



THE



FAN



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

The Early Ford V-8 Club of America

About the Early Ford V-8 Club

The Early Ford V-8 Club of America was founded in San Leandro, California in 1963. The Club recognizes all Ford Motor Company vehicles 1932 through 1953. This includes Ford, Lincoln, Mercury, commercial vehicles, tractors, as well as other Ford powered vehicles built around the world.

We are the premier Marque Club with membership of over 9,000 and 130+ active Regional Groups worldwide. We are dedicated to the restoration and preservation of all Ford Motor Company vehicles, 1932 through 1953. The club's award winning bi-monthly magazine, THE V-8 TIMES, is circulated all over the world and is acclaimed as one of the best car club magazines anywhere.

The V-8 TIMES features technical articles, shop tips, questions and answers by our panel of experts, plus classified ads for cars and parts. You will also receive a Roster Book of worldwide Members.

The Club hosts three National meets each year: (Eastern, Central and Western) and The National Club sponsors a Grand National Meet held every 5th year, usually in Dearborn, MI.

Most cars are restored to specifications "Just as Henry built them;" some are original, unrestored or just a fun touring car.

Not all of our members own an Early Ford, Lincoln or Mercury, but each one appreciates and enjoys them. Owning one is not a requirement for membership.

We invite you to join with us, and share our enthusiasm for "Henry's wonderful Ford V-8".

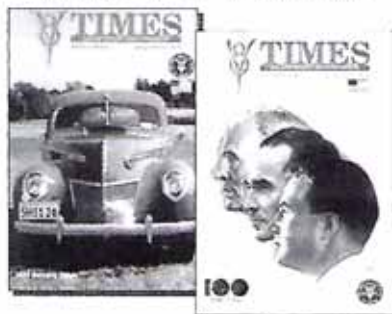
Benefits of Membership

The Early Ford V-8 Club boasts members in every State. Our members usually belong to Regional Groups and almost every State has at least one Regional Group. As a member of a Regional Group, you have the resources of the group to support you in the hobby. Members usually know where to obtain the correct parts, can recommend suppliers of Ford V-8 parts and might be able to help you during repair or restoration. Socially, they usually plan car cruises, outings, garage tours, swap meets, picnics and other activities.

As a member, we have "Restoration Guide" books available for sale to our members. These have been written by the most knowledgeable experts and are a great help in your restoration or judging. Our web site also offers a "forum" for you to ask questions and seek advice from other members. "Click on" now and see our ever-changing information!

Visit our web site
www.earlyfordv8.org

THE V-8 TIMES



The bi-monthly 100 page magazine with color section is always eagerly awaited!



—Drive what you've got—

Join the Fun !



PREZ SEZ

Greetings, Early Ford V8ers!

January was another month of dodging the virus, and so far, the Club is doing a pretty good job at it.

On January 12th, 25 of us got together for breakfast at the Broken Yolk in Mission Valley to look at our cars, kick tires and shoot the breeze. After that, we walked into the restaurant and had a

good breakfast, with good service and conversation. There were the usual nice Early Ford cars, Brad brought his nice 41, I brought the 41 Merc, Bob B. came in his 32 and on this occasion, Russ Ries drove up in his cool Custom 1950 orange Ford woody *extraordinaire*, with custom touches throughout and a 4-on-the-floor! So cool. There was something for everybody!

In February we will continue with our Club breakfast on the 2nd Wednesday of the month at the Broken Yolk in Mission Valley. **On February 9th we will meet in the parking lot at 09:00 to chat and walk into the restaurant at 09:30.** If you have not been to a breakfast, try coming to one. We order off the menu, and we get separate checks. The only obligation you have, if you plan to come, is to **RSVP!!** Join us if you can!

At our Wednesday January 19th Club meeting Bill D, in collaboration with Walter Andersen, put together two terrific films for us. The movie on the story behind the car chase in the movie Bullitt was really informative. Who knew about the darn green VW and all those hubcaps flying off before seeing that film? Standing O! Thanks to you both!

Also at that meeting, Paula provided the names for the “Name Badge” drawing, and curiously Joe Pifer won. The ethics commission is still investigating..... ➡

Next Club meeting we will ensure that there will be refreshments, so come!

It is coming back by popular demand...last year's

“It's a Beautiful Day in the Neighborhood Driving tour”.
Mark your calendar, Tuesday February 22nd.

We will meet at 09:30 and start driving at 10:00. I will soon be emailing more details out and requests for RSVPs. Susan and I want to drive the course first to make sure there are not any changes needed. To refresh your memory: the tour starts down by the Embarcadero and drives through Harbor Island, Shelter Island, Point Loma, Fort Rosecrans Cemetery, O.B. and ends at the Midway Malt Shop for an optional lunch.

That is all for this month.

Happy Valentines, have fun, be safe, and drive that old Ford!

—Joe Valentino

President - **Joe Valentino** - 619-275-1255
V.P. - **Dennis Bailey** - 619-954-8646
Secretary - **Bob Hargrave** - 619-283-4111
Treasurer - **Ken Burke** - 619-469-7350
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Bill Dorr - 619-884-4188
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Ken Burke - 619-469-7350
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Rick Carlton - 619-512-7058
Joe Valentino - 619-275-1255
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Paul Alvarado - 619-749-9458

Other Chairpersons:

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Membership - **Paula Pifer** - 619-464-5445
Programs - **Volunteers**
Tour Co-ordinator - **Monthly**
Car Club Council - **Paul Alvarado** - 619-846-7012
Web Master - **Rick Carlton** - 619-512-7058
Lady 8ers - **TBD**
Accessories - **Bob Symonds** - 619-993-7225
Ford Fan - **Tim Shortt** - 619-435-9013 Cell 619-851-8927
tashortt@me.com
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Sunshine - **Judy Grobbel** - 619-435-2932
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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.



They Look so Innocent...



