

X THE  FAN X

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



Merry Christmas



PREZ SEZ

Greetings San Diego Early Ford V8 Members!

As 2020 grinds through its final month or so, we have finally had some positive news come out, intermixed with all the negative news. I am referring to the Pharmaceutical companies that have announced potentially lifesaving

vaccines to combat the COVID pandemic. The developments are welcome, and it is news for which we can all be thankful. It may quite a while before our normal routines are able to return, but at least there is now a pathway to it.

In the meantime, we are on the same course as previous months: we will not have Club face-to-face meetings nor will there be any EFV8 San Diego Club sanctioned events in the foreseeable future. At the last Board of Director's meeting, there was a vote to confirm the fact that there will NOT be a Club Christmas party this year and to communicate that to Club members. I am sure all of that is not surprising to any of you. Our Club is continuing with the Toys-for-Tots tradition. Although we will not have a Club Christmas party where we traditionally collected toys to be donated at Camp Pendleton, we are still supporting that good cause. The Club has allocated \$450 to purchase toys. As in past years, Paula Pifer will perform her usual bargain hunting magic to stretch that \$450 to its buying power limit! She and husband Joe Pifer will deliver those toys to Pendleton in the name of the Early Ford V8 Club of San Diego. **Additionally, all members are encouraged to take steps on their own to donate to Toys-For-Tots by bringing toys, on your own, to one of the many other drive-by toy collection points, for example:**

- **December 2nd 6AM-6PM- NBC 7 & iHeart Toy Drive, at their annual toy drive. The location is at iHeart Media at 9660 Granite Ridge San Diego, CA**
- **December 4th 10AM- 3PM- USS Midway Party on the Pier! Drive by the Midway parking lot on the pier to drop off your donation. A donation of two toys will receive a free guest pass to the museum.**

These drop locations will accept donations throughout December:

- **NBC 7 San Diego - 9860 Granite Ridge Dr. San Diego, 92123**
- **USS Midway Museum - 910 N. Harbor Drive San Diego, 92101**

Also, keep your eyes open for pop-up toy collection points. For example, this past Saturday John Davison and the Thunderbird Club sponsored a Toys-for-Tots / Car show at Mission Bay boat ramp. There was a good showing of a variety of cars and Clubs that attended the event. Our own Paul Alvarado, John Davison, Michael Clark, Susan, and I represented the EFV8 Club of San Diego. Many toys were collected, a good job by the T-Bird Club! Thank you for inviting the EFV8 Club of San Diego!

While California remains locked-down, shut-down, and subjected to more rules and regulations than you can shake a dipstick at, there is nothing that prevents us from driving our cars! If any EFV8 Club member is planning a drive that other Early Ford owners and others can join, let me or Sandy Shortt know, and we will send a note out to the Club in email so others are aware.

This is my last Prez Sez of 2020! I want to say it was a pleasure being Club President in 2020 and I look forward to doing it again in 2021. I wish you all a Happy Thanksgiving, Merry Christmas, Happy Holidays and Happy New Year!

And to the Year 2020, don't let the door hit you where the good Lord split you when you leave! Good riddance!

Don't let your cars sit in despair, you got to drive 'em!

Best Regards,

Joe V(JoeyV@Pacbell.net).Get out and drive!—Best Regards, Joe Valentino

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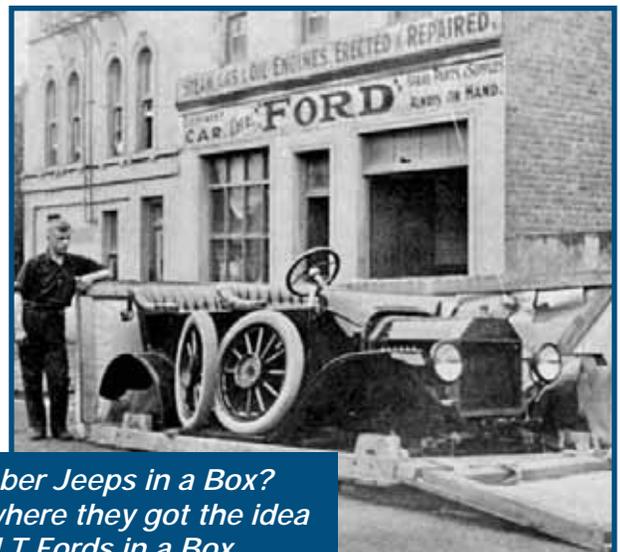
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*I remember Jeeps in a Box?
Here's where they got the idea
—Model T Fords in a Box...*

5122

Close Call. So, The other day I was headed East on the 94, minding my business in the third lane, doing about 65. Traffic was moderate, a mix of trucks and cars. There was a car on either side of me and a jacked up truck just behind -all doing about the same speed. Suddenly the car 3 lengths ahead in my lane, lurched to the left revealing an over-size iron Wheel Barrow on its side, right in the middle of my lane.

I jerked to the left, and hit the brakes. The guy next to me stomped his brakes, blew his horn and swerved away from me. I squeezed over as far as I could without sideswiping him. But I was sure there wasn't enough room to miss the wheel barrow. The car to my right banged on his horn.

