



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

Here We Go! Our First General V8 Meeting since Last Year...

May 19, 7pm at the newly renovated Auto Museum.

Be sure to MASK UP and ride the RAY BROCK LIFT to the Mezzanine.

It will be great to see everyone.

Note—No more Parking in front -

Enter Parking from behind Aerospace Museum to Behind Auto Museum



KRISTIAN CARREON

Workers finish the exterior of the San Diego Automotive Museum on Monday. The \$715,000 project includes re-created murals representing California's commerce, scenic beauty, agriculture and industry.



KRISTIAN CARREON

One of the four 8-by-18-foot tiled murals installed on the facade of the San Diego Automotive Museum in Balboa Park. This one represents California's commerce.

AUTOMOTIVE MUSEUM RETURNS TO ITS ROOTS

Preservation project featuring fresh paint, tiled murals on building's exterior part of Balboa Park Committee of 100's broader effort to revitalize Palisades

BY JENNIFER VAN GROVE

No longer an eyesore, the facade of the San Diego Automotive Museum in Balboa Park has been painstakingly restored following a six-year, \$715,000 preservation effort that ties into a broader campaign to rehabilitate the Palisades in keeping with the 1935 California Pacific International Exposition.

Today, the Committee of 100, the all-volunteer group behind the restoration effort, is celebrating the building's return to its roots by presenting four installed, 8-by-18-foot murals to San Diego Mayor Todd Gloria, who

will accept them on behalf of the city.

The historic re-creations, which tower over the entrance of what was originally the California State Building, depict a Depression-era march of progress through visual representations of commerce, scenic beauty, agriculture and industry, and represent one of the most striking park improvements in recent memory.

"I'm grateful to the Balboa Park Committee of 100 for their efforts to beautify our city's crown jewel with these murals depicting hope and promise," Gloria said in a statement. "Like the San Diegans depicted in the murals who were living in the midst of the Great Depression, we

know that we too will overcome this difficult period in our history and build back better than before. Having this artwork displayed proudly above the museum is a rich reminder to residents and visitors alike that we forged ahead then, and today we are on a trajectory to do it again."

Founded in 1967, the Committee of 100 is the city's oldest park support group and was formed to save and restore Balboa Park's most historic structures. The preservation-driven nonprofit turned its attention to the Automotive Museum's facade in 2015 as part of a larger plan to make the entire Palisades region —

SEE MUSEUM • C4

MUSEUM

FROM C1

also home to the San Diego Air & Space Museum, Municipal Gym, Starlight Bowl and future Comic-Con Museum — into more of a standout park destination. The group's efforts have been aided by the city, which last year turned the area's south parking lot into a car-free zone known as Palisades Plaza, adding turf, brightly colored tables and chairs, and enhanced landscaping.

The restoration of the former state building, financed with help from the Jack and Irma Redfern estate, includes a fresh coat of

ing and ornamental Maya-inspired panels. Still to come are two California grizzly bear statues and flagpoles for the roof.

Although just one part of the overall project, the murals are the most eye-catching. Created by Hollywood set designer Juan Larrinaga, the original murals symbolized the California building's 1935 exhibits and were discarded after the fair. The new version consists of 526 ceramic tiles elaborately crafted from the only original thing remaining: a black-and-white photo.

"In the process of designing the murals, we had to take that black-and-white photograph and we had to lay it out flat somehow. We

came to life," said Robert Thiele, project architect and Committee of 100 board member. "We found RTK Studios up in Ojai and they immediately identified the technique as a 'cuerda seca' technique, a really old technique of tile-making and glazing to bring pattern and life to another tile form."

The auto museum's exterior is now the picture of near 1935 perfection, presenting a marked contrast from the Municipal Gym directly opposite the newly reclaimed Palisades Plaza. The run-down building, also constructed for the 1935 exposition, is next on the Committee of 100's to-do list.

jennifervanrove



Prez Sez

Greetings Early Ford V8ers!

We are back in business! We will have out first face to face (with masks!) Club meeting on the third Wednesday in May, May 19th at 07:00 pm. We will be meeting in our usual spot on the second floor of the San Diego Auto Museum in Balboa Park, 2080 Pan American Plaza, for those of you GPS-ing your way there. I am excited to see the changes that have made to the Museum and to our meeting room. One of the changes we will see is the "Official Ray Brock Elevator". If you are unaware, our esteemed member, Ray Brock, funded the purchase and installation of an elevator to get from the first floor to the second floor where we hold meetings. Thank you, Ray, All hail Ray!

I expect there to be some changes to the Museum that are extraordinarily positive changes, and maybe one or two changes we would have chosen not to make. One, which would not have chosen to make is the parking spots that were closest to the Automotive Museum have been converted to a grassy, picnic tabled, spot for visitors to hang out. I understand that the thought was to make that section of the park more pedestrian friendly. That is something I will ponder about as I "pedestrian" my way from parking that is further away from where I used to park to get to the Museum.

A couple of easy ground rules to follow for the meeting: All wear masks, all social distance 6 feet apart, do not bring food into the meeting. See you there!

We are in a competition with all the other Regional Groups (RGs) to see which RG can increase their membership by the highest percentage. The motivating factor, MONEY! Whichever RG wins the competition will be awarded \$1,000! The competition runs May 1 to July 31. We need to have new members sign up for the National Club with a subscription to the V8 Times magazine. When the new member signs up, they need to put on the form that they are joining RG19 – the Early Ford V8 Club of San Diego, for our Club to get credit. All the rules are in the V8 Times magazine...please see what you can do to get us some new members, Thanks!