*Hmmm— Bill and Bob
seem to be morphing
...Blame The Pancakes !*



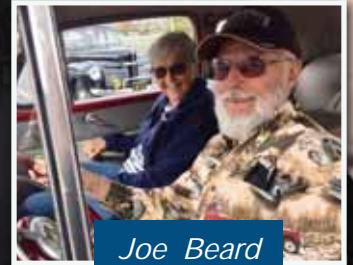
*I Think
this is
my wife*



*Calvin & Shirley
caused no trouble*



Oh...yeah



*Joe Beard
& Paula*



*Carl & Favorite
Neighbor*



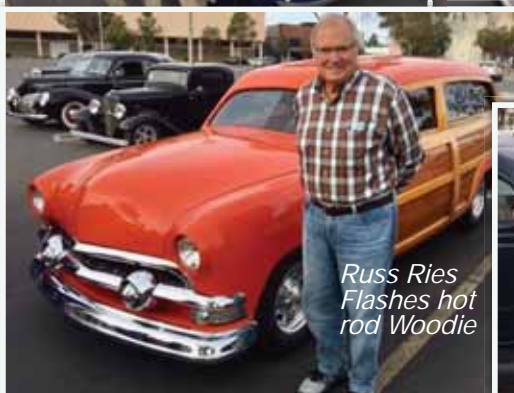
Maureen got out her wallet- no one else moved

*I saw Mike finish
Susan's Breakfast*

*Paul tries not
to be smug about
his perfect
Merc*



*I hear these two beauties are
for sale...*



*Russ Ries
Flashes hot
rod Woodie*



*Paul's Merc is
up for Best
Home Built
of the year!*



Janet & Judy showed up...

Tours and Stuff

***Next V8 Breakfast- 9am- Feb 9-Must RSVP**

Broken Yolk, Mission Valley.

***General Meeting 7pm, Feb 16**

***Driving Tour Tues, Feb 22-see details in Prez Sez -pg 2**

February Anniversaries

2/04 Jose & Vivian Serrano

2/14 Dan & Bonnie Krehbiel

February Birthdays

2/21 Annette Castaneda

2/23 Tom Sytko

February Club Anniversaries

Mike & Lois Pierson 39 yrs

Dave & Maryellen Huhn 24 yrs

Tim & Sandy Shortt 19 yrs

Dennis Bailey 17 yrs

Candaus Greene 13 yrs

Bill & Sue Houlihan 10 yrs

David & Mary Cuzick 4 yrs

Cal & Cheryl Westra 3 yrs

Sunshine Judy

Avoid the Covid. Get Vaccinated!

EFV-8 meeting minutes 1/19/2022 Our Prez called the meeting to order at 7:02 PM

After the pledge to the flag, Joey asked for feedback on the holiday party, how was the food, the location and the service. Everyone expressed their positive feelings, good food, great location and wonderful attendees!

The next National Event is June 1-6, the Eastern National Meet in Franklin, TN. 7/9 -7/14 is the Western Meet in Wenatchee Wa. Jay Harris is doing a tour to that event. There will be a spoke tour in Wisconsin 8/23 to 8/28 and lastly in September a Colorado/New Mexico Border Affair tour

V.P. said he and Maureen, Joe and Paula took the Toys for Tots toys to the Marine Corp Depot.

Secretary was out but Joe reported that we had 91 people at the Christmas Event.

Treasurer gave his report, we started the month with \$44,505.30 and ended with \$43,843.37, there is \$7570.00 in the Ollie Smith fund. Paula, at Bob Symonds request, explained to our newest members what the Ollie Smith fund was, how the money was used.

Membership, we have 52 members, down from last year at this time.

There was no FAN report but we are all sure The FAN is CAJF!

No Sunshine report

No update to Accessories as last month was the Christmas Event.

Bill Dorr presented two films for the group. One was about a car that technically won the first Great Race, a Thomas Flyer, from New York City to Paris and the second film was about the cars of the movie Bullitt, a 1968 Mustang 390 GT and a 1970 Dodge Challenger RT 400. Spoke about the engines, suspension and drivers. There were lots of scenes from the movie.

Joe reported under new business that Carlton is revamping the website

Bob Symond won the 50/50 of \$35

Meeting adjourned at 8:14!—Thanks Mike Petermann

Save the Date!

Motor Cars on Main Street 2022

Coronado, California

Limited to 400, Pre-'73 Rods, Customs, Classics & Trucks

WHEN: SUNDAY May 1, 2022 *Rain or Shine!*
WHERE: Isabella & Orange Avenue - Coronado, CA
HOURS: 7AM to 9:30AM (Staging) and 10AM to 3PM (Show)
ENTRY FEE: \$40 per vehicle before April 23, 2022. (Includes one T-Shirt, two drawing tickets & dash plaque.) Registration after April 23 or at the event, IF AVAILABLE, is \$45 & does not include a shirt. ENTRANTS WHO WISH TO PARK TOGETHER MUST ARRIVE TOGETHER!

ENTRY CATEGORIES:

All entries will be judged for Best of Show, "Bad to the Bone", largest Club Participation, Coronado Mayor's Choice (Coronado residents only) in addition to ONE category below:

Check One:

CONVERTIBLE:

☐ Original &/or Restored 1972 & Older
☐ Modified 1972 & Older
☐ Street Rod 1972 & Older

TRUCK:

☐ Original &/or Restored 1972 & Older
☐ Modified 1972 & Older
☐ Street Rod 1972 & Older

ALL OTHER VEHICLES:

Original &/or Restored:

☐ 1945 & Older
☐ 1946 to 1959
☐ 1960 to 1972

Modified:

☐ 1945 & Older
☐ 1946 to 1959
☐ 1960 to 1972

Street Rod:

☐ 1954 & Older
☐ 1955 to 1972

Hot Rod - "Real Steel"

☐ (1940 & Older)

Replica/Kit

Judging will be compiled on a 75 point system divided between 1) Paint & Body; 2) Interior; and 3) Engine. NOTE: Engine compartment must be left open by owner to be judged. Vehicles displaying "For Sale" signs will not be judged.

Live Music!
Drawings!



Trophies!
\$200
Best of Show!

