

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

Be Cool—Wear a Mask



The Pandemic goes on...

You've been home 4 months...
Alone together...

Legend says the husband was waiting in the car for his wife to get ready



Did a load of pajamas so I would have clean work clothes this week.



PREZ Sez- Aug 2020

S.D.Early Ford V8 Club—www.sandiegoearlyfordv8club.org—Page 2

Greetings, Early Ford V8 Club Members! I hope you and your families are still healthy, happy, and sane! I hope the pandemic situation has not negatively impacted your enthusiasm for our car hobby. I am still enjoying it. I am glad I enjoy a pastime in which I can participate that doesn't put anyone's health at risk or break any government mandates.

On July 7th I spoke to Lenny Leszczynski, the CEO of the San Diego Automotive Museum. Lenny said that the Museum is now closed until at least August. The situation with the opening of the Museum and allowing Clubs in to hold meetings is still to be determined. Also on hold, is a "ribbon cutting" ceremony of some type for the elevator that has been installed at the museum, a generous gift by our own esteemed member, Ray Brock! As soon as we know when that will happen, you will all be informed.

The parking lot between the Automotive Museum and the Gymnasium and in front of the Aerospace Museum has been torn up and will be replaced with grass or something other than parking. The parking lot to the rear of the Auto Museum will be available for clubs to park in once the go ahead for those activities is given.

In July I had the opportunity to enjoy a couple of car cruises with V8ers and other car clubs, and I also enjoyed working on my old cars. It helps keep me grounded and sane! On July 4th our club was invited to join the

Thunderbird Club of San Diego on a driving tour. Along with a bunch of 1955 – 57 T-Birds there was 5 cars from our EFV8 club that joined. It was an amazing drive through Old Town, Mission Hills, through downtown San Diego and ended in Coronado. The amazing part was the enthusiasm of the residents and people we passed by. People came out of their homes and cheered, waved flags and yelled out happy "4th of July" and "Thank You!" It was a lot of fun for those of us in the line of cars, and also for those we drove past. Susan and I were driving as the last car in the cruise when in my rearview mirror I noticed I was no longer the last car, there was a 1956 Oldsmobile convertible behind me. When we took a break by the Spruce Street suspension bridge to stretch our legs and check out the bridge, I talked to the gent driving the Olds. I asked him if he was with the T-Bird Club. He said "no, I just saw you all driving by my house, so I quick ran to the garage and got my car and joined in. I even forgot my glasses". Now THAT is enthusiasm for driving an old car!

In July I also found out how a flathead runs when the ignition coil is failing. Not good! I was trying to make it back to my garage, putt-putting though La Mesa when the car died on the incline right at the trolley tracks, blocking traffic. A couple of good souls said they would park their truck and help push me out of the way. I sat blocking traffic a couple of minutes as they parked their truck. Just as they got to my car to push it, I pushed the start button, and the car started, and I drove away. I could see the quizzical look on their faces as I drove off with them standing there in traffic. Kind souls! I did manage to make it to my garage, and after putting in a new condenser and coil, all better (fingers crossed!)

As I write this, July has another couple of weeks. When I write the next Prez Sez I hope to report on another EFV8 driving tour that has yet to be announced. But don't wait for an announcement to get your cars out and drive them, do it! You can also organize a driving tour. If you like, you can email me or Tim Shortt with the logistics of the drive, and we can email it out to the entire Club so they can join you. Enjoy the remainder of July and August, I hope to see you all soon.—Mask up and drive them!— Joe V

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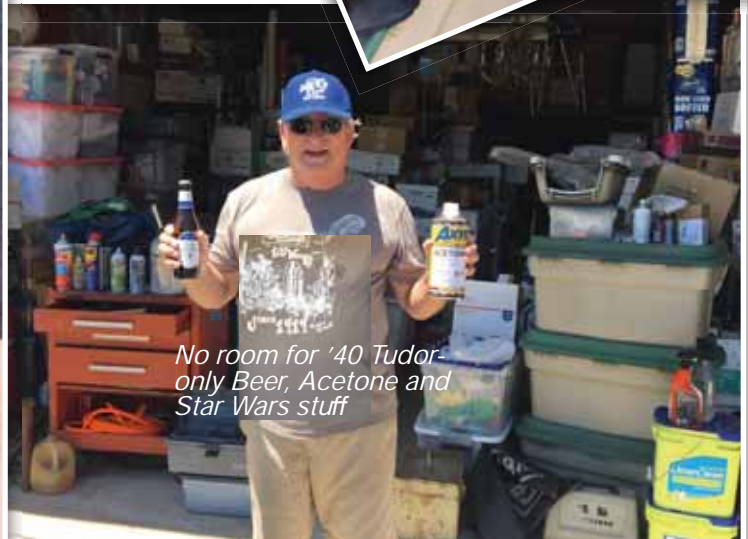


No Rack, No Prob in the 20s.