You probably read in the V8 Times that there is a Virtual Car Show being held by the National Club. I encourage everyone to enter. Take a picture of your car and send it to

V8times@cox.net. Include your name, RG#19, Year-make-model of your car, whether your car is "Original", "Restored" or "Modified". Check out the details in the V8 Times. I sent a picture in of my '41 Mercury. It was covered with dust and needed to be washed, but you cannot tell that from the photo!

Things are looking up; spring has sprung, and we should have a summer a heck of a lot better than the summer of 2020!

That is all for now. Have fun, enjoy every day, be grateful for what you have!

Drive those old cars! Old cars just wanna have fun!

Best Regards— Joe V



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May 12, 2021 Ray & Judy Lead us on an Old Highway Ride - 9:30am

(Not a Sanctioned Club Tour Tour
 -just car buddies on the road)



Meet at Plaza Bonita, Bonita at The Broken Yolk.
 Get Maps and Go. Picnic Lunch Valley City Park- Bring Masks, Food and Chairs. (Fast Food 1/2 block away)



Motor Cars on Main Street

Apr 25, 2021. SDEFV8 Club on the road around Coronado.

New Motor Cars Director, Liz Riebe reports the "Walk, Pedal or Drive By" event was a total success. As with other owners, my cars were parked at curbside and attracted old car lovers from everywhere.

Sandy had a great time socializing with all the walk-byes, while manning the home base. I drove around town with the EFV8 convoy, expertly led by Bill Dorr reading the map while driving. We had 25 stops to make to see the whole show. Other clubs were seen cruising like us. Bob Brown camera skills captured it all.

During our picnic lunch at Spreckles Park, an 80 something mild mannered guy quietly strolled up to ask directions. When

we realized he owned the rare Ford GT40 at the curb, the conversation lit right up. Only 1,000 of the the 50th anniversary celebration of the

original 1966 Le Mans winning Racecar that beat the pants off Ferrari GT40s, have been made. There is not only a line to get one, he had to submit a one minute video of himself explaining why he deserved the chance to buy the 647HP, with the 3.5L EcoBoost V6 Powerhouse and wind tunnel



proven teardrop shape for the starting price of only \$500,000.

(No telling what he actually paid). We were impressed.

Jay & Janet were there, Jon D. Seen cleaning up the broken Mainstreet Donation Jar. Janet brought two friends and one extra '34 hot rod coupe. Only breakdown - Walter's faithful truck. Ray waved his arm, the waters parted and the truck restarted——TS



V8 Tours and stuff

May 19- We Meet Again!

Our first Meeting since the Pandemic- We look forward to seeing everyone 7:PM at the freshly Restored Auto Museum on the Mezzanine Level. **Mask Up & Ride the new "Ray Brock Lift!"**

MAY WEDDING ANNIVERSARIES

5/16 Tim & Sandy Shortt
5/16 Bob & Susan Symonds
5/17 Mike & Lois Pierson
5/22 Bob & Raphael Hargrave

MAY BIRTHDAYS

5/08 Avalee Smith
5/09 Norm Burke
5/12 Jerry Windle
5/14 Bill Dorr
5/15 Bill Houlihan
5/20 Maria Jarecki

MAY CLUB BIRTHDAYS

Jim Hurlburt	51 yrs
Steve Seebold	36 yrs
Jose & Vivian Serrano	21 yrs
John & Patricia Hildebrand	13 yrs
Jim & Diane Thomas	9 yrs
Don & Judy Gladden	7 yrs
Maureen Colvin	4 yrs
Paul & Marilyn Alvarado	2 yrs
Dan Esposito	1 yr

Joe and Paula Pifer Celebrated 61 happily married years in Camp Verde-the gateway to the Verde Valley wine country, with wineries, vineyards and tasting rooms spread throughout the area. The 104-acre Out of Africa is one of the most unique wildlife parks (don't call it a zoo!) in the world.

RIVER TUBING is very popular



Two glasses of wine and there goes Paula & Joe ...

May 12, 2021 - Ray Brock Takes us on an Old Highway Ride - Wed. May, 12, 2021 9:30am

(Not a Sanctioned Club Tour Tour-just car buddies on the road)

Meet at Plaza Bonita, Bonita at The Broken Yolk. Get Maps and Go.

Picnic Lunch Valley City Park- Bring Masks, Food and Chairs.

(Fast Food 1/2 blk away)



July 3, 1945 – The first postwar cars

Ford got a jump on postwar production by, well, not waiting until the war was actually over. On this day in 1945, Ford began production of 1946 model year cars, more than a month before World War II would actually come to an end on the Pacific Front. Ford was the first major American automaker to begin manufacturing personal vehicles since the outbreak of war led to all

automakers transitioning into the production of military goods. It was Henry Ford II that pushed for production to begin as early as it did. It's curious to note that the first new Ford, a beige 1946 Super DeLuxe Tudor sedan with black-walls, went to President Harry S. Truman. In 1945, 34,440 Fords were produced for the 1946 model year, which was more cars than any other carmaker pumped out by the end of the year. The story I read said that Truman was not a show-off in any way, but he did like that Ford and one very Loud Hawaiian Shirt.

—TS



KEYSTONE
Harry S. Truman, at the wheel of his beige-colored 1945 deluxe two-door Ford sedan, a present from Henry Ford.



Maricopa, Az. Home of the Dwarf Car.

"I build tiny cars out of old refrigerators".