1001 B Avenue #216
Coronado, CA 92118

In other news, today:

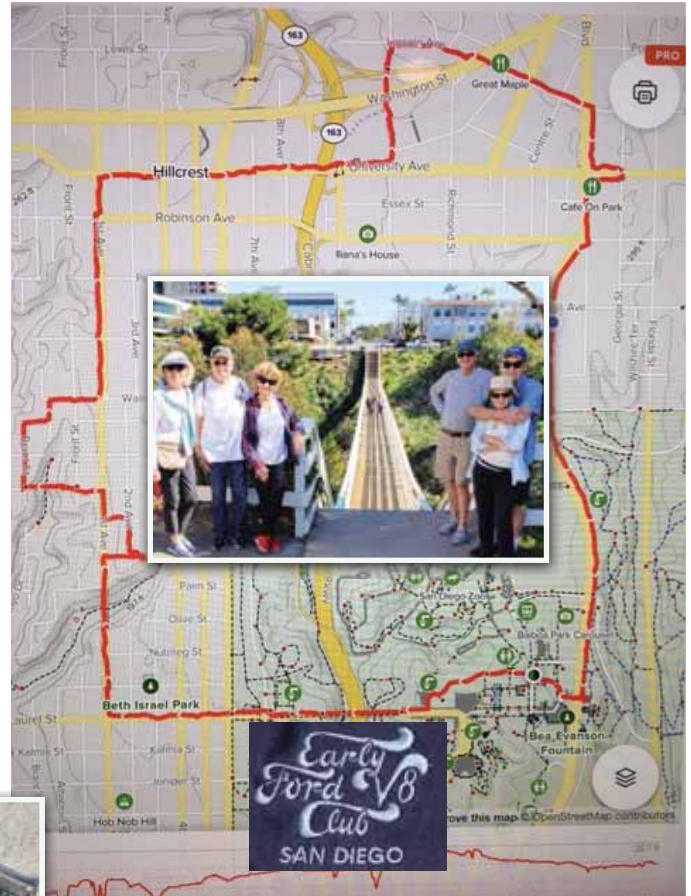


Bob Brown, John and Liz Dow, possible members, Rich and Margaret Steinacher and Tim and Sandy left their V8 Fords at home and ventured into the unknown on foot.



Sunday Six Bridge Walk.

It sounded a bit challenging- 6 Bridges, 6 Miles. But it was a beautiful day, Balboa Park beckoned, with its 1915 architecture, Ponds, museums, strolling musicians and friendly families. And, of course, the trees and plantings selected personally by the 'Mother of Balboa Park', Kate Sessions back in 1858. Even a map was provided.



San Diego is filled with steep canyons that are traversed by all kinds of bridges- Old wood originals, curved concrete and even a 125' tall swinging one connecting neighbors on Spruce Street. Hang On! We walked 4 Bridges, drove the last two and wound up tired and happy, eating delicious Tacos at Papa Tacos among the Mansions on First street in Bankers





Following article by Myron and Barb Smith, Cornhusker Regional Group, about their trip to the AACA meet in Arizona. Thank you for submitting the article.

.....Somewhere West of Laramie

Somewhere West of Laramie was the slogan used by the Jordan Car Company for one of the most famous Automobile Ads from the 1920's. It was used then used by a writer for 'Old Cars' for a column written by Tim Howley in the 1970's. If you love to drive, I suggest the following. From Laramie Wyoming head southwest to Walden CO, over Rabbit Ears Pass to Steamboat Springs CO. Walden is a small town that mostly caters to locals but has some tourist business also. Steamboat is totally a tourist town, but has interesting architecture, both old and new made to look old. From Steamboat the drive is through the Yampa River Valley on US

40 to Craig Colorado. It again is a high plains or mountain town. On the western outskirts of Craig our route of travel was to the south on Colorado Highway 13. This road follows the Yampa River valley/canyon eventually going through the mountain town of Meeker and on to Rifle CO.

Rifle CO is where we took I 70 through such towns as Parachute, Palisade, Grand Junction, Fruita and into Utah to the Exit for US 191 to Moab. As you go south toward Moab and for much of the trip you may feel like you've found yourself on the set for the movie 'CARS.'

North of Moab is the entrance to Arches National Park. We highly recommend a trip into the Arches National Park. You climb a lot as you enter the park and the scenery is breathtaking. Natural rock arches, high spires and a rock balanced on a spire that looks like it defies gravity. Moab is another tourist town. You can buy a lot of T shirts there, but it's not like Steamboat. I'm sure the economy depends a lot on the tourist trade from Arches National Park but it is not as artsy as Steamboat. The Arches aren't specifically confined to the park, we saw one along the road as we passed by.

From Moab there are a lot of long hills up and down. Towns such as Blanding and White Mesa are along the way. At Bluff you may take Utah State Highway 162 back into Colorado to get to the 4 corners area. Four Corners is the point where Colorado, Utah, Arizona and New Mexico all meet. We proceeded past towns such as Tuba City and on to Flagstaff. We took I-17 south of Flagstaff. This road has many very long straight up and downhill grades. Along this road there are many spiny cactus which are very interesting. However I would stop before reaching Phoenix as the traffic is a real rat race.



This jaunt goes through the Navaho Indian reservation and some route is desert. Towns are a long way apart and some of the 'towns' may not have gas stations. There are many thrift or antique shops in the little towns that look interesting.

We were able to find non-alcohol gas stations with some searching. These are 2 lane roads except for the small section that was interstate. However, there are many passing lanes, in various places and signs also will tell you when you are approaching an area for passing.

This isn't a road for the weak of brakes or those without much horsepower. And it's 750 miles with long runs up hill and down with steep grades in places; but it is a fun and beautiful drive.