Ken's got it all... Nice car, roomy garage & big property- only problem —JoAnne's got her business stuff, son Ken has a monumental collection of Star Wars stuff. Where does Ken put the '40 Ford he bought in 1990 and HIS stuff? Ken Burke has been a V8er since 2005 and the longest serving Treasurer in club history. He and Jo Anne are busy people-too busy to clear a space for the old '40 in the garage. So there it sits under two tarps, in the drive. Call the Horder Patrol!



Proud wife & Son witness Captain Ken (with mustache) receive Commendation, 1978



No room for '40 Tudor- only Beer, Acetone and Star Wars stuff

HONORED FOR EXCELLENCE—U.S. Army Captain Kenneth E. Burke, center, son of Mary E. Burke of Lemon Grove, is awarded the Army Commendation Medal by Colonel Joseph J. Scott, left, commander of the garrison at Fort Indiantown Gap, Pennsylvania. Accompanying Burke are wife Jo Anne and son Kenneth, 6.

Son of Lemon Grove Woman Wins US Army Commendation Medal

Tours & Things to Come

SAN DIEGO EARLY FORD V8 CLUB
 Board and General Meetings CANCELLED
 DUE TO VIRUS PANDEMIC
V8 General Meeting cancelled
Auto Museum Closed
Air & Space closed.
Zoo is closed
All Meets Cancelled
All Schools closed
ComiCon Cancelled
Etc.

Membership- Paula -
 Welcomes new member-

Sunshine Judy-
 Kathy Shedd has died.
 Thoughts and prayers to Ron and family.
 Linda Lewis recovering
 from a stroke. Stay strong Bill.

August Anniversaries

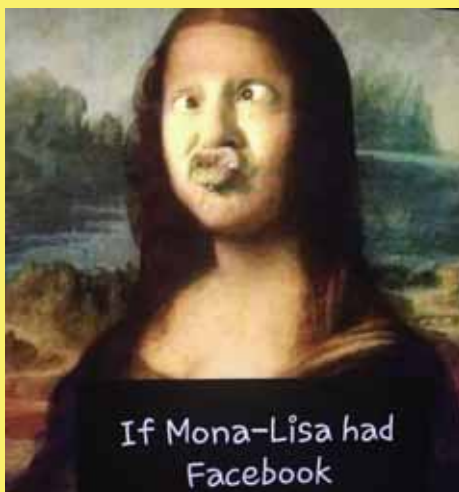
8/05 Greg & Debbie Murrell
 8/10 Donald & Judy Gladden
 8/20 Webb & Avalee Smith
 8/26 Jim & Diane Thomas

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
 8/26 John Jarecki
 8/27 Sandy Hurlburt

August Club Anniversaries

Joe & Paula Pifer	26 yrs
Ray Brock	13 yrs
Rick & Sheryl Carlton	11 yrs
Tom Sytko	3 yrs



ALT-POWER VEHICLES

The fallout from these atomic-powered automotive renderings would be huge-

Daniel Strohl- Hemmings

It's a good bet that plenty of auto renderings from 1945 until, oh, 1979 or so – particularly the far-out space-agey ones of the Fifties – operated on the designer's assumption that nuclear power would soon make all of our energy dreams come true and, conveniently, erase the auto designer's need to consider fiddly things like drivetrain packaging.

Far fewer designers actually came out and stated their renderings specifically would make use of nuclear power, however, and that's likely because once they started to think about it, they realized it wasn't as simple as waving a magic wand to make that happen. Take, for instance, the Nucleon rendering Al Mueller did for Ford, dated March 1956. As Jim and Cheryl Farrell noted in their book Ford Design Department Concepts and Showcars, 1932-1961, the 1958 Nucleon concept came from Jim Powers, an Alex Tremulis recruit. Though the Nucleon wasn't based on any sort of engineering studies, Powers figured the power nacelle would need all sorts of lead shielding, which the cantilevered passenger compartment was supposed to balance out.

Powers's finned cantilever-roof design is the one that eventually made it to the 3/8-scale fiberglass version we're all familiar with, but it appears Mueller took over the Advanced Studio right around the same time he made the bubbletop, de-finned rendering above. According to the researchers at American Dreaming, the rendering hung around Ford's studios for some time afterward, then made it out of the building when a high school student with car designer aspirations visited Ford's design department and was given the drawing. That high school student later attended the College for Creative Studies and in turn gifted the rendering to a fellow industrial design student, Bob Smart.

Mueller, who greenlit George Lawson's Mini-Max designs for Ford in the Sixties and whose Lincoln-Mercury studio won the internal competition at Ford to design the Mustang II, remained at Ford until retiring in 1987.

Tremulis, as mentioned above, also took a stab at a nuclear-powered car with the Seattle-ite XXI, a full-size concept car displayed in the early Sixties that envisioned another approach to handling the weight of a nuclear reactor and its attendant shielding on a car chassis: four wheels up front to spread out the load. It's a rather ingenious and out-of-the-box idea, one that he may have cribbed from one of the home mechanics magazines in the Fifties.

