



# THE Ford FAN



## Party Time—Our 50th Birthday! 1969-2019

SDFEV8 Club Established 1969 - Ollie Smith was a founder and our first Prez. The club's first Meeting held at Carl Burnett's Automotive Shop on Poplar St. Our palm tree logo and license topper was designed by Jose Serrano.

This year, our 50th party, was held under the magnificent Eucalyptus trees in the Automotive Museum's backyard - a perfect setting for our own v8 car show and picnic. Only rub, catered lunch was lost, then found- 2 hours late—but most appreciated. Prez Joe & first Lady Susan Valentino in charge of party decor, public relations and a drawing full go terrific prizes.—all good. *(More pics pg. 11)*

Drone eye view thanks to climbing skills of Bob Brown



Winners Circle!

Secy Hargrave stuck in Prager's hard-starting '47 Merc

Geezer Cops keep a close eye on Party hijinks



**PREZ Joe SEZ**

Greetings to all Early Ford V8ers! June has been a busy month for V8ers!

A group of Early Ford V8ers from the San Diego Early Ford V8 Clubs accepted an invitation from the San Diego County Fair (previously known as the Del Mar Fair). We drove into the fairgrounds before the fair opened to put our cars, along with cars from other clubs, on display for fair goers to

enjoy. Getting into the fair before the general public was a unique experience as there were few people walking around the exhibits at that hour. Of course, when we left at 3:00, the fairgrounds were packed with an interesting cross section of humanity! The People's choice award that day was given to a stock 1932 Chevrolet Confederate. It was a nice car, but I suspect the ballot box was stuffed by the unscrupulous!

June 15<sup>th</sup>, our Club celebrated "Drive your V8 day" and the San Diego Regional Club's 50<sup>th</sup> Anniversary. There was a good turnout of Club members and cars; 48 members drove 15 early Fords. The cars all looked awesome! We had some members attend that we hadn't seen in a while, it was good to see everybody. The venue behind the Museum was extraordinary in that there was enough room to seat everybody in the shade, plus there was enough space to park our Fords alongside of us! There were tense moments (hours) when the caterer didn't show up. No one answered the Caterer's phone, nor did they return emails or texts; I was sweating it!! Bob Brown eventually drove me in his wife's Infinity 17 miles to the Caterers' commissary to get things straightened out, and the food showed up!

There were several hundred dollars of door prizes awarded at the event. Much gratitude to our generous donors: C&G Ford Parts, Eckler's (Mac's), Dennis Carpenter Ford Restoration Parts and Haggerty Insurance. Keep them in mind when you buy parts! They supported us!

It was a great day to drive our V8s and a party of appropriate magnitude to mark the anniversary. Plan to attend our 100<sup>th</sup> anniversary in 2069!

At our last general meeting, Bill Dorr coordinated another great program. Our own Carl Atkinson, whose cars were winning races while I was in kindergarten, spoke about the 9-inch rear end's versatility and how to set them up. It's always a treat to hear him share his experience! It was a superior presentation!

Read inside this Fan for more cruises, events and programs being coordinated by Bob Brown and Bill Dorr. Come out and join others for a cruise or two! Ideas for cruise and tours or programs for the meetings are always welcome by Bob Brown and Bill Dorr.

And finally, a shout out to our newest member, Russ Satterly! Welcome!

If you got'em, drive'em. Otherwise they are no better than a can of corn sitting in your pantry!

That's all for this month. Enjoy every day!  
Your President - Joe Valentino



- President: **Joe Valentino** - 619-275-1255
- V.P. **Dennis Bailey** - 619-954-8646
- Secretary: **Bob Hargrave** - 619-283-4111
- Treasurer: **Ken Burke** - 619-469-7350
- Directors:**
- Mike Petermann Prez Pro Tem** 916-479-3665
- Bill Dorr - Programs** 619-884-4188
- Dennis Bailey** - 619-954-8646
- Bob Hargrave**-619-283-4111
- Ken Burke** - 619-469-7350
- Bob Brown** 619-890-6988
- Walter Andersen** - 858-274-0138 619-224-8271
- Ray Brock** 619-993-9190
- Rick Carlton** - 619-512-7058
- Joe Valentino** - 619-275-1255



- Other Chairpersons**
- 50/50: **Carl Atkinson** - 619-593-1514
- Membership : **Paula Pifer** - 619-464-5445
- Programs: **Volunteers**
- Tour Co-ordinator- **Bob Brown- 619-890-6988**
- Car Club Council: **Susan Johns Valentino** 619-275-1255
- Web Master: **Rick Carlton** - 619-512-7058
- Lady 8ers: **TBD**
- Accessories: **Ray Brock 619-993-9190**
- Ford Fan: **Tim Shortt** - 619-435-9013
- Cell 619-851-8927
- Refreshments: **Volunteers**
- Sunshine: **Judy Grobbel** - 619-435-2932
- V8 eBlasts: **Sandy Shortt shortsandy@mac.com**  
619-435-9013

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 its 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-- July 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.