It was an excellent chance to see a portion of the southwest. We met AACA friends in Rawlins WY and a little west of there, started our two-lane travels. I've heard it said 'if you want to see the real America you have to get off the interstate. With that in mind this is a route we recently took. It made for interesting sights not afforded by the interstates. For those who like to drive and see differing terrain I'm suggesting a route we found interesting. This is a 750 mile road trip not for the weak of drivetrain or with questionable brakes as there are many ups and downs in elevations. I used Laramie as a starting

point as that is where we would really start on the 2 lanes and perhaps also for nostalgia of the famous Jordan automobile ad, ... Somewhere West of Laramie. From Laramie Wyoming Route 230 travels south and a little west in the Laramie Plains to Woods Landing WY. Woods Landings claim to fame is the dance hall where the floor is suspended by Model T truck springs. Woods Landing is the beginning of foothills and the destruction of the 2020 forest fires become obvious. The land levels out however before you arrive in Walden Colorado. The highway number changes to Colorado 127 at the state line and again to 125 before you reach Walden....Contd





Walden is a small mountain town that somewhat caters to local ranchers and also tourist for fishing and hunting. From Walden the route is Colorado 14 over relatively flat or low rolling hills ranch country until you turn on to Highway US 40 to go over Rabbit Ears Pass. This is serious mountain driving with switch backs. After this considerable climb you descend into Steamboat Springs CO. Steamboat is a pure resort, touristy and artsy town. Famous for its ski resort. When we passed through the slopes should have been open but were not due to lack of snow. The architecture is a combination of old town and new building to look old. It is an interesting drive through town. From Steamboat to Craig CO the drive is through the Yampa River Valley on US 40. In season this is a game hunters haven which is what was going on as we drove through. Craig is not near as touristy. It seems to be more of a typical rural settlement. On the western outskirts of Craig our route travels south on Colorado Highway 13. This road follows the Yampa River valley/canyon eventually going through the mountain town of Meeker. We continued on Colorado 13 to Rifle CO. Rifle is another mountain town along I 70. Highway 13 basically bypasses the main part of town. Rifle is also the hometown of the gun totting US Congresswoman Lauren Boebert.

From Rifle Interstate 70 was used through such places as Parachute, Palisade, Grand Junction, Fruita CO and into Utah. At the exit for 'Thompson Springs' which I only saw a closed gas station to mark the sight. Exit to US 191 to Moab. Interstate 70 has a lot of changes in elevation as you follow the Colorado River much of the way.

Just after leaving the Interstate don't be surprised if you feel like you've entered movie the set of the movie 'CARS.' North of Moab is the entrance to Arches National Park. Arches is a must see. You climb a lot as you enter the park and the scenery is breathtaking. Natural rock arches, high spires and a rock balanced on a spire that looks like it defies gravity. Moab is another tourist town. You can buy a lot of T shirts there, but it's not like Steamboat. I'm sure its economy depends a lot on the tourist trade from Arches National Park but it is not as artsy as Steamboat. The Arches aren't specifically confined to the park, we saw one along the road as we passed by.

From Moab there is a lot of long hills up and down. Towns such as Blanding and White Mesa are along the way. At Bluff you may take Utah State Highway 162 back into Colorado to get to the 4 corners area. Four Corners is the point where Colorado, Utah, Arizona and New Mexico all meet. We proceeded down US 191 to the intersection of US 160. We took US 160 South to past Tuba City to where US 160 and US 89 intersect. If you go north on US 89 you can get to the north rim of the Grand Canyon. We went south on US 89 to Flagstaff.

This is jaunt and goes through the Navaho Indian reservation and some route is desert. Towns are a long way apart and some of the 'towns' may not have gas stations. We were able to find non-alcohol gas stations with some searching. These are 2 lane roads except for the small section that was interstate, however there are many passing lanes in various places and signs also will tell you when you are approaching an area for passing.

At the intersection of 191 and US 160 for going to the Four Corners; the site where the states Colorado, Utah, Arizona and New Mexico all meet. At the intersection of 191 and US 160. Highway 160 will go to such places as Tuba City AZ. Not far west of Tuba City is the intersection to US 89. If you go north here, you can get to the north rim of the Grand Canyon. Further south on US 89 is a cut off on state highway 64 which will lead to the south rim of the canyon and into the National Park.

Ford used the slogan "The American Road." General Motors; "It not just a car it's your freedom." Chevrolet has encouraged seeing the USA. This is the routes of a recent trip we took seeing the west on two lane roads.

We attended the November AACA meet in Tempe AZ. Rather than taking the interstates to get there we took mostly two-lane roads. We met friends who we traveled with, Somewhere West of Laramie, Rawlins WY to be specific. A few miles west of Rawlins started our two-lane travels. It was 50 miles to the next town, Baggs WY. The main sight for us there was we got to follow a cattle drive through the main street in town. — Thanks, Myron and Barb Smith, Cornhusker Regional Group,



Tim 1957



V8 Member's website Car photos out of date? Time to Update.

