

# THE FAN

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

It was a meeting like no other...  
Because it was Carl Atkinson's 95th  
BDAY!

Prez Joey declared that we will celebrate  
all 95th and 100th Bdays  
from now on!







## Pres Sez

Greetings, Early Ford V8ers!

March was an extraordinarily fun month with the EFV8 Club!

Our Club breakfast on the 2<sup>nd</sup> Wednesday of the month, March 9<sup>th</sup> had record setting attendance, 31 Club members. We met up in the parking lot, shot the breeze and walked inside the restaurant for breakfast. There was a good turnout of members' cars in the parking lot. One particularly outstanding car was Russ Ries's immaculate 1932 Three Window Coupe. It was a stunning car that few of us had seen before. Many of us stood around it with smiles on our faces and nodding up and down. Beautiful! You never know what you'll see at breakfast!

In April we have our Club breakfast on the 2<sup>nd</sup> Wednesday of the month at the Broken Yolk in Mission Valley. **On April 13<sup>th</sup> we will meet in the parking lot at 09:00 to chat and walk into the restaurant at 09:30.** If you have not been to a breakfast, try coming to one. We order off the menu, and we get separate checks. The only obligation you have, if you plan to come, is to **RSVP!!** Join us if you can!

Our Wednesday March 16<sup>th</sup> Club meeting was one for the record books! 42 of us attended and celebrated Carl Atkinson's 95<sup>th</sup> birthday. Many of us wore Carlesque fun hats. Bill and Linda Lewis supplied the 50 lb cake to die for. Bill and Sue Dorr provided the coffee. Candy Green lugged in cases of water and decorations and proceeded to decorate the heck out of the Ray Brock Hall of Fame! Thanks to all of them for their generosity and efforts! Also, at the meeting John Davison showed a film of local engine building genius and legend, Peter Aardema. Some of you may have seen him at one of the past Big-3 Swap meets where he would have one of his engines on display and running. After the film, Peter, who was at our meeting, gave more insight on his engine builds, such as building a high-performance engine from scratch. He literally has taken a block of aluminum, tubes and pipe and makes a Bonneville record setting class engine...amazing! We all appreciated Peter for attending and telling us about it.

Our March "It's a Beautiful Day in the Neighborhood" driving tour was just that, BEAUTIFUL! There were 13 cars participating. Bystanders along the way gave us thumbs up and smiles. We could not have asked for better weather. The sky was clear and when we drove up some of the hills of Point Loma or at the Fort Rosecrans National Cemetery you could see for miles. The drive ended with lunch at the Classics Malt shop where everyone relaxed and chatted. A great day with friends and cars!

We have an event queued up for April, The El Cajon Cruise! On Wednesday April 27 the entire Orange Avenue location is reserved for the Early Ford V8 Club. We can start to assemble there after 3 PM. Bring a chair and any beverage you care to have. There are plenty of restaurants and shops that you can go to while your car is parked. Let's try to get 20 cars there this time! I'll send out an email to everyone with the details days before the 27<sup>th</sup> with details and information.

I hope to see you all soon, if not at the breakfast on the 2<sup>nd</sup> Wednesday, or the Club Meeting on the 3<sup>rd</sup> Wednesday, or at Cars and Coffee on the 3<sup>rd</sup> Sunday, maybe at the El Cajon Cruise on the 4<sup>th</sup> Wednesday (April 27<sup>th</sup>)!

That is all for this month. Have fun, be safe, and drive that old Ford! —

**Joe Valentino**

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**Other Chairpersons:** 50/50:  
**Carl Atkinson** - 619-593-1514 Name Tag Drawing  
**Paula Pifer** - 619-464-5445 Membership Programs -  
**Volunteers** Tour Co-ordinator -  
**Monthly Car Club Council** - **Paul Alvarado** 619-846-7012  
**Web Master** - **Rick Carlton** - 619-512-7058  
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## Did Somebody say Breakfast For 32?!

Great to see new faces  
and old friends among  
the regulars...

Best Turnout yet.  
And, oh yeah, the food was  
good again.







**This sad story began in the summer of 2019** when I purchased a 1934 Ford five-window coupe in Oregon, which included a clean title.

To avoid having to make an appointment and having to deal with the craziness at the DMV I opted to use a title service in Lakeside to obtain a CA title in my name. I paid my fee and left the Oregon title with this service. I was informed that the DMV rules had changed and that because the car was being transferred from out of state the vehicle had to be "complete and assembled" before a VIN inspection could be performed and that this inspection HAD to be done by either a CHP or DMV inspector, and this inspection could not be performed by anyone else, including a title service.

So, I spoke to both the DMV and the CHP inspectors to get a definition of "complete and assembled" and the two things that they did agree on was that the vehicle did not need to be running, but it did need to have an engine installed, which it did not have at that time.