We're not sure of the exact source, but the rendering is a fanciful one (dual front axles and a half-track rear?) based on statements from a "noted atomic scientist" who posited that a nuclear-powered vehicle would measure roughly 20 feet by 40 feet "and weigh many tons" to shield the occupants from radiation. Like the above renderings, Tom Swift's Triphibian Atomicar, as Victor Appleton described it in 1962, was explicitly envisioned to run on nuclear fuel, even if it was far more fanciful than the above renderings. Aside from the fact that Swift designed it to fly, float, and drive, he also didn't seem to bother addressing the weight of the nuclear powerplant. That's mostly because the nuclear power plant was some sort of "Atomic Power Capsule" that just sorta worked without explanation, according to TomSwift.info, a site whose author seems to desperately want to believe all of Tom Swift's inventions could be made real. Maybe someday, in a far-flung future, we can get back to imagining nuclear-powered half-tracked flying cars...

HEMMINGS FEATURE**Learning from the best: Mom's fast-lane driver's education course**By [Jim Van Orden](#)

Dad taught Mom to drive his Model-T around 1928, and she taught me to drive my 1951 Mercury in 1960. She could shift and drive fast with the best. What a great "driver-ed" instructor. Despite freezing cold, I sweated bullets waiting for the light to turn green. Looking in the rearview mirror, the car behind appeared too close for comfort. Would I roll on the steep hill and crush its bumper when I let out the clutch?

Mom, sitting next to me, wasn't worried.

"Relax and give it some gas," she suggested. The light turned green, I revved my 1951 Mercury's flathead, slipped the clutch and pulled away smartly.

"Nice!" she sang with praise. I was proud, too. It was 1960 and this was my first mile of driving. I was so nervous I repeatedly stalled the Mercury. Thanks to Mom, who brimmed with confidence, my nerves calmed with each mile.

"Pull over and let me drive. I want to show you a few things," she requested.

I had never seen her drive my car and, being a chauvinistic male, didn't know whether she could handle its balky shifter, heavy clutch and tricky steering. Dad warned that it wasn't an easy car to drive when I bought it. He didn't like the steering wheel "play" (about 12 inches), sluggish brakes, and scary body roll in turns.

I didn't like the way Dad drove it. He was too slow and careful, like he always was when the family went on

vacations. Watching him drive the Mercury for the first time, I silently screamed, "Come on, Dad, floor it, drive faster, make the wheels spin, lean into that curve!" But he never did and it frustrated me.

Mom showed me "a few things" Sliding behind the wheel, Mom, who was almost as tall as I, jammed the shift lever into first and, to my amazement, snapped back our heads. The flathead roared, first gear wound out, and a cloud of blue smoke obscured cars behind us. She was cool under pressure.

Holy cow! I stared at Mom in disbelief. She was smiling and weaving through traffic, enjoying my car more than I did. She shifted fast and took turns like a pro, worn-out tires squealing. Despite my disbelief and rapid pulse, I realized Mom had complete control. Although she pushed to the limits, she was a skilled driver and, despite my fears, wasn't violating speed limits or disobeying laws. You might say she drove "on the edge."

Compared to today's cars, learning to drive my 1951 Mercury was challenging...some might say dangerous. Everything was manual: no power steering or brakes. The clutch was worn out and the shifter was balky.

V8er John Davison invites the V8ers to join The T Bird Club in outings such as this—a gathering in support of Police: Cruise for Cops





Dwarf Cars-
All detailed & drive like full size.



Former V8ers Ron and Nancy Hall sent this story. -Arizona Dwarf Cars Museum. Ernie Adams, the builder, decided his first car would be the ever popular '34 Ford coupe dirt track racer. Then came a '33 Dodge coupe. Both cars were built with a 73" wheelbase and 46" height. The little cars have all steel construction and are powered by motorcycle engines. He went on build a '39 Chevy, '42 Ford Ragtop, '29 Ford Hillbilly, '49 Merc, '34 sedan, '40 Merc and a '54 Chevy- All detailed to perfection....and he's not done yet...





In 1958 & 1959 I owned a 1952 Olds '88" convertible, bright red with a white top. This was the first year with a 4 B carburetor and dual range transmission, a lot faster than the

Fords ! I put 1956 Olds spinner hub caps on it and lowered the front 3"; 1958 style. This car brought the Hoover cheer leaders onto the football field for the home games . After high school I bought the 1940 Ford Business Coupe with no engine for \$100. Then I put a 331 cu. inch Olds engine in it with a 3 speed LaSalle transmission & Hurst shifter. It also has an Olds rear end that is really too wide for the car. It was a good Oscar's cruiser & date car in the early 1960's. The 1964 T-Bird was a demo car for University Motors Ford in Hillcrest. We used it for a family car until 1982. It wouldn't take too much to get it going again. There are other projects around my yard: For instance a 1967 Chev pickup with a built 350, Crower solid lifter cam, Holly carb, headers, and LOTS of patina, etc. I have plenty of other projects to get after!