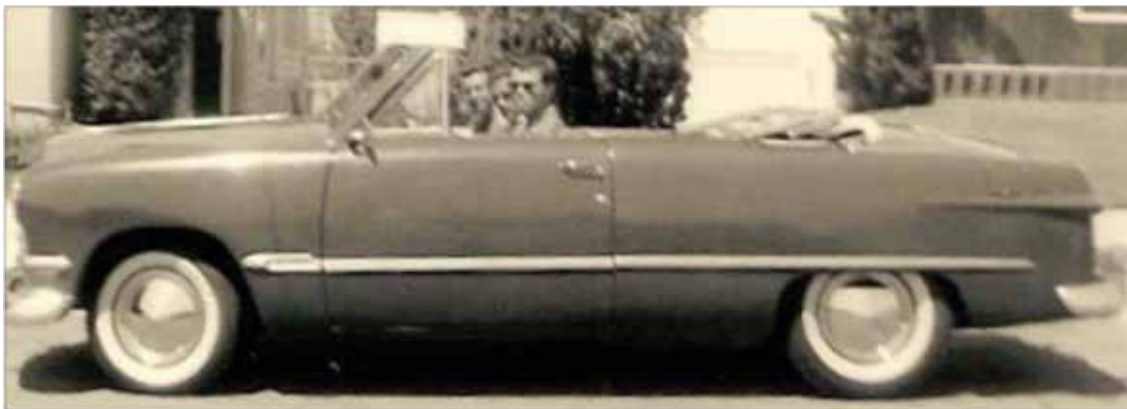
RG #19 Website Update

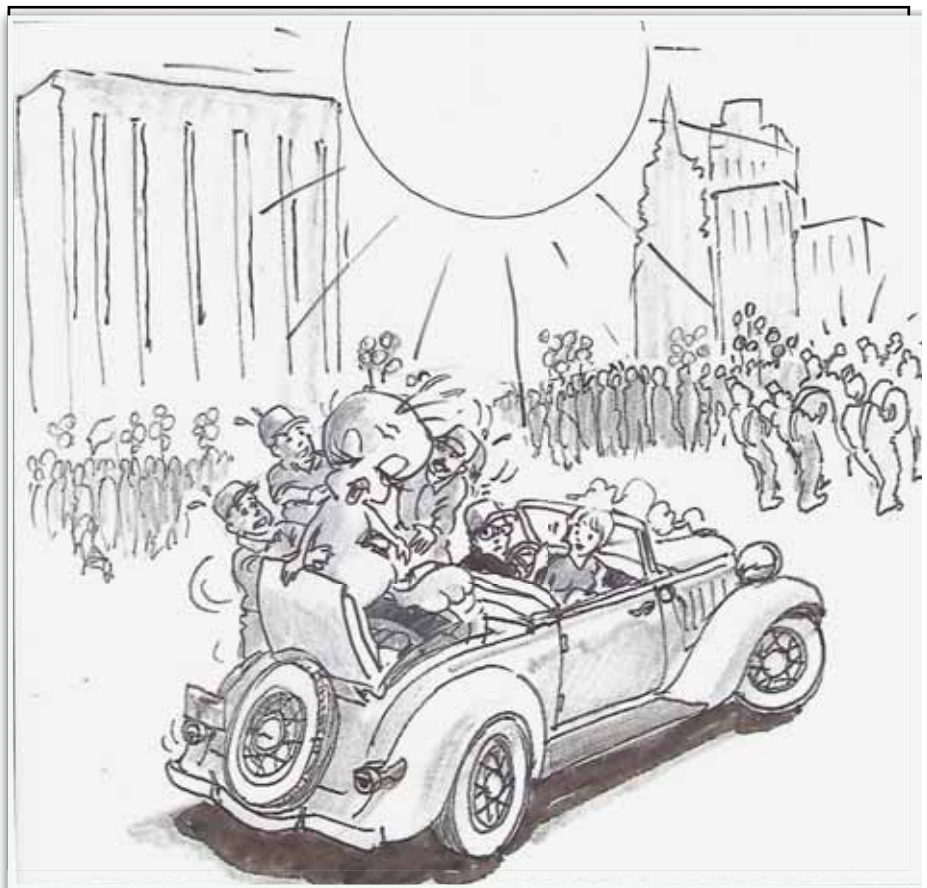
I've moved pictures of our deceased member's cars to an "In Memoriam" page. During that process, I noticed our current and past member's car pictures are out of date. Our website's URL is <http://sandiegoearlyfordv8club.org>. Take a look at it and if your car is not there, send me a picture of it at rcarlton001@gmail.com and I'll post it.

Got more than one car? No problem, send the pictures to me.

If you'd like to send me a picture of a deceased member and/or their car, I'll be happy to post that too.

I'll also consider your suggestions on how to make the website better by adding, deleting or modifying our club's website content. **Rick Carlton, Webmaster.** rcarlton001@gmail.com





A friend asked me to supply my fleet of convertible antique cars for a parade in Manhattan...the theme was "A Salute To Hollywood," I rounded up extra drivers and took four cars downtown to the show.

The '34 Ford, a '53 military Jeep, '71 Ford LX convertible, and my '55 T-Bird made a parade themselves as we convoyed along the Hudson River and down the Henry Hudson Parkway. When we passed through the toll bridge over the Harlem River, I told the smiling toll collector, "I'm buying for everybody."

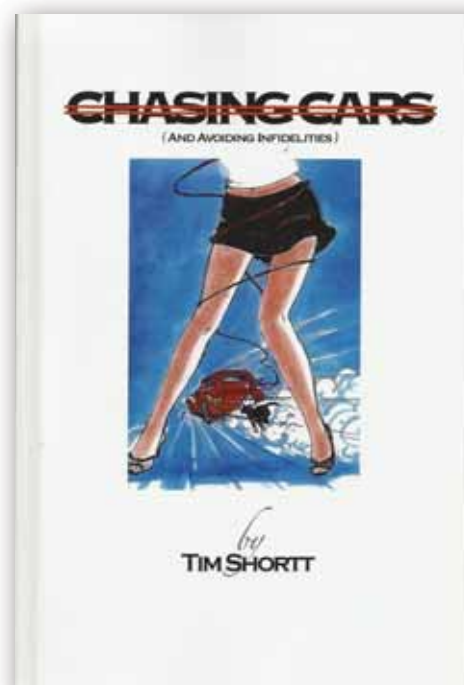
As we lined up for the parade, we were assigned costumed cartoon characters and celebrity look-a-likes to ride along and wave to everybody at curbside. Tweedy bird was put into the '34 Ford's rumble seat to lead the way. Inside the full head-to-toe costume was a very perky, talkative girl. She waved enthusiastically to the crowd as we moved onto the parade route, going north on Broadway through Times Square. We were following an all-black high school brass band, putting some bump in our booty.

Parades move slowly and sometimes not at all. And as the sun rose, it started getting warm. By noon, it qualified as hot. In fact, at one point we idled below a big temperature sign in Times Square that registered a very muggy 110 degrees. We were melting to the seat and when we turned to see how old Tweedy was doing, we were met by a blank bird stare. No waving, No movement. Tweedy had passed out inside her suit. Luckily there were handlers walking nearby. We signaled them and they hauled our nearly dead bird into an air-conditioned trailer, where they revived her by taking her head off.

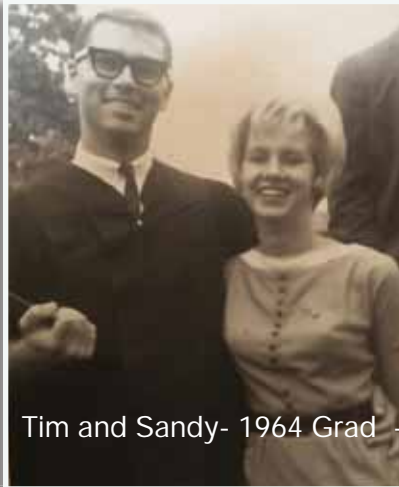
Marilyn Monroe, perched on the T-Bird's backrest, was okay except her makeup was running and her rubber boobs were sagging. James Dean maintained his cool despite the signature red jacket. Elvis in the LX convertible was having a sweaty, slippery wig problem. Robo Cop in the Jeep had a wardrobe malfunction when his teenage driver, David Barkin, accidentally popped the clutch, tossing him against the roll bar and unsnapping his rivets. It's not easy being a Hollywood Star.