In the meantime, Covid hit and my wife took a fall which required surgery and months of recovery at home, so the title change went on the back burner. And THEN I got the word from a friend that the title service I was using may have suddenly gone out of business. I confirmed this with some on-line research and a visit to their former office location. Again, they were holding the Oregon title.

I called the DMV for advice on how to proceed and was told that I would have to download, complete and return a claim form, with support documentation, before an investigation would be started. Several weeks after completing this requirement I was contacted by a DMV investigator and learned that they had received several complaints on this Lakeside title service and would try to find the missing title. Several more weeks passed by before I was informed that the DMV could not locate the original title, they could not accept a copy of the title, and my only recourse was to contact the seller in Oregon and ask them to request a duplicate title from the Oregon DMV. Fortunately, the Lakeside title service did start the registration with the DMV and did pay the registration fee. I was able to contact the seller, he was willing to help me, and I received the replacement title just before New Years 2021.

After more research I contacted a title service in El Cajon which is a designated "DMV Partner". This designation allows them to perform the VIN verification, and, as a mobile service if needed. They too agreed that the vehicle did not have to be running, but it did have to have an engine installed.....any engine.

A friend that owns an automobile restoration shop offered to help and he had a 318 Mopar motor and transmission, which is the same size as a SBC or the Ford Y-block motor that will be powering the '34 eventually. So, I trailered the car to my friend's shop and in three hours we fabricated some temporary motor mounts and installed the motor.

I then paid my fee to the El Cajon title service for them to perform a mobile VIN verification and complete the DMV title process. Three hours after the inspection was completed the motor was out and I brought the '34 home. I was told to expect a CA title in my name in about two weeks.

**Nothing is easy when dealing with the CA DMV.**

## Tours and Stuff Stay Tuned Next Driving Tour

**April Anniversaries**  
4/10 Joe & Paula Pifer  
4/13 Bill & Sue Houlihan  
4/16 Bob & Liz Brown  
4/25 Calvin & Shirley King

**April Birthdays**  
4/01 Bill Lewis  
4/01 Janet Harris  
4/10 Karen Walcher  
4/15 Joe Pifer  
4/22 John Hildebrand  
4/23 Rav Brock

### Sunshine Judy reports:

GOOD NEWS: Ric Carlton recovering from knee surgery.  
Mike Petermann recovering from surgery.  
SAD NEWS: Loyce Swedberg passed away in February.  
Our condolences to Frank Swedberg who is recovering from a Broken hip.

## SAN DIEGO EARLY FORD V8 CLUB GENERAL MEETING MINUTES, MAR. 16, 2022

The meeting began at 7:00 p.m. with president Joe Valentino leading with the flag salute and welcoming visitors.

**PRESIDENT REPORT:** There was a good showing at the last club breakfast. he announced our clubs dates for the El Cajon Cruise, April 27 and Oct. 26. The clubs driving tour is Mar.23. Joe also reminded everyone of the "Cars and Coffee".this coming Sunday, 7:30a.m. to 9:30 and the "Good Guys" car show, Del Mar , Apr. 1, 2, and 3."Hard Luck Trophy" still belongs to John Davidsson!

**VICE PRESIDENT REPORT:** Denis Bailey remarked, "it was really nice to see so many people at the club breakfast."

**SECRETARY REPORT:** The minutes from the Feb. General Meeting were recorded by Bob Hargrave, published in the Fan and were accepted and approved.

**Treasurer Report:** Ken Burke read the financials which were accepted and approved.

**MEMBERSHIP REPORT:** Paula Pifer reported, 25 single, 30 joint for a total of 66 members.

**SUNSHINE REPORT:** Judy reported the passing of Loyce Swedberg, husband Frank is recovering from a broken hip. Rick Carlton recovering from a new knee surgery and was able to make it to the meeting.

**FAN EDITOR REPORT:** Tim Shortt reported that both the fan and the roster are "coming along just fine."

**ACCESSORIES:** Bob says, shirts available and lots of other items.

**CAR CLUB COUNCIL:** Paul brought flyers for upcoming car events, to many to mention. Next C.C.C. meeting is Apr. 4 at Fosters Freeze, 5129 Waring Rd. 1st Monday each month.

**PROGRAMS:** Part one, was a celebration of Carl Atkinson's 95th birthday with nearly everyone wearing a goofy hat and a giant cake supplied by Bill Lewis.

Second part of the program was an in person talk by guest Pete Aardema who is the owner of an exotic engineering and machine shop that creates engines and components from scratch, then go to El Mirage and Bonnaville with the aim

of breaking and setting records. John Davidson played one of Pete's 30 videos showing some of the shop operations.

