

Time Marches On



V8 Cruise, Mission Bay, San Diego, 2021



The expansive service department of the
Balsiger Motor Company, Klamath, Oregon, 1935



A bevy of cars and Trucks at the Clark Motor Company, Baker, Oregon, probably in the fall of 1939, shortly after the new '40 models had been introduced. From right to left: 1940 Lincoln-Zephyr Sedan; 1940 Mercury Convertible, 1940 Ford Fordor Sedan, 1940 Ford Pickup; the next four are 1940 Ford trucks and the last one is a 1936 Ford Truck.

A bevy of cars and trucks at the Clark Motor Company, Baker, Oregon, probably in the fall of 1939, shortly after the new '40 models had been introduced. From right to left: 1940 Lincoln-Zephyr sedan; 1940 Mercury convertible; 1940 Ford sedan; 1940 Ford pickup; the next four are 1940 Ford trucks; the last one is a 1936 Ford truck. (Source: Peter G. G. G. G.)



PREZ SEZ

Autumn has finally arrived; it was 82 degrees at my house yesterday and as I write this it is 74 degrees. It is getting cooler.

On September 14th we had our Club breakfast at the Broken Yolk. 28 Club members attended, and it was a great morning of tire kicking and tasty food.

The Club meeting on September 21st was our second meeting held at 10:00 A.M. It was attended as well as the 7:00 P.M. meetings. I received positive comments from members who preferred to attend meetings in the daytime and outside of commute traffic time. If the Museum and our Board of Directors agree, we will schedule a daytime Club meeting in the months of January, April, July, and October. The remainder of our 2023 Club meetings will be at 7:00 P.M. I will let you all know the 2023 meeting schedule as soon as possible. We will still have the Club breakfasts for daytime get togethers!

We have two Club tours for October. The first is the "The Greatest Show on Turf!" Club Tour that had been scheduled September but was postponed due to the forecasted inclement weather. It is now scheduled for Saturday, October 15th, 9:00 – 2:30. The location of the show is at the South Clairemont Recreation Center, 3605 Clairemont Dr, San Diego, CA 92117. Look at this website for details and cost: [Full List of Events – San Diego Association of Car Clubs](#). If you would like to drive in and park together as a Club, meet us in the parking lot of Clairmont High School at 07:30. (Clairmont High School is at 4150 Ute Drive, San Diego CA, 92117). It is suggested that you bring a chair and a pop-up canopy if you like. There will be food available for purchase and free entertainment at the event.

Our second Club Tour for October will be the final El Cajon Cruise night for the year, on October 26 (website: [Cajon Classic Cruise Car Shows / Downtown El Cajon](#)). Their website lists our Club as the featured Club of the Cruise's final night! The theme for the final cruise night is *Trunk or Treat*. According to the El Cajon Cruise website, if you decorate your car, they will provide free candy to pass out to trick or treaters. I suggest if you want to hand out candy, bring candy with you, do not rely on the Cruise to provide it. Let us make the turn out of this cruise our best yet!

The Automotive Museum is also having a "Trunk or Treat event". This will occur on Saturday October 29th between 10:00 – 1:00. The Museum asked if our Club has five cars to participate. They expect 1,000 kids to go through the Museum and the Cars in the back lot. Give me a call or email me if you are interested ((619) 300-4280 or joeyv@papebell.net).

Hold the date!! – December 3rd at 1:00 P.M. Our annual Christmas Party/Club Officer Installation Luncheon will be held at the Marina Village Conference Center (website: [Marina Village - San Diego's Premier Conference Center](#)). More information will be sent out with the details. Last year we had a good Club attendance, and we hope to have the same this year. It is important that we have as many members as possible attend the event so that the cost to the Club is kept to a minimum. Doing so will make having another similar event in 2023 more likely to occur.

Club Elections: In our October meeting we will be announcing which Club members wish to join the Board of Directors and possibly become one of the Club's Officers. Please consider volunteering for the Board. Board of Director meetings occur only once a month and those are zoom calls lasting only 40 minutes. As a Board member you can help make decisions on the Club's events, finances, rules, and entertainment that represent those of the Club's membership. Try it, it is not a lot of work, and you will like it! Simply send me an email or call me to tell me you are interested, and I will contact you. Between the October meeting and the November meeting, Club members will be able to vote by email or in person at the November meeting. Results will be announced in the November Club meeting.