That's my story and I'm sticking to it!
—Bob Hargrave





—Daniel Strohl

Full set of Allegheny Ludlum stainless steel-bodied Fords put up for sale by the company that built them

For decades, Allegheny Ludlum and its successor company have held on to the bulk of the 11 stainless-bodied Ford products that resulted from three different collaborations between the two companies. A source of pride for the company and for the Pittsburgh region in general, it seemed that the cars would forever remain in possession of the specialty metals company. However, in the face of a tough economic climate, Allegheny has decided to sell three of the cars, apparently the first time a complete set of the stainless Ford has ever hit the market.

In the Thirties Allegheny envisioned entire cars built from its stainless steel. The company was already supplying Ford with stainless for trim and radiator shells so, as Walt Gosden wrote in *Special Interest Autos* #60, December 1980, Allegheny took the next logical step of stamping entire bodies out of stainless. Six 1936 Ford Tudor Touring Sedans - which used standard Ford chassis and running gear - resulted, and by the end of the run the tougher stainless had reportedly ruined Ford's dies. Each of the six went to Allegheny district offices around the country and remained on the road as demonstrator vehicles well into the 1940s, by which time the bodies remained intact and in good shape but the chassis had racked up hundreds of thousands of miles and had worn out like any other 1936 Ford with that many miles would.

The two companies didn't collaborate again until 1960 when Allegheny stamped body panels, bumpers, grilles, and exhaust systems for two Thunderbird coupes out of T302 stainless and then sent those to Budd for assembly. Then again, six years later, Allegheny and Ford collaborated to build three Lincoln Continental convertibles, two of which went on to receive updates to 1967 Lincoln Continental appearance. According to Gosden, both the Thunderbirds and the Continentals somehow ended up weighing about the same as their production counterparts. (According to Frank Scheidt of the Early Ford V-8 Foundation, the stainless 1936 Ford weighs anywhere from a couple hundred pounds to 500 pounds more than a comparable production 1936 Ford.)

Allegheny made the latter five easy to keep track of: It held on to the two Thunderbirds and two of the three Continentals and eventually bought back the third Continental before the Crawford Auto-Aviation Museum in Cleveland obtained one of each.

The six 1936 Fords, however, Allegheny sold off after their use as demonstrators. Allegheny re-purchased two of the six over the years and the Crawford tracked down another to compile the first complete set of the three for public display. A fourth passed through a number of private owners before it was donated to the Early Ford V-8 Museum in 2016. Two remain unaccounted for.





First Car

I must've inherited the car dealer gene from my Dad because I had bought and sold my first car, a 1940 Mercury 4-door, before I turned 16 years of age in 1962. 'Bought the car at a Shriner's charity auction on the Paris, Illinois, town square in July 1961 for \$67...and it ran and drove! One of the water pumps leaked badly, so when I rode my bike home and told my Dad what I'd done and would he come drive it home for me, I had to schlep two glass

gallon bottles of water back to the town square (two blocks) to give the engine enough coolant to be driven home.

Piddled with it as a 15-year old would do for several months and then advertised it nationally(!) in the November 1961 Hot Rod magazine classifieds...if you have a copy of that magazine, you can see the ad at the top of Page 131. (At that point in my life, I had never heard of Hemmings Motor News even though it was published there in Illinois.)

Sold it to a guy in Kansas off that ad (for \$90) and made \$13 profit, since I had spent \$10 of paper-route earnings on a few things, and the advertisement in Hot Rod.

In those pre-interstate-highway days, the buyer and his girlfriend and another young couple showed up at our house in east-central IL driving a solid black 1955 Ford Crown Victoria with 'flipper caps, wide whites, duals with glass-packs and chrome-tipped tailpipes, lowering blocks, and cruiser skirts. 'Way cool, I thought, in that I really liked (still do) 1955-1964 Fords.

The '40 Mercury left our house hooked to a tow bar behind that Crown Victoria, "west-bound and down," never to be seen or heard from again. I wonder what became of it.—*Bob Palma*



Commuting to Santa Monica in the '40s...

When I got out of the Navy I signed up for a Tool and Die school in Santa Monica. When my brother got out of the Army he bought a \$40 Ford Coupe with a Carson top.

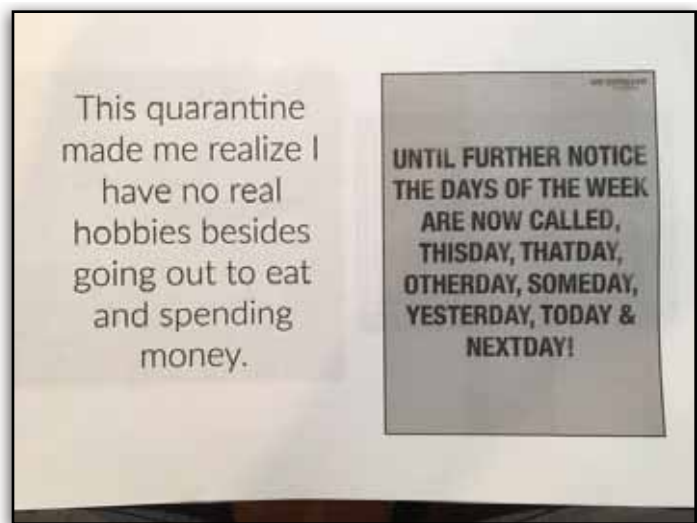
I took it to Santa Monica for 2 weeks. On the way back I picked up two sailors hitching back to San Diego. The speedometer was way off, reading almost double. I was driving maybe

60 mph and the speedometer was pegged. The sailors never said a word, just scared to death.