Somehow, I don't know how, I slipped past the wheel barrel, and watched in my rear view as that jacked-up truck hit the brakes and slammed right into the wheel barrow, sucking it under his truck. The barrow was crushed down and trapped up in the front suspension. The truck driver steered for the shoulder amid horns honking, brakes squealing and metallic sounds of metal being dragged across the pavement. I continued on little shaken - thinking if I had hit that mess, my car being would have scooped it up and it would have slid right back through the windshield and into my face. **So.... L-u-c-k-y...**

FORD Built M48 Patton Battle Tank

The M48 Patton is an American first generation main battle tank (MBT) introduced in February 1952, being designated as the 90mm Gun Tank: M48. **In service:** 1950s - 1990s (USA). Type: Main Tank used in Vietnam Built by Ford Motor Co, Livonia Tank Plant. Fuel capacity: 200 gals No. built: 12,000 (all variants). Maximum speed: M48A5 > 30 mph (48 km/h) Length: 9.3 m (30 ft 6 in). MPG: About 4 Gal per Mi.



The spring of 1962 I received my Draft notice and immediately enlisted in the Army National Guard. After Basic Training, and with my Marksmanship medal, I was qualified to be an Infantry killing machine. Turns out I was assigned to The Presidio in San Francisco to be a Clerk Typist.

No complaints. 8am to 4pm - weekends off. I spent my days simply culling old records of unnecessary paperwork. And checking out the civilian girls working all around me. That four months was a paid vacation in a dating pool, with plenty of playtime around S.F. beaches.

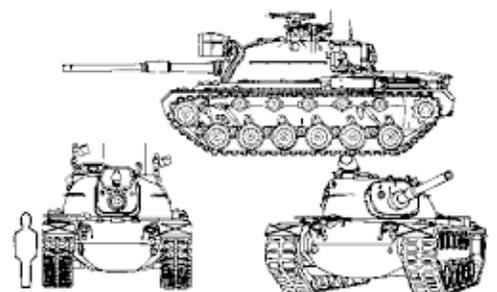
In September I returned to San Diego and found many Guard Units were being called up for the Berlin Crises. Luckily, not Mine—I was able finish college and graduate in 1963 (JFK spoke at the ceremony) and then on to Grad School while attending once-a-month Guard meetings and the two-week Summer exercises. That's where I learned to drive the M48 Patton Tank. What's not to like about a huge loud vehicle with a cannon on it? I got right into the whole idea. On Miramar Mesa the Guard unit only had a small play space, so we went to Camp Pendleton for the real driving experience. Miles of dusty dirt trails and bumpy brush land for tanks. Only problem, the Marines had stripped all Internal Communications out of the Tanks.

Often the deep Brush blocked the driver's view—so, improvise! The crew of four would line up: Commander up top with boots on the back of the Loader, whose boots were on the Gunner, whose boots were on the Driver. So, obviously the Driver was the last to know about what he had to do to avoid the fence, the canyon, the barrels of fuel... much minor destruction followed.

Apparently no one reported the damage because, at the end of my term, I received my Honorable Discharge—now carefully stored in a drawer. My Military Legacy: The Company Commander noticed I liked to draw and design things. He ordered me to Design the Company Tank Uniform Shoulder patch, witch required me to stay behind in the Barracks comfort of cold AC wielding a pencil while my buddies we're sweating through their days in the hotter-than-blazes Tank... *TS*



Ford built Engine-
M48/M48A1 >
Continental AV1790
650 hp



Tours & Things to Come

SDEFV8 Board and General Meetings
CANCELLED. DUE TO PANDEMIC
 Natl Cancels Western National Meet
**Club votes to suspend
 Local Club Dues for year.**
**National Membership dues still due
 in January 2021**

V8 Christmas Party Canceled.
**Soap Box Derby Canceled for this year. Next
 meet hopefully in March 2021.**

Membership- Paula -
 Welcome new member Don Lindsay
 6460 Convoy Ct #307, San Diego Ca 92117
 858-922-7247- donlindsay1@sbcglobal.net
 Nice looking 1940 PU

Sunshine Judy-
 Mike Petermann had a setback to his recovery,
 but seems to be back on track, now.
 All the best, Mike!

December Anniversaries
 12/06 Jake & Tiffany Murrell

December Birthdays
 12/05 Dan Robertson
 12/09 Phyllis Clegg
 12/15 Joe Valentino
 12/10 Lani Prager
 12/10 Linda Lewis
 12/10 Michael Petermann
 12/13 Candy Greene
 12/17 Tim Shortt
 12/22 Janet Voinov
 12/25 Steve Seebold
 12/30 Paula Pifer
 12/31 Mary Cuzick

December Club Birthdays
 Norm & Phyllis Burke 35 yrs
 John & Liz Dow 25 yrs
 Webb & Avalee Smith 25 yrs.
 Mike & Elizabeth Fritz 18 yrs
 Bill & Linda Lewis 11 yrs



Tom Weller, AKA the ‘Highwayman’, his 1955 Ford Rescue wagon and friendly dog are well known on the roadways around in San Diego.

He is an **American** mechanic and nationally recognized **Good Samaritan**. He was featured on a 1996 segment by **CBS** reporter **Charles Kuralt**, who assigned him the name “Highwayman”. Weller began helping stranded motorists in 1966, two years after his car plowed into a snowbank in **Illinois**. A man saved Weller's life by pulling him out and asked Weller to pass on the favor as payment.

His modified 1955 Ford station wagon, “Beulah”, is notable for its significant resemblance to the **Ghostbusters** vehicle.

In April 2002, **Autotrader.com** arranged for Weller's fuel costs to be paid, but the coverage ended 17 months later due to budget cuts.

Weller was featured on the front page of the **Los Angeles Times** on July 24, 2008.

On August 10, 2011, Beulah was totaled in a freeway accident. Weller could not afford to repair the station wagon, but in December 2014, a dedicated **GoFundMe** campaign raised over \$10,000 to cover the cost. In March 2015,

KFMB (AM) radio host Mike Slater invited Weller onto his show. A listener named Rick Moore called in and offered to rebuild Beulah for free.