Summary of Events for October are:

- 1) The Club breakfast on Wednesday October 12. 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 before September 9th** and pay your bill!!! RSVP to Susan at (619) 861-4630 (call or text), or email Susan at SRJV@papebell.net. Join us if you can!
- 2) "The Greatest Show on Turf!" Saturday October 15th
- 3) El Cajon Cruise Wednesday October 26th "Trunk or Treat" is the theme
- 4) The Automotive Museum is also having a Trunk or Treat event on Saturday October 29th, 10:00 – 1:00.
- 5) Cars and Coffee at the San Diego Auto Museum at 07:00 A.M. on the 3rd Sunday!

Have an enjoyable September, enjoy your friends and family, enjoy the beautiful San Diego weather & drive that V-8!

— — — — — 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

V8 Historian- Susan Valentino- 619-275-1255

Bill Dorr -619-884-4188

Dennis Bailey - 619-954-8646

Bob Hargrave - 619-283-4111

Ken Burke - 619-469-7350

Ray Brock - 619-993-9190

Tim Shortt - 619-435-9013-619-851-8927

Rick Carlton - 619-512-7058

Joe Valentino - 619-275-1255

John Davison - 619-729-7252

Paul Alvarado - 619-749-9458

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

Lady 8ers - TBD

Accessories - Bob Symonds -619-993-7225

Ford Fan - Tim Shortt - 619-435-9013 Cell

619-851-8927 tashortt@me.com

Refreshments - Volunteers

Sunshine Judy Grobbel - 619-435-2932

V8 eblasts - Sandy Shortt - shortsandy@mac.com

619-851-7878

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 % Tim Shortt at 1211 Fifth 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 Chair, 3558 Bentley Drive, Spring Valley, CA 91977.



Great looking '46 custom, but imagine being in there on a hot day?!

Toasted Cheese...

John Davison—1940 Convert ...

Stopped by John Davison's country house, primarily to see the '40 ragtop John inherited from his dad in 1980. But before seeing that car, John gave me a yard tour featuring the hundreds of plants and trees he has added to his 3 and 1/2 acre spread. Walter Andersen's Nursery, eat your heart out. .

Not to mention the redesigned house and three new garages for display and work areas next to his house. Then we wandered down the to lower 40, pass the vintage Tractors and old work trucks waiting their turn for restorations. And finally into the eight car workshop with Pro lifts and work areas for each phase of a complete restoration. Finally, there's the '40 I had come to see. It's been sitting for years, but still a solid car sporting an older but still clean paint job, ok interior and top — overall a nice car. John has launched into it, Pulling the

heads, and intake he found things in good shape, changed out, gaskets, plugs, distributor, carb, Battery and water pumps. Radiator now cleaned out, gas tank and lines, brakes and seals replaced and ready to mount, a brand new set of wide WW tires (Hard to find these days). Headed back up to the drive, John stops at a low slung shape, covered by 3 tarps... Turns out to be a 1947, V8 Sixty Midget, fully restored, waiting for its spot in the half finished DISPLAY garage a. What a beauty!

John has some health issues such as sore neck, back and worn out joints, that are slowing him down, but he can't stop collecting and has invited the new Ford Asset Students to come out on the weekends and learn the old stuff, Hands On. The first Student to take him up on his offer is Paul Zatco, Ollie Smith recipient, fully involved in the brake job on the '40 and here assisting to remove the motor and Transmission on the '55 TBird. And then theres' that '78 Corvette Race Car hiding under the main Lift. The motor alone worth a fortune.

John has offered an open invite to any V8er to come on out for work and learn weekends.



**October
Anniversaries**

10/12 John & Pat
Hildebrand
10/23 Jim & Diane
Thomas
10/25 Jim & Lynne
Miller

October Birthdays

10/02 Allen Deerpake
10/08 Susan
Valentino
10/10 Elizabeth Fritz
10/10 Cheryl Westra
10/18 Jay Harris
10/18 Ken Burke
10/19 Rick Carlton
10/20 Bob Symonds
10/21 Russ Ries
10/23 Phyllis Burke

**October Club
Anniversaries**

Jay Harris
50 yrs
Greg & Debbie Murrell
25 yrs
Les Hilgers
23 yrs
Calvin & Shirley King
23 yrs
Frank Swedberg
18 yrs

**SAN DIEGO EARLY FORD V8 CLUB
GENERAL MEETING MINUTES, SEPTEMBER 21, 2022**

The meeting began at 10:00 a.m. with President Joe Valentino leading the flag salute

PRESIDENT REPORT: Joe announced the Christmas party: It will be held on Dec. 8, 2022 at 1:00 p.m. in the Terrace Room, Morena Village. The cost will be \$40 per person. Also club elections are coming up. Interested members should let a Board member know. Joe listed several upcoming events: The Greatest Show On Turf, Oct. 15, and the ElCajon Cruise, Oct.26. Cars and Coffee has been canceled for October.