**TOURS:** The 'Harbor and Pt. Loma' tour is on for March 23rd. Meet at 9:30 at the fish market.

**HISTORAN:** Susan brought some interesting issues of old FANs for perusal.

**OLD BUSINESS:** Bill Lewis; 'Soap Box Derby' this Sat. Mar. 19th, in Alpine.

**NEW BUSINESS:** Susan Valentino and Dennis Bailey lead a Happy Birthday sing along.

**NAME TAG DRAWING:** No winner.

**50/50 DRAWING:** None held.





**Party On!**

A member mob showed up— dressed for the show. Crazy hats were everywhere. Candy was Outer Space and Liz was On Fire. Candy decorated, Bill and Linda Lewis brought the 50 lb Cake. John Davison ran the film program. Joe ran the meeting fast so we could get to the Cake. Carl's Grandkids and family were all around. Famous Big motor Inventor/Builder, Peter Aardema of AARDEMA Development showed us how to Build a motor that can go faster than anyone else. There were about 50 party Goers. So after, a V8 Crew rubbed the floor spotless...

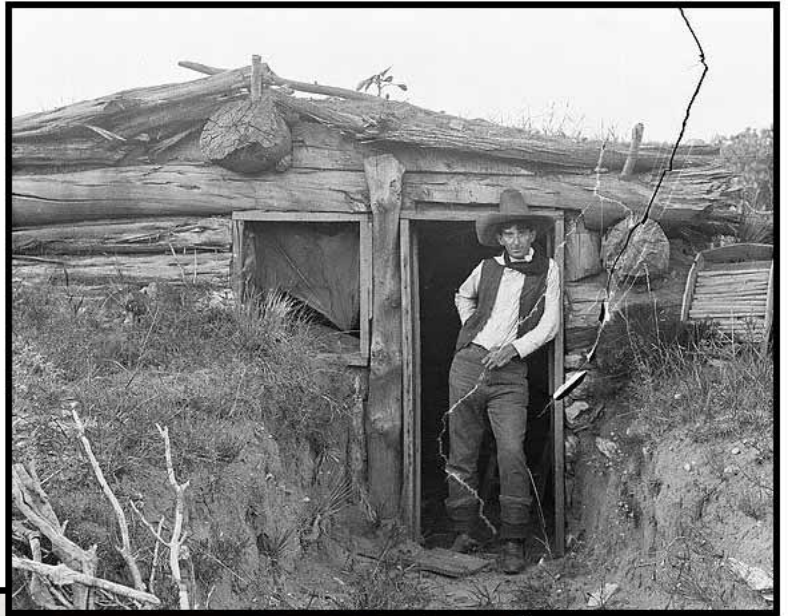




**Walter Andersen took one look at these historical photos and came up with some interesting family memories...**

This cowboy's house was dug in so that the insulation of the earth helped keep it warm. Today we would think of this as a root cellar, but to him it was home!

**My father was bourn in a 'sod hut' in Nebraska in 1900, it may have looked similar" to this?**



Nevada's Tonopah to Sodaville stages meet on the road, circa 1903, for a rare respite. The iron engine would soon take their place as the next year, a 60-mile railroad connected Tonopah with the Carson and Colorado branch of the Southern Pacific Railroad at the Sodaville junction. The railroad would become known as the Tonopah and Goldfield Railroad.

**This is 1903, it says. In 1922 (only 19 years later), my father drove his Model T Ford from Nebraska to San Diego. He told me, he and his friend headed west on their journey, partly through Wyoming. He said there were very few paved roads, basically it was ten miles of pavement on each side of Denver, the rest was mostly dirt and or gravel, very dirty. They camped most night beside the road. He did not mention gas, but I assume they had to be very aware not to run too low, before they refilled. They also patched a lot of holes in the inner-tubes.**



# SOUNDS OF SUPPORT



**Vadim Gudim flies the Ukrainian flag at the Spreckels Organ Pavilion in Balboa Park, where a free concert was held Saturday to raise awareness and donations for war refugees. Gudim says his mother, who lives in Ukraine, is refusing to leave and that her house near the Polish border is full of refugees.**

BILL WECHTER FOR THE U-T

Sandy and I attended this fund raiser for Ukraine at the Organ Pavilion in Balboa Park. A beautiful night that started in T- Shirt weather and ended in blankets, hats and heavy jackets, all framed by Beautiful music and high hopes for the Ukraine people.

We met folks from both Ukraine and Russia and Sandy, of course, speaks Polish, so we got the inside story of families over there.

The organ was at full volume backing Operatic songs and later The Beatles and 5th Dimension hits from the 70s and eighties. All the lyrics were appropriate ( including "Imagine")-to the horrific war destroying Homes, churches, Hospitals, and schools and hopes for a fast end.

The reality, of course, is that our donations can't end the bloodshed, but maybe add some comfort to the people suffering there.

## Left Over from Christmas... Heres a clean-cut Hot Rod Gang from the 60's. Remember The Beach Boys?



### HOT-ROD SANTA

Wouldn't it be nice if St. Nick drove a little deuce coupe?  
**THE BEACH BOYS**—Al Jardine, Dennis Wilson, Carl Wilson, Mike Love and Brian Wilson as Santa—pose in 1963.