Interesting Name Tag Drawing at Meeting—Six names were drawn for the \$100 prize—Candy Green, Jim Miller, Ignacio Castaneda, Sue Graves, and Phyllis Clegg. All No-Shows. **FINALLY** Joe Pifer - He was there with his name tag on, and happily accepted the check. The 50/50 also took 6 tickets drawn before Maureen Colvin danced up to the front to accept her \$45 half of the winnings. The other \$45 goes into the Scholarship Fund.



## Ray Brock sees a need and steps up.

Ray has created **The Ray Brock Automotive Scholarship Fund**. He has funded the first wave of scholarships for Automotive students at Southwest College. The Endowment Fund is now fully funded for the first six years and plans are set for the following years. Upon enrollment, the first ten Asset Students will automatically receive a credit of \$500 towards their graduation with a 2 year associate degree in Automotive Technology, ready to start a career. Evaluations later by Ray and Paula Pifer's committee will award a second wave of scholarships worth \$1,250 to each chosen student upon graduation for purchase of professional Snap On Tools. All in, Ray has committed a generous \$100,000 towards the future mechanics of America. That done, he and Judy took a vacation. *More donations are encouraged/needed. Donations are Tax Deductible.*

But Ray's not done yet. He has noted some older members struggling to climb the stairs to the Auto Museum Mezzanine Meeting Hall. So he consulted with the new Director of services, Herb Johnson, and agreed to pay for a lift to be installed as soon as permits are approved.

## V8er Diego Orozco and Cynthia tie the knot.

The elegant wedding was held on May 31, 2019 at The San Diego Mission. I drove the wedding car- my 1949 Woodie wagon. The Pifers were seen in church. The after-party was planned for 200 guests!

Ok, Ignacio... your turn next.



# Tours & Things to Come

**Thurs, July 18-  
Edelbrock Factory Tour,  
Torrance, Ca**  
Leave Macy's MV 11am.  
**RSVP Call Ray Brock for head  
count- 619-993-9190**  
(Bus Full-  
But call in case some drops out )  
**619-993-9190**

**Aug 3  
Greatest Show on Turf  
CCC Fund Raiser  
Susan Valentino**

**Aug Tour- Ice Cream Social at  
Simpson's Property**

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

### July Anniversaries

7/07 Joe & Susan Valentino  
7/08 Gary & Karen Walcher  
7/19 Michael & Teri Brandon  
7/25 Tore & Marianne Olsen

### July Birthdays

7/03 Dave Sohr  
7/07 Dixie Showalter  
7/07 Susan Symonds  
7/17 Judy Grobbel  
7/18 Billie Bonnoront  
7/19 Penny Williamson  
7/20 Jose Serrano  
7/21 Shirley King  
7/28 Sue Dorr  
7/28 Lynne Miller  
7/29 Cal Westra

### Membership-

Paula says- 122 Members  
Welcome Latest NEW MEMBER-

Russ Satterly  
909 Rosemary Ave.  
Carlsbad, CA 92011  
760-438-2924

Single Member

[rsatterly@gmail.com](mailto:rsatterly@gmail.com) [compalvarado049@gmail.com](mailto:compalvarado049@gmail.com)

### Sunshine Judy -On Vacation

Bill Lewis recovering Slowly  
from back surgery

Dan Prager looking forward to back surgery.

Carl Atkinson gave the program at the General meeting. Subject: Rear Ends—a subject Carl knows a lot about.



## SAN DIEGO EARLY FORD V8 CLUB—General Meeting Minutes- June 19, 2019

**President:** Joe Valentino opened the meeting at 7pm and welcomed new members. Paul Alvarado and Russ Satterly. He also welcomed visitors.: Fred Williamson, Christy Brown and Tim Riley. Joe introduced a Suggestion Box for wants, needs and new ideas. He said the Hard Luck Trophy goes to Bob McGehee for his generator not "ginning" on the way to the clubs Birthday Party. The membership approved a \$100. gift to the Clairemont Association of Car Clubs. VP Report" Dennis Bailey will be running the July Meeting in Joe's absence.

**Secy Report:** Bob Hargrave asked for approval of the Minutes as seen in the FAN. Accepted and approved.

Membership Report: Paula Pifer reported a new total of 122.

**Sunshine Report:** Bill Lewis recovering from back surgery and Dan Prager looking forward to a procedure that will relieve his back pain.

Fan Report: Tim Shortt says it's coming along.

**Accessories:** No report. **Car Club Council:** Susan Valentino passed around flyers for the Greatest Show on Turf to be held Aug 3.