I had a '29 Oldsmobile on a trip to San Diego. Near Camp Pendleton a rod started knocking. I pulled off the road and found a old pan. I drained the oil out of it and pulled the pan. Found the bad rod, pulled the cap, pulled the piston and rod out the bottom. Put the pan back on and put the oil back in. It vibrated so bad on 5 cylinders I pulled 2 more plug wires off and drove at a fast idle. The next day I went to a wrecking yard and bought a used piston and rod, installed it and drove back to Santa Monica

Then I had a 1930 Indian Scooter with a hot motor. On the way back to Santa Monica it blew a head gasket. The heads were aluminum and it sprayed aluminum all over the frame. I pulled the head, tied a rag over the cylinder and rode back to Santa Monica....Those were the good old days.—*Carl Atkinson*





Seen around Coronado...

NICE Dodge Coupe- COULD USE SOME TIRES





Joe and Lynn pack up and say goodbye to San Diego.

Hello to Columbus Ga. and their family there.

Fifty dollars today may not get you far but in 1964 it got young Joe Silva the world.

That year, at only 17 years old, I bought my first car, a 1941 Ford Four-Door Sedan. I may have been young but not dumb. I knew I had to have that car the moment I saw it sitting on the empty parking lot in downtown San Diego. With the guts only a 17-year-old can have I decided to see if the guy would sell the beauty. After some leg work, I finally got ahold of the guy, who after some persuading, said he would give it to me for 50 dollars. The best money I ever spent. I drove that car every day until my high school sweetheart and I started a family. At that time it went into the garage with only the occasional joy ride; until I retired. A few years ago I joined the San Diego V8 Ford Club and started to restore my old friend. After some barebones work it started right up. My whole family has grown to love this vehicle, especially my 23-year-old grandson who used to play in it as a kid. But, as time has a way of changing things, we decided it was time to leave San Diego and our house of 48 years to be closer to family. On its way to Georgia it had a bit of a mishap. While being transported on a car carrier, it was hit from behind by a tractor-trailer and push into a Mercedes causing damage front to rear. At least the windows were spared. So now we continue our car odyssey looking for parts for the 1941 Ford Four-Door Sedan hoping that you, our fellow V-8 club Family can help us out. We are looking for information on body parts for this wonderful car! Thanks

Contact information: Joe and Lynn Silva
706-604-2331



Tractor Trailer here...



Mercedes there...

Lessons about the trials and triumphs of innovation from the days just before Ford finished building his Quadricycle

Obstacles are those frightful things you see when you take your eyes off the goals.

A Glimpse of Invention

Shortly before midnight on a March evening in 1896, just a few months shy of his thirty-third birthday, Henry Ford witnessed another inventor driving a gas-powered vehicle in Detroit. Charles Brady King—a Cornell-trained engineer—was named the next day in the local newspapers for being the first in Detroit to design, build, and drive a self-propelled automobile. Ford didn't have to read the articles for a detailed account of the event—he saw the test run in person, pedaling on his bicycle behind King's vehicle as it motored down Detroit's cobblestone streets.

In 1893—before he invented his first gas-powered automobile—Henry Ford rode his bicycle to work through the streets of Detroit.

Most everyone knows Henry Ford encountered plenty of obstacles as he rose from obscurity to become one of the most influential American innovators of the 20th century. Still, it's hard to picture the pioneer of America's transportation revolution pedaling behind another inventor's car, just another cyclist in the crowd trying to glimpse an internal-combustion automobile—the very machine Ford himself was working feverishly to build.

'Frightful' Obstacles

It took another three months before Ford completed his vehicle. When he took his “Quadricycle” out for a test drive in early June, there were no crowds on the streets waiting to see it, no journalists assembled to write about his invention. In retrospect, this was fortunate because his test run wasn't nearly as successful as King's.

The first problem he encountered was almost comical: Ready to roll his car out of his shed, Ford discovered it was too large to fit through the doors. “He grabbed an axe and doubled the opening by knocking out some bricks,” author Steven Watts writes in his best-selling biography *The People's Tycoon*. Once the car was out on the streets, the engine broke down in front of the Cadillac hotel. “An inspection revealed only a minor problem—a spring supporting one of the electrical ‘ignitors’ had failed,” Watts writes. “And a quick repair got the vehicle up and running once again.”