Amazingly, the cars did not overheat, only the people. The '34 has since survived many other parades, several weddings and more tours. I've owned it 37 years, so far. I know plenty of marriages that haven't made it that long. It's not perfect though. Recently, it had a flat. Those tires were new 26 years ago and then one goes flat, just like that. No, I don't want to sell it. I look too good driving it.

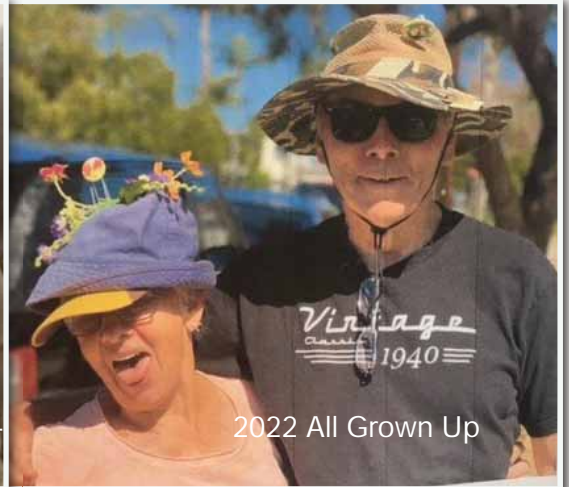
Excerpt from Tim Shortt's Book, "Chasing Cars and Avoiding Infidelities"



Did you know Joe and Paula have a secret son in the Marines? (He's the TALL guy.)



Tim and Sandy- 1964 Grad



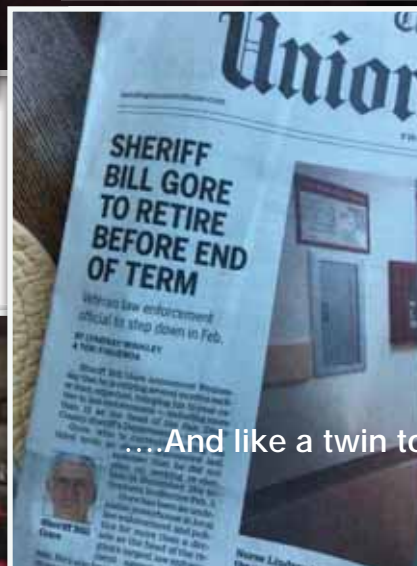
2022 All Grown Up



Judy & Ray
Ray & Judy



Ever notice V8 Bill D. looks a lot like Pres Bill C.



....And like a twin to ex- Sheriff Bill Gore



Oldest V8 Member- Carl and Newest Member, Brad



The Automobile Really Hit its Peak in 1940. Here Are Five Reasons Why.

By David Conwill---Hemmings

I recently read that Toyota has switched all its remote-starter systems for vehicles built after November 2018 to a

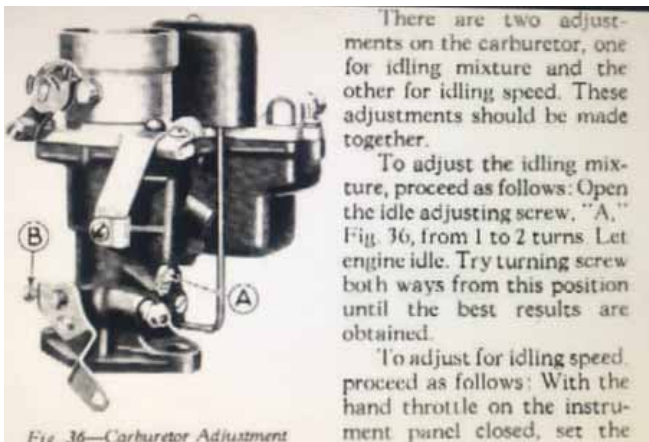
subscription-based model. Owners have apparently been finding that out the hard way as their three-year introductory period expires and suddenly their key fobs don't work.

Technically, I don't have a dog in this fight. I've never owned a Toyota or a vehicle with remote start. The times I've used such technology, it's been nice for cold days when you don't want to trudge out to warm up a cold car. On the other hand, a lot of jurisdictions are banning that type of behavior anyway.

Still, I've seen the steady creep of subscription-based everything that has come in the wake of near universal smart-phone usage. Some of it makes sense. If something is being constantly updated and improved, that costs money. Somehow, though, I doubt remote start is changing much once it's installed in a car. Mostly, subscription-based models just seem like a way for companies to turn a one-time purchase into a constant stream of income and I'd rather opt out of that, thanks.

That got me thinking (or ranting) about how most improvements since 1940 have been mere refinements and how much I dislike forced obsolescence. In the interest of positive thinking, though, I decided to take the opposite tack. Here are five pieces of technology that were standard in U.S. automobiles in 1940 and have never really been improved upon, especially in terms of adjustability and rebuildability.

Up to 1932, virtually every automobile used some form of up-draft or side-draft carburetor. These were largely fine from a user standpoint and even had the advantages of packaging, gravity-feed fuel, and almost never flooding the engine, but they were a major airflow restriction. Chrysler introduced the down-draft carburetor in 1929 and the industry soon followed.



Carbs don't play well with modern emissions standards (at least not if you want any performance), but from a user standpoint, they're simplicity itself, requiring nothing more than a vacuum gauge to

achieve near-peak tuning. The truly detail obsessed can use a wide-band O2 sensor to really get things dialed in, it's just a matter of turning wrenches and screwdrivers instead of inputting computer code.

Headlights or headlamps, regardless of what you call them and even in six-volt 1940, the seven-inch sealed beam was perhaps the perfect lighting solution for 90-percent of American drivers. I suspect anyone who has driven in the past month likely knows how out of hand the modern

lighting situation has become. We're glad you can see the road, folks, but the rest of us would like to as well.