VICE PRESIDENT REPORT: Dennis Bailey reported the Toys For Tots Drive will again be included in the Christmas party.

SECRETARY REPORT: The minutes from the Sept. General Meeting were read by Bob Hargrave, published in the FAN, accepted and approved.

TREASURER REPORT: Ken Burke read the financials, they were accepted and approved.

MEMBERSHIP REPORT: No report given.

SUNSHINE REPORT: Judy had nothing to report.

FAN EDITORS REPORT: Tim reported the FAN is coming along just fine.

ACCESSORIES REPORT: No report given.

CAR CLUB COUNCIL: Paul brought flyers for upcoming car show events. Also the C.C.C. meeting will be held on Oct. 3rd at the Malt Shop.

HISTORIAN: Susan read a story from the FAN from 37 years ago. It featured the 50th anniversary of the flat head V8 and the 50th birthday of Len Barbieri. This required a celebration at Len and Joann's home in Clairemont.

OLD BUSINESS: No report given.

NEW BUSINESS: No report given.

MISC. BUSINESS: Joe reported on St. Augustine Group's visit to the Evan's Garage Museum. Forty-one priests attended.

NAME TAG DRAWING: No winner.

50/50 DRAWING: Dave Huhn won \$47.

MTG. ADL: 11:00 a.m. Minutes submitted
by Bob Hargrave



Rick Carlton's first 1956 F-100 in 1972.
"Note my hand-painted "V-8" on the Ivory grill. A perfect kid's truck (I was 21) with a 272 cu. Inch "Y" block, 3 on the tree, and a sweet electric overdrive. I sold it in 1974 during the first gas crunch and bought a '64 Volkswagen because I was a starving student at SDSU. Fast forward to 2015 when I purchased and completed my current '56." —Rick





HENRY FORD | TIMELINE

The Life of Henry Ford

July 30, 1863

Henry Ford is born on a farm to William and Mary Ford in Springwells Township, Michigan, located nine miles outside of Detroit.

December 1879

Henry Ford leaves his family farm to pursue his interest in machinery in Detroit. One of his first jobs is at the Flowers Brothers Machine Shop where, for a salary of \$2.50 a week, he shapes brass valves on a milling machine.

April 11, 1888

On her 22nd birthday, Clara Bryant of Greenfield Township marries Henry Ford. Bryant grew up on a farm a few miles northeast of the Ford homestead.

November 6, 1893

Clara gives birth to a son, Edsel Bryant Ford. The family is living in a rented house on Bagley Avenue in Detroit.

June 4, 1896

After two years of spending nearly every free minute refining his engine in the small shed behind his home, as well as in a basement room at Edison Illuminating, Ford completes his first automobile, the "Quadricycle," and drives it through the streets of Detroit.

August 5, 1899

With financial investors he has attracted with his quadricycle, Ford forms the Detroit Automobile Company. Over the next several years, Ford will have a number of financial backers, who eventually all become exasperated with his constant attempts to update and improve his models.

October 10, 1901

Ford enters one of his cars in a 10-mile car race in Grosse Pointe, which he wins. His victory makes him the talk of automotive circles. Soon after, he builds a newer, more powerful racer -- the 999 -- which sets an American speed record of five miles in five minutes 28 seconds.

June 16, 1903

Henry Ford and his partner Alexander Malcomson, Detroit's largest coal dealer, incorporate the Ford Motor Company with \$28,000 in cash and \$21,000 in promised funds from 10 other investors -- primarily friends, relatives, or business contacts of Malcomson.

October 1908

Ford introduces the Model T, or "Tin Lizzie," as it came to be known. Within months, demand is so high that the company puts new orders on a hiatus.





1903 - 1908

Between 1903 and the 1908 advent of the Model T, Ford's company manufactures nine different cars: Models A, B, AC, C, F, K, N, R, and S. The most successful, the Model N, is described in advertisements as "a high-grade, practical automobile...[raised] out of the list of luxuries." Its skyrocketing sales foreshadow the success of the Model T.

FORD AUTOMOBILE CO. WILL DIVIDE PROFIT WITH MEN

Henry F. Ford Announces No Man in Shops Will Be Paid Less Than \$5 a Day

TAKES CARE OF WOMEN

Plan Forecasts New Era in More Equal Distribution of Great Wealth

Fall 1913

Ford's Highland Park factory begins operating the first moving automobile assembly line in the world. By the end of the year, Highland Park will employ about 13,000 men.

