

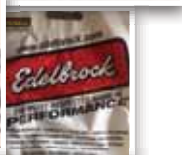


CON & PRESERVATION OF 1932-1953 FORD



Edelbrock by Ray Brock (no relation)

July 18—26 Fans of power boarded a VIP Bus- expertly driven by a good looking blonde. We got a first class ride to the front door of Edelbrock Torrance Facility. One of five manufacturing plants around the country that design, build, test and guarantee legendary Edelbrock Performance parts. Edelbrock company is no longer owned by the family, but many of the long-time employees are still there, Our guide was a 35 year veteran of this manufacturing legend. Vick Edelbrock's history in photos, hangs on the walls- First '32 coupe that doubled its' horsepower with Vick's invented parts. We came away with a new appreciation of the industry-changing innovation and new levels of standards for performance parts. Thanks to Ray Brock for leading this tour.



Ray awaits last signed up bus passenger... Ah, the loneness of command...



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VP Dennis Bailey Reports —

Prez Joe is back in town.

PREZ Joe SEZ—

Greetings fellow Early Ford V8 Club members! I hope you are all enjoying the summer with family and friends! July has been an unusual month for me, as I was in New York with Susan where we participated in the “Cycle the Erie Canal” 400 mile bicycle ride from Buffalo to Albany, New York. The ride was a good time, but the only vintage car I saw the entire time was a ‘50 Buick Dynaflow! That’s probably because most of the time we were on trails along the Erie Canal.

Although I didn’t see any old Fords, I did see a H.P. Sears Service Station “Museum” in Rome New York, pictures of it are in this Fan.

The Historic Erie Canal



Unfortunately, I was not in San Diego to join the the Club’s trip to the Vic Edlebrock’s foundry. I heard it was very interesting, and enjoyed by all that attended.

I am looking forward to club members attending “The Greatest

Show on Turf” car show on August 3rd, which is a major fundraiser for the San Diego Association of Car Clubs. It will be held at South Clairemont Park (3605 Clairemont Drive). It should be a nice day and an opportunity for us to mingle with owners of all different makes and models of cars and give other car owners the opportunity to check out our Early Ford V8s!

For those of you that can get out of town for a few days, the Early Ford V8 Club’s Central National Meet is being held August 23 - 27 in Auburn, Indiana. We are looking forward to going, and I’ll tell you about it next month. Enjoy the Old Ford days of August! Have a great month!

—Your President - Joe Valentino



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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 c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford Fan invites other groups of the Early Ford V8 Club to use it’s material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



Wear Your Name Tag-- Aug pot is \$25 Bucks
 All current member names are in pot. If your name is drawn and you are at the meeting, wearing your name tag, **YOU WIN!**
RULES: Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw ‘til we have a winner.



This Rainbow turned to a double over my house.. ...still looking for the gold..

Perfectly Peerless - Petermann's Peachy Pool Party in Poway. (actually, house in Escondido-but that didn't fit... so shoot me)

June 13- V8 Board Members and wives were thanked for their service with the perfect party. Pro Tem Mike and Susan opened their new country home to us - the weather was warm, shady seating areas comfortable, beautiful landscaping appreciated, salt water pool, water falls and playful fountains —all for us.

They provided tours of their new house and gardens, introduced their kids and grandkids and served up platters of snacks and joyful conversation.

The pool looked so inviting, I jumped in— followed by almost everyone.

At one point Mike asked, "Anybody here that doesn't like Try-Tip?"

There were no dissenters, so he opened the man-size BBQ and threw on the steaks with some chicken on the side. Dinner was delicious. Dessert was over the top; Strawberry Shortcake with ice cream and whipped cream.

Perfect end to a perfect day.-TS



Clean up crew hard at work

Thurs-Aug 1 Tour- Ice Cream Social

Two stage ride- **1. To Lunch** on old hwy 80.-Bonggiovani's Restaurant—Italian
2. Then to Thomas' Home in Jamul - Ice Cream Sundies And Game Time- "Left, Right Center" plus a Pool Party!
Meet 1385 E. Maim st, El Cajon (Former Cadillac Dealer) 10am. Leave at 10:30 Bring your own folding Chairs and \$6 bucks in ones.



Aug 3

**Greatest Show on Turf
CCC Fund Raiser
Susan Valentino**

**Sept Tour- Swift Boat Ride
around Mission Bay
Bob Brown**

August Anniversaries

- 8/05 Greg & Debbie Murrel
- 8/10 Donald & Judy Gladden
- 8/12 Jim & Diane Thomas
- 8/16 Jim & Kathy White
- 8/20 Webb & Avalee Smith
- 8/25 Phil & Judith Spaid
- Swede & Karen Renberg

August Birthdays

- 8/08 Dan Prager
- 8/11 Susan Graves
- 8/20 Robert McGehee
- 8/21 Mike Pierson
- 8/23 Jim Hallsted
- 8/26 Sandy Shortt
- 8/26 Vivian Serrano
- 8/27 Sandy Hurlburt

Membership-

Paula says- 122 Members

Welcome Latest NEW MEMBERS-
Christy Brown & Fred Williamson
1949 Ford Custom sedan
email: divinetty13@gmail.com

Sunshine Judy -Former V8er Larry Larkin, now living with son Keith, broke a hip and needs care 24/7, but he's healing and still in good spirits. 8777 Tulare DR, Huntington Beach CA 92646
Sunshine Judy, herself, is due for knee surgery. It will be a long hot summer.