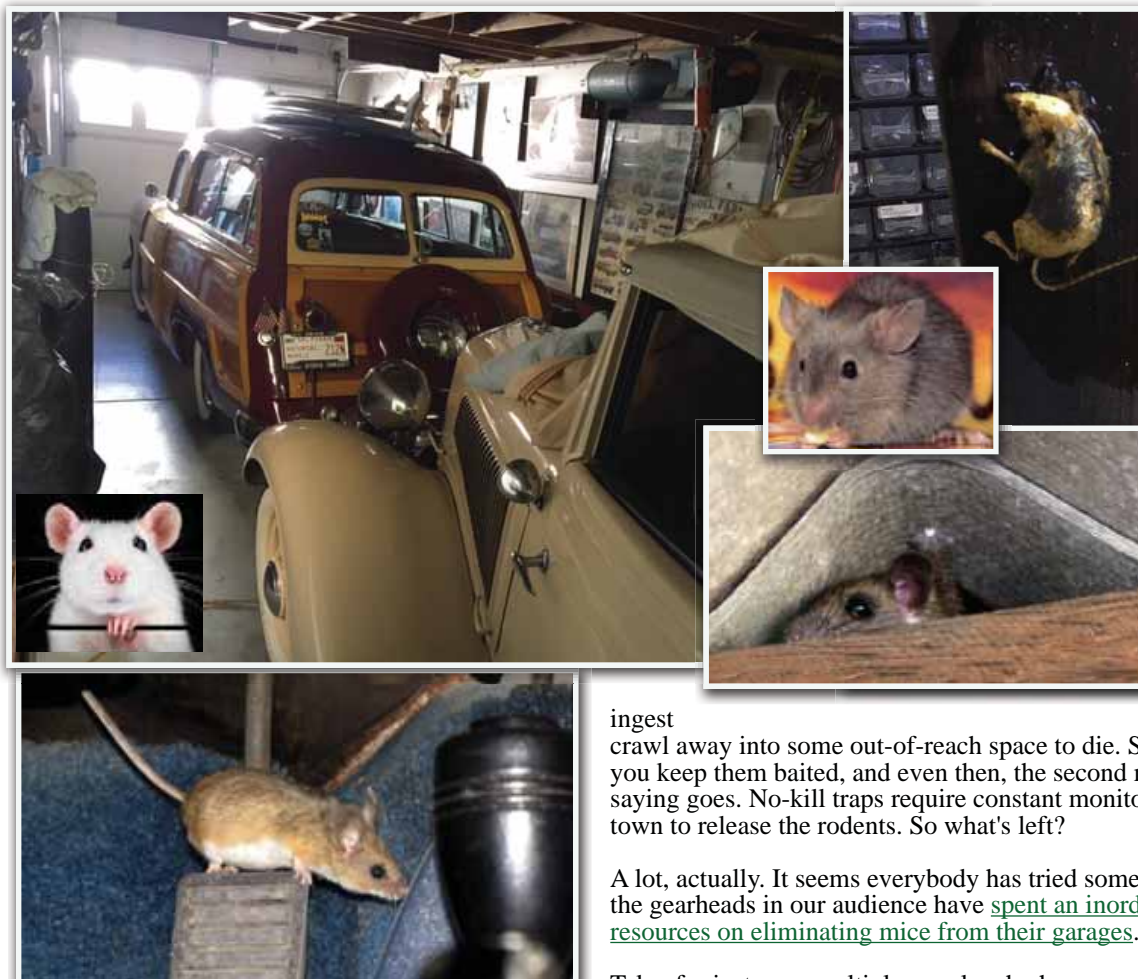
Ernie Adams has built a whole fleet of Dwarf Dream Cars.

As a kid he built many home-made coasters and motor driven wagons, getting more sophisticated with each build. In 1964 he looked over a couple of fridges and thought, "I could make a car with those." A few months later he had a running, driving car that looked a lot like a 1928 Chevrolet.

Then he got into Jalopy Car replicas that you could actually race. He discovered that 1290cc Toyota motors, plus a 5 speed transmission and suspension parts not only fit his scaled down cars, but are capable of 100 MPH, yet safe enough to pass DMV requirements to license for the road. He erected a canopy shade awning to escape the Arizona sunburn which is now, 64 years old and morphed into an actual museum featuring his own drivable Dwarf hot rod creations:

A '39 Chevy two door. A '34 Ford, A '39 Ford Hot Rod, a '54 Chevy hardtop. And a '41 Ford ragtop. That done he launched into his dream car, a '49 Merc two door named "Rebel Rouser". Three years later, she's on the road. Every detail perfect. Ernie has been featured on car shows and has turned down many generous offers for the Merc. No interest. He keeps two chairs in the Merc's trunk...one for himself and one for his Lady friend...





Mouse in the Garage? In the wiring? Up the tailpipe?

Poison? No good for killing the mice that happen to get into your garage. If you have pets, they may accidentally get into it, and if a mouse does actually

ingest the poison, it'll inevitably crawl away into some out-of-reach space to die. Snap traps only work as long as you keep them baited, and even then, the second mouse gets the cheese, as the saying goes. No-kill traps require constant monitoring and frequent trips out of town to release the rodents. So what's left?

A lot, actually. It seems everybody has tried some sort of better mousetrap, and the gearheads in our audience have spent an inordinate amount of ingenuity and resources on eliminating mice from their garages.

Take, for instance, multiple people who have suggested the bucket method. Speedyk explains it as thus:

You need: a garbage can, a ~3' length of metal rod or tubing about 3/8 diameter, and a plastic peanut butter jar or drink bottle with lid. Drill bottle and lid to fit over rod. Cover bottle with peanut butter or almond butter, then place on rod. Put end of rod on a countertop or spot where mice can reach and won't be in your way, weight it on the end so it sticks out, so that the bottle is over a garbage can. Empty when needed. If you want to kill the mice you can use a compound bucket with water in it for a receiver. You can put shrink tubing over the rod on the "walk the plank" end to make it more inviting, cheap Harbor Freight stuff is perfect for this. My shop only needs two of these, one in each room. I have an agreement with local predators in which I always drop the captives off in the same spot. I've had an owl scoop one up right in front of me in the dark, seconds after I dumped it off.