» MORE 1963 HIGHLIGHTS on page 10



# A Tribute TO JERRY

By Joe Valentino

The National Early Ford V8 Club wished to honor Jerry Windle, as he retired this past summer from his position as editor of the *V-8 Times* magazine.

Jerry was the editor for 25 years. Jerry requested that there not be a special event solely for his recognition. He preferred that any recognition be combined with another planned event in the San Diego area.

On December 11th the San Diego Regional Group #19 conducted its annual Installation Luncheon to swear in the 2022 Board of Directors and Officers. There were 63 Club members in attendance for this event. Prior to the swearing-in ceremony, there was a tribute to Jerry.

Acting as the stand-in for National President, John Caldwell, and representing the sentiments of the National Board of Directors and National Club Members, I presented Jerry with several restaurant gift cards and a clock inscribed:

**"Jerry Windle  
In Appreciation of 25 Years  
Editor of the V-8 Times Magazine  
Thank You!"**

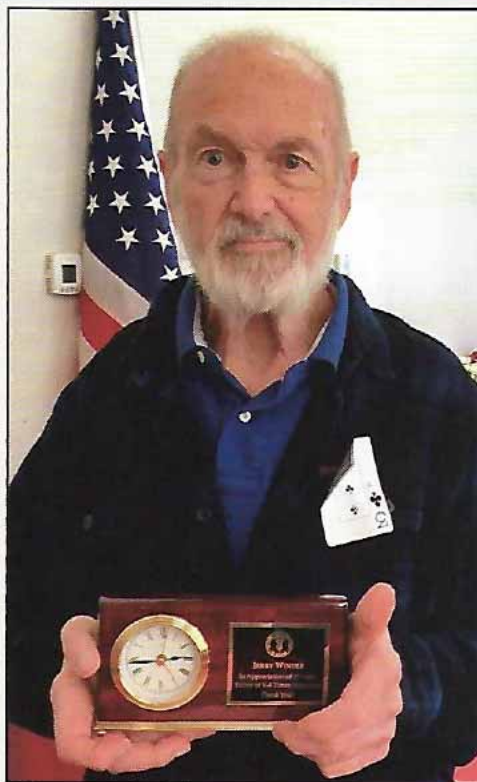
The following is the text of the tribute I read to Jerry and those in attendance. After the tribute was read, the audience gave Jerry a prolonged standing ovation.

*I am going to take a little time to talk about the V-8 Times magazine and our member Jerry Windle, editor of the V-8 Times.*

*The V-8 Times is not a local magazine, it currently has close to 7,000 subscribers, in more than seven countries worldwide, from New Zealand, to Australia to Sweden, to other countries in Europe and elsewhere.*

*The first issue of V-8 Times with Jerry listed as the editor was the May/June issue of 1996.*

*Before becoming the editor of the V-8 Times, Jerry served as President of the National Early Ford V8 Club for two years (1991 – 1992), and he was a National Board Member. In 1992, Jerry was instrumental in the creation of the Early Ford V-8*



*Foundation and Museum in Auburn Indiana. There is a plaque on the wall in the museum citing Jerry's contribution. The Foundation is a 501 (C) (3) non-profit dedicated to "preserving 1932-1953 Early Ford V-8 History." The museum and Foundation have been a success. The Museum's footprint has expanded several times in the years since Jerry helped get it started and it is in the process of planning another building expansion.*

*When Jerry first took over as Editor of the V-8 Times in 1996, he was also the president of the Early Ford V-8 Foundation and Editor of their news publication.*

*On a local San Diego level, Jerry has made many contributions in support of our San Diego Club, by hosting tours, supporting the Big Three Swap meet and in other ways; but I am not here to talk about those many contributions. I want to talk about Jerry as Editor of the V-8 Times.*

*Jerry and the V-8 Times achieved the highest level of excellence, and it did not go unnoticed. Old Cars*



*Weekly magazine has a panel of judges that has for years evaluated Nationally published magazines of Automobile Clubs, registries, museums, and related organizations. For those publications that meet a high standard of excellence, they give the Golden Quill award. Jerry, as Editor, and the V-8 Times magazine have received the Golden Quill Award, recognizing outstanding journalism in 2008, 2009, 2010, 2011 ..... In fact, Jerry and the V-8 Times were awarded a Golden Quill every year that Old Cars Weekly judged magazines. It received the prestigious 1999 Moto Award at the 4<sup>th</sup> Annual Auto Media Conference, the V-8 Times also won the 1999-2000 Richard and Grace Bingham Award from the Society of Automotive Historians. It is an excellent magazine, the best one on the subject of Early Ford vehicles, mostly because of the Editor.*



*Jerry in 1996.*

*The Editor job was not an easy one. Think about it, he started as Editor 25 years ago. Not too long ago, email, software and internet were not what they are today. Fancy word publishing and photo editing software programs weren't around as they are today. There was a lot of manual time-consuming work. Because of the demographics of our club's members, many of which are still not comfortable with computers and email, Jerry would, even to this day, receive stacks of stories and pictures through the U.S. mail to transcribe, edit, reformat and copy into a printable format. This takes a lot of effort.*