San Diego Early Ford V8 Meeting General Meeting July 17, 2019

Prez- Joe Valentino (Biking along the Erie Canal) not present. VP Dennis Bailey began the meeting ay 7:08 pm and Ray Brock introduced visitors. Wendy (Rays Daughter) Rick

Prez report: None. VP Report None. Sect Bob Hargrave asked for approval of the minutes as printed in the FAN. Accepted and Approved.

Treasurer Report. Ken Burke read the Financials and they were approved. Membership Report: Pauls Pifer reported reported 30 single memberships, 47 Joint, for a total od 124 members.

Sunshine Report: Judy reports Bill Lewis on the mend from Back surgery. Good to see him at the meeting.

Fan Editor: Tim Shortt reported "FAN is coming along".

Accessories: Plenty of hats and shirts for sale.

Car Club Council: Bill brought several flyers of upcoming events.

Programs: Bill Dorr introduced a video of of and Interview with Carroll Shelby, the Snake. And focussed on the rivalry of FORD and FERRARI in racing.

Tours. Bob Brown absent-no report.

Old Business- None. New Business. Tim Shortt thanks Mike Petermann and Susan Graves for a great Pool Party they threw as a 'Thank You' to the current V8 Board Members.

50/50 Drawing- Bill Lewis won \$25. Name Tag Drawing: Diego Orozco's name was drawn, but he was absent-(Probably still on his honeymoon) so no winner.

Misc- None. Meeting adjourned at 8:30pm —Submitted by Bob Hargrave, Secy



Who's that with Sandy?

Sandy and I drove the July 4th Parade in our '52 Pick up disguised as a Garden Club Flamingo, festooned in flowers and GO USA Flags. The flower club received many compliments and a second place trophy. We staged with the Navy Beach Masters - and this guy from the Top Gun movie came by with his thumb stuck up. We took our place between the TBird Club and the Scottish Highlander Bagpipers and roared off at 2mph— it was a long slow parade past thousands of families out for a good time. Good news, we did not boil over. Concert in the park and a massive fireworks show followed...



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AND \$3 - \$6:00 IN \$1:00 BILLS**



A Kiss Goodbye ...for the Duration. WWII

THE *Destruction* AND *Restoration* OF THE **1941 Ford Convertible** IN **"Tobacco Road"**
 BY DAVE COLE

A *TOBACCO ROAD* was what they called the route taken by the wagons hauling tobacco to market, back in the days when Georgia soil yielded great crops of tobacco, as well as cotton. By the time a novel by that name—then a stage play, and finally, a motion picture—were produced, no such crops nor much of anything else moved along those roads. Poor farming practices had depleted the soil, and industrialized farming operations were driving individual small farmers into extinction. Thus, to survive, these men—mostly tenant farmers and sharecroppers—had to leave the land, move their families to the cities, and take menial jobs they were ill-suited for. Those who did that might get along fairly well; those who didn't or wouldn't go had to watch their way of life decay into poverty and degeneracy.

Then came the Great Depression, and that made everything infinitely worse. As most of us know, the Depression hit its lowest point in 1932—the year Ford Motor Company brought out the first low-priced V-8 engine.

And it was in 1932 that novelist Erskine Caldwell wrote *Tobacco Road*. The book depicts the remnants of a poor family headed by Jeeter Lester, an indigent yet stubborn man who clings to the belief that somehow he can continue to live on the land where he was born, where his father and grandfather farmed before him, yet does nothing to better

his lot, even when he has opportunities to do so. He has always been ignorant, does not read or write, and with the decline of his way of life, he has become lazy. He has planted no crops in seven years, unable to borrow money for seed and unable to raise much anyway, since the soil is played out.



■ Finding his father's jalopy stalled on the bridge over a ditch, Dude's solution was to ram the offending pile of junk into the stream below. Movie fans always like car chases and crash scenes; *Tobacco Road* has plenty of both. As seen in *Ford News*, August, 1941.

His landlord has largely given up, too. He lets Jeeter and his kin stay in their wretched shack as an act of charity, while the family resorts to begging or stealing to keep alive. The novel has no happy ending; it's headed for disaster and death from the outset, and after 241 pages it finally gets there.

Americans were appalled in reading Caldwell's novel to learn that others in this country were living such lives, but so it was. Caldwell's characters were drawn from life; he had lived in the South and had seen such people. *Tobacco*

Road became one of the most significant and controversial novels to come out of the Depression years; another was John Steinbeck's *Grapes of Wrath*.



Somehow it seems inevitable that a novel as sensational, sordid and graphic as *Tobacco Road* should result in a stage play, and this one did. The play, by Jack Kirkland, opened on Broadway in December, 1933, and although banned for its immorality and sensationalism in some cities and countries, it ran on for some eight years on Broadway: an astonishing 3,182 performances, thus becoming the longest-running



■ The front porch of their tumbledown shack is a good place for Jeeter Lester (Charley Grapewin, center) and his degenerate hillbilly clan to wallow in squalor, deprivation and debauchery.

play in history up to that time (although 16 later plays have surpassed it by now). The play got unfavorable reviews, but Americans were fascinated with it. The esteemed critic Brooks Atkinson said, "The theatre has never sheltered a fouler or more degenerate parcel of folks than the hardscrabble family of Lester." He called it "clumsy and rudderless," yet admitted that it left a "vivid impression," and that it did, right up to May 31, 1941.