January 5, 1914

Ford Motor announces the \$5/day wage for an eight-hour work day. Replacing the previous pay rate of \$2.34 for a nine-hour day, it was twice what could be earned at any other auto company. The following day, 10,000 job seekers clamor for jobs at Highland Park.

April 1914

After watching an outside movie company film a newsreel in his factory, Ford becomes intrigued by the possibilities for publicity and establishes his own moving picture department. Its two-man staff quickly grows to be a full service production company of over 25, with its own fleet of modern 35mm cameras and a film processing and editing lab at Highland Park. Their first film, *How Henry Ford Makes One Thousand Cars a Day*, would be released that summer.

Spring 1915

Henry Ford begins secretly buying hundreds of acres of farmland along the River Rouge to build what would become known as the Rouge Plant.

November 24, 1915

Henry Ford calls a press conference to announce his plan to end World War 1. Known as Ford's "Peace Ship" expedition, the plan includes chartering an ocean liner and sailing to Europe to convince the warring nations to stop fighting. The stunt is ultimately a failure.

November 1, 1916

Henry and Clara Ford move into Fair Lane, a 1,300-acre estate in Dearborn, Michigan. Edsel Ford, age 22, marries Eleanor Clay, niece of the founder of Hudson's, Detroit's preeminent department store.

November 2, 1916

John and Horace Dodge, two of Ford's original investors, file a lawsuit against the directors of the Ford Motor Company charging that the company violated the interests of its stockholders. Ford receives an injunction forbidding him from using company funds to build the new plant.





December 30, 1918

Henry Ford suddenly resigns from the presidency of the Ford Motor Company. His 25-year-old son Edsel is elected to the role, and assumes the presidency on New Year's Day, 1919.

March 5, 1919

Henry Ford declares that he is starting a rival automobile company which will produce a stripped-down version of the Model T to be sold for \$250-\$300. The announcement excites the public but alarms the seven

remaining Ford Motor Company stockholders. In a panic over the thought of losing sales to Ford's new company, they sell their stocks.

By July, Ford's announcement is revealed to be a trick: his agents had purchased all of the stocks and there would be no rival automobile company. For the first time, the Ford family controls every last share in the Ford Motor Company. And while Edsel may be president in name, Henry still retains power.

Summer 1919

Ford takes the stand in a suit he brought against the *Chicago Tribune*. Ford had sued the *Tribune* for libel after the paper called him an "ignorant idealist ... and an anarchist enemy of the nation." Newspapers from across the country covered the trial in breathless detail as Ford was subjected to eight days of questioning. Though Ford won the trial, the press ridiculed the automaker for his lack of historical knowledge and inarticulate performance on the witness stand.

May 22, 1920

Ford begins publishing a controversial series of articles in the *Dearborn Independent*, under the bold headline "The International Jew: The World's Problem." He had purchased the newspaper a year and a half earlier.

January 20, 1926

Henry Ford receives a memo from Ernest Kanzler, a Ford VP and Edsel's brother-in-law, expressing what

he, Edsel, and

most Ford executives believe: that the Ford Motor Company should end the production of the Model T because of falling sales numbers and build a new, improved model.

The memo represents growing frustration among executives and a time many would recall as the most tense years in the company. In response to the memo, Ford, not used to opposition, humiliates Kanzler at every opportunity and forces him out of the company within months.



The Ford International Weekly

THE DEARBORN INDEPENDENT

127 One Dollar Dearborn, Michigan, May 22, 1920 127 One Dollar

The International Jew: The World's Problem

Following the discovery of the... (text continues in columns)



Introduced to the public in **December 1927**, the 1928 Model A was an immediate sensation. Some 10 million people viewed the new vehicle in the first week. The crowds gathered in such numbers that many cities needed to send police to help direct traffic around those who lined up to see the new Ford.



May 26, 1927

The 15-millionth Model T ceremoniously rolls off the assembly line at Highland Park as Henry and Edsel pose for the cameras. The same day, Ford announces the company will begin producing a brand new vehicle -- the Model A. Ford had given in to pressure from Edsel and other executives and agreed to discontinue the Model T after mass-producing the vehicle for 15 years.

Spring - Fall 1927

Highland Park is shut down for six months to prepare for production of the new vehicle, the Model A. The project is immense: almost 75% of all existing tools need to be scrapped, rebuilt or refurbished for the new model. Sixty thousand workers are laid off. In the end, it would cost nearly \$250 million before the first Model A is assembled on October 21.

September 30, 1927

Henry Ford purchases land in Brazil to establish rubber plantations in what would become known as "Fordlandia."