*Jerry would receive phone calls from members on any day of the week, day, or night anywhere in the world. It was a demanding job, with deadlines and critics.*

*Jerry began as Editor just over 25 years and roughly 150 issues of the V-8 Times ago. This past summer, Jerry stepped away from the Editorial role and transitioned the magazine to a new Editor.*

*When you think about how Jerry impacted the Club and hobby we all enjoy, you must think about all the members that have read and enjoyed the V-8 Times magazine all over the world. I know they love and rely on the magazine because if there is a delay in an issue's mail delivery, we receive phone calls and email complaints and there are postings on websites about the delay!*

*The demand for the V-8 Times has remained strong for 25 years, mostly because of editorial excellence.*

*Subscribers love it! There are members of our Club that can't drive their old Fords anymore, because of health or age-related reasons. They still subscribe to the magazine because the magazine keeps them connected to the hobby they love and the community of people that are a part of it. There are subscribers that live in parts of the world where taking your Ford out is a seasonal joy, not like here in southern California. The V-8 Times helps them make it through the winter to the next driving season. It helps them visualize the next springtime.*

*Think about all of the people that have enjoyed the magazine over the 25-year timespan, and the Foundation and museum Jerry was instrumental in getting started, and the thousands of people that visit the museum and donate to it annually. That is a lot of impact for one person to have made.*

*The National Club President, John Caldwell, the National Board of Directors, our San Diego Board of Directors, and members from the U.S. and overseas have expressed gratitude for all the time and effort Jerry has contributed to the Early Ford V-8 Club for the past 25 years, and the work he has poured into the V-8 Times.*

*When people retire and look back at what they accomplished over the course of their career, they often wonder, "Was it worth it? Did I make a difference?" It is safe to say that Jerry can look at what he accomplished as the V-8 Times Editor and know, that he did make a difference, a huge difference. And we can all agree and thank him for it.*

*Thank you Jerry!*





## The Ford Motor Company's Forgotten '49 Fastbacks

Detroit's streamline era was a brief but memorable period in auto styling—roughly 1940 through 1952, give or take—that inspired a number of dramatic rooflines. While General Motors was the leading proponent of the look (see our feature on the GM streamliners here) but the other carmakers joined in, too. Nash, Hudson, and Plymouth all offered slope-roofed body styles, to name but a few.

The Ford Motor Company also flirted with the look, as shown in the lead photo above. When the Ford passenger car line was totally reengineered and restyled for '49, serious consideration was given to a fastback two-door body style. The '49 Ford styling story is a complicated one from a number of angles, and this adds some more interesting complication. As we know now, the model never went into production, but it's fun to imagine it on the showroom floor.

Along with the '49 Ford, the Mercury was also all-new for '49, inside and out, and it was also slated at one point to receive a streamliner body style. While the Ford was essentially a two-door club sedan, the Mercury version was an elegant four-door with front-opening rear doors and large quarter windows, as demonstrated in the scale model above.

Sidebar: Pictured with the never-was '49 Merc is Benson Ford, the least-well known of the three grandsons of Henry Ford. Henry Ford II was his older brother, while William Clay Ford Sr. was the youngest. Ben, as he was known to his friends, served the family car company in a number of roles, but took an early retirement due to health problems and died in 1978 at age 59.

Unlike Ford or Mercury, the Lincoln division actually produced a streamliner body style in 1949, but only for one year and only in one model: the '49 Cosmopolitan Town Sedan. Identical in price and equipment to the conventionally styled four-door Sport Sedan, the Town Sedan sold in far smaller numbers and disappeared from the model catalog in 1950. The streamliner era in Detroit was quickly fading by then, and the hot selling body styles of the '50s would include station wagons and pillar less hardtops.

*Article submitted by Francis Kalvota— Thanks to Rumble Sheet Newsletter*



*Close call for the popular Shoebox!  
What a difference a Roofline makes!*

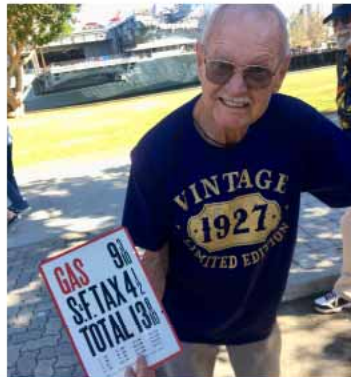






Joe & Susan  
Lead the  
**Beautiful Day  
in the  
Neighborhood**  
Grand Tour of SD  
Harbor, Beach  
roads and  
Neighborhood  
view spots. In  
fact, I think we  
passed all of my  
favorite Make Out

Spots in Point Loma. Note:  
Leave it to Carl to remind us  
that in 1927 Gas was .13 a gal  
vs \$6.49 Today. Thanks a lot,  
Carl...Condtt..