What would be the next step for a novel and a stage play as shocking, raunchy and decadent as *Tobacco Road*? A motion picture, you say? Right! But there were problems with that. Hollywood had operated under a voluntary code of censorship imposed by the Motion Picture Producers & Distributors of America since 1930, when the Production Code took effect. It was often called the "Hays office" in honor of William H. Hays, who ran the M.P.P.D.A., and it sought to maintain a conservative standard of wholesome entertainment, eschewing profanity, indecency, blasphemy, nudity and other qualities inconsistent with prevailing societal standards. (In this connection, you may recall how scandalous it was when Rhett Butler told Scarlett in *Gone With The Wind* that, "frankly, my dear, I don't give a damn." It was the first damn that hadn't been given since the Code had taken effect nearly ten years earlier!)

Indeed, ever since the play opened on December 5, 1933, one Production Code Administration official or another had warned the movie studios that *Tobacco Road* was unfit for the silver screen. One of them opined that "this play contains about everything which would make it very objectionable as a motion picture." This did not stop the movie studios from lusting after the film rights, though. They kept trying to figure a way to produce it, and at last, in the summer of 1940, 20th Century-Fox was permitted by the P.C.A. to make *Tobacco Road* into a film.

Fox may have been given the nod owing to its success in presenting *The Grapes of Wrath* a year earlier. Steinbeck's novel was another with a similar

controversial theme—Dust Bowl refugees who flee Oklahoma only to be mistreated in California—yet 20th Century-Fox had made a highly successful film of it. Indeed, it was first runner-up for Best Film at the 1940 Academy Awards.

Further, the new film would have the same director, John Ford, who had won the Award for Best Director with *The Grapes of Wrath*; the same film script writer, Nunnally Johnson, who had condensed Steinbeck's novel into a 750-line script (675 of which were Steinbeck's words, bereft of the profanity), and the same actor, Charley Grapewin, who had played Grandpa in *Grapes of Wrath*, in the main role as Jeeter Lester.

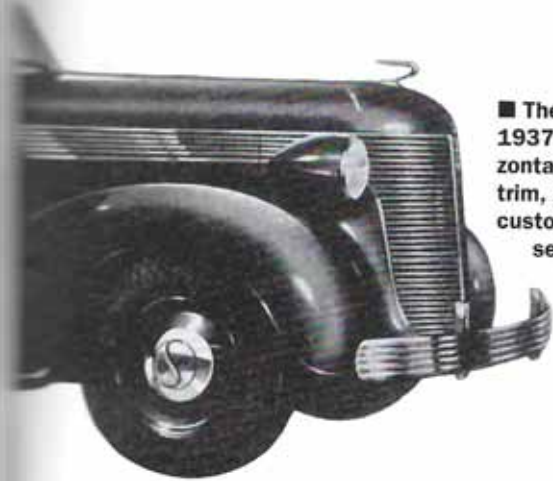
But still, there were problems. So much of what was in the book or on the stage was decreed distasteful, disgusting, disagreeable, deranged or just plain dirty, and it all had to be edited out. The inherent debasement, debauchery, deformity, decadence, depravity and degradation in the story had to be downplayed or dispensed with, leaving Johnson with little more than a character sketch as a screen play. Director Ford had little choice but to play it for laughs, doing to the poor-white Lester family on film what cartoonist Al Capp had done with the Yokum family in his *Li'l Abner* comic strip in the funny papers.

Even some of the characters who had figured prominently in the stage play were given lesser parts or eliminated altogether. And thus rose to prominence an unusual participant in the proceedings: a brand new 1941 Ford Super De Luxe Convertible Club Coupe! In some ways, it rates as one of the stars in the movie.

As the film opens, the viewer is introduced to the shiftless Jeeter, a-sittin' on the front porch of his run-



■ Sister Bessie Rice (Marjorie Rambeau) makes goo-goo eyes at Dude (William Tracy), and he reciprocates, because the old lady is well-heeled enough to buy him a new Ford convertible to drive. She don't know that his driving technique is based more on enthusiasm than accuracy.



■ The famous five-ripple bumpers on the 1937 De Soto cars continued the horizontal line theme of the grille and hood trim, but you find 'em more frequently on customized 1940 Fords nowadays. As seen in *MoToR*, November, 1936.

down shack with his sickly wife, Ada, and the last of their umpteen malnourished kids (the older ones having died in childhood or run away from home), when along comes Sister Bessie, a religious fanatic of unspecified denomination, singin' a hymn, as usual. Bessie's husband has recently died, and she has some \$800 in life insurance money. Although she is over twice his age, Bessie takes a fancy to Dude, the Lesters' youngest son, who is about 16; she figures she can marry him and make a preacher out of him. That sounds good enough for Dude, as Bessie plans to buy a new car and Dude will get to drive it. So Bessie and Dude hike to town to get married—presumably in Augusta, Georgia—after which they drop by the Ford dealer and pay cash for the star of the show, that '41 Ford convertible.

Meanwhile, back at the former farm, things have gone from bad to worse. Jeeter learns he has a new landlord, Captain Tim, so he expects he'll get a cash advance to live on. Instead, he learns that the bank has foreclosed on the



■ William Tracy as Dude. Would you let this kid drive your Ford convertible?