Late 1927

Eight years after construction began, Ford's enormous River Rouge factory complex begins full-scale automobile production. The vertically-integrated factory is Henry Ford's vision realized: entire finished vehicles could be built from scratch using raw materials owned and supplied by the Ford Motor Company without dependence on outside suppliers. Ford had once told a colleague that he "wanted the raw materials coming in on one end of the Rouge plant and the finished cars going out the other end."



October 21, 1929

Thomas Edison and President Herbert Hoover attend Ford's "Light's Golden Jubilee," an elaborate ceremony marking the 50th anniversary of Edison's incandescent lamp. As part of the ceremony, Ford unveils the Thomas Edison Institute (now the Henry Ford Museum) and Greenfield Village, which would grow to showcase hundreds of historic buildings and artifacts that Ford had meticulously purchased, dismantled, and reassembled as a recreated rural town -- Ford's deeply nostalgic commemoration of America's past.



October 29, 1929

The stock market crashes and the Great Depression hits the U.S.



December 1, 1929

Henry Ford institutes the \$7 day in an effort to aid his workers and fend off the effects of the Depression, but it is to no avail: between 1929 and 1932, Ford must lay off nearly half of his workforce.



1932 FORD INTRODUCES ITS V8 FLATHEAD MOTOR which had many problems and recalls in first year of production

May 26, 1937

The Ford security staff violently attacks United Auto Worker (UAW) members handing out pro-union leaflets at the Rouge. The altercation, which was captured by photographers,

became known as "The Battle of the Overpass."

July 29, 1938

The day before Ford's 75th birthday on July 30, Henry, Clara and a crowd of 40,000 spectators attend a pageant at Ford Field in Dearborn, in which 700 performers re-enact scenes from Ford's life.

April 1941

Outside the Rouge, 50,000 Ford employees refuse to work until Ford agrees to meet union demands calling for higher wages, overtime pay, and job security. Ford declares he would rather shut down his factories than give in to the union.

January 1941

FORD REPURPOSED WILLOW RUN Plant to BUILD B-24 Liberator Bombers for WWII. The Assembly Line was a Mile long.

June 1941

Under pressure from Edsel, the unions, and the government, whose war contracts were at stake, Ford finally signs an agreement with union officials. He gives the UAW everything it wants and more -- a union shop, wages equal to the highest in the industry, and union dues deducted from workers' paychecks.

May 26, 1943

Edsel Ford dies at age 49 from incurable stomach cancer.

June 1, 1943

Henry Ford is re-elected president of Ford Motor Company.

Early 1945

Ford suffers a debilitating stroke while on a trip to Richmond Hill, his estate in Georgia. After returning to Fair Lane, Ford remains mentally and physically languid, often failing to recognize old friends and associates, and is carefully kept out of the public eye.

November 5, 1945

Henry Ford II, Edsel's oldest son and president of Ford Motor Company for just six weeks, sells Fordlandia back to the Brazilian government for a fraction of its value.

April 7, 1947

Henry Ford dies at Fair Lane House at age 83, during a River Rouge flood.

June 8, 1947 (Six months before Chevrolet and nine months before Plymouth) FORD INTRODUCES THE '49 and SAVES THE COMPANY!



You'll find it in the 1940 FORD!



It's Here...
the '49 Ford



THE CAR OF THE YEAR

Princess Diana's -FORD Escort sells for more than \$760,000 at auction



A Ford Escort driven by Princess Diana for almost three years sold for 650,000 pounds (about \$764,000) at an auction Saturday in England, just days before the 25th anniversary of her death. Diana drove the car from 1985 to 1988.

Last week, Silverstone Auctions announced that the historic black Ford Escort RS Turbo, described as being in "superb concours standard condition, with just 24,961 miles," would be auctioned off.

"We have sold a number of motorcars that have had a Royal pedigree, but this car ticks every box in terms of history, rarity, condition, and mileage," Silverstone Auctions Classic Car Specialist Arwel Richards said in a statement. "The market adores early Ford RS

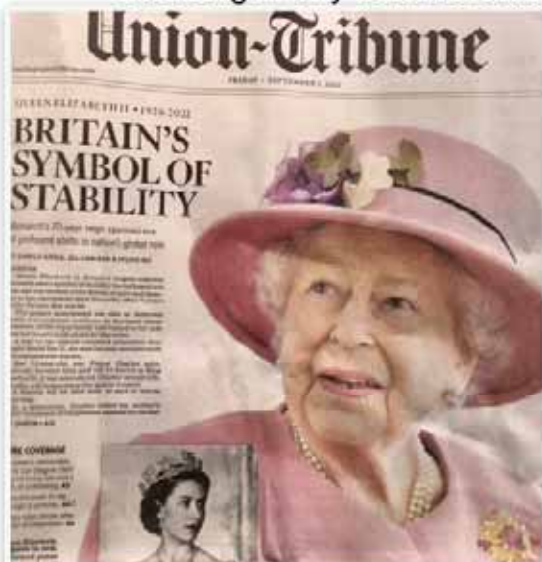
The buyer also had to pay a 12.5% buyer's premium on top of the hefty selling price, the Associated Press reports. The buyer is from the U.K., however, their name was not disclosed, the AP said.