JMS suggested spreading peanut butter about 3-4 inches down from the rim on the inside of the bucket, while rezman suggested smearing the peanut butter on a soda can suspended over the bucket on a length of mig wire. Bill puts antifreeze in the bucket to keep it from freezing in the winter, charlie101 adds a layer of vegetable oil on top to prevent the water from evaporating, and DaddyG floats a layer of sunflower seeds to conceal the water underneath.

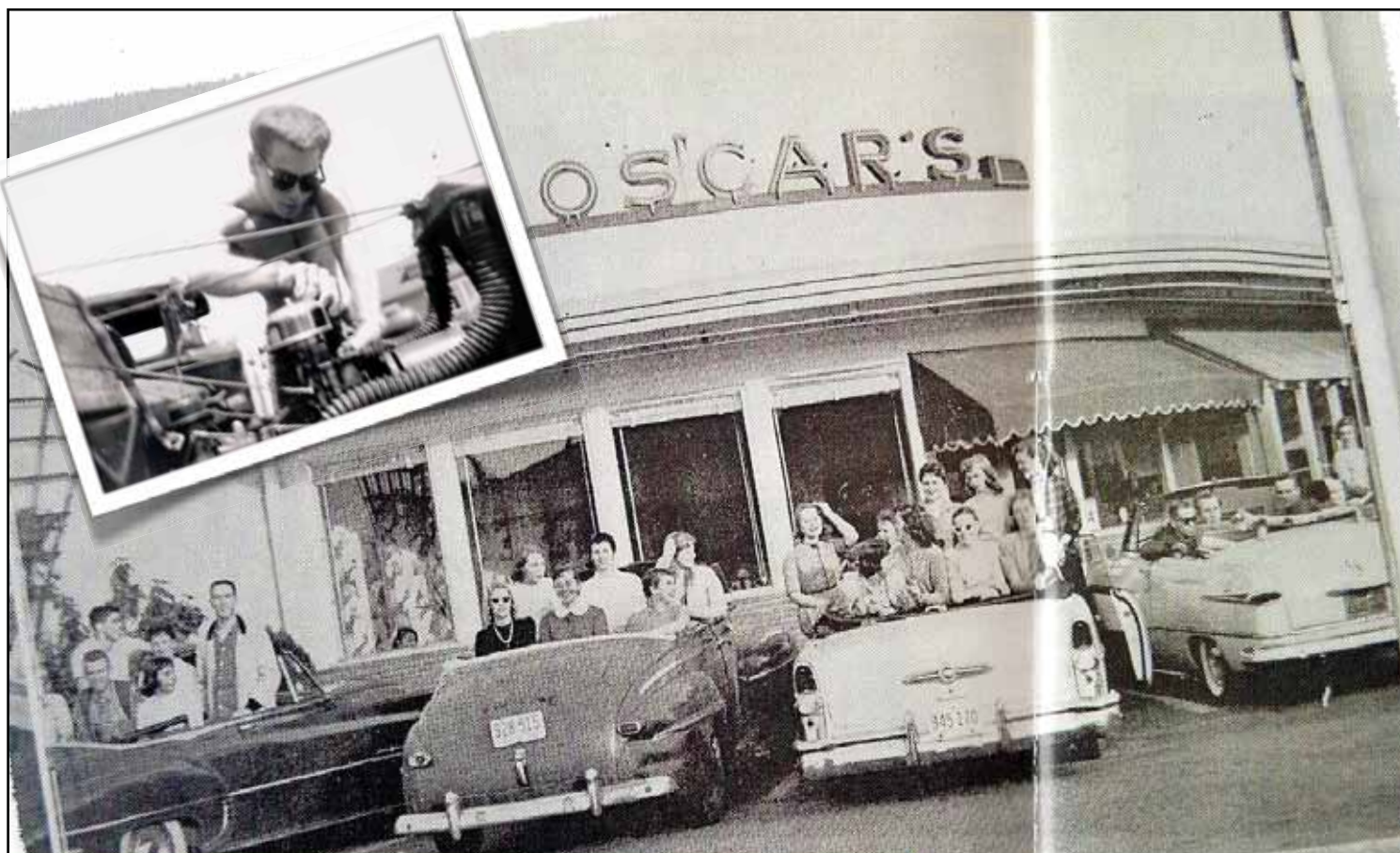
Contributor Joe Essid believes he's found an off-the-shelf product that he can live with.

I use Mouse X, a poison which dehydrates the mice and will not kill an animal that eats them. Do not use commercial rat or mouse killer. It will kill a feral cat a hawk or another predator that eats the mouse outside of your garage

And naturally, there's a gearhead home-grown alternative to Mouse X, as Steven Rendini discussed: Try this a 60/40 mix of portland cement and corn meal or cocoa powder....the mice ingest it and there insides get mummified ...no water just the 60/ 40 mix leave that out in several areas..no mess no smells and easy disposal of carcass..try you'll like ..harmless to pets or humans ...Good Luck !