■ With the back seat full of scrap wood headed to market, Jeeter takes aim at another picket fence. The radiator is already steaming and most of the fenders are caved in.

property—Captain Tim has lost the farm—and the bank wants \$100 in annual rent if the Lesters are to remain there. Well, Jeeter ain't got *one* dollar, let alone a *hundert* of 'em, and the rest of the movie revolves around Jeeter's vain attempts to raise at least *some* of the money.

Things are no better at the Ford dealer's garage. Dude proves himself wild, vicious and uncontrollable; he jumps into the driver's seat and blasts the horn as the car shoots out into the street with Bessie in the passenger's seat, a-hangin' on for dear life. Dude drives the new Ford like a bumper car at the county fair, honking the horn and running into whatever gets in his way. He has a couple of fender-benders and knocks over a park bench with some hapless soul sitting on it on the way out of town, runs a truck off the road into a ditch on the way home, and rams a huge tree when he gets there. Then he finds Jeeter's broken-down Model T truck stalled on the bridge over a ditch. Dude's solution to this impediment is simply to knock the offending heap off the bridge by ramming it with the new car.

Other cars fare much better. Captain Tim drives a nice new '41 Mercury Convertible very sedately, and the bankers who announce the foreclosure come in a '37 De Soto Convertible Sedan with the top down. (It's fascinating to see a '37 De Soto with '37 De Soto bumpers on it, as most '37 De Soto bumpers soon ended up on 1940 Fords!)

At some point, Jeeter figures he could sell a load of wood in town to raise some money, so he borrows the Ford from Bessie, and Dude tries to put the top down so they can haul wood in the car. He has no



■ Hitting a huge tree should have done in the poor Ford, but instead the tree fell over on top of it. Here, stunt driver Harvey Parry backs the car out from under the limbs and leaves.

Contd...

idea about how to do it; he figures you just shove it back, and flies into a rage when that doesn't work. He doesn't know about the two little electric screw jacks that lower the top when you pull the knob out! It's right there on page 57 of the *1941 Ford Reference Book*, but Dude don't know nothing about that—he cain't read anyhow. Instead, he shoves, yanks, kicks, lunges, screams and hollers—and would have cussed a blue streak had it not been for the M.P.P.D.A. Production Code—until he gets the thing bent out of the way. Then he and Jeeter and Bessie throw enough wood in the car to fill it, leaving just enough room for themselves.

In town, however, they can't sell the wood. It isn't cut up in usable lengths; it's just a lot of

■ Gene Tierney as Ellie May. She didn't get to ride in the Ford.



trash, not stove wood. In desperation, Jeeter sells the spare tire and wheel for \$3—enough to buy a bit of food, spend the night in a cheap hotel, and buy some gas to get home on. Every time you see Dude driving the Ford, he's runnin' it through a picket fence. It's hard to imagine there was so much rickety old picket fence in all of Georgia, but Dude wipes out forty, fifty feet of it at a crack, and they's always more of it.

The grand finale for the Ford follows one of these fence-bashing forays. Dude finally upsets the car and gets it teetering precariously on its side next to a ditch. Lov, Jeeter's son-in-law who is married (sort of) to Dude's 12-year-old sister, is in a fit of rage over something, sees the Ford on its side, wriggles under it, does a great heaving push-up, and rolls the car over upside down into the ditch.

That's the end of the car, as far as the film goes. The film itself ends with Captain Tim giving the bank \$50 for half a year's rent out of pity for the Lesters—but you just know that in six months, Jeeter still won't have any money to pay the rest. Still, it's a better ending than the play, where Ada dies and Jeeter dozes, or the book, where they both end up dead.

The '41 Ford convertible should have been dead, too, but it got resurrected. For the story on this, we turn to the pages of *Ford News* magazine: specifically, the 217th one for 1941, in the August issue. Seems that a fellow who worked at 20th Century-Fox, one Arthur Webb, bought the wreck, and with the help of his brother, Don, restored the Ford to its original condition. It took them six weeks and they bought \$125 worth of parts from the Ford dealer in Beverly Hills (Herbert E. Woodward, Inc., no doubt), but they sure had their work cut out for them. The sturdy Ford had suffered all sorts of damage in making the film. It had been crashed into a huge old sycamore tree, knocking it over; it had wiped out two other trees, jumped a 20-foot stream (with the aid of a ramp), run through several hundred feet of fence, sideswiped a big truck and knocked Jeeter's jalopy off the bridge, hit a station wagon, smashed into that park bench, and finally turned over.

William Tracy played the part of Dude Lester in *Tobacco Road*, but it was not actually Tracy who demolished the '41 Ford convertible in

■ Harvey Parry, as pictured in the August, 1941, *Ford News*, was one of the most active stunt drivers in the motion picture industry. Wrecking the '41 Ford convertible was all in a day's work for him!

making the film. At the wheel in every crash scene was one of Hollywood's top stunt drivers, Harvey Parry, who had already cracked up over five hundred cars in his career, including an astounding 22 in one silent film, *The Rose*. Sheridan Keane, who wrote a column called "It Happens in Hollywood" for *Ford News*, quoted Parry as saying, "From the beginning, Ford cars have been favored by all us stunt men because they've always been easy to handle and because it's almost impossible to demolish them." In fact, as battered and damaged as the Ford was after Parry got through with it, they turned the car back onto its wheels after Lov flipped it upside down, and Parry drove what was left of the car back to the studio under its own power.