In March 2017, Weller suffered a minor stroke that partially paralyzed his left side. While still committed to helping those he encounters, he decided to end his regular freeway patrols.

Today Tom is dealing with his teeth. He is in need of complete upper and lower denture plates. Very expensive. **GoFundMe** is again coming to his aid.

I met Tom when my old Ford broke down on the Coronado Bridge. Tom was right behind, lights flashing—ready to give me a hand.

They say “Pay It Forward”—OK, He deserves the help—**TS**



You Make a Life by What you Give - San Diego Highwayman

MORE VIDEOS

My Dad, a Veteran Mechanic of Ford Motor Company

My father, Charles Wayne Chappell, was born and raised in a remote farming community in Southern Utah. He was a third generation resident of Lyman, in Wayne County Utah where the Wild Bunch found many safe hideouts. To eke out a living as a farmer was difficult. The weather was harsh and growing season short. Since the family could barely exist on agriculture, he became a sheep herder/cowboy. It was common to graze the sheep on Boulder Mountain all summer long and to pass the time, he sat around a camp fire with his fellow herders telling tall tales. When his mother became ill and was taken to Salt Lake City, he was left alone to care for the farm. The farm machinery broke down regularly and he tinkered with the motors to get them running again.



Wayne's first experience with a Ford motor car came when his grandfather, George Armstrong Chappell brought one home. George was a prominent fellow around the county as sheriff in those parts. He was known for capturing two men who were part of the Butch Cassidy/Sundance Kid gang. After riding horseback for many years, he purchased a brand new Model T Ford. Once he turned it down the lane

toward home, he began to yell whoa, whoa for it to stop. Well, he couldn't get the darn thing to stop so he drove around and around in circles until it ran out of gas and landed in the ditch.



Years later my Dad's father purchased a new Model T Ford giving the family a sense of mobility they hadn't experienced. Living in such a remote and isolated community, there were no options for repair. Wayne's curiosity and penchant to learn about engines kept his head under the hood and his body underneath the car. He studied, experimented and educated himself about all the moving parts in an automobile and kept the Model T running like a charm.

As he gained confidence handling a motor vehicle, he purchased a 1934, 4 door Ford sedan. Speed fascinated him and he raced through town at a rate that caused mother's to gather up their children and rush them into the house.

Leah White, his girlfriend, loved his daring-do and finagled him into marriage on leap year, 1940. They both gave up jobs on a dude ranch and struck out for Salt Lake City to start a new life. Banking on his self-learned skills as a mechanic, he applied for and got a job with Petty Ford in Salt Lake City, Utah and there he stayed for the next 45 years.



After a couple of years working for Petty Ford, Wayne saved enough money to purchase a 1942 short bed Ford pickup truck for his father to better manage the farm. Charles Sperry Chappell put that truck to good use for several years.



After his death, my father inherited that pickup and drove it many more years. I that truck with a stick shift in the floor. Shifting gears required a synchronization that tried my patience so that I drove it in first gear everywhere I went.

was soon to turn 16 and had to learn to drive that truck with a stick shift in the floor. Shifting gears required a synchronization that tried my patience so that I drove it in first gear everywhere I went.



My father's sister and her husband got wind of the Colorado River about to be dammed to form Lake Powell. They purchased a ranch called, Hite thinking they would make a lot of money on a sale. They grew watermelons, figs, and almonds and also ran the ferry across the Colorado. My father, brother and I took a trip in the old short bed truck to visit their paradise taking roads that were rough and tumble. We came upon a drop in the road that mired the old Ford truck in mud up to the running board and we couldn't maneuver out of it. After shoveling a trench to drain the water and placing large stones under the tires, we finally motored out of our predicament in a place so remote we could have been stranded for ages.



-----Contd next page



—Contd from Pg 5

Over the years working on Ford vehicles, my father gained seniority and made a wage that allowed the purchase of a brand new Ford. The sky blue 1951 two door sedan with a v8 engine thrilled our family. I drove it up and down the driveway, still no license. Family road trips led us through National Parks, Indian reservations and canyons. One trip we headed down the narrows in Capitol Reef National Park. The sky was blue, the scenery magnificent and all was well until a sudden cover of dark

clouds appeared and it began to rain. My father panicked when the roar of a flash flood came rolling down behind us. He danced around the car wading in the water looking for a way out. He jumped back into the drivers seat just as the water reached the door handle. Along came a group of drunken teenagers on an upper road who towed us by rope out of danger. We watched the flash flood carry large tree trunks and boulders in the place we were stranded. We spent the night at Notem Ranch, and motored home the next day, the car as good as new.

The Ford Motor Company changed styles each year in the 50's. In 1957 we owned a Ford Fairlane with a big V8 engine with rear-end fins. With a drivers license I was allowed to take this powerful car on my own. I sped along at a dangerous rate in lanes too narrow and traffic too thick. How did I survive?

Years later, Wayne owned a second pickup truck. A huge 1967 long bed vehicle. I, being the rebel in the family, dared to purchase an MG sports car much to my father's chagrin. He cursed, blankety-blank, with his head under the hood. Still he went along with my wishes and once rescued me. My little roadster broke down 300 miles away in Nevada. He drove his Ford pickup to come get me, packed that little tin can onto the truck bed and drove me home.

Wayne was known as the car doctor in our neighborhood. Folks came to him with car troubles and a request for help was never turned down. A constant stream of relatives, neighbors and grandsons came knocking on our door for help. He never made excuses, never hesitated or gave long explanations. He simple explored the problem then went to work to solve it. Many times the car owner was under the hood with him tinkering with wires and plugs, carburetors and distributors until the engine was humming again. The owner left with a happy grin and no money exchanged hands.