Bidders from across the world were among those fighting to secure the car, which is the last Ford Escort owned by the late princess.

"We note with interest that whilst Diana's later choice of luxury cars may have been more expensive when new, but the Ford Escort RS Turbo far outperforms them at auction, selling in some cases for three times the price of equivalent models," Silverstone Auctions said.

Princess Diana's Mom in Law, Queen Elizabeth, has had her own kind of Ride and celebrity Moments.





United Kingdom's first truck-driving queen dies at 96

For the last 75 years or so, British tabloids often - almost as if it were compulsory - dragged out the tale of when Queen Elizabeth II's

wartime service experience. See,

unlike other women in the royalty, Elizabeth didn't shy away from service during World War II, and instead she donned a uniform and learned not only how to drive heavy trucks for the war effort but also how to wrench on them. So with her death today at the age of 96, after 70 years on the throne, let's repeat the tale one last time.

As the Evening Standard wrote, the royal family **chose not to flee from England** to Canada during the war years "in solidarity with those living through the Blitz," and Elizabeth famously addressed the nation via radio in the early years of the war. While she'd been given the role of honorary colonel of the Grenadier Guards on her 16th birthday, two years later, she decided to join the Auxiliary Territorial Service, a branch of the British Army that initially employed women as cooks and postal workers but eventually expanded their duties to include rocket and missile data acquisition, transport, signal operation, and equipment maintenance.

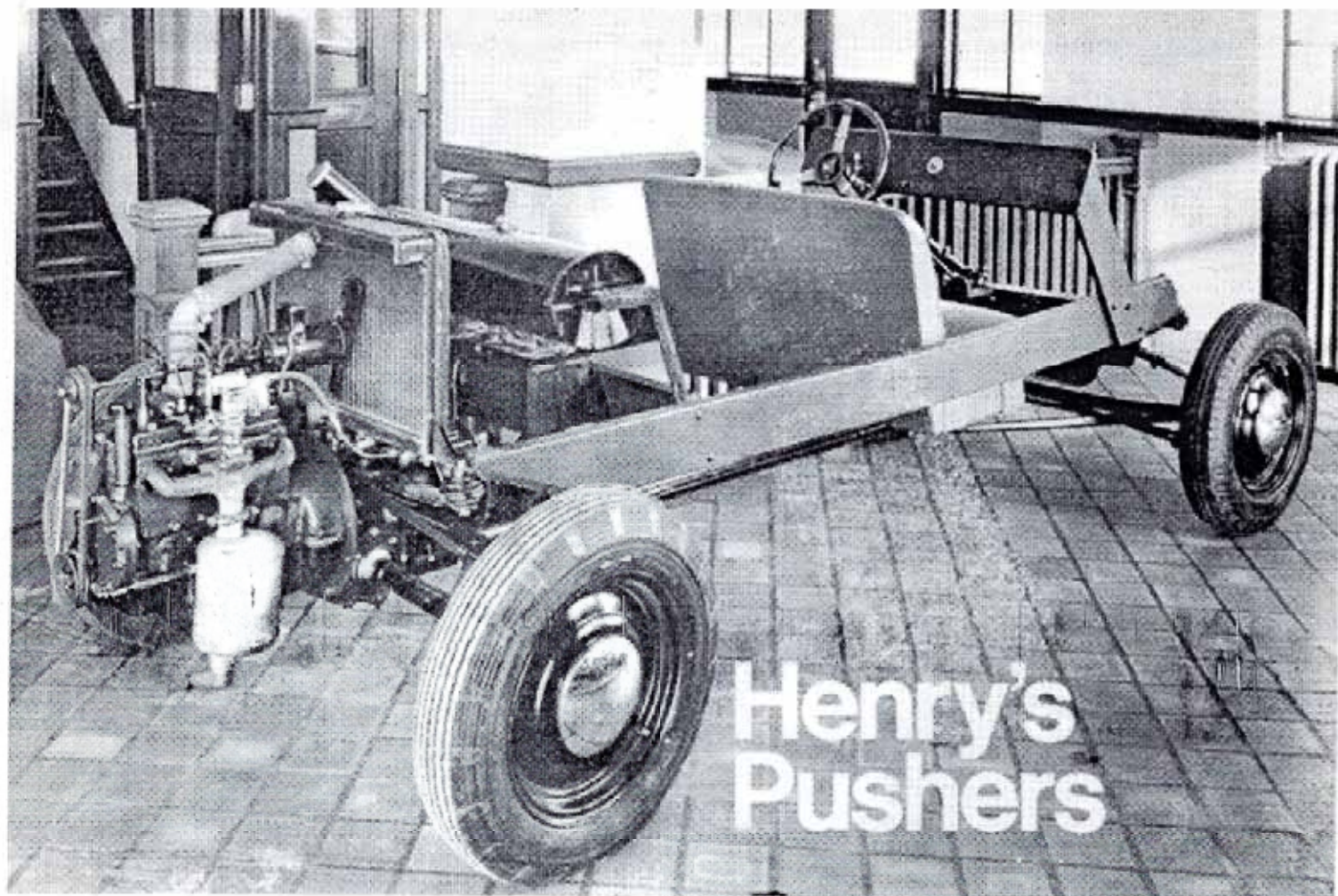
She **joined the ATS** as a second subaltern in March 1945 and her father, King George VI, reportedly ordered that she not be given any special treatment or rank - though she still slept in Windsor Castle instead of in the barracks with her colleagues in the ATS. As part of her training, she had to pass a driving test, learn to read maps, and took instruction on repairing vehicles. British press at the time apparently dubbed her "Princess Auto Mechanic." She did receive a promotion to Junior Commander, but her time in the ATS was short - VE Day came in May 1945, putting an end to her service.