1896 Ford Quadricycle Runabout, First Car

November 9, 1931 T I M E 51

LOOK CLOSELY—every bit of metal you see here is Allegheny Metal. It cleans as easily as glass.

Will next year's cars be like this?



GREATER PROTECTION is secured from Allegheny Metal, for it's far stronger than mild steel. It's permanently bright.

We just bought this special job with the body entirely of Allegheny Metal.

OUR car will never need paint or polish. It will never grow dull because the body, from bumper to bumper, is Allegheny Metal. You've seen hundreds of Fords with bright parts of Allegheny Metal—head lamps, radiator shell and trim. You've seen these parts stand years of abuse with never a sign of rust. Can you picture, then, a car entirely of Allegheny Metal? Allegheny Metal is so immune to corrosion that dairies use it to safeguard your milk . . . that restaurants prepare your food on it . . . that hospitals find it safest for clinical equipment.

Allegheny Metal is far stronger than mild steel. It has no thin plated surface to wear or peel. Nothing to chip. It's the same ever-brilliant metal all the way through. These remarkable qualities of Allegheny Metal were developed in our laboratories. Research started with a formula still used by many companies. Now we've developed it to the highest point yet reached. Perhaps you need the permanence of Allegheny Metal in your products or your processes. Write for Bulletin A—it gives a complete description of this metal.

QUICK FACTS

1. Resists more corrosive agents than any other alloy.
2. Can be drawn, stamped, machined, spun, cut, forged.
3. Far stronger than mild steel.
4. Will take any knock from dull to mirror.
5. Is non-magnetic.
6. Resists denting and abrasion.
7. Is readily available; may be welded and soldered.
8. Is produced in practically all commercial forms.
9. Immune to chemical reactions resulting from cooking and preparation of food . . . does not affect flavor, either in quality or any food.

ALLEGHENY STEEL COMPANY, Blacksville, Pa., Office: New York, Buffalo, Chicago, Cincinnati, Cleveland, Detroit, Philadelphia, St. Louis, Washington, D. C., Milwaukee, Los Angeles. *Exporting agents:* Joseph T. Ryan & Son, Inc.—Chicago, Cleveland, Milwaukee, St. Louis, Cincinnati, Detroit, Buffalo, Boston, Jersey City, Philadelphia . . . In Canada: Gammart, Inc. & Co., Ltd., Toronto.

ALLEGHENY METAL

Manufactured pursuant to license from Mc Chemical Foundation, Inc., under license patents No. 2,126,447 and No. 2,129,252

What level of involvement did Allegheny have with the stainless-bodied Ford Model A's?

On first blush, it does appear that Allegheny had something to do with the creation of the Model A's too. Yet after some digging, we find that may not be the case.

