noticed the now RED side walls.

Sitting all night in the wet red clay had stained the bottom half of each whitewall. Six trips through the car wash and buckets of straight bleach only turned them pink. And then there was the smell. After scrubbing, we hid deodorizers all over the car—in the glove compartment, under the dash, seats, trunk, and engine compartment. And not just one in each place, but dozens. It still smelled like wet garbage in a pine forest.

After an initial dressing down, my folks let the whole thing die, but the car couldn't let the story go. On a hot day with the windows up, the passenger compartment smelled like the inside of a dirty sweat sock filled with rotting fish. My Dad sold the Merc about two months later.

Excerpt from Tim Shortt's book: **CHASING CARS** (And Avoiding Infidelities)



1947 Marmon- Herrington Ford CM6-4

Marmon-Herrington (M-H) is one of the founding fathers of four-wheel drive, but it's a name not often heard these days. The company was founded in 1931 when Walter Marmon and Arthur Herrington joined forces to produce all-wheel-drive trucks. Marmon was the



founder of the Marmon Motor Car Company and Herrington was an Army engineer who had worked in the '20s to help the U.S. Army design and build its own fleet of all-wheel-drive trucks. Along the way, he patented a steering knuckle design that provided the foundation for a device many four-wheelers use today: the double-cardan CV-joint used on driveshafts. The Marmon Motor Car Company went out of business in 1933 but Marmon-Herrington hung on and remains in business to this day.

At first, Marmon-Herrington built its own truck designs in the larger capacities. That was not as profitable as it could be and the company looked for a way to cut costs. Walter Marmon came up with a humdinger of an idea: Why not convert an existing line of trucks to all-wheel drive? Marmon owned a Ford dealership and immediately settled on that brand as the most adaptable. Herrington was vehemently opposed but when he was in Iran in 1935 negotiating a military contract, Marmon had M-H engineer Bob Wallace convert a Ford truck. Herrington was furious upon his return but became an enthusiastic supporter after seeing and driving the truck.

The company soon found a strong market for the conversion of Fords. Eventually, they did just about everything from passenger cars through light trucks and trucks up to 3-ton capacity, including 6x6 conversions. They still built their own lines of big trucks. It didn't take much lobbying with Ford leadership, namely with old Henry himself, to make the conversions available through Ford dealers. Your Ford truck could be ordered from Dearborn, sent to Marmon-Herrington in Indianapolis for conversion, and shipped to your dealer for delivery.

The Army was all over the Marmon-Herringtons and bought substantial numbers of converted trucks leading up to World War II, including 1/2- and 1-ton light 4x4s. One of the events leading up to the development of the light 4x4 truck and the WWII jeep was the Marmon-Herrington 1/2-ton Ford conversion of 1936, which became the Army's lightest standard-issue 4x4 to that date. M-H was a big supplier of trucks and equipment in World War II, including a line of light tanks. They were a big player after the war and had a strong place in the light and medium truck market, even after others entered the conversion game. The bottom fell out in the late '50s and early '60s when light and medium truck manufacturers began building 4x4s in-house. Ford's handshake deal with Marmon-Herrington for light 4x4 trucks ended after 1958, when Ford began producing 4x4s in-house starting for the '59 model year.

In 1947, the world was still recovering from the global upheaval of WWII, but the American truck industry was starting to build up a head of steam. Ford's 1947 line of trucks was nothing particularly special, essentially a revamp of the prewar line with a few minor tweaks. It was geared up for a redesigned line of trucks for 1948 that would knock the world on its ear. Ever heard of the F-Series Ford truck?

The behind-the-times nature of the '47 Ford line didn't stop the one company from buying a Glade Green 1947 Marmon-Herrington Ford CM6-4 truck and adding a big Tulsa 23L winch and boom to lay gas lines in Southern Ohio and Northern Kentucky in the late '40s. The CM6-4 was based on Ford's 798T series 1 1/2-ton trucks and sat on a 158-inch wheelbase. They were powered by an industrial version of Ford's legendary 239ci flathead V-8, which cranked out 100 hp and 180 lb-ft of torque. That's not a lot by today's standard but in its class, that was decent power for the day in which speed and power expectations were lower. A Warner T-9 four-speed was mounted behind the flathead. The T-9 was a widely used, non-synchro, spur gear transmission that was the ancestor of the legendary T-98 that came along later. A power take-off from the T-9 powered the Tulsa winch.



Many years ago I had a customer who owned a Marmon Herrington converted 1947 Ford panel truck. During the war M/H had specialized in 4 wheel drive military vehicles, after the war they obtained a contract with the forestry department to supply 4X people carriers so they bought from Ford a bunch of panel trucks and cut in windows in the sides installed seats for 8 people added a transfer case and a modified differential in the front. This front unit was a Ford rear differential with the housing cut off and steering knuckles added. That was the weak spot, the front spindle would break even under normal use. Those spindles became impossible to buy so we had to weld and re-machine the old ones when broken. My customer insisted on driving this vehicle every day against recommendations because of this weakness with resulting failures. I called all over this country looking for parts and information and was forwarded to a ex-employee of M-H up in the northeast. He said, don't waste your time looking for a spindle they do not exist now and have not been available for decades. So I designed a stronger one and made it fit...solving the problem for good—*Ray Brock*