A Bird in the Box.

In 2009, V8er and Former Pres, John Dow heard about a neighbor who, ten years before, had built a plywood box around a '55 TBIRD and sealed it up in his back yard. John helped tear open the box and found the worn, but rust-free Bird. He bought it for \$2,500 and had it trucked to his shop. The car was stripped to the bone, Body off the frame, sand blasted, painted and reassembled. Motor and Transmission rebuilt by Bob Baxter. Kip Dunn did the wiring. Most of the resto work was done by trade. John and Liz didn't drive it much because of all the glare from all the chrome on the dash. Liz even made a Dash cover, but then the Chrome around the windows was still too much. Two years later, along comes a guy from Germany. He liked all the chrome and bought the Bird. It now can be seen-shine and all-flying down the Autobahn.

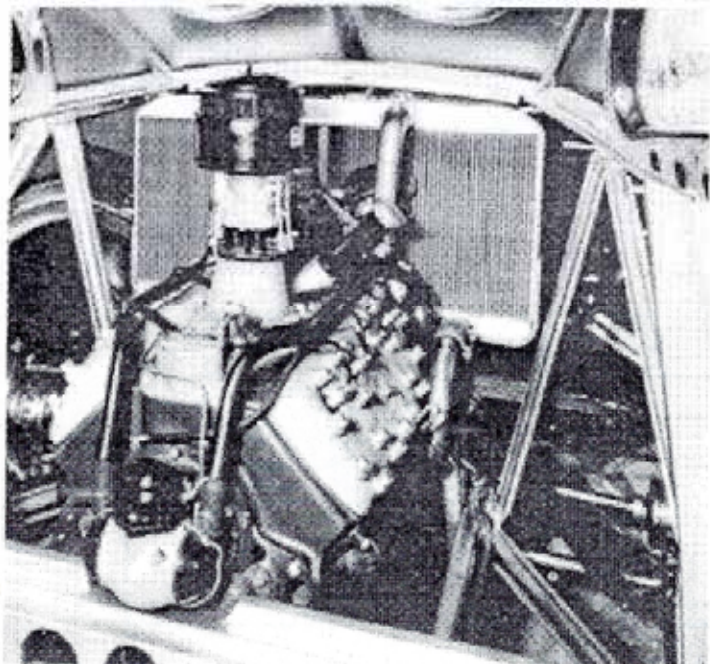




Henry's Pushers

One of the latest rear-engined Ford experimentals dates from 1940, uses 4-banger. This might have been one of Henry's attempts to confuse enemies.

FORD ARCHIVES, HENRY FORD MUSEUM



Tjaarda-Briggs experimental Zephyr prototype carried Ford V-8 in rear. Henry Ford took out patents on a very similar arrangement.

by Terry Boyce, Associate Editor

DURING THE SAME PERIOD that GM was playing with X-4s and 2-cycles (see pp. 16-21), Ford was considering the rear-engined configuration, too. At least three separate proposals were patented in Henry Ford's name between 1934 and 1937.