It happens 1940 was the model year in which the sealed-beam headlamp became standard on automobiles. Later in the 1950s, smaller versions for quad applications became legal, and still later a rectangular version was the standard. Now there is no standard that's worth a damn, and nobody can see. Just buy a spotlight, people. It's what they did in 1940.

For many years, electrical systems were the biggest reliability gremlin in new cars. It's still far from a non-issue, but the basic standard electrical system of 1940 carried on for decades until all of you people started demanding your car navigate for you and order your latte ahead at the next exit.





Since the late 1920s, the charging element had been a standalone part of the engine system. By 1939, that charging element was a three-brush six-volt generator—by 1956 it had become a 12-volt generator; and in the 1960s a 12-volt alternator. Initially, battery charging was regulated by a simple cut-out—which usually [resulted in over-charging](#). In the mid-1930s, the adjustable, mechanical voltage regulator had come along. It remained the standard through the 1960s and was replaced [more for manufacturing economy](#) than as a true improvement.

Plastic is ubiquitous now, but was so novel in the 1930s they made jewelry from it. When car manufacturers used it, it wasn't so much because it was cheap and easy, but because it lent their product beauty. When it was used somewhere out of sight, it was because it was necessary. In both cases, it wasn't the oily or brittle plastics of today—it was probably phenolic resin. If it

wasn't that, [it was probably made from soybeans](#).



Phenolics, of which the most famous are Bakelite and Catalin, were the first plastics after the highly flammable celluloid. Bakelite was created in 1909, [by Leo Baekeland](#), and Catalin came out in 1926. Although their star status has faded, phenolics are still incredibly useful—look under some hoods the next car show you're at and see if you can spot some carburetor spacers made from the stuff. It's an excellent insulator.

I maintain that if the first-gear synchronizer had debuted in 1937 instead of 1957 (1964-'65 for three-speeds), you would never have sold the American public on an automatic transmission. The basic three-speed, H-pattern transmission, in floor- or column-shift variety (the latter being standard in passenger cars by 1940) is essentially perfect for its task, with a low gear for starting from a dead stop, an intermediate gear for acceleration, and a direct gear for cruising.



Given a reasonable amount of power and an equally reasonable rear-axle ratio, a basic three-speed will do everything you ask of it, even on modern roads. If you're a speed or acceleration freak (and setting aside Ford and Auburn's use of [the Columbia two-speed rear axle](#)), the Borg-Warner automatic overdrive also existed in 1940, having been created by Chrysler in the early 1930s. It gave you overdrive on both second- and third gears, plus a kick-down when you floored the accelerator and freewheeling, which both conserved fuel

and permitted downshifting into first gear while still rolling.

Overdrive typically came along with a lower rear end gear, giving better acceleration and the same cruising speeds. It was the performance-buff's transmission of choice until the four-speed displaced it in the early '60s.

Finally, there must be an honorable mention to the original automatic transmission, the Hydra-Matic, which was available in the 1940 Oldsmobile. No slush box, the Hydra didn't even have a torque convertor, and became renowned for its robust nature. It was successful both as a tank transmission during WWII and in many drag racers. Like most things in the era, it's heavy, overbuilt, and probably a smidge less efficient, but it's also intended to be rebuilt over and over again—not scrapped at 250,000 miles.

The cars of 1940. You've really got to compare everything that has come since to them.



1950 MERCURY SPORT SEDAN

At the dawn of the decade, Mercury still neglected to name its cars beyond catchy body style names, like this [1950 Sport Sedan we spotted for sale](#). That's because Mercury was still a single-series line, all powered by a 255.4-cu.in. V-8 rated for 110 hp. While a combined 151,489 two-door coupes were built during the year (base coupes, Club coupes, and Monterey coupes), the bread-n-butter body style for the mid-range division was the four-door Sport sedan. Costing \$2,032 (or \$22,427 in today's currency), it found 132,082 buyers. From the seller's description: **\$8,900-Lenexa, KS, Available**



Warm Ford Crestline Memories From Frozen Minnesota

In the fall of 1957, when I was 16 years old, I purchased the car of my dreams: a 1953 Ford Crestline Sunliner convertible. It was black with red and black leather upholstery, a white top, and a continental kit. It had the flathead V-8 engine, standard two-barrel carburetor, and standard transmission. I loved it and could hardly wait until spring, when I could put the top down and go cruising with the wind in my face and hair. The car was not particularly fast but it

sounded great with the dual glasspack mufflers. It was also dropped in the rear with lowering blocks. I replaced the stock taillamps with those from a '55 Olds, and put on different hubcaps.

That winter, I discovered that having a convertible in frigid Minnesota had its drawbacks. While the heater seemed to function adequately, the interior never seemed to get very warm. The back plastic window always seemed to stay fogged up on cold days. Amazingly, the six-volt battery managed to turn over the engine on - 25-degree mornings, but sometimes I wondered if it would start.

On New Year's Eve that year, I couldn't wait any longer and I put the top down. My friend and I drove through the streets of downtown St. Paul celebrating the New Year. It was below zero at the time and people gawked at the two crazy teenagers in the top-down convertible. Later that winter, one time about midnight, several of us guys took our cars out to the big public outdoor skating rink in one of the parks. It was unlit and no one was around. We drove out on the rink and put our cars into wild spins on the ice. No one bothered us, not even the park police. We got away with lots of fun in the '50s that would probably never happen now.

I never bought new tires for the car. When the tread got too thin, I would go to the tire shops, sort through their pile of discards, and pick the best used ones in my size (6.70 x 15) that I could find. I would make sure the white sidewalls were similar in width to my others. I discovered that while the lowered rear end looked nice, it was hard on the rear seat passengers if I had three in the back. They were basically sitting on the axle and bouncing the whole time.