At times, old Ford cars came into the shop at Petty Ford. Given up by the owner, my Dad fixed them up and sold them for a small profit. When my youngest sister turned 16 a red 1966 Mustang came into the shop and he fixed that car up like brand new and surprised her with it for her birthday. Thrilled to own such a car, she kept it after she married. She and her husband moved to Northern California and one day her husband came home in a BMW having sold the Mustang without her knowledge. She was crushed. But there was restitution. 40 years later, he still had the vin number and searched the entire country to find that Mustang. Low and behold, he located it had it renovated and turned into a convertible, souped up the motor, dressed it up with white leather seats and surprised her with it for her 60th birthday.

Over the years as my dad Charles Wayne Chappell, aged and retired, his last car was a Bronco, Eddie Bower edition. He taught his grandsons about engines and repairs underneath the hood of that SUV and instructed them how to take care of a car. My son loved that Bronco so much, he purchased one for himself and drove it 300,000 miles tinkering and fixing it on his own.

Though Charles Wayne Chappell never returned to sheep herding after retirement, he entertained the family at the dinner table with many fantastical sheep herding stories.

—Author *Mary Whitesides* is a College friend of mine. I sent her a copy of the *FAN* and she responded by sending me this interesting story about her Dad- A self taught Ford Mechanic who held a lifetime career at Petty Motors Ford Dealership.



Why didn't Henry Ford follow through on his 1935 patent for an overhead-camshaft engine?

By [Daniel Strohl](#)-- Thanks Bob Brown

Up until the last few decades, overhead-camshaft engines were generally reserved for luxury or high-performance vehicles; pushrods or sidevalves would have to do for the hoi polloi. Yet it appears that at one point in the Thirties, Henry Ford decided it would not only be possible to mass-produce an overhead-camshaft engine, but also make it simple to service and affordable to the general public.

Granted, it's easy to read too much into Henry Ford's patent filings from yesteryear, as many of you [have pointed out](#). Ford had the resources to patent just about every idea that came his way, and a lot of ideas came his way via aspiring inventors all over the world hoping Henry would give them their big break. Nor did he see patents merely as patents; rather, he used them as smokescreens for his competition and diversions for his critics, all

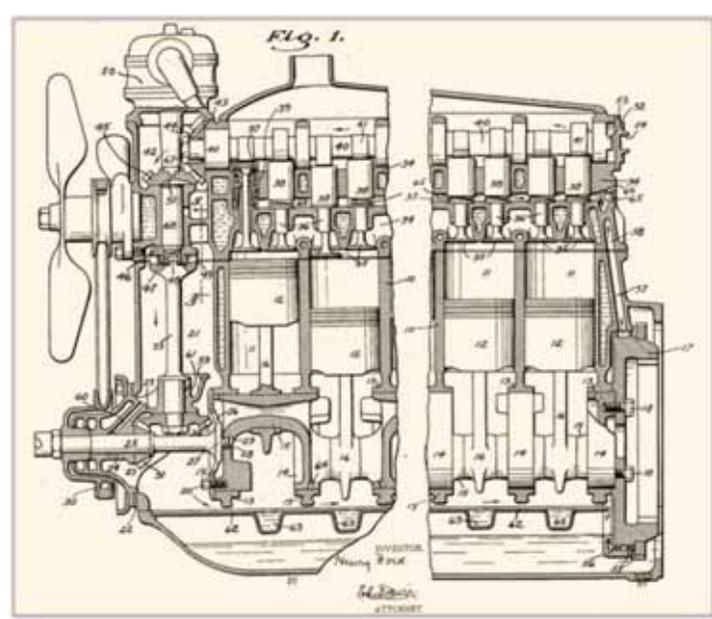
of whom watched his every step.

But the overhead-camshaft internal combustion engine patent that Ford filed in November 1932 ([1993992A](#)) appears a little more straightforward. By this time, of course, overhead-camshaft engines were widely known. Gas Engine Magazine [tracked down the earliest OHC patent](#) to 1892, and plenty of automakers - from Marr to Peugeot to Isotta Fraschini to Duesenberg to Stutz - had produced or were about to produce OHC engines by the time Ford filed his patent.

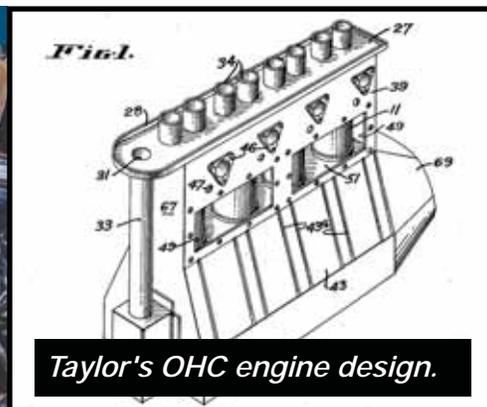
Nor was he the only one working on an inexpensive OHC engine for the masses during the Thirties. A couple years after the patent office granted Henry Ford his patent, Lloyd Taylor applied for his own OHC engine patent ([2199423A](#)). Like Ford, Taylor envisioned a simple shaft-driven overhead camshaft on an inline engine. Taylor, however, sought to pare down the engine without sacrificing strength or durability and hit upon the idea of a sheetmetal engine, one suitable for automotive, marine, aircraft, and stationary purposes. That sheetmetal engine eventually served as a Navy stationary engine during World War II then, after the war, became the Crosley [CoBra/CIBA](#), what some claim to be the first inexpensive OHC automotive engine.