**Programs:** Bill Dorr announced a future program with Dan Krehbiel giving a tech class on the Columbia Overdrives.

**Tours:** Bob Brown touted upcoming tours: June 25th, Crown Plaza Hotel in Mission Valley for Firefighters Appreciation Day Car show and Pool Party. Also the July 18th Tour to the Edelbrock, and the August 3rd Greatest Show on Turf that raises funds for the CC Council.

**Program:** Carl Atkinson presented a tech class on Ford 9 inch Rear Ends, including bearings, seals, crush spacers and pinion set up, etc, **Old Business:** None. New Business: Dave Huhn told of a sale on Optima Batters from Power Stride. If interested, see Dave.

Also Dennis Bailey said Maureen sold her house! **50/50:** Maureen won \$45. **Name Tag**

**Drawing:** Won by Joe Pifer.

**Misc:** None. **Meeting Adjourned 8:15pm.** — Submitted by Bob Hargrave, Secretary

## What's Carl up to Now?

Bill Dorr and I went to Carl's Happy Place to talk about his upcoming program on "All You Should Know About Rear Ends". After outlining the program, we asked about the chopped and channeled Fire Breathing Buick that burst into flames last year. Carl led us to the garage for a progress report. He's removed the Straight Eight, 6 carb, 800 lb Beast for later use in a soon-to-be-built radical Rear Engine Rat Rod. In the meantime, he's repaired all the fire damage and dropped in a 350/350 power combo, re-engineered the front end and is ready to get back on the road for more trophies and advanced engineering recognition. Carl's 92. What are YOU doing in your spare time...?



Carl Atkinson shows off his Reborn, Fireproof Buick



The old Beast will live again



The New Beast

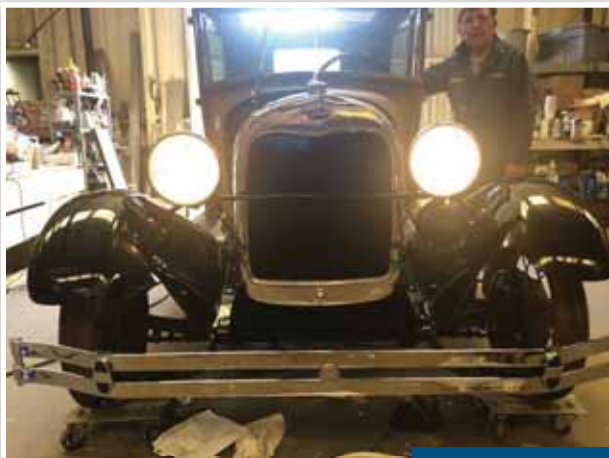


**Thanks to our Sponsors,**  
there were plenty of Coupons and  
discounts for our Birthday  
Drawing:

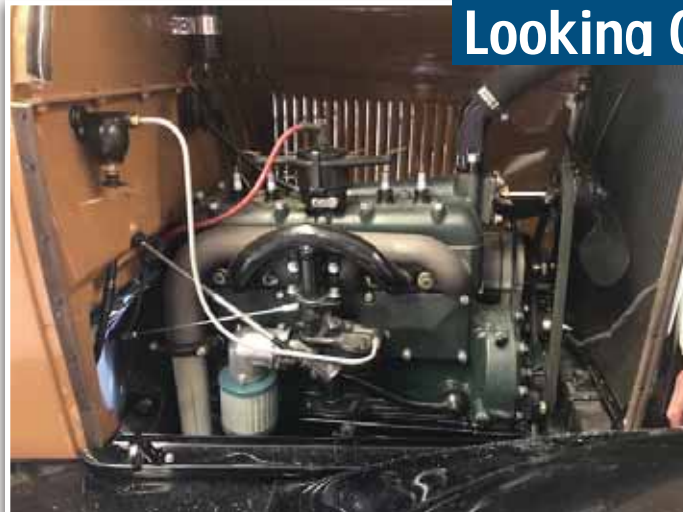
- Hagerty- bags
- C&G - gift card & tee-shirt
- Ecklers (Macs) - gift cards
- Dennis Carpenter - gift cards
- S D Automotive Museum- guest passes
- EFV8 Club SD - restaurant gift card
- Joe & Susan - restaurant gift card



**Model A Saga: Walter Reports:** Starting to look like a car. Lights work Motor Runs. Brakes work.



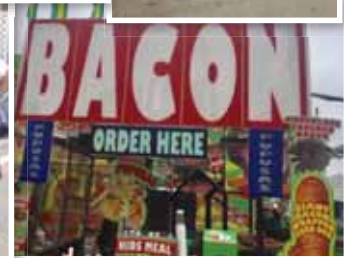
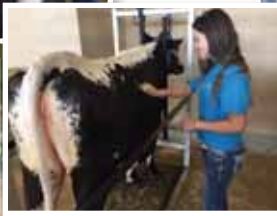
**Looking Good!**





V8ers & Guests line up for judging...