In a side bar to Keane's interview with Harvey Parry, Arthur Webb tells about his restoration of the wrecked '41 convertible. "There was not a smooth or undamaged part of the body when the movie makers were through with the car," he said. "The

windshield was smashed, the corner posts were bent down to the steering wheel; the grilles, radiator, hood and front fender were completely demolished, the right door was caved into the seat, the top was torn, the rear deck was peppered with dents and scratches, and the other fenders and parts

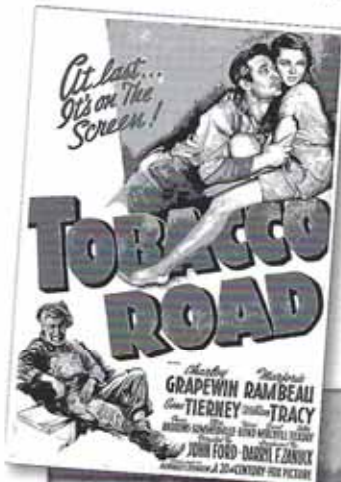


■ In rebuilding the car, Arthur Webb had a lot of work to do to get the windshield posts back up where they belong. Here he has the cowl skinned down to the metal.

of the body were a mess of deep dents." Nevertheless, Webb and his brother Don figured they could rebuild the car to make it serviceable, and with the help of the Ford dealer in Beverly Hills, they did it. Woodward had a new '41 convertible on the showroom floor from which they were able to take measurements and make patterns to get the body contours correct, and they got their parts from Woodward's parts department.

The right hand door was smashed in so far that the Webbs had to split it apart, pound out the dents in the outer panel, and shrink the extra metal that accrued from the metal working by heating it cherry-red with a torch, then dousing it with cold water. Then they welded the halves of the door back together. After he and Don spent six weeks and \$125 in restoring the car, Art stated that "when finished, no one could detect that amateurs had had a hand in the job."

In fact, the Ford ended up even fancier when the Webbs were finished than it was when the studio bought it in late 1940. As introduced, the Super De Luxe models lacked the stainless steel trim on the fenders, and thus didn't look much more de luxe than the merely De Luxe models, so Ford dolled up the fenders with that extra trim. By the time the Webb boys finished repairing the car, stainless trim strips on the fenders were the norm for the Super De Luxe Convertible Club Coupe, so they added that to complete the job. It was the frosting on the cake, you might say. ☞



End.

■ And there it is, looking like a nice new '41 Ford Super De Luxe Convertible, with a proud Arthur Webb leaning on the doorsill. Who would ever think it had been systematically wrecked in the making of a movie?



Sleeping Bear Dunes on the southern edge of Lake Michigan, was the place to go for a wild and windy open top Dunesmobile ride across the sands. Ford Convertibles with large balloon tires were featured 1937-to 1948.



Sleeping Bear Dunes Dunes, 1937

Fredrick W. Dickinson



Sleeping Bear Dunes Ride, Glen Haven 1938

Fredrick W. Dickinson



Little Deuce Coupes

Of the 322,962 Ford passenger cars built in 1932, nearly a third were coupes, produced in three distinct body styles—or four, depending how you classify them. Each Deuce coupe body style is unique, inviting us to explore and compare their differences. Let's go straight to work.

The most common coupe body style for 1932 with 53,891 units produced, the B-45 Standard Coupe trailed only the Tudor (148,562) and Fordor (54,582) Sedans in total production volume. This model also offered the best visibility of all the coupes, thanks to the extra pair of window panes in the roof quarters—hence the name five-window coupe, though this was not an official Ford model designation. Additionally, the center rear window winds down via hand crank to provide fresh air ventilation, and also to facilitate communication with passengers in the optional (\$50) rumble seat. As the name indicates, the Standard Coupe was available only in Ford's base trim, with no cowl lamps and with plainer upholstery and trim than other styles. Standard Coupe bodies were manufactured by Ford, Briggs, and others. List price at introduction was \$440 for the four-cylinder Model B, \$490 for the Model 18 V8—an extra 50 bucks.

The B-50 Sport Coupe, a general style continued from the Model A years and a bit old-fashioned by 1932, was said to be a personal favorite of Edsel Ford. Its wood and fabric top resembled that of a Cabriolet (official Ford name) or convertible coupe, but was fixed in place and could not be taken down. The door glass frames do not fold down and the landau irons are ornamental.

Though the two styles are rather similar, one easy way to tell a Sport Coupe from a Cabriolet even at a distance is by the top irons: Cabriolets don't have them. While offered only in Standard form (no cowl lamps) the Sport Coupe is a bit more elegantly trimmed than other Standard models, and the rumble seat (shown) is standard. With only 3,538 units produced worldwide (2500 Model 18 V8 models and 1,038 four-cyl. Model B versions), the B-50 is the rarest coupe body style for 1932, and highly prized by the restoration crowd.