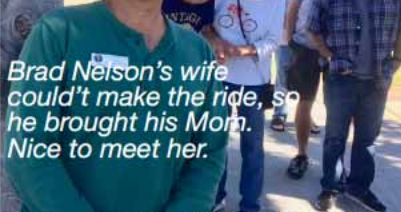


## ... Beautiful Day contd...

After meeting up at The Harbor Lane Fish Mkt, we proceeded along the Harbor past the Tall Ships, onto Harbor Isl and Shelter Isl and those big view neighborhoods of Pt Loma. That's where I conked out and coasted to the curb. I had just replaced my Gauge and it showed a 1/2 tank when I left Coronado. So when I conked out, I thought it must be the fuel pump. My phone showed only 3 on the power, so I knew I only had 1 or 2 calls before it died. Triple A was the first call- the next to Sandy to say I might be late to pick up our Grand Daughter at school in Poway. It took an hour for Triple A, but they loaded me up fast and got me home just in time.

While I was waiting two guys walked by pushing a big Sail Boat like they were going to launch it in the bay. Turns out the boat was a movable bar they were setting up for a party later.

I was invited. But after the Poway ride, I was done. Thanks to Bob Brown for all the great photos. And sorry I missed the last part and lunch, but stuff happens.



Brad Nelson's wife could't make the ride, so he brought his Mom. Nice to meet her.





Years ago, Sandy and I were on a trip through the desert—and our hotel gave us a CD to tell us about all the next 100 miles... The Indians, The settlers, the Plank road... It was narrated by a very familiar voice that Disney had used for all the traveling stories in movies...(can't think of name...) It was timed to the trip, "Look west, the Comanches held that land and.." Anyway it made the trip interesting and so much faster. And sure Beats stopping at posted histories. So Kevin Costner has grabbed that idea and made these CDs, along with other celebs to tell the Stories of the roads you travel..

## TAKE A ROAD TRIP WITH KEV

Actor's storytelling app narrates drive across the U.S.

BY NATALIE B. COMPTON

Kevin Costner says the best way to see America is on the back of a horse. But what if you're not an Academy Award-winning actor and filmmaker who regularly saddles up to shoot Westerns?

"You see it by car," the "Yellowstone" star said.

Despite his preference to travel like a cowboy, Costner reveres the humble road trip. That sentiment led him

to partner with HearHere, an audio app designed to entertain drivers and their passengers with stories about the U.S. landscapes around them. Whether you're driving down a free-way or backcountry road, the app promises to illuminate the trip with short bursts of information about the local history, culture, nature and mythology.

HearHere uses geolocation technology to queue up 8,800 stories narrated by voice actors, including celebrities such as Costner, former Los Angeles Lakers coach Phil Jackson, actor John Lithgow and Rolling Stones keyboardist Chuck



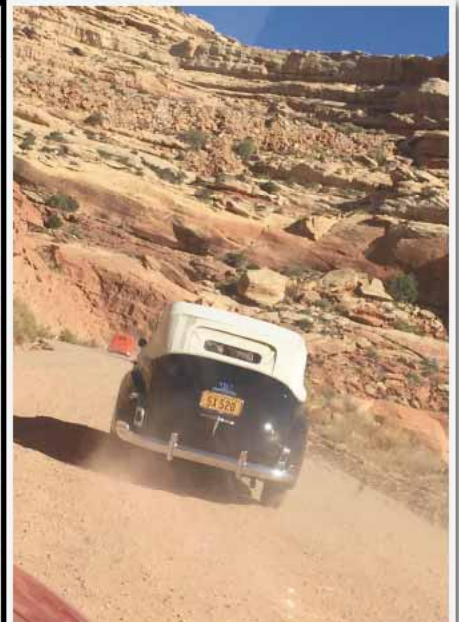
**Kevin Costner**

sends you a notification when you have activated a story.

Throughout his life, Costner said, he has been compelled to pull over at landmarks to read about a place, no matter how interested his traveling companions were in an impromptu history lesson.

"There's something

Leavell. The stories automatically start playing when travelers pass featured locations. If the app is closed, it



## IN COSTNER, OTHERS IN TOW

terribly satisfying in the learning process when it's not really shoved down your throat and to understand where you're walking or you're driving through," Costner said. "Our intention is to go deeper and deeper into those stories."

I told Costner about the short road trip I was taking with my dad near Sierra National Forest, a place not too far from the parts of California where the actor and I both grew up. He immediately regaled me with stories full of geological and cultural facts about the region full of geological and cultural facts.

I decided to try the app

myself to see how storytelling could inform my own road trips. Here's what I learned from the test drive.

### For the full experience, you'll have to subscribe

You can listen to five stories with a free account, but the stories aren't very long—usually just a couple of minutes. You could easily run through those freebies before your road trip has really started.