Other than the ick factor, nobody has found fault with Joe Essid's suggestion of lemon-scented urinal cakes or with the various suggestions to use various hot sauce/chili pepper concoctions. Dukeisduke pointed out the existence of capsaicin-infused wire wrapping tape, reportedly available from Nissan, while John C. Kovalo suggested going straight to a capsaicin-based hot sauce ("the kind people dare you to put on your food") and applying it directly to the wiring in your vehicle. Others suggested sprinkling chili powder around your vehicle's tires. Good Hunting ! —Hemmings





Coronado—Oscars Drive In

I Was There—1958

Happy Days



I was there because there were Island Girls there... Coronado Island was a just a 15 minute Ferry boat ride across the bay. The Oscars Drive-In was only 10 blocks up Orange Ave and, on a Saturday night, it was hopping.

I had connections on the island...my uncle owned the Shell Gas Station at 10th and Orange-just across the street from Oscars. After hours he would let me use the lifts for tire swapping, adding lowering blocks, installing mufflers, or laker pipes.

Coronado was a quiet town- very quiet. Basically the streets were rolled up about 9pm.

If you and your pals were making too much noise, the cops would patiently escort you to the old two lane strand road and send you south to what is now The Cays. Back then it was the Hog farm, police firing range and dump. There you could have a beach fire, crank up the Tunes, rev the engines, spin the tires and whoop it up without bothering anyone. —TS



Some People Buy Vintage Corvettes or Mustangs. He Collects Edsels.

Hank Davis owns 14 cars from Ford's famously doomed 1950s brand maligned for looking like an 'Oldsmobile sucking a lemon'

Hank Davis, 63, owner of Hank's Garage, an auto shop and used car dealership in Bucyrus, Ohio, on his Edsels, as told to A.J. Baime.

My wife, Debbie, and I have been married for 44 years, and we have been collecting vintage cars and memorabilia all that time. We have probably owned over 200 vintage cars. We collect anything having to do with automobiles: vintage signs, gas pumps, gas station soda machines. One of the things that drew me to the Edsel was this: When you show up at a car show with a Corvette or a Mustang, there are

always dozens of others there. When you show up at a car show with 400 cars and you are in an Edsel, yours is probably the only one there. The story of the Edsel is one of the most interesting stories in all of car history. [Ford Motor](#) Co. built the Edsel to bridge the gap between the base Ford and the luxury Lincoln and Mercury, just like [General Motors](#) had the Buick and Oldsmobile between Chevrolet and Cadillac. The Edsel was its own brand, and when it rolled out on Sept. 4, 1957, 18 different models were available—the Edsel Ranger, the Pacer, the Corsair, the Citation, etc. [Ford declared the launch date “E-Day,” and marketed the car with an hour-long TV special starring Frank Sinatra,

Louis Armstrong and Bob Hope.]

The vehicle was named for Henry Ford's son Edsel, who died in the early 1940s. When it came out, the country was in an unexpected recession. Nobody was buying anything, let alone cars. There were some quality-control issues, and when the press got a look at the unique grille, they had some fun with it. The Edsel was called an “Oldsmobile sucking a lemon,” “a toilet seat,” and some other names not as nice as those.



It added up to a perfect storm. Only about 120,000 Edsels were built over three model years. It was not only considered the biggest flop in automotive history, but in all of American business history. For years, if you had a bad washer and dryer, or anything, you called it an Edsel. Over the years, however, a cult following grew up around the Edsel, and it became a collector car. About 12 years ago, I bought one—a 1959 Edsel Ranger two-door hardtop—with the idea of cleaning it up and selling it. But after driving it for a couple days and taking it to a car show, I said to my wife, “I think we’re going to keep this car.” That’s how it started.

Thanks to Dick Martin for this —Wall Street Journal story



By the seat of their pants: The women who volunteered for the WWI Motor Corps drove more than just trucks

By Francesca Steele

National League of Women's Services members

painting dazzle camouflage on transport vehicle. Photo via Wikimedia Commons.

"The Red Cross asked us if we could assemble a Ford for them. We said, sure—send it along... the next day they did... in a box." — Alice in France: The World War I Letters of Alice M. O'Brien, April 23, 1918.

In a cold warehouse in central Paris, Motor Corps volunteer Alice O'Brien and her three companions surveyed the chassis of a knocked down, half-ton Model T. Not surprisingly, the Red Cross had not provided a coach, so the four women mechanics scavenged a hapless war buggy from a nearby wreck and bolted it to their working chassis. Filled with a little nerve and a lot of training, the women had been awaiting news: Had the American Red Cross finally absorbed the volunteer Motor Corps, and what would their new uniforms look like?

Before the United States officially entered the Great War, young American women like Alice and her friends found themselves struggling against the mid-Victorian traditions established during the Civil War while at the same time trying to define a new generation. Women had been expected to contribute as "sisters of charity"—darning socks, collecting supplies, caring for the wounded and organizing for the poor. Eventually that would change with the entrance of the automobile and the inspired heroism of the American Ambulance Field Service (AAFS). The young men of America had been enticed by adventures abroad, and women, who had been owning, driving and repairing their own automobiles as long as men, would not let themselves be left behind. *"The Red Cross asked us if we could assemble a Ford for them. We said, sure—send it along... the next day they did... in a box."* —Alice in France: The World War I Letters of Alice M. O'Brien, April 23, 1918.

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"While amateurs talk tactics, professionals talk logistics." —Army General Omar Bradley

One group of women, the National League for Women's Services (NLWS), originally a labor reform organization, had formed a Motor Corps division in anticipation of America entering the war. Modeled upon the British First Aid Nursing Yeomanry, aka FANYs, the Motor Corps was to provide auxiliary assistance to the armed services, primarily through the American Red Cross. Organized under the Bureau of the Department of

Military Relief, each Motor Corps chapter was headed by a Captain

with power appointed to Lieutenants and noncommissioned officers



Red Cross Motor Corps Volunteer.