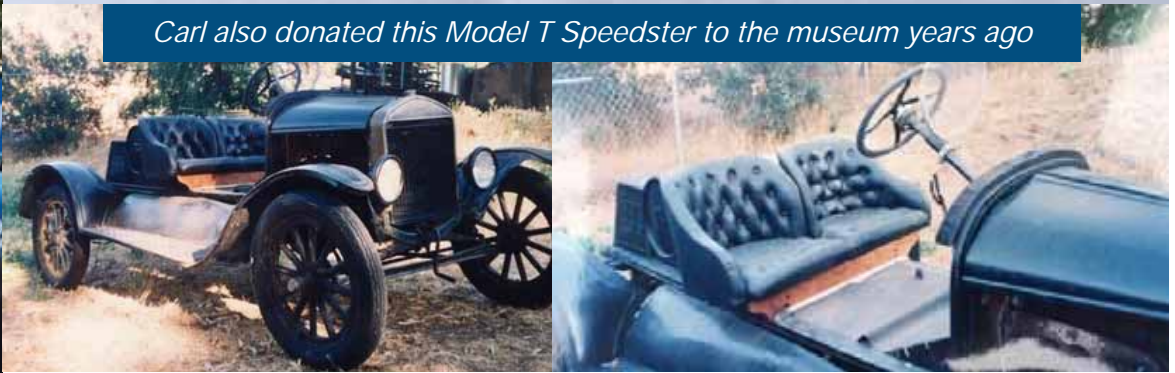
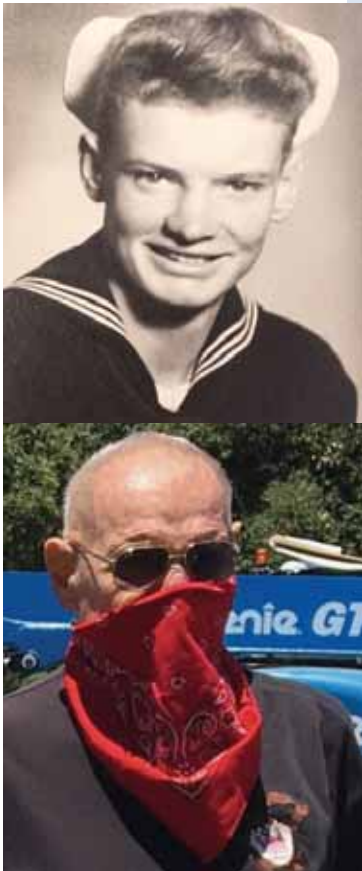
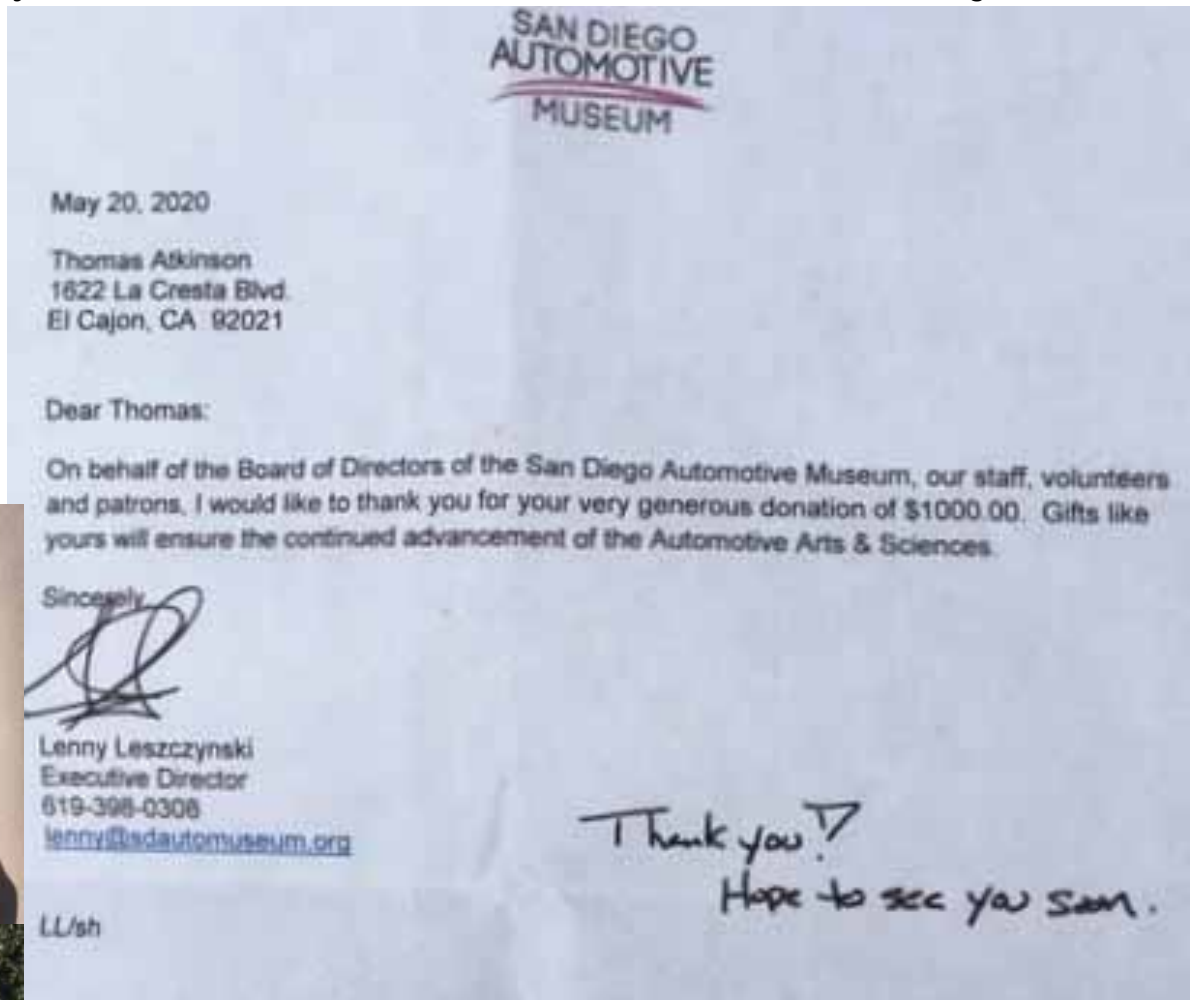
To begin with, Allegheny did indeed have a business relationship with Ford Motor Company dating back at least to 1930, when Ford introduced a number of stainless steel items on the Model A. A Ford brochure from the time touted the "greater value" of "rustless steel" as used in the Model A's headlamps, radiator shell, hub caps, cowl finish strip, gasoline tank cap, radiator cap, taillamp, and other exposed metal parts. "It never requires polishing," the brochure states. "You merely clean it with a damp cloth as you would a windshield."

That "cleans as easily as glass" tidbit also appears in an Allegheny Metal (as the company was called before it became Allegheny Ludlum and today's Allegheny Technologies) ad that appeared in November 1931, showcasing one of the three Model A's with bodies built entirely from stainless steel. It's probably the one piece of evidence most people point to when making the connection between the stainless-bodied Model A's and Allegheny, but it's also curiously worded.