So why didn't Ford end up building its first production automotive OHC engine for another few decades? Could be that Henry Ford found his 1932 design still too complicated and costly, especially with those multiple bevel gears. Could be that it didn't stack up in terms of performance versus cost to the popular V-8. Or it could have been another Henry Ford smokescreen after all Ford's design, according to his claims, differed in that it "may readily be assembled in perfect precision by inexperienced labor" - of which he had plenty at his disposal - and in its novel gear train that "adds to the simplicity and reliability of the engine." According to Ford, he designed the engine so that the entire head - camshaft and all - could be removed as a unit from the engine and that, should one have to remove the camshaft from the head, it could only go back together in one way, thereby eliminating the need to re-time the engine. In addition, Ford eliminated the oil pump by integrating it into the flywheel.

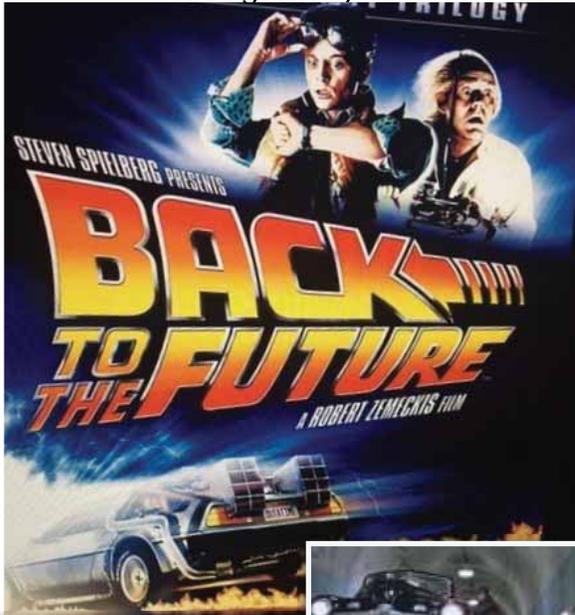
Given that these are all rather incremental and not revolutionary advances that Ford proposed, and given that Ford had in mind ease of production and service, it's plausible that Ford was rather close to introducing an overhead-camshaft engine. We know from various accounts that Ford - both the company and the man - looked into OHC engines multiple times in the Teens, Twenties, and Thirties. [Mielke described one effort](#) in the Model A era. [Zoerlein described another](#), a six-cylinder that Ford himself personally worked on. [Farkas worked on one](#) with Joe Galamb in 1915. And no less than 14 OHC engines - inlines, Vees, Xs, opposed pistons - [showed up in the Greenfield Village sugar beet mill](#). This was obviously not some passing fancy of Ford's.



Duesenberg Model J DOHC straight-eight.



Taylor's OHC engine design.



Remember that car in
 "BACK TO THE FUTURE"?
 No. Not that one.
 The Other one—



Bad Boy Biff's '46 Ford.

The most famous car to appear in the *Back to the Future* movies was, of course, the DeLorean. But it wasn't the only automobile in the cult-classic films. One of the most memorable scenes from the original was when Biff drove his convertible into a dump truck full of manure – covering himself and his gang with the stuff.

Well, this was that car. This 1946 Ford Super Deluxe Coupe was the very one that Universal Studios used in the filming of the movie – including that unforgettable scene. And yes, you did read that right: the car started out as a fixed-roof coupe, the top of which the studio cut off, eliminating the top bows and storage area giving the back seat passengers and Star, Michael J. Fox more room to act). When its new owners bought it, they found lots of the movie-prop manure left inside. Fortunately, the producers had actually used pieces of burlap and ground up cork instead of the real stuff. Still the Car's nickname will forever be: "The POOP COUPE"





1949
1950
1951



The Shoebox that saved Ford.

Detroit's first revolutionary postwar design still remains affordable.

Long before Henry Ford kicked Enzo Ferrari's butt at Le Mans, he saved the family business. The son of Edsel became president of Ford Motor Car in 1945. He wasn't even 30 at the time. The war had finally come to an end, but the company was bleeding badly. In early 1946, its longtime chief stylist, Eugene T. "Bob" Gregorie, blew the dust off some designs he had penned before America entered the war, but the Duce and his young team of executives weren't impressed. Although Gregorie had overseen the creation of such magnificence as Edsel's personnel Model 40 Special Speedster hot rod and the 1939 Lincoln Continental, his designs were viewed as old-fashioned, too big, too bulky. Within weeks, a new more forward thinking design was being fine-tuned. It was created by an outside firm led by George Walker, and reached production in just two short years.

Ford's new Forty-Niner" was first shown to the public on June 8, 1948., at the Waldorf Astoria hotel in New York City. It's radical sheetmetal featured integrated front and rear fenders, a wide-mouth grill with a large "bullet" in it's center, and small oval taillamp that dramatically drove a spear into it'd quarter panels. In was the first Ford without running boards, It utilized coil springs rather than transverse leaf, and an exposed driveshaft that took the place of the old torque tube.

Quickly named the "Shoebox" for its slab sides, Ford's new car was simple, elegant, exceedingly modern, and an instant hit. More than a million were sold in the first 18 months. And like the even more radically shaped 1949 Mercury, it soon became a favorite among young hot-dodders, who not only appreciated the sleek design -which to them, looked customized right from the factory-but also that 100 HP flathead V-8 added the power to the picture.

Nine body styles were originally offered, including a four door sedan; two door sedan, a business coupe; a convertible; and a steel bodied two-door station wagon with real wood trim, which was called the Country Squire starting in 1951.