Members were trained as personal chauffeurs, supply truck operators, and ambulance drivers for returning soldiers to stateside hospitals. Most volunteer mechanics were trained to assemble Model T chassis, and volunteers like Alice who spoke French would sometimes be sent abroad. Women like Alice were not unaware of the threat they faced. One British FANY, Pat Beauchamp, would experience the horrors of war while driving her ambulance with the cost of her own leg.

"I used to lie awake at nights and wonder about those artificial legs, just what they were like.... Now that I really know what they are like it seems particularly humorous that I thought one would even sleep in them." —Fanny Goes to War, by Pat Beauchamp, 1919

Although the American armed forces were still greatly segregated, no woman qualified to help was turned away from the Motor Corps. Under the leadership of Captain Sadie Leavelle, the NLWS had formed the Hayward Motor Corps in New York for succor of the returning 369th Colored Regiment—the renowned Harlem Hell-fighters. The all-volunteer Hayward unit included 40 women, three ambulances, two busses and twelve private automobiles. For 25 cents, a soldier could get a bed, bath and a shine. Mostly from southern states, the Hell-fighters of the 369th were also treated to sight-seeing tours with lady chauffeurs throughout New York City.

"Every day, the trim Khaki colored ambulances may be seen standing in front of hospital entrances, ready for a load of convalescents to be taken to the races at Sheepshead or Jamaica, to a baseball game at the Polo Grounds or a Seeing New York tour..." —The New York Age Newspaper, August 19, 1919

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Magazine Illustration 1917 for The Ambulance-Girl: A Story of the French Front by Grace E. Craig

With an eye on future need, even the Girl Scouts of America had joined in the effort. Already earning badges selling war bonds, building victory gardens and knitting socks, young girls were earning their first Automobiling Badge by 1916,

which included training in mechanics and first aid in anticipation of ambulance service in the Motor Corps.



"WITH SET TEETH SHE INCREASED HER SPEED AND FLEW ON DOWN THE ROAD." (SEE PAGE 788.)

“Get a car. But where, we asked, From America, she said. But how, we said. Ask somebody, she said, and Gertrude Stein did, and in a few months the Ford came.” —The Autobiography of Alice B. Toklas. by Ambulance driver Gertrude Stein 1933

At first, the thought of women driving automobiles, no less participating in war, was still unacceptable in polite society and was initially met with public resistance in the states and suspicion abroad. One British Daily from 1916 colorfully stated:

“Women’s outlook on life will be distorted by the adoption of such a profession... the alien companionship of mechanics and chauffeurs will isolate her mental standing, the ceaseless days of dull monotony of labor will not only rob her of much feminine charm but... steal away her youth and deprive her of the color and sunlight of life.”

Additionally, if the automobile was to be engaged in something as important as war, it would do so with men behind the wheel, and not just any men, but the best America had to offer. Arlen J. Hansen illustrates in his book, *Gentlemen Volunteers: The Story of the American Ambulance Drivers in the First World War*,

“One might well assume that the best source for manning an ambulance corps would be the garages and repair shops of New England, there to find men schooled in how to make the temperamental machines of that era function. Instead... the criteria for membership [was] not the ability to take apart a manifold but good bloodlines and impeccable manners.”

Red Cross Motor Corps Volunteers, San Mateo County, California.

Future captains of industry like Walt Disney and Ray Kroc and the future titans of American letters like Ernest Hemingway and Gertrude Stein, who all drove ambulances, were not required to have working knowledge of automobiles, even the comparatively simple Model T. And although they would acquire these skills on the job, Disney and Kroc never made it to the front and the young Hemingway, suffering from bad eyesight, had earned his Medaglia d’argento al valor (Italian silver Medal) not in an ambulance but on a bicycle.

“... a volunteer [ambulance driver] must be a man of good disposition possessed of self-control—in short, a gentleman.” —Recruitment letter, Eliot Norton 1914

After the first year, due to excessive drinking and failure to follow rules, the AAFS had been

forced to reorganize to re-establish order in the ranks. In contrast, women volunteers of the Motor Corps were required to have a license, 30 hours of mechanical training, first aid, often contribute and maintain their own automobile and, above all, display the utmost in professional decorum. The chaos of war among the suffering populations of France had no tolerance for pretty young American girls flirting with irresistible men in uniform, and sadly many women volunteers had had their passports revoked and been sent home.

On April 4, 1917, America had officially joined the war. After passing the draft, President Woodrow Wilson’s Department of War was faced with the task of recruiting more women to replace men as drivers. Having control over the United States Army Quartermaster and the oil reserves since 1912, the motor division of the United States Army called together six central Motor Corps chapters to consolidate under the American Red Cross. (The Army maintained its own separate motor service and ambulance.) By September 1918, the American Red Cross had absorbed all voluntary Motor Corps as well as the AAFS and had passed a rule that they would no longer recruit men drivers of draft age.

Initially women had volunteered for the Motor Corps for humanitarian motives, but how to convince American women that driving for the Red Cross was a patriotic duty? President Wilson organized an independent government agency tasked with inspiring public opinion to support U.S. participation in the war. Newspaper publicity man and by-gone era influencer George Creel, who had been active in Wilson’s re-election campaign was appointed its first chairman. It was called the Committee on Public Information (CPI) or the Creel Committee.

Navy, Marine Corps, and Motor Corps of America recruiting posters



Creel appointed Charles Dana Gibson to head the Division of Pictorial Publicity (DPP). Creator of the Gibson Girl, Gibson had defined the Victorian standards of graceful beauty responsible for selling soaps and sodas. Advances in chromolithographic printing, once reserved for circus ads, allowed the United States government to print and distribute over 2 million pro-war posters. From these images would emerge the New American Woman, a patriotic American heroine in uniform—the Christy Girl.