County Fair, aka Bacon-Land. Good news, the stuffed-ballot-box-two-year-winning OPAL was not there. A nicely restored '34 CHEVY fordor won Peoples Choice - which was ok. Flower Boss Walter Andersen seemed to have displays everywhere. The Houlihan's and I spent some quality time with the 4Hers, their cows and cow hair stylists. Marsha told me she brought 28 cows and steers and her prize cow, Pollyanna, gives two times a day on the Automatic Milker (see next page). Also, she noted the diff between a steer and a bull is CASTRATION - ouch. Lotsa fun on the Yellow Brick Road and quite a line up for the evening Concert Series. We didn't stick around.



Other Cars...

*I figured V8ers would want to know about Robots milking cows where the Cows Decide When It's Milking Time, because Happy Cows make Good Milk...*

## Rise of the Milkbots

Mac William Bishop

EASTON, N.Y. — Something strange is happening at farms in upstate New York. The cows are milking themselves.

Desperate for reliable labor and buoyed by soaring prices, dairy operations across the state are charging into a brave new world of udder care: robotic milkers, which feed and milk cow after cow without the help of a single farmhand.

Scores of the machines have popped up across New York's dairy belt and in other states in recent years, changing age-old patterns of daily farm life and reinvigorating the allure of agriculture for a younger, tech-savvy generation.

"We're used to computers and stuff, and it's more in line with that," said Mike Borden, 29, a seventh-generation dairyman, whose farm upgraded to robots, as others did, when disco-era milking parlors — the big, mechanized turntables that farmers use to milk many cows at once — started showing their age.

"And," Mr. Borden added, "it's a lot more fun than doing manual labor."

The cows seem to like it, too.

Robots allow the cows to set their own hours, lining up for automated milking five or six times a day — turning the predawn and late-afternoon sessions around which dairy farmers long built their lives into a thing of the past.

With transponders around their necks, the cows get individualized service. Lasers scan and map their underbellies, and a computer charts each animal's "milking speed," a critical factor in a 24-hour-a-day operation.

The robots also monitor the amount and quality of milk produced, the frequency of visits to the machine, how much each cow has eaten, and even the number of steps each cow has taken per day, which indicates when she is in heat

Many of those running small farms said the choice of a computerized milker came down to a bigger question: whether to upgrade or just give up.

"Either we were going to get out, we were going to get bigger, or we were going to try something different," said the elder Mr. Borden, 59, whose family has been working a patch of ground about 30 miles northeast of Albany since 1837. "And this was something a little different."

The Bordens and other farmers say a major force is cutting labor costs — health insurance, room and board, overtime, and workers' compensation insurance.

"The machines also never complain about getting up early, working late or being kicked."

The Bordens say the machines allow them to do more of what they love: caring for animals.

The machines are not cheap, costing up to \$250,000 (not including barn improvements) for a unit that includes a mechanical arm, teat-cleaning equipment, computerized displays, a milking apparatus and sensors to detect the position of the teats. Pioneered in Europe in the 1990s, they have only recently taken hold in Pennsylvania, Wisconsin and New York, which is a leader in the production of Greek yogurt and the [third-largest milk](#) producer in the country.

But farmers said output generally increased with robots because most cows like being milked more often. (To allow lactation, cows are kept in a near-constant state of impregnation.)

Animal welfare advocates give the new machines a guarded thumbs-up. "Not being milked hurts," said Paul Shapiro, a vice president of the Humane Society of the United States. He said letting cows move more freely was also an improvement on older methods that involved tying cows to stanchions.

The Bordens installed two milkers for about 100 of their cows last November in a new barn, a \$1.2 million project all told. "It was a little cash-scary," Tom Borden said. But, he added, he hoped the machines would pay for themselves within seven or eight years through labor savings and other efficiencies, like tailoring the amount of feed to a cow's appetite.

The Bordens expected a dip in production as their cows got used to the machines. But the cattle were quick learners.

"It just clicked," said Susan Borden, Tom Borden's 24-year-old daughter. "One day we came in and they had started milking themselves." Sure enough, on a recent Friday, the Bordens stood watch as cows lined up in front of the closet-size devices; each quietly allowed the machine to wash and scan its underbelly with lasers before attaching mechanical milk cups.

The cows ate the whole time, then moved along when the machine was finished. Nearby, another new device, a Roomba-style robot, pushed feed toward to cows who lounged in a pen or lay on straw mats.