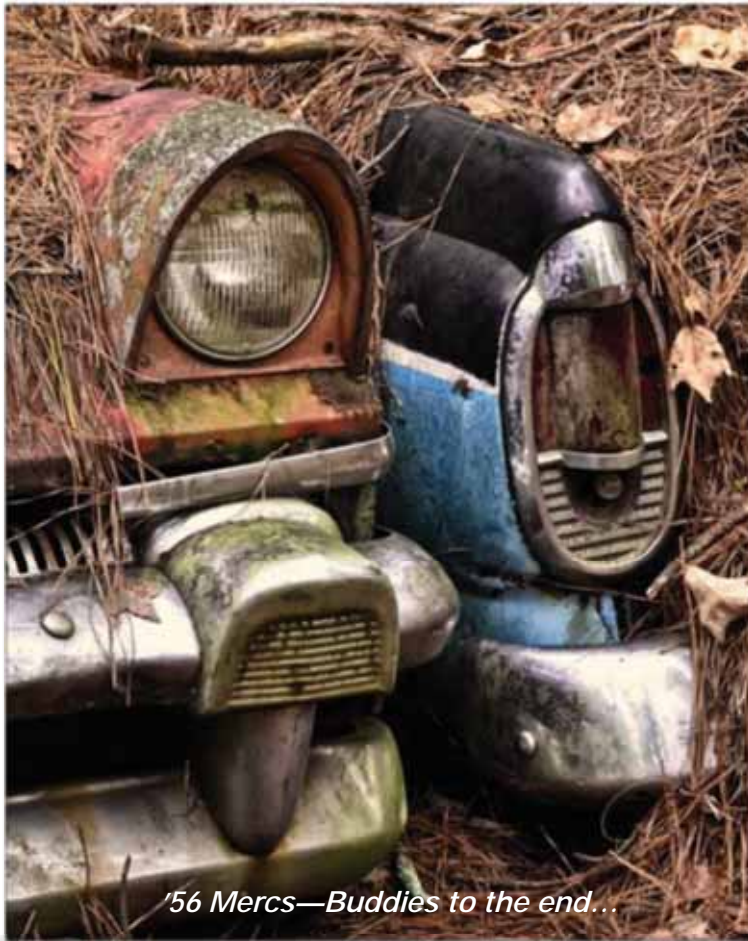
A hot rodder's favorite, the B-520 Deluxe Coupe is more commonly known as the three-window. In 1932, the style was offered only in Deluxe form (note the cowl lamps) while the five-window was sold only as a Standard—which is not necessarily the case in other Ford model years.

Manufactured by the Murray Body Co. of Detroit (read the story [here](#)), Deluxe Coupe bodies were sent to Ford fully painted, trimmed, and ready for body drop onto a complete chassis with fenders. (In Canada, Deluxe Coupe bodies were built by the Canadian Top & Body Corp.) The Deluxe Coupe stands alone among Deuce body styles on a number of counts. It employs considerably more wood framing in its internal construction, shares no external sheet metal panels with other body types, and is the only '32 style with front-opening front doors. The suicide doors preclude the fitting of Ford's optional fender-mounted spare tires. More highly appointed than most other body styles that year, the Deluxe Coupe happens to be the only '32 with an ash tray built into the dash. Pricier than the Standard Coupe, naturally, the three-window sold for \$525 for the Model B four and \$575 for the V8. Though it didn't seem to affect the body style's popularity in racing or hot rodding, the three-window weighs 100 lbs. more than the five-window Standard Coupe: 2364 lbs vs. 2261 lbs, according to official Ford data. Some 23,411 Deuce three-windows were produced: 22,264 V8 models and only 1,147 fours.

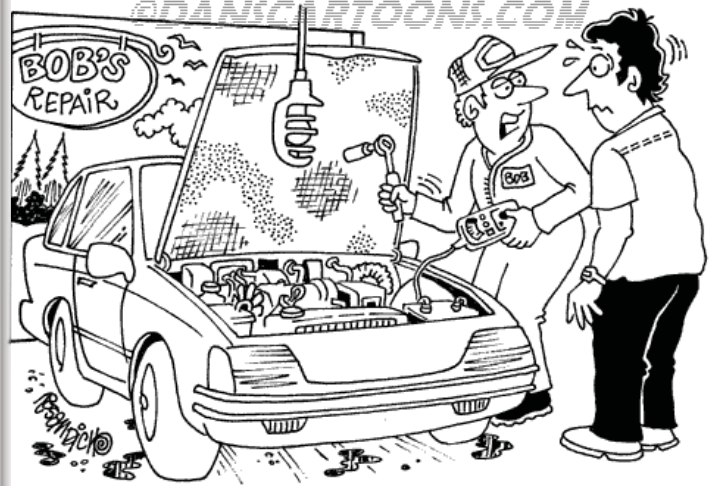
Some may be surprised to see the B-190 Victoria body style classified as a coupe. However, in the coach and body business of the era, the Victoria was indeed regarded as a coupe style—alternately known as a 4/5 passenger coupe or a doctor's coupe in some quarters. It's just that on the Deuce's petite 106.5-inch wheelbase, there's room for only a short rear bustle, which gives the Ford version of a Victoria a silhouette more like a sedan than a coupe. And in fact, the Victoria shares a number of pieces and panels with Ford's Tudor Sedan for 1932.