The Christy Girl had made her debut wearing a man's uniform enticing men to "join up!" Designed by Howard Chandler Christy working for the DPP, the Christy Girl was the natural successor to the corseted and coiffed Gibson Girl. She was the girl next door, doing her part and waiting for her returning sweetheart. Fortunately for the Motor Corps, she would cast off her corset, cut her hair short, and wear her own uniform.

A dress reform revolution was underway. The appeal to women drivers releasing 28,000 tons of steel corset boning—enough to build one dreadnaught and two large-caliber guns—from under their busts was a good start. The era of dusters and veils had finally ended. Ethel Harriman, daughter of Motor Corps organizer for New York, Daisy Harriman, would design a progressive new look for a standard American Red Cross Motor Corps uniform: a long gray coat and breeches, high boots, leather belt, a service cap, and Red Cross insignia. It would eventually become standard issue. For the first time, women would be permitted in public in pants.

However, when it came to women's clothing, the opinions of some powerful men would not be stifled. Henry Ford, who had benefited greatly from war sales, could not recognize the similarities between his universal invention and dress reform.

"I think that dress reform for women, which seems to mean ugly cloths, must always originate with plain women who want to make everyone else look plain." — *My Life and Work Henry Ford, 1922.*

Yet Ford's dream girl couldn't have been more plain an automobile. And certainly, with its bare essentials, and mix and match of body parts on the chassis for all in view, would the immodest Model T leave nothing to the imagination? One could say, if the Packard wore the evening gown of coachbuilt automobiles, then the Model T wore a bikini. However, the Ford Motor Company eventually donated 107 ambulances to the Red Cross—some given directly to the Motor Corps. The pants controversy was short lived with an acceptable compromise to both parties and summarized with the headline in the 1918 Washington Post: **"Hide 'Em Under Short Skirts, Is Order of Red Cross to Fair Motor Drivers"** — *Washington Post headline, Feb 1918.*

St. Louis Red Cross Motor Corps on duty October 1918 influenza epidemic. Photograph shows mask-wearing women holding stretchers at backs of ambulances. Photograph courtesy Niday Picture Library.

By the end of the war, the Red Cross Motor Corps had driven more than 35,000 miles, operated in 300 cities with 12,000 (300 overseas) volunteer drivers on call and waiting for act II when the influenza outbreak of 1918 would mobilize the Motor Corps again. In total, 2.8 million American men had been drafted and 2 million men had volunteered, 3,500 of these in the AAFS. Never again would the efforts of civilian volunteerism under the banner of nationalism, patriotism, and duty ever mobilize to such a heroic degree as during WWI and the subsequent pandemic.

That following year, Alice O'Brien, now armed with the vote, would enlist her driving skills again. She became the chairman of the Organization of the Republican Women's National Motor Corps, a group offering the use of their personal vehicles to campaign for their choice for 29th presidential candidate, Warren G. Harding. Draped with banners and equipped with loudspeakers, the automobiles of the National Motor Corps would parade the streets blasting out the Harding slogan and well-earned postwar demand: "Return to Normalcy!"


Harding won the White House, but that year women wore the pants.






A 1935 drive through Beverly Hills - colorized

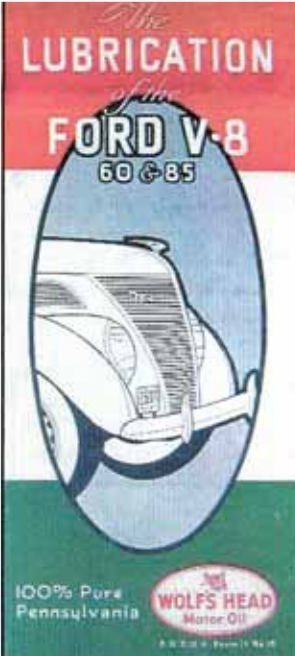




KENDALL
2000 MILE OIL

In 1923 Kendall placed a full page ad in the Saturday Evening Post. They never looked back. In 1928 when motor oil was being changed every 500 miles, Kendall introduced a 2,000 mile oil. Many people believe that this license plate topper was a "V for Victory" sign, but it was simply two fingers for 2,000 miles between changes. It was a huge promotional success.





The Lubrication of the FORD V-8 60 & 85

100% Pure Pennsylvania

WOLF'S HEAD
Motor Oil



INDIANA

45

The Kendall Refinery dates back to 1883 and was named after a creek in Bradford, Pennsylvania.

In 1933 Kendall introduced the first sealed cans and in 1953 introduced 10 W 30 oil which quickly became the standard of the industry.

Today the company is owned by American Refining and produces both Kendall and Amalie motor oils.

MOTOR OIL as we think of it is only about 200 yrs old. Prior to that people used mineral oil and animal fat. The first commercial motor oils were probably only strains of crude. In 1945 the Society of Automobile

Engineers defined three grades: regular, premium and heavy duty. To reach the next grade level they use additives—some that date back to the 30's. They control sludge, corrosion, oxidation, viscosity, flow, friction, coagulation, foam, wax separation, leakage, headaches, indigestion and iron-poor blood. Oils with no viscosity modifiers are referred to as Straight and labeled usually labeled as SAE 30.

Thanks, Hooshire V8 Views





Hot Take: The Ford Crest is better than the Ford Blue Oval

By David Conwill—Hemmings

"I've owned a lot of Fords, and I like them, but I've never considered myself a "Ford guy." I'm non-partisan, really. I like the Big Three's products, I like the old, defunct

independents like AMC, Studebaker, and Packard.