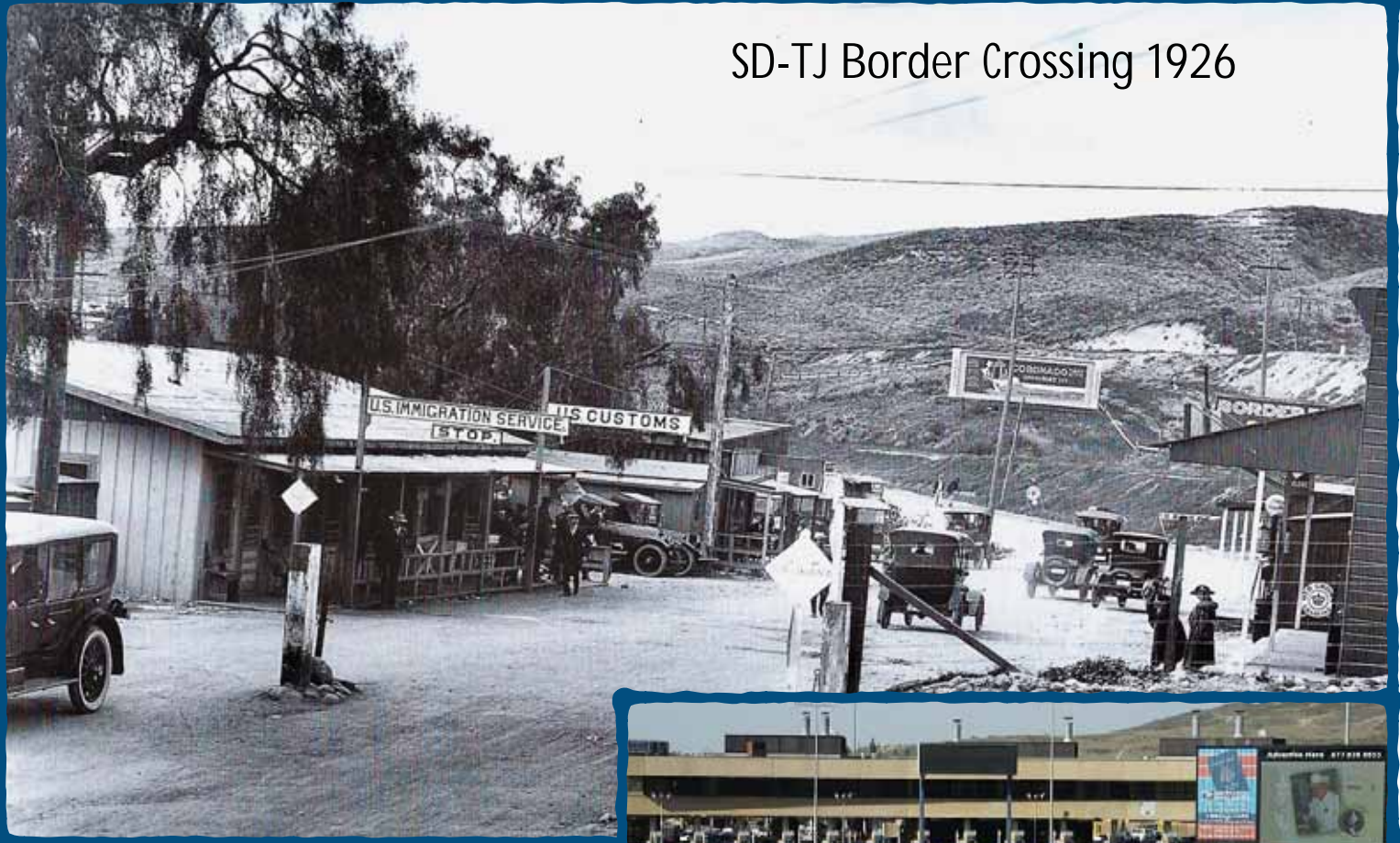
"We're the most disruptive thing in here," Mr. Borden said.

The machines have mellowed both the cows and much of the routine on the Bordens' farm. All of which has the Bordens considering more robots, and dreaming of the all the free time that enhanced automation could bring.

"I don't think I'm ever going to sleep in real late," Tom Borden said. "But if we could roll it back another hour, that would be great."