Like the Deluxe Coupe body, the Victoria shell was manufactured by Murray, and it carried a Murray identification tag attached to the passenger floor pan. Offered only in Deluxe trim, the Victoria was among the fanciest of the '32 body styles, and at \$525/575, it was also the most expensive coupe style. Though the Victoria was another personal favorite of Edsel Ford, only 9,599 examples were produced, nearly all of them (but for 729 units) V8 models. — *Thanks Walter Andersen*

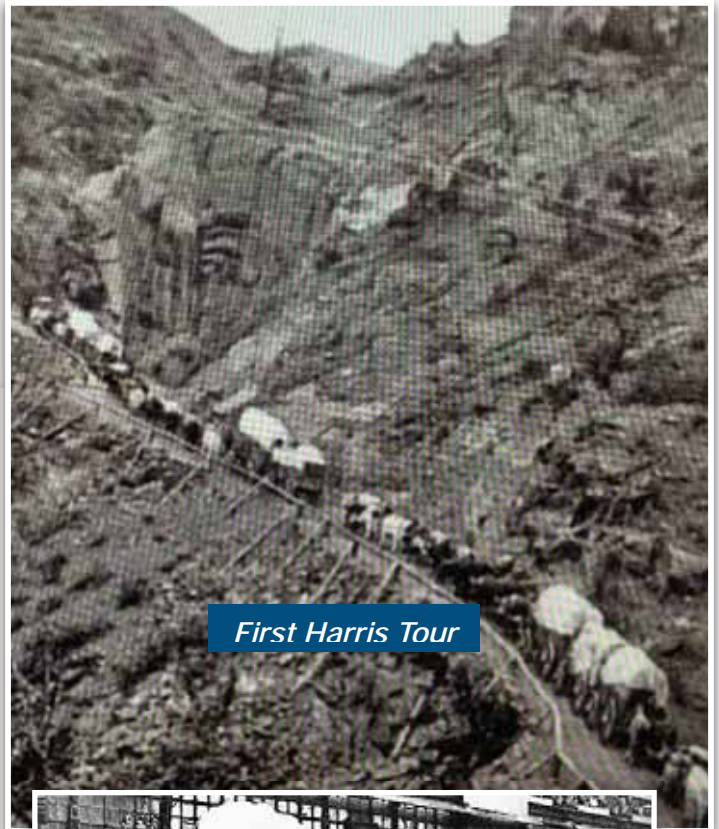




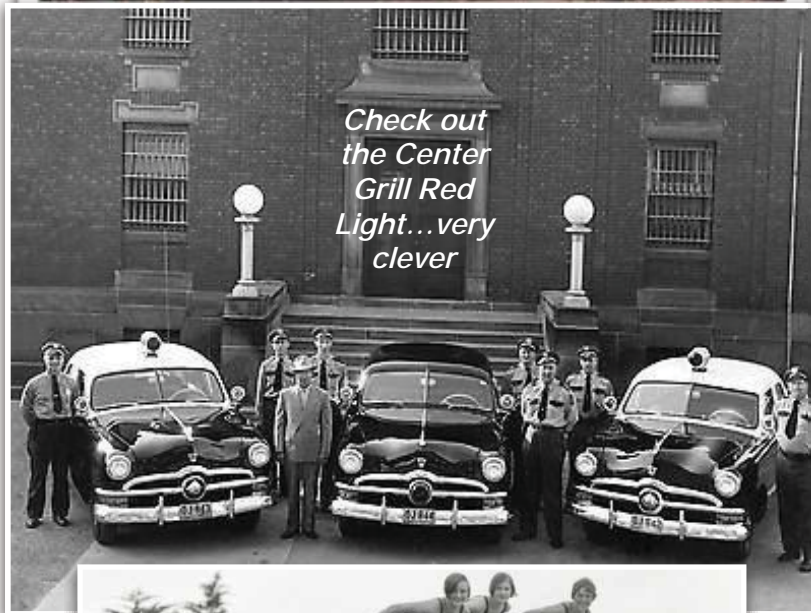
'56 Mercs—Buddies to the end...



"My advice is park it in Tijuana and leave the keys in."



First Harris Tour



Check out the Center Grill Red Light...very clever



Talk about Hood Ornaments...



Send Rick Carlton your email address- if you want to receive FAN by email.

**Next Gen. Meeting - Aug 21, 2019-7pm
Auto Museum, Balboa Park.**

Ford V8 Swap Corner...

The Ford Fan will publish ads relating to 1932-1953 Ford



'46 Lincoln. New motor. Factory PW and door locks, Nice interior, clean all under. \$18,00 OBO. Atillo Petani AZ, 928-710-7566

'37 Ford —Good Gas Tank, Radiator, Front Seat, Box of extra V8 stuff- Take All for \$300. -Joe Silva 619-224-2645

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. B.O—619-466-5475

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

'40 Deluxe Opera Coupe. Beautiful shape. Drive anywhere. Terry Johnson 303-888-8231 Englewood, Colorado.