In California, I downloaded the app for my iPhone and paid \$35.99 for a one-year membership. There are weekly subscriptions, too, for \$29.99. If paying for a "road trip app"

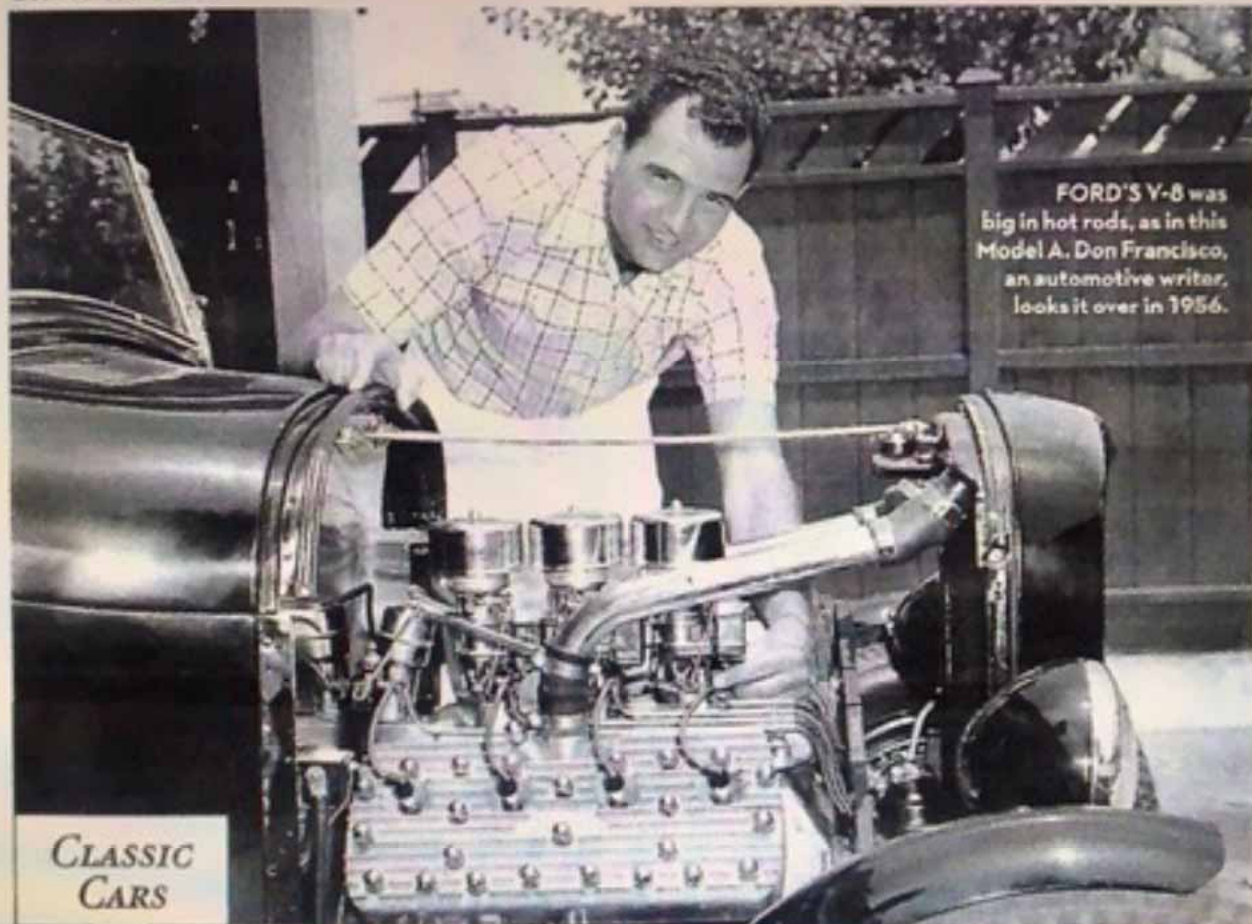
seems like too much of a niche purchase, note that you don't have to be in a car to use it. You can fire it up on trains or buses, open it up at home to learn more about your neighborhood or listen to stories while you're visiting a new place on foot.

My dad and I hopped into the van to drive into the mountains, and the first story we listened to was about my hometown, Fresno. Apparently the city's name is the Spanish word for ash tree because the county is full of them. Somehow, in 18 years of living there and 13 years of visits, I had never learned

SEE COSTNER • E31



BACK IN TIME



FORD'S V-8 was big in hot rods, as in this Model A. Don Francisco, an automotive writer, looks it over in 1956.

CLASSIC  
CARS

## WOW, EVERYBODY CAN HAVE A V-8

Ford's flathead design powers millions of cars over 21-year production history. **BY RUSS MAKI**

**C**heck under the hood of one of today's vehicles and you're likely to see a turbo-charged, direct-injected four- or six-cylinder engine. But 90 years ago, America fell for a different engine, and the love affair lasted decades.