Heck, I even like a lot of non-domestic products: I'd happily own a Morris Oxford, Toyopet, Peugeot 403, early Fiat, or any number of others.

I do discriminate within brands, though, and one thing I've never really gotten excited by is that Ford Blue Oval. This is absolute heresy among Fordophiles, I realize, who often use "Blue Oval" to mean Ford itself. I think I just associate it too much with the uninspiring Ford products of the '80s and '90s, when I first became aware of cars. In fairness, I have this same issue with the Chrysler Pentastar logo.

1950 Ford Crestliner with the Ford crest on the nose.

The Ford Crest, on the other hand, I associate with some of my favorite Ford products. The company

introduced the crest for 1950, when it appeared on the nose of Ford cars that year, replacing the "F O R D" letters of 1949. I suspect this was an attempt by Ford, then under the influence of ex-GM management and the Whiz Kids, to distance itself from the company under old Henry Ford in the 1930s, when Ford's identity was wholly wrapped up with the flathead V-8 engine.

The Ford Crest overshadowed the Blue Oval up through the 1960s and didn't fully disappear until...maybe the 1980s? The most recent instance I can think of its use is in an elongated form on the dog-dish hubcaps on Panther-platform LTD Crown Victorias in that era. This 1932 Ford Model B hubcap is for my 1921 Ford Model T. It has the oval painted red instead of blue.

Of course, this has caused me some subtle consternation with my Ford Model T. The Blue Oval originates in the earliest days of Ford Motor Company and was the predominant logo until 1932. My T won't have a V-8 engine, so most of the 1930s Ford logos wouldn't make sense on it. Instead, I am using the hubcaps of a 1932-'34 Ford four-cylinder car, which are stamped with the Ford script



**SDEFV8 General Meetings- Auto Museum,
Balboa Park-MEETING MAY 19 !!**

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 Battery. **\$39,000 OBO Ron Shedd 858-776-6508.**



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

**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**



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.

**'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 Paul Alvarado

**'32 Phaeton-All Steel.
All Original. Once was
Dickey Smothers car,
then HarrahMuseum.**

**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 Tudor. All Original, rust free. Very clean and solid. Runs drives
well. Updated Columbia Rear. Orig. Mohair. Imported from Canada
years ago. \$35k.- Ray Brock 619-993-9190**



**1931 Ford Model Victoria
Leather back. Rare produc-
tion Victoria Leather back
Starts and runs has not
been driven on the road in
about 3 years. \$12,900
obo. Any questions Call
[928-710-7566](tel:928-710-7566)**



**1934 Ford Cabriolet,
Fiberglass Body, custom chassis, Mustang II front end,
4 wheel power disc brakes, 350 cu. in., 700 overdrive,
new Vette independent rearend, Walker radiator with
electric fan, Weber carburetor, new starterand battery,
new chrome bumpers and brackets, new paint,new tan
leather interior, including trunk, power windows and
trunk.Registered as a 1934 Ford. \$29,000 obo.**



**'56 Ford PU- 302 W/ 2 bbl carb-C-4 trans
W/shift kit- Ford 9 in rear end-Tilt steering
wheel- Ply Volare Front end-10,000 on truck
and rebuilt engine-clear title with 1956 Cal
plates-\$26k Art Gibbs 619 448 6754**

**50 ford flathead V8 en-
gine** equipped with rebuilt 5speed trans. Also included: new water pumps, radiator, MSD ignition, 12v coil, ceramic coated headers new plugs & wires. Engine has good compression. No oil leaks or smoke. 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- To-
tal Rebuild, Best Offer
619-247-6525**

**1932 Fender Gloves-covers
complete fenders. No
scratch padding inside and
Naugahide outside.
Carl Atkinson
619-892-0222**

**'47 Merc Steering column w/ Ignition switch & key \$150. And Trans Case with side
plate. \$60. Should fit any flathead V8. In storage 29 yrs. Jim Hallsted 858-672-0167**





On June 16, 1903, the Ford Motor Company was established. Henry Ford was the founder. This was not his first rodeo, as he had previously operated the Henry Ford Company. He left that company and took his name with him. What became of the Henry Ford Company? They became known as the Cadillac Motor Company. What does any of this have to do with the photo of a BBQ grill? Hang on.

Ford's Model T, which would number in the millions sold, required 100 board feet of wood to build. Ford despised waste. His motto was, "Reduce, reuse, and recycle." He was also a nature-lover, an environmentalist of his time. His escape from the stress of life was camping in the great outdoors.

Frustrated by the mountains of sawdust his lumber mills created, he and his partners sought a way to utilize the scrap wood and sawdust into a useful (and profitable) product.

An idea came to him one day as he was camped with some friends in the wilds of Michigan. After his party spent a long time collecting sufficient wood for a campfire, an idea spring in Ford's mind. Upon returning back to the lumber mill, he shared the idea with some of his partners and set to work on it.

The idea? Lumping a fistful of sawdust and cornstarch with a bit of tar to form a briquette. After charring it, it performed exactly what Ford imagined it would. He then built a charcoal briquette factory adjacent to his lumber mill where the waste from one became the fuel for the other.

A new Model T was now frequently sold with a bonus bag of Ford Charcoal Briquettes, so you could drive into the woods to camp and not worry about finding campfire wood.

So now you know. Ford not only created the modern automobile industry which takes millions to work and back each workday, but he also created the weekend grilling and camping industries.

In 1951, the Ford Charcoal Briquette Company was sold. The new company was named after Ford's real estate partner who helped him find the land to supply wood for building the early Ford automobiles- E.J. Kingsford.

Kingsford Charcoal is the largest producer of charcoal briquettes in the world.—Thanks Mike Petermann