For 1950, Ford stiffened the body, concealed the trunk hinges, hid the fuel filler, added push-button door handles, and introduced its "Keystone" Logo, now displayed on the hood of every model. It also rejiggered the trim levels. The standard base trim became the Deluxe line. A special edition of the Tudor called the Crestliner became the Crestliner was created to rival the Chevy Bel Air. It featured rather clumsy two-tone paint effect with a side cove framed by stainless trim and a vinyl roof. Just 17,601 were sold. The following year, Ford added a second bullet to the grille and introduced its first pillar-less hardtop -the immediate popular Custom Deluxe Victoria. Innovations like the Ford-O-Matic three-speed automatic transmission and turnkey ignition debuted, and most models got the redesigned Dashboard. Over its three year production run, more than three million shoe-box Fords were produced, and there are still plenty to go around.

Although convertibles and wagons trade for well beyond \$15,000. The other body styles in good #3 condition, sell for less.

Although many have chosen to celebrate the Duce's exploits as a Race Track Hero, Henry's real victory was putting Americans back on the road in a stylish, affordable shoebox. - Scott Oldham.

Some of this stuff makes me feel old, but I guess I am!

I grew up working in my dad's small 2 bay garage in a little town in Indiana all during the 50's, and dad worked on everything from lawn mowers to cars, trucks, farm tractors, combines, big Macs, Freightliners, you name it. If it had some sort of engine, he could fix it. That being said, I never saw a primer plug, a green plug, a glass plug or a rebuildable plug. I do recall dad having a plug cleaner (basically a small sandblaster that he hooked up to the air hose) and he would sometimes clean plugs instead of replacing them. I never saw Liquid Tire Chair or a primer fuel pump. That primer fuel pump sounds like a good idea for my old cars. If I let them sit for a week, it always takes a bit of cranking to get fuel back up to the carbs and get the car started. I've seen and used a lot of starter pedals. I thought they only went to the starter solenoid; I had no idea they were mechanically linked to the starter bendix. I think starter motors on the old 30's & 40's Chevys had a centrifugal actuated bendix. I never saw a record player in a car back in the day (must have been a big city thing where they didn't have to drive on washboard gravel roads. The first time I ever saw a record player in a car was at a car show in Carlsbad just a few years ago. I've never seen a combo fuel & vacuum pump, or exhaust whistles.

Learn something every day....always a good thing.—Bob Brown



Let's go under the hood of an old car and see what we can find. What, for example, is that thing pictured above. And why would a Mario Brother braze a plumbing part onto a spark plug?

Well, THAT is a **Primer Spark Plug**. Those were once made by every major spark plug company and you could buy one for any car. Why would you want a faucet attached to your spark plug?

Early gasoline formulations had a problem with volatility, especially at low temperatures. That made starting difficult on a cold day. The **Primer Spark Plug** permitted you to prime your car engine prior to starting it. You would open those faucets on each of the spark plugs and, using a small funnel, pour gasoline or, better, more volatile liquid ether, into each cylinder.

You could easily buy the ether in small screw top tins at any pharmacy. After closing the valves on the spark plugs you could start the car using that primer fluid. But why not simply pour gasoline into the carburetor? Because of this: Almost all automobile carburetors in the 1920s were **Updraft**

Carburetors. They sucked air, and vaporized gasoline, **up**. You couldn't pour anything into their air horns. So you bought a set of **Primer Plugs**. Note that fuel volatility, or rather the lack of it, was such a problem in the teens, 20s, and 30s that the better carburetors, such as the Rayfield Model G, were water jacketed and heated by the engine.



Green Spark Plugs? You thought all spark plugs had white porcelain insulators, right? They do now. But at one time the Splitdorf Company made a premium spark plug that was very recognizable because of its hexagonal insulator and its green color. The color was not a marketing or esthetic choice. Splitdorf Spark Plug insulators were made out of ruby mica rather than porcelain. The mica was more durable than porcelain being less susceptible to cracks and breaking.

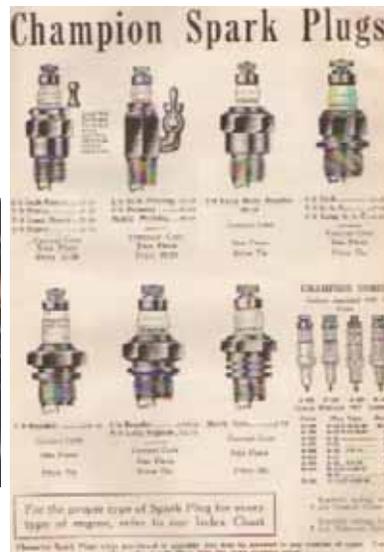
Glass Spark Plugs were once used for tuning cars.

The glass insulator allowed the mechanic to see into the cylinder while the engine was running and view the color of the combustion. If the burning air/fuel mixture was a yellow-orange color you knew the mixture was too rich and you turned in the low or high speed needle valves on the carburetor. When the color seen through the **Glass Spark Plug** was pale blue the mechanic knew that the air/fuel ratio was around the desired 14.6:1. I used similar glass spark plugs as late as the 1970s.



Rebuildable Spark Plugs?

When the center electrode of a spark plug has been burned up or filed down or if the porcelain insulator has cracked you throw it away, right? Not in the teens and twenties. Spark plugs were once rebuildable. Here is a page from a 1921 auto supply house catalog. Look at the bottom right corner of that page.



Those are separate spark plug center electrodes and insulators. Now look carefully at the spark plug shown at the top left of the page. See the hex nut just below the porcelain insulator and above the metal hex body of the plug? Those spark plugs were rebuildable. You could unfasten the hex nut, remove and replace the insulator and center electrode, insert a new gasket to seal the insulator within the metal body of the plug, and replace - tighten the hex nut giving you a rebuilt spark plug.