# SD-TJ Border Crossing 1926



# SD-TJ Border Crossing 2019



*Amateur 'Pin Up Moms' Beach Photo Shoot 2016  
On the parking lot? Somehow...a little weird...*



# Firefighters Appreciation Day!

*Paul Alvarado and Joe V. -Mono e Mono Mercs comparing before and after power plants*



There we were surrounded by hundreds of buff fire fighting heroes and handsome wives tending to beautiful children. They came from all over California for this two day event. In the the Courtyard, coming and going from the Crown Plaza Pool, chasing the Free Tacos and free running Beer. In the Conference Building, Obstacle Course races for the kids, across the hall, G Rated Games for Families. In the parking lot, more, kids bouncing in Jumpies, slides and running games. And, of course a Car Show. That's where we came in—invited to show off our wheels and have them judged by Peoples Choice. Ric Carlton won a Gold Ribbon and Bob Brown, a Silver. I was awarded a ribbon for organizing the group. The Event co ordinator was Joe Cunningham, a veteran EMT man from the LA area. Also a former neighbor of mine from Coronado. A good time for everybody. June 25, 2019—TS





## MatFord. Almost a Ford, but different. Ever heard of a MatFord?

A joint venture between Ford and Mathis was created under the name of **Matford S.A.**, formally created on 1 October 1934, and owned by Ford and Matthis in the proportion 60:40. The initial cars were locally assembled versions of contemporary American and British Ford models.

"Never heard of a MatFord, but they look pretty cool. And they have a V8!" Walter **Matford** was a car and truck manufacturer in France from 1934 to 1940.

Matford Alsace V8 (1936)

In the early 1930s, the **Ford Motor Company** was quickly expanding its European production, while **Mathis** had financial problems, but also a large factory at **Strasbourg** (which, following frontier changes formalized in 1919, was now in France).

Ford were keen to increase production and the Mathis plant in Strasbourg seemed more suitable than their existing workshop in **Asnières-sur-Seine**. A joint venture between Ford and Mathis was created under the name of **Matford S.A.**, formally created on 1 October 1934, and owned by Ford and Matthis in the proportion

60:40.<sup>[1]</sup> The initial cars were locally assembled versions of contemporary American and British Ford models.

The intention had been expressed to produce the Matford models alongside those from Mathis but the last Mathis was actually made in October 1934,<sup>[2]</sup> which was also the month in which Matford was formally founded.<sup>[3]</sup> During 1935, under the energetic direction of **Maurice Dollfus** who had joined Ford in 1930, Ford poured massive amounts of capital into modernising the Strasbourg plant.<sup>[3]</sup> There were high hopes for the Matford collaboration which, in 1934, was expected to last for fifty years.<sup>[2]</sup>

In 1935 a range of V-8 engined Matfords was put on the market which were very similar to the American **Ford Model 48s** with their V-8 3622cc engines. A French version appeared in 1936 as the model that has come to be known as the **Matford Alsace**, with a choice of a 2,225 or 3,621 cc V-8 engine: a **cabriolet** was also listed. The 1937 models were generally known at the time simply as the **Matford 13CV** and the **Matford 21CV** which followed the convention of the time by using the cars' **fiscal horse power ratings** as model names.<sup>[4]</sup> Both featured a V-shaped windscreen and in 1938 a US style timber bodied **estate car** joined the range. The steel car bodies were purchased from the coach-builders **Chausson** rather than being built in-house.

Volume passenger car production ended in 1940 with the buildup of truck orders for the French army, though an unknown number were made during the German occupation, at least till 1942. Under the occupation, because of its proximity to the German border, the contents of the Matford Stasbourg factory were moved to Ford's Cologne plant, while a **new Ford plant** opened at **Poissy** near Paris in 1940.

Ford links with Mathis were severed. Ford's French business was restructured in 1940, now taking the name **Ford Société Anonyme Française** and this company used the Ford trademark. **Émile Mathis**, fearing persecution under **German occupation**, escaped to the United States where he spent the **war**, while Matford ceased to exist. 60:40.<sup>[1]</sup> The initial cars were locally assembled versions of contemporary American and British Ford models.

—Thanks *Walter Andersen*



Joe and Susah work the Drawing under the watchful eye of the Paparazzi...Great Prizes.



The late lunch brings on a mad dog eating frenzy...can't stop them when they're hungry.

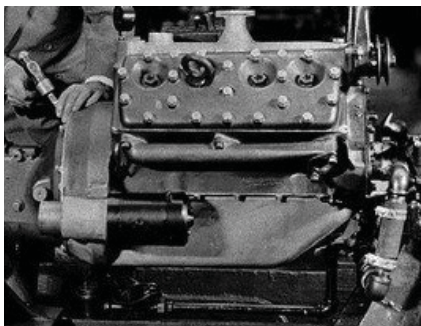


Wellington DWI of No 162 Squadron in the Suez Canal Zone during 1942.

## HEMMINGS CLASSIC CAR

# How Ford's flathead V-8 helped save lives as an aerial minesweeper during World War II

Daniel Strohl



Ford's flathead V-8 has gone on to countless uses since the company introduced it in 1932. In addition to powering cars and trucks from the factory, industrial types have fitted it to hot rods, tractors, airplanes, even [air compressors](#). Perhaps its most beneficial use, however, seems to be its least well known: as an aerial minesweeper clearing paths for ships in the English Channel and Suez Canal during World War II.