As a result of all the salt being spread on Minnesota roads during the winter, rust started to eat the rocker panels. Back then, I didn't have the option of storing my car during the winter months. The car I had was my daily driver. When it got

dirty during the winter, I tried washing it in my parent's unheated, uninsulated garage by using warm water and electric heaters to keep the water from freezing. None of us guys used commercial car washes. One of my friends had a father who was a physician. He had just purchased a building for a clinic that had a large drive-in basement, which was a heated garage. We all thought we had died and gone to heaven. I remember spending many cold winter Saturdays in that warm garage working on my car. The clinic was closed on Saturdays, so we never had to worry about bothering patients above us with our activity. *MORE...*



Warm Ford Crestline Memories...

Contd... A year later my friend and I undertook a partial engine rebuild. The last year of the Ford flathead engine in the U.S. was 1953. My experience with flathead Fords was that they often tended to burn oil when the mileage approached 100,000, especially when they were driven by car-crazy teenage boys. My Ford burned oil. We had overhauled my friend's 1949 Mercury flathead engine before and we had books, magazine articles, and older friends to guide us through it. We removed the heads and oil pan, reamed the cylinder ridges, and removed the pistons. We honed the cylinder walls and then replaced the

rings and rod bearings. We didn't touch the valves because we didn't feel confident about that aspect of the job. After we cleaned everything the best we could, put it all back together, and used a torque wrench on the rod bearings and head bolts, we thought we had done pretty good. The car had to be pushed to start it as the engine was very tight. It finally started and ran reasonably well, with only a slight amount of oil consumption in the next two years that I owned it.

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The car was a pleasure to drive and attracted a lot of attention. In my senior year of high school, I was asked to drive the homecoming classmate celebrities around the track during halftime at the football game. My high school friends admired the car and several wrote notes about it in my senior class yearbook. A year after high school graduation, I decided that the Ford needed a new paint job. I found a body shop man who agreed to paint the car for a good price if I would sand the body and mask off the stainless and chrome. I didn't have the time to remove all the trim, but I did remove the bumpers. The job came out pretty good and I drove to work one morning before I had the bumpers attached. A local police car followed me into the parking lot, and the officer angrily informed me that it was illegal to drive a vehicle without bumpers. He gave me a verbal warning, but no ticket.

Having a continental kit allowed me to carry an extra spare tire in the trunk. I bought another wheel and put a snow tire on it, after adding a snow tire to the wheel in the kit. When winter came, I switched the two snow tires with the two rear wheels. Back in the '50s, those snow tires were much better for Minnesota winters than the skinny, used bias-ply tires.

That simple flathead V-8 rarely needed attention after that basic engine rebuild, but I learned how to do tune-up and maintenance jobs with my limited financial resources and tools. I recall that I then considered that car as an "old" vehicle, even though it was only five or six years old at the time. I started admiring the newer overhead-valve V-8 engines and the newer styles of the late '50s. My father had purchased a new 1957 Pontiac four-door hardtop (pink and gray!) and I liked its power, speed, ride, and luxury. In my mind the Ford convertible began to lose a little of its luster.

I finally sold the car of my dreams to a younger friend that just had to have a black Ford convertible with a continental kit. By then, I was ready to move on to something newer. That was in 1960 and I think I got \$600 for it. I still dream about that Ford.



**SDEFV8 General Meetings-3rd Wed 7pm
Auto Museum**

Ford V8 Swap Corner...

SDEFV8 Club c/o

Tim Shortt, 1211 5th St, Coronado, Ca 92118 -619-851-8927

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 Bat-
tery. \$39,000 OBO Ron
Shedd 858- 776-6508.



Long Horns

9" Wx 23" L
12Volt
New- \$90

619-851-
8927



1935 Ford 5
window deluxe 5
window -
LaBarron
Bonney Interior
and Rumble seat -
Dearborn Blue
with Tacoma
Cream Wheels and
Pin Striping.
Excellent Chrome
- completely stock
\$32,500

Striping, Excellent
Chrome -
completely stock
\$32,500

**Joe Valentino
619-300-4280**

Pair of YOM
CA 1934
Plates. Also
with SHELL
Travel
Badge. Good
Shape- Tim



**9" Ford Rear End— 2.70:1 Ratio
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plete fenders. No scratch padding
inside and Naugahide outside.
Carl Atkinson 619-892-0222**

1930 Model A Road-
ster all rebuilt Great
Condition with O
drive tranny asking
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Contact Frank @ 619-
987-5289



**'50 TransWorks good, T5 Trans
5 speed \$600 OBO-
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1936 Ford 5 window coupe-Columbia rear -

LeBaron Bonnie interior
RB trans-Clock-Radio

All Ford steel

Beige body. Brown fenders
LB engine **\$33,000 or best
Tom 714-998-4528**

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

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

Jerry Windle is cleaning out his garage...



1952/53 FORD: Have lots
of parts for 1952/53 Fords
- Hood, \$50; driver's side door, complete, \$
50; NOS front fenders pair, \$450; 1952/53 three-
speed transmission w/OD, used, 200; Rebuilt
three-speed transmission w/OD, \$400; restored hot
water heater system, complete, \$400; hub caps,
trim rings, etc. Too many parts to list. Come see
what "I've got. Prices negotiable.
V-8 MECHANICAL HONEY HOLE! Cleaning
out my garage. Everything must go. Have three
8BA blocks with valves still installed, four cranks
including a Mercury 4-inch crank. Complete 59A
engine, possibly for a truck. Several intake and
exhaust manifolds, heads, engine stands and
more! Would like to sell everything for one price.
Make me an offer I can't refuse! **JERRY WIN-
DLE (619) 283-8117 jvwindle@cox.net (CA)**



**'37 Fordor. Cal car (no rust) Everything under the hood was replaced: radiator, Water Pumps, distributor, ignition Etc. Carburetor, Starter and Alternator, 12 V. New chrome Bumpers, Grill, Hydraulic Brakes, Exhaust system Color is Metallic Dark Cherry, interior Tan and Burgandy. Restored original Engine flat V-8 90 HP. insurance and registration current. Spent \$30,000.00 on the resto. Asking \$19,900 (firm). I'm 78 years old with. heart problems. 1937 Fords are very rare and this one is a steal
Dr. Tom Sytko 619- 829 -1678 E-mail: resqdisc@aol.com (CA)**

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