Traffic Signal Reflector

A Glass Lens of Peculiar Half-Moon Shape.

Reflect traffic signals so that you can see "go" and "stop" signs without bending down or taking attention from driving.

VACUUM CUP Type Goes on Windshield (B318)	CLAMP Type Goes on Sun Visor (B319)
79c	79c

What are they?

They are **Traffic Light Prisms**. They were used from the 1920s into the 1950s to view traffic lights that were often mounted on wires high in the center of intersections and were obscured by the roof or visor of the car.

They were common on low slung cars like the Hudson Hornet, particularly when the car was equipped with an external windshield visor,...which is something else most people have never seen.

Drive on snow and ice?

In the 1950s the Sears Roebuck Catalog sold an accessory that would allow motorists obtain traction on snow and ice by pushing a button mounted below the dashboard. These **Automatic Automobile Wheel Sanders** would deposit sand in front of each rear tire. The sand was contained in hoppers located in the car's trunk and fed through tubes in the wheel wells.

In the late 1960s General Motors offered a similar optional accessory called **Liquid Tire Chain** that used a liquid traction enhancer.

In the late 1950s some General Motors cars offered an optional **Trans-Portable Radio**, an AM band transistorized car radio that operated in the car where it was connected to the car's 12 volt lead-acid battery and the car's front and rear

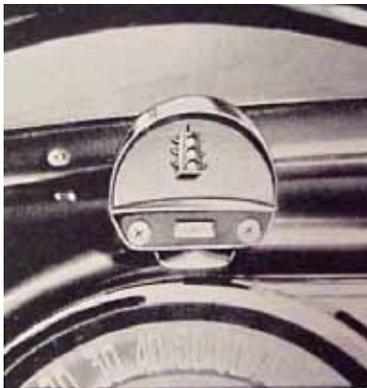
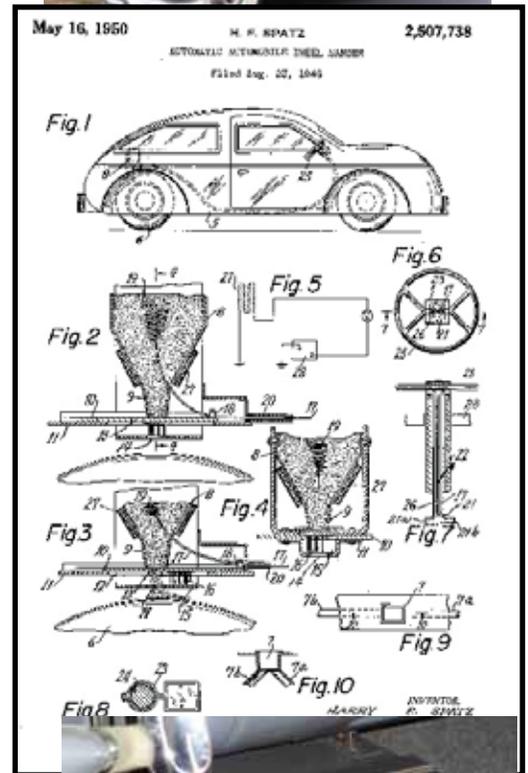
speakers or could be removed from the car for use powered by self-contained dry cell batteries on picnics or at the beach.

And do you know what this is?

General Motors cars offered an optional Trans-Portable Radio, an AM band transistorized car radio that operated in the car where it was connected to the car's 12 volt lead-acid battery and the car's front and rear speakers or could be removed from the car for use powered by self-contained dry cell batteries on picnics or at the beach.

And do you know what this is?

It is Chrysler's **Highway Hi-Fi**,-an in-car record player offered as an option from 1956 through 1959. It played special 16 rpm vinyl disks produced by Columbia Records -sold at dealer.



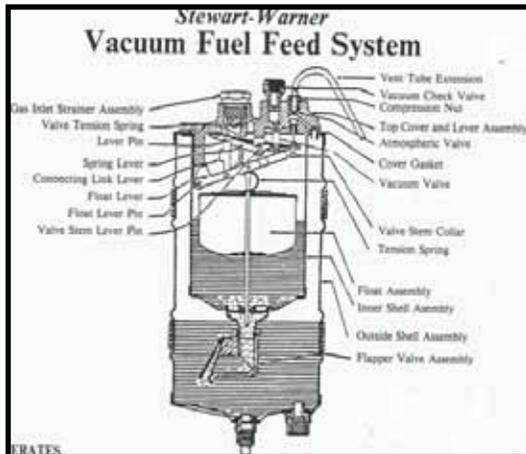


Anyone who has owned or worked on a car made in the 1970s or earlier recognizes this.

It is a mechanical fuel pump that was actuated by a lobe on the engine's camshaft and used a diaphragm to suck fuel from the tank and deliver it to the carburetor. But look closely at the lower section of the pump. What is that metal lever?



What you are looking at is a fuel pump with a Priming Lever. These were quite common on British and European cars through the 1960s and into the 1970s. When a car is parked the fuel in the carburetor float bowls can percolate into the manifold or evaporate or, in some situations, flow back to the pump. The **Primer Lever** allowed you to prime the carburetors without using the starter and possibly wearing down the battery. **But do you recognize this?** -the most common type of fuel pump, used on 95% of all cars.



It is a Stewart Warner Vacuum Fuel System. It's divided into two chambers. The upper chamber is connected to a port on the engine's intake manifold from which it draws a vacuum. This vacuum is used to suck fuel from the tank into the upper chamber. When that chamber fills a float valve shuts off the vacuum and allows the fuel to flow from the upper chamber into a lower chamber from which it flows by gravity into the carburetor.