While both the British and the Germans had developed magnetic mines prior to World War II – in 1916 and 1925, respectively – the Germans made more widescale use of the mines earlier in the war, sinking British ships as early as September 1939. While U-boats deployed some of the mines, the Luftwaffe deployed some as well, including one inadvertently left unactivated on a mud flat in late November 1939 near Shoeburyness.

As Royal Navy officers discovered upon disassembling the mine, instead of the induction methods British mines employed, the German mines used dip needle detonators that worked “on the same principle as a compass,” according to [War is Boring](#), to detect the passing disruption in the earth's magnetic field caused by a metallic ship.

With the detonators figured out, both the Royal Navy and the Royal Air Force began working on ways to counter the mines. The former worked on various ship-based minesweepers, though that approach still caused damage to the ships. The latter decided to, essentially, do the same thing but from the air.

The RAF then ordered construction of another three Type 418s before replacing the Ford flathead with a lighter and more powerful DeHavilland Gipsy engine to turn a 95-kilowatt generator that powered a smaller 48-foot coil, creating the Type 419 or DWI Mk II.

Typical aerial minesweeping practice called for a formation of three DWIs, accompanied by fighter escorts, clearing lanes for shipping. The practice reportedly aided the escape of the Dutch royal family to England in May 1940 prior to the posting of the DWIs to the Mediterranean and to Egypt. Combined with the degaussing and deperming of ships, the DWI effort led Winston Churchill to declare in August 1940 that the RAF and Royal Navy had “effectively mastered” the German magnetic mine. To do so, RAF engineers had Vickers strip one of their Wellington twin-

engine long-range bombers of its armament and fit it with a 51-foot-diameter balsa wood ring that housed an aluminum coil. While the RAF called it the Directional Wireless Installation, the name was just a cover for the modified aircraft's true purpose; instead of bombs, inside the DWI nestled a Ford flathead V-8 engine hooked up to a 35-kilowatt Mawdsley generator that in turn energized the aluminum coil to create a magnetic field that would trigger the dip needle detonators.

The RAF likely chose the Vickers Wellington due not only to its ability to lift the engine/generator/coil system with ease but also due to its ability to fly low and slow, necessary to trigger the mines, which it first did successfully on January 8. According to Martin Bowman's “[Voices in Flight: The Wellington Bomber](#),” the aerial minesweeper, designated Type 418, had to fly at an altitude of no more than 60 feet to trigger the mines and no less than 35 feet to avoid damage from the mines.

The second aerial success was recorded five days later on 13 January, but on this occasion the aircraft descended below 35 feet, the hatches were blown off and the accelerometer recorded ten Gs. The aircraft was grounded and checked by Vickers engineers for structural damage but none was found.

*Thanks Hooshire V8IEWS*

It seems obvious that the Ford 60 was a product of Henry's fierce opposition to the building of a six cylinder engine.

Introduced in 1937, the "Thrifty Sixty" was well marketed, and in its first year Ford sold 300,000 units.

The tiny V-8 engine weighed 175 pounds less than an 85 horse motor and the price of the 60 powered car was \$50 less which amounted to a nice savings of 10%.



In 1938 selected city officials and other VIPs of Portland Oregon drove 60 powered Fords for 1000 miles each and averaged 27.93 MPG. Ford was advertising 22 to 27.

In 1939 Ford convinced both Yellow and Checker of Milwaukee to replace their cabs with 60s. No mileage figures can be found, but by 1940 every taxi in the city was a Ford V-8 Sixty.

The big problem was that the "small cost" did not deliver the "big car performance" promised in Ford's advertising. In 1937 General Motors tested competitive models for speed at the end of a measured 7 degree climb. Starting from 10 MPH in third gear most cars crested the hill at 25 to 35 MPH. The Ford 60 stalled before reaching the top.

By 1940 the "Thrifty Sixty" was no longer available. It did, however, continue to be used in small European cars. Records indicate that it was used by Simca until at least 1954.

The best part of this story is that during the 1930s and 1940s midget racing in this country was absolutely huge. Most of these "doodle bugs" were powered by cantankerous motorcycle and out board engines.

Since I am a big midget fan, here is a little non-Ford history: The first organized race was held in California in June of 1933. By early 1935 the craze had reached the Midwest. The first race held in Indianapolis was at the Butler University Bowl in 1936, and Indy's "Pappy" Dryer was one of the first shops in the country to build assembly line midget race cars.