In 1932, Henry Ford unveiled the first mass-market V-8, a motor previously available only in pricier cars. Ford's simpler flathead design was cheaper to make. From 1932 to 1953 it built 25 million, ranking Ford's V-8 among the 20th century's most important automotive engines.

The mass-market V-8 concept is credited as Henry Ford's last engineering contribution to the company. ●

In 1934, Henry Ford received a letter purportedly from bank robber Clyde Barrow of the infamous crime duo Bonnie and Clyde. The letter praises the flathead V-8 for its ability to outrun pursuers. "While I still have got breath in my lungs," the author writes, "I will tell you what a dandy car you make. I have drove Fords exclusively when I could get away with one."

Criminals weren't the only ones impressed with the flathead's performance. As early as the late 1930s, aftermarket modifiers such as Edelbrock, Thickstun and Offenhauser worked on developing performance parts to increase the V-8's output, making the flathead the first popular hot-rod engine.

Ford introduced a smaller version of the engine for its European market. It debuted in North America in 1937 as the V8-60 for its peak output of 60 horsepower. Acceleration was significantly weaker than the bigger V-8, and slow sales ended its North American distribution after 1940. But the engine was in production in Europe into the 1960s. The V8-60 also gained popularity in modified form on the midget car racing circuit.

The Beach Boys, associated as much with California car culture as surfing (see page 8), paid homage to the flathead V-8 in their 1963 album *Little Deuce Coupe*. The title track peaked at No. 4 on the Billboard chart the next year.



**SDEFV8 General Meetings-3rd Wed 7pm  
Auto Museum**

## **FORD V8 SWAP CORNER...**

**SDEFV8 Club c/o**

**Tim Shortt, 1211 5th St, Coronado, Ca 92118 -619-851-8927**

**1936 Ford Standard 5  
Window Coupe**  
4 time Emeritus Winner.  
Black with Tan LeBaron  
Bonney Interior. Trunk  
model with roll down back  
window. Aluminum  
Heads, Ford Script Bat-  
tery. \$39,000 OBO Ron  
Shedd 858- 776-6508.



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

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

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

**1930 Model A Road-  
ster all rebuilt Great  
Condition with O  
drive tranny asking  
20k  
Contact Frank @ 619-  
987-5289**



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

**1936 Ford 5 window**

**coupe-Columbia rear -  
LeBaron Bonnie interior  
RB trans-Clock-Radio**

**All Ford steel**

**Beige body. Brown fenders  
LB engine \$33,000 or best  
Tom 714-998-4528**

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

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

## **Long Horns**

**9" Wx 23" L  
12Volt  
New- \$90**

**619-851-  
8927**



**1935 Ford 5 window deluxe 5  
window - LaBarron  
Bonney Interior and Rumble  
seat - Dearborn Blue with  
Tacoma Cream Wheels and Pin  
Striping. Excellent Chrome -  
completely stock \$32,500**

**Striping.Excellent Chrome -  
completely stock \$32,500  
Joe Valentino  
619-300-4280**



## **Jerry Windle is cleaning out his sheds...**

...And is planning a  
huge 'Tool' Sale April  
16-17. The 16th will be  
for V-8ers and Friends. What will be  
available? Lots and lots of tools. Start-  
ing around 8 AM. Large selection of  
Craftsman tools still in their original  
packaging! NEVER used! Old Ford  
parts and collectibles. Plan on being  
there. See an old friend and buy some-  
thing!

**JERRY WINDLE—4935 E. Mt. View  
Dr., San Diego, CA 92116  
(619) 283-8117**



**Pair of Original YOM  
CA 1934 Plates. Also  
with SHELL Travel  
Badge. Good Shape-  
\$100—Tim  
619-851-8927  
Offer...**



**FORD Motor  
Manuels  
For Sale:  
\$20 Ea—  
Carl Atkinson**

**619-593-1514  
1935-'42  
'35-46-  
'35-48**

**'35-51  
'35-'53  
'40-'55  
'46-'56  
'52-'57  
'62-'68  
'67-'74**

**'37 Fordor. Cal car (no rust) Everything under the hood was replaced: radiator, Water Pumps, distributor, ignition Etc. Carburetor, Starter and Alternator, 12 V. New chrome Bumpers, Grill, Hydraulic Brakes, Exhaust system Color is Metallic Dark Cherry, interior Tan and Burgandy. Restored original Engine flat V-8 90 HP. insurance and registration current. Spent \$30,000.00 on the resto. Asking \$19,900 (firm). I'm 78 years old with heart problems. 1937 Fords are very rare and this one is a steal  
Dr. Tom Sytko 619 - 829 -1678 E-mail: resqdisc@aol.com (CA)**



SDEFV8Club, % Tim Shortt 1211 5th st, Coronado, Ca 92118



YEARS  
95 HATS

Carl Atkinson, Ed Stahl, Clyde Stahl. They grew up together since elementary School. Happy Birthday, Carl!

Gail and Al Pahio  
South Bay Cruisers Car Club