1934 Ford v8 Tudor- Original



1934 Ford Tudor, Black with red pinstripe. As near as I know the '34 was imported from Canada about 1998 or 1999 by Richard & Janet Voinov (Richard now deceased, Janet now a V8 club member) Richard decided he wanted a coupe instead of the tudor. After inspection I believe the car had been restored 40 or 50 years ago. It's all Henry Ford Steel, no patches. Never any rust. Richard did not think it had been restored so who knows anyway it would have been so long ago that it doesn't matter. I bought the car 10 or 12 years ago from Richard, the car had some problems at that time, Brakes, Starting, Low oil pressure, losing water out of the cap, a water pump leak etc. Those issues have all been attended too. The stock rear end is 4:11 gear ratio quite low for freeway driving so I have installed a bulletproofed Columbia Overdrive Rear End assembly. A 22% overdrive I believe. The car is stock in every way that I have checked, Mechanical Brakes, Mohair Upholstery, 6 Volt, Original spoke wheels, Original Engine & transmission as near as I can tell. I installed a later model high volume oil pump (59 A). The car drives well & does not overheat. I drove it on the V8 club tour thru Point Loma last year & to Borrego a while back. I have driven it about 1000 miles in the last 10 years. I have a few spare parts included. Shows approx. 83,000 miles on the speedo. Everything works except the gas gauge (that type gas gauge didn't work when they were near new). Drive it home. **\$35,000. Ray Brock 619-993-9190**



**SDEFV8 General Meetings- Auto Museum,
Balboa Park-Cancelled due to Virus**

Ford V8 Swap Corner...

SDEFV8 Club c/o

Tim Shortt, 1211 5th St, Coronado, Ca 92118

1936 Ford Standard 5 Window Coupe

4 time Emeritus Winner.

Black with Tan LeBaron Bonney Interior. Trunk model with roll down back window. Aluminum Heads, Ford Script Battery. **\$39,000 OBO Ron**



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah Museum.

Good condition. Side-mounts, Luggage Rack. Runs great. New lower price...**\$83k. Dixie, 619-677-8922**



'37 rust free- v860 Fordor. New paint, chrome, interior. New motor. Tires, brakes Very clean. **\$24k OBO -Dr. Tom Sytko 619-829-1678**

'34 Fordor Hot Rod. Drive train finished-Has sunroof, needs cosmetics, interior, etc **Asking around \$18,000- Jack Fox 760-717-1334**



'40 Tudor (Standard) hot rod.

Excellent sheet metal, paint, Interior. 307 V8 small block. Auto w/ dummy shifter and clutch pedal. New Borgeson Steering box. Front Discs. New Firestone Radials. All Gauges. New stainless. Built by Larry Braga. **\$28,000 OBO Calvin King 619 -247-6525**



'50 TransWorks good, T5 Trans 5 speed \$600 OBO- 714-490-0613-cell 714-906-1644

Paul Alvarado has many '34 Parts left after hot rodding a '34 5 window Coupe— Rear steel fenders, Front seat and rumble cushions in excellent shape, new ashtray, light stanchions, Running Boards, etc, etc **No shipping- must pick up locally. 619-846-7012**

Enclosed 28' Car Trailer-with toilet, sink and wood interior. \$3,000 Sheila Rabell 619-977-3152

'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver-needs minor stuff. \$20 Ken Van Wormer 619-302-5714



'49 Ford Deluxe Convert. All original. V8 runs but Water pumps stuck. Interior ok. Needs top and minor rust repair.. \$8,950, Jack Fox 760-717-1334



FORD NEON SIGNS & GAS GLOBES: Ford neon, 18-inches wide, Asking \$125; Ford 100th Anniversary neon, 18-inches wide, Asking 80; Ford Benzol and Ford Sales and Service, Asking \$75 each. Pickup only. Have other signs available. **JERRY WINDLE (619) 283-8117.**



Kwik-Lift For Sale. - Adjustable Length 13'-3" to 14'-9"- Adjustable Width- 5,000 lb Capacity. 20" Creeper Clearance Under Ramp. Cost New = \$1,499 + Tx and \$495 Shipping, **Asking \$800 OBO. Paul Alvarado (619) 846-7012**

50 ford flathead V8 engine equipped with rebuilt 5speed trans. Also included: new water pumps, radiator, MSD ignition, 12v coil, ceramic coated headers new plugs and plug wires. The engine has good compression, no oil leaks or smoke. I drove the car from San Diego to Colorado with no problems. I have paperwork on the transmission. Asking **\$2,900 OBO for all. 619 -339- 0902**

9" Ford Rear End— 2.70:1 Ratio **\$100-Bob Brown 619-890-6988**

265 Chevy V8 Motor- Total Rebuild, Best Offer 619-247-6525

1932 Fender Gloves-covers complete fenders. No scratch padding inside and Naugahide outside. Carl Atkinson 619-892-o222



'34 Tudor. All Original, rust free. Very clean and solid. Runs drives well. Recent Columbia Rear. Orig. Mohair. Imported from Canada years ago. **\$30k.- Ray Brock 619-993-9190**

SDEFV8Club, % Tim Shortt 1211 5th st, Coronado, Ca 92118