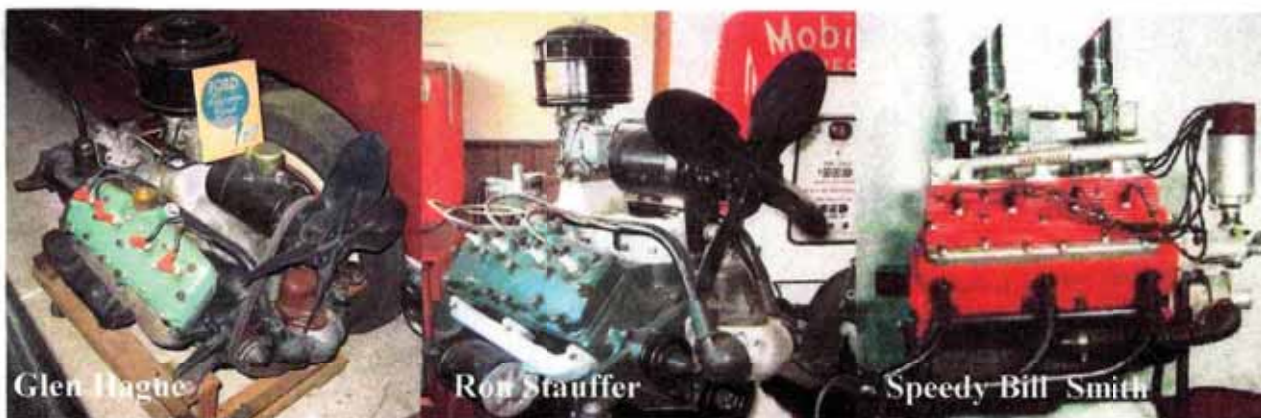
In 1934 Fred Offenhauser built five engines for midgets. They were fast and they won. They also cost over \$1000 each.

V-8 60 powered midgets showed up in late 1937. Some historians believe that the first one was built in Detroit by a local racer. The motors were easy to work on and parts were cheap. A top notch mechanic could build a "full race" Sixty capable of delivering around 125 H.P.

Sixty powered cars were fast, but usually ran in the Red or B class, because they seldom beat the Offys which were actually barred from some of the smaller tracks.

After the war, California builder Frank Kurtis built over 600 midgets, many of which came set up to run a Ford 60. Noted engine builders, such as George Bignotti, the Granatelli brothers, and Vic Edelbrock campaigned 60s that with the right driver could beat the Offys.

In 1952, Frank Kurtis sold his midget division to Johnny Pawl of Crown Point Indiana and 60 powered cars raced and won up into the early 1960s.





**Mishaps, fender benders, sideswipes, bonehead blunders and wipeouts.**

**Something always happens on tours.**

What happened to you...?



*Cool Trophy Customized by Prez Joe*

**Send me photos. You just may Win the monthly Hard Luck Trophy!**



**June 15- 50th BDAY Picnic—**  
**Tom Sysko couldn't get his '37 started to drive to the picnic.**  
**Bob McGehee Drove his '37 in ok, but Triple A had to take him home. Should it be a draw?**  
 Well it is decided Bob had to be towed, so more Hard Luck than Tom...  
 What is it about those '37s?

*Bob McGehee wins Hard Luck Trophy*

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

**Next Gen. Meeting - July 17, 2019-7pm  
Auto Museum, Balboa Park. pm.**

### 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

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 760-729-4645. [m.pierson@roadrunner.com](mailto:m.pierson@roadrunner.com)



'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**

'41 Ford Deluxe Convert. Merc Motor in car plus Orig rebuilt motor & tons of parts. Needs minor work to run. Clean Solid family car. Make Offer. Russ, 760-438-2924



Also a 1800sf, 3 bdrm house w'huge garage on one acre soon to be for sale in Vista.



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

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**

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**

**Two 1959 Metropolitan project cars.** The coupe has a rebuilt engine (not running). The convertible has new tires (also not running). \$ 3,500.00 each, or BOTH for \$ 5,500.00. Both cars have very little rust and some restoration started.

**1957 Ford Ranchero.** All body work done and is complete with some new parts. Can sell with engine out of a running car, or rebuilt engine and transmission. Asking \$ 6,000.00 or \$ 8,000.00 respectively. Project.

**1957 Ford 312 engine/transmission** out of a T Bird. Complete except carb...\$ 600.00. New copper/brass radiator with electric cooling fan attached (never used). ..\$ 600.00.

**1950's Stits airplane (home built), with Lycoming 123 engine** (complete with log book). Asking \$ 3,500.00. Will separate.

Also available...limited number of parts from 20's, 30's, 40's and 50's (most Ford)...@ club prices...no dealers! Call for Info **Webb Smith 619-479-9567**

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

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

# THE Ford FAN

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



*Note all the safety barriers along this 1954 race course...*



Here's the thing.

Mike Petermann says he's decided he should have an extra key for his trunk... just in case.

So Mike shows me his broken handle and the key he's been using for the last couple of weeks... uh...