'35-'36 Wanted - '35 Sway Bar. For Sale-Ford Rear Shocks-never used. Greg Murrell 859-483-3998

Wanted- Two Wheels- 16"x 4.5" Mike Pearson



1950 Deluxe Convert. One owner since 1952. Beautiful solid body, nice top and interior. Rebuilt 3/4 race, dual carb flathead runs strong. Rachael Welch Parade car. Many trips to Lake Tahoe. \$29,500 OBO. 619- 466-5475



'37 Fordor. Good shape. New V8 Motor, radiator & everything else under hood. Solid body, good interior. WWW. Clean in and out. Drives great. **New Price-\$24,900-OBO** 619-829-1678 Tom Sysko



1947 Merc covert for sale—Seen in Beulton, Ca. 36k orig miles- \$25,000 —805-350-1688 karswithak@verizon.net



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Side-mounts, Luggage Rack. Runs great. New lower price... \$83k .Dixie, 619-677-8922

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

302 v8 complete motor with 4 BBL & C4 Trans. 78k miles. Good shape-dry storage for 7 yrs. Turns free. \$400 obo. Dave 619-392-4545

Joe Vidali cleaning out Garage— Lot of good stuff- 619-315-3645

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

FORD PARTS FOR SALE :
1951 WOODY ONLY - SET OF EXTERIOR METAL WOOD GRAINED SIDE INSERTS - \$100.



1933 Fordor. Old restoration. Runs and drives, solid body, interior shows wear. \$15k. In Montana. Ship it or drive there, rent one-way UHaul to take it home yourself. Lee Hopkins 406-552-7713



1941 RIGHT REAR FENDER - \$ 50.
1941 HOOD - \$50.
1942-48 RIGHT REAR FENDER - \$50.
1949 - 51 WOODY RIGHT & LEFT FRONT QUARTERS - \$50.
1949 -51 WOODY RIGHT & LEFT REAR QUARTERS - \$50.

(Reminds me of my first \$15 Ford)—TS

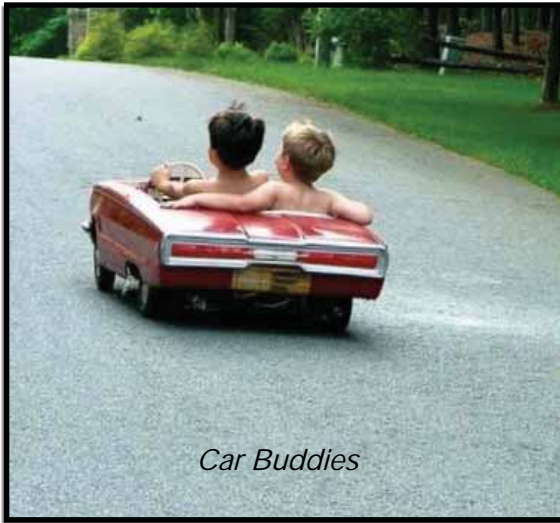


VOLKSWAGON PARTS: FREE --- BUT MUST TAKE ALL !!!
1960's FENDERS : 5 EACH FRONT 3 EACH REAR
1967 ORIGINAL REAR BUMPER.
JIM HURLBURT (760) 789 - 0220



1948 Deluxe convert. All original restored. Original Flathead rebuilt. Excellent Driver . \$25k. Hemmings Daily

Jay Harris wants '39-'41 Generator or parts. 760-310- 9530



Car Buddies

Editor's note: He was the driving force behind the Ford Mustang, as well as the Ford Pinto, intended to be the compact car that save Ford from the imports. Later, at the helm of Chrysler, Lee Iacocca would spearhead the development of the domestic minivan, but not before rescuing the ailing automaker from potential bankruptcy with government co-signed loans and the practical, affordable K-car. On Tuesday, July 2, Iacocca died in his Bel Air, California home, age 94.

The Mustang's staggering success, his green-lighting of Ford's global 1960s racing campaign, the Maverick, the Pinto, the Cougar, the Continental Mark III, his meltdown with Henry Ford II, and his comeback as rescuer of the seemingly doomed Chrysler were all in the future. Getting into the Ford management pipeline came first.

"I decided to go into marketing, even though they hired me out of engineering school. I went to Lehigh University for four years, then Princeton for two years to get an engineering degree," he told us. "But I fell in love with cars early on, especially Fords. Our family liked Fords. I went out of Lehigh into Ford through a family connection. There was a Ford dealer and family friend named Charles in Bethlehem, Pennsylvania. I hung at his dealership and got really hooked on it. I always wanted to work for Ford."

If you ever wondered how Iacocca ever persuaded Henry II to build the Mustang or got Congress to help tide over Chrysler via loan guarantees, or to make ordinary folks wish he'd run for president, the answer is that he learned his skills in Chester. One promotion he brainstormed is still known in Ford folklore as the Iacocca Plan. In 1956, buyers in the Chester territory were offered a new 1956 Ford for \$56 a month. It was thunderously successful. Iacocca was yanked back to Dearborn and became head of Ford Division in 1961, when Robert McNamara headed for the Pentagon.

Iacocca's wife, Mary, died in 1983 of complications from diabetes. He created the Lee Iacocca Foundation to fund research into a cure, in part with proceeds from his post-Chrysler company, Olivio, which makes olive oil-based spreads. The Lee Iacocca Award, presented each year with the assistance of the National Parts Depot, is one of the most prestigious any old-car person can receive.

"I have some leftover cars in my garage. The first Viper is in there, taking up space. Great car, by the way. I used to collect a lot of cars, had a lot of Ferraris, bought the Lamborghini company and then sold it. I still have my MG TC, which I gave to my granddaughter, and an old Ford truck."

Of course, there's a Mustang—several of them, actually, including two of the 45 copies of the Iacocca Silver 45th Anniversary Edition Mustang that Ford produced in 2009. That's distinction.—*Hemmings Motor News*



"I fell in love with cars early on, especially fords. Our family liked Fords. I always wanted to work for Ford."