But did you know that some engine oil filters used Toilet Paper as Filter Elements? These were popular when the Ford Model T was new. But they were still being sold in the 1950s.

OK, how about these. Commonly called Motor Monitors these were Engine Manifold Vacuum Gauges.

They were attached to the dashboards or steering columns of cars in the 1940s and 50s and were used as fuel economy gauges, although they were also useful for monitoring the need for a tune up, a valve grind, or an overhaul.



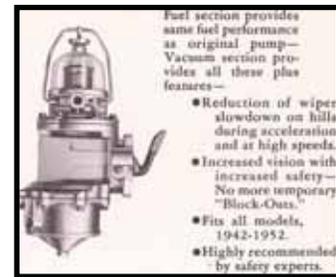
Here is another thing common in cars in the 1940s. See that white knob on top of the dashboard? That turns on the windshield wipers. It was most commonly found in that location. It is not a switch but rather a valve that turns on and off engine manifold vacuum to the

Vacuum Powered Windshield Wiper motor which looked like this:

The problem with **Vacuum Motors** is that engine vacuum



is greatest at idle and lowest when the engine is under a load or when you quickly push down the accelerator pedal. So vacuum-powered windshield wipers tended to slow down or stop working when you were climbing a hill or when you pulled out to pass a truck on a rainy night. To resolve that problem the better cars were equipped with a **Combo Fuel & Vacuum Pump**



Before distributor advance systems (and long before microprocessor-controlled ignition systems) cars had Manual Throttle and Ignition Advance Controls mounted on the center of steering wheels, cars had a control like this:

The Battery/Magneto Switch.

OK, as long as we are under the hood here is another part, common on good cars in the 1940s and early 1950s, that you may not recognize.



1949 HYDRO-LECTRIC PUMP
(Ventilating tube removed for clarity.)

This is a **Hydro-Lectric Pump**. It supplied hydraulic pressure to operate the hydraulic cylinders that raised and lowered power windows or convertible tops.

That glass container filled with blue liquid next to it? **That's the windshield washer reservoir & pump.**

If you failed to remember to replace the water in that with anti-freeze washer solution in November you could find a lot of broken glass under the hood of your car. On this Buick look at the round knob located on the windshield header just above the rearview



mirror. Do you know what that does? Well turning it lowers the radio antenna, seen in the center of the windshield header, to allow the car to clear the low door of a garage



Let's go under the car. Recognize this?

Let's go under the car. Recognize this? It's an **Exhaust Cut Out**. These were commonly installed on cars from the 1920s into the 1950s. Pulling a knob located under the dash connected to that Bowden cable disconnected the muffler

from the exhaust down pipe and gave you "straight pipes". This reduced exhaust back pressure and increase horsepower (and ads a lot of noise) for climbing grades or faster acceleration. If you just wanted to make noise, and thought the horn was inadequate, in the 1920s and 30s you could fit one of these to the exhaust cut out. These are

Exhaust Whistles.
More extreme were Explosion Whistles looked like this:



They could be fitted via special spark plugs or screwed directly to a port drilled and threaded into the car's cylinder head. They were operated by a lanyard pull-cord located in the passenger compartment.

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 Bonney Interior. Trunk model with roll down back window. Aluminum Heads, Ford Script Battery. \$39,000 OBO
Ron



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

'48 Tudor- Flathead- runs, drives stops- \$10k - Jack Fox 760-717-1334



Kwik-Lift For Sale. - Adjustable Length 13'-3" to 14'-9" - Adjustable Width- 5,000 lb Capacity. 20" Creeper Clearance Under Ramp. Cost New = \$1,499 + Tx and \$495 Shipping, **Asking \$800 OBO.** Paul Alvarado (619) 846-7012



'34 Fordor Hot Rod. Drive train finished-Has sunroof, needs cosmetics, interior, etc Asking around \$18,000- Jack Fox 760-717-1334



'40 Tudor (Standard) hot rod.

Excellent sheet metal, paint, Interior. 307 V8 small block. Auto w/ dummy shifter and clutch pedal. New Borgeson Steering box. Front Discs. New Firestone Radials. All Gauges. New stainless. Built by Larry Braga. 28,000 \$OBO



1. '36 Ford Restored 2door Tour Car. Flat head. Nice black paint., leather interior. Asking \$19,500.

2. '35 Pontiac RestoMod
Corvette running gear & engine. Show Car. Asking \$39,500. Ted Thieman at 619 442-5465.



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

SALE: '41 Ford flathead V8. Stock bore, never rebuilt Complete except for heads. \$300. Jay Harris 760-310-9530

'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. \$23k-OBO - 5% of sell price goes to V8 Scholarship. 619-829-1678 Dr. Tom Sysko

50 ford flathead V8 engine equipped with re-built 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**

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

265 Chevy V8 Motor- Total Rebuild, Best of fer 619-247-6525

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



'34 Tudor. All Original, rust free. Very clean and solid. Runs drives well. Recent Columbia Rear. Orig. Mohair. Imported from Canada years ago. \$40k.OBO- Ray Brock 619-993-9190



THE Ford FAN

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

Can it be DONE?

1929 Popular Weekly Feature

CAR-'PHONE
WHY NOT EQUIP MOTOR-CARS WITH A TELEPHONE THAT CAN BE USED ALONG COUNTRY ROADS WHERE A SIMPLE PLUG-IN DEVICE HAS BEEN PROVIDED FOR PHONE SERVICE. CAN IT BE DONE?