The purpose of the ad was not to sell stainless-bodied Model A's, rather to sell industry honchos - and perhaps some additional automakers - on Allegheny's stainless steel product line. The headline boasting that the body was made entirely from Allegheny stainless steel certainly sounds like the stainless bullet putting this debate in the ground already, but it only notes that Allegheny supplied the metal for the car and that the company bought the car afterward. Had Allegheny commissioned Ford or some third party coachbuilder to construct the stainless-bodied car, the company's ad copywriters would have more than likely said so in that same space. Also, had Allegheny any further involvement in the project, we would have also expected to hear about the other two stainless-bodied Model A's built alongside this one.

Speaking of those other two Model A's, according to Walt Gosden's research, Ford kept one, sent one to Allegheny (which, in addition to making theirs the centerpiece of the ad above, put it on a plinth outside the company's main entrance gate), and a third to Pittsburgh-based Universal Steel (later Universal-Cyclops, which operated the Detroit Steel subsidiary). Presuming that Universal and Allegheny had a competitive rather than collaborative relationship, we find it difficult to believe that Allegheny would commission the stainless Model A's and then permit one to be sent to Universal. As for the current whereabouts of the trio of stainless-bodied Model A's, Gosden noted that Ford cut up its example and Allegheny melted down its example in a World War II scrap drive. The third reportedly still exists somewhere, its stainless body marred only by dings and dents and not by rust.—*Daniel Strohl*

Generous donation noted in letter to Carl Atkinson.



Carl also donated this Model T Speedster to the museum years ago



Check out what the Canadian Mounted Police were mounting in 1949...

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

Ford V8 Swap Corner...

SDEFV8 Club c/o

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

1936 Ford Standard 5 Window Coupe

4 time Emeritus
Winner.

Black with Tan
LeBaron Bonnie
Interior. Trunk
model with roll
down back win-
dow. Aluminum
Heads, Ford
Script Battery.

\$39,000 OBO
**Ron Shedd 858-
485-8967**

Poway. ronshedd@hotmail.com



**'37 Fordor. Good
shape.** RB V8, carb,
fuel pump, radiator,
trans, clutch, pressure
plate, starter, alt,
12v, hydraulic brakes,
E Brake, Bumpers,
Glass and rubber,
Solid body, Good
Paint. good interior,
WWW. Clean in and
out. Drives great.
**\$29k-OBO - 5% of
sell price goes to V8**



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

Dixie, 619-677-8922

**'36 Model 68 Convert
sedan.** Palomar member Judd
Lynn passed. His son Chip is sell-
ing dad's car. Nice stock original
with flathead. **Located in Murri-
eta, Ca. 323-744-7060**



'40 Tudor (Stan- dard) hot rod.

Excellent sheet met-
al, paint, Interior.
307 V8 small block.
Auto w/ dummy
shifter and clutch
pedal. New Borge-
son Steering box.
Front Discs. New
Firestone Radials. All
Gauges. New stain-
less. Built by Larry
Braga.

\$28,000 OBO
Calvin King



'49 Tudor. Custom Deluxe Restored in and out.
Strong running Flathead V8. \$25k invested. Ask-
ing \$18k. Drex Scott 678-346-8404

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

**'32 Cabriolet-all steel, pro built
street rod-Don Shankin
954-898-9304**

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

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

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



1940 Ford Deluxe 5-Window Coupe. Fully restored
with black exterior and tan cloth interior. 2012
Dearborn Award winner. 3500 miles on V-8 flathead
engine since overhaul. All gauges, heater and fog
lights work. Car runs and drives great. Stored in hu-
midity controlled garage. \$49,500. **Bill Chaney,**
(804) 776-7597, flihi@va.metrocast.net. (07/19)



1936 Ford Fordor Deluxe Touring Sedan; Color Cor-
doba Tan; red wheels with pen-stripping; LeBaron
Bonnie cloth interior; rebuilt LB block; 12-v alterna-
tor system; hydraulic brakes; CD deck and stereo
speakers (unit in trunk); radial white-wall tires. Call
or email **Dick McIninch** for more information at
434-981-4349 or olcarfn@aol.com. (04/20)



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

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

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

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

SDEFV8 Club, C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118



DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1963 FORD MOTOR CAR COMPANY VEHICLES



Whoever left this spin out must be a professional...



USED CARS - WHISKEY - MANURE - NAILS - LAND
FLY SWATTERS - RACING FORMS - BONGO DRUMS
MAGAZINES SOLD - BAR MITZVAHS

HATCHET HOLLOW

DON WENZEL
3303 HANCOCK

WARS FOUGHT
GOVERNMENTS RUN
BRIDGES DESTROYED
UPRISINGS QUELLED
REVOLUTIONS STARTED

TIGERS TAMED
SALOONS EMPTIED
ORGIES ORGANIZED
VIRGINS CONVERTED
COMPUTERS VERIFIED

Anybody remember Don Wenzel on Hancock Street with his Don's Speed Shop? Great business Card...A big part of the San Diego car scene from the 50s to early 80s.