The first and perhaps the most unusual was a small, streamlined vehicle that would have used a V-8 mounted over the rear axle, driving the front wheels through a torque tube. In his patent application, Ford said that he felt the arrangement offered the ultimate solution to the problem of fitting passengers, engine, and drive train in a short chassis. He rejected the rear-engine/rear-drive layout on grounds that it would necessitate placing the engine either behind the rear axle, which would lengthen the chassis, or ahead of it, which would interfere with passenger space.

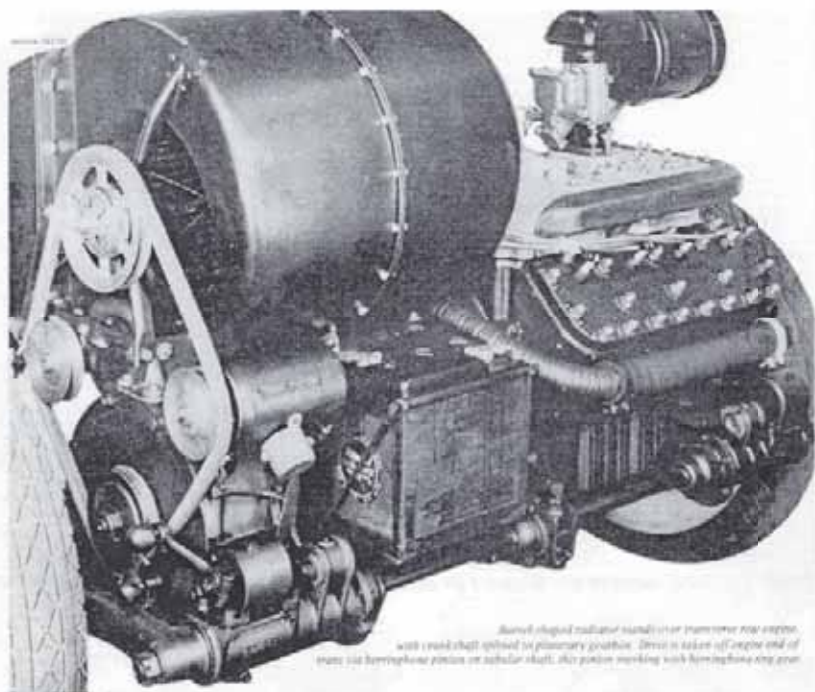
In this 1934 proposal, all four wheels steered. The wheels were to pivot simultaneously, but only 40% of the steering effect would result from the rear wheels. This was to allow the car a shorter turning radius but still keep the rear end from swinging out in sharp corners.

Although the body outlined on the patent drawings was radical, Ford said that it "...per se forms no part of my invention." It bears an amazing resemblance to the VW bug and might have been taken from John Tjaarda's early designs for the Lincoln Zephyr.

Ford filed his patent drawings for a complete new vehicle under the title "Motor Vehicle Brake." Apparently this came from the final idea Ford listed for his invention: "...an improved brake hookup whereby the brakes on all four wheels are simultaneously operated."

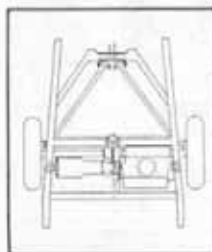
Fourteen months after Ford submitted his first rear-engined patent applications, he sent in another. This one, filed May 19, 1935, was again authored by Henry himself. He limited the specifications to a rear power train in this application.

A V-8 was mounted transversely slightly behind the rear axle on the

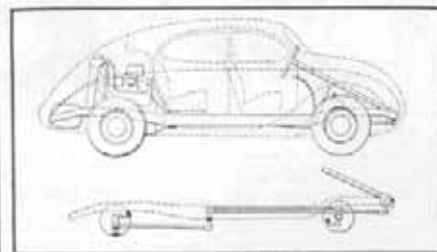


Barrel-shaped radiator stands over transverse rear engine, with crank shaft aligned in planetary position. Drive is taken off engine end of main via bevel-gear pinion on tubular shaft, this pinion working with bevel-gear ring gear.

Ford Motor Co. played around with rear- engine designs throughout the 1930s



From 1935 Ford V8 shows how arrangement above, transverse spring ahead of power unit.



Another Ford patent, this one issued in August 1935, had engine in back but transferred the power to front wheels. 33 four-wheel drive (four-wheel drive) is also shown, spring ahead.

SPECIAL-INTEREST AUTOS, No. 193 23

Henry's Pushers continued

right side. The differential and drive gear housing formed an integral unit with the engine, which was mounted to the frame and was supported by Ford's traditional single transverse spring. The patent drawings indicated a planetary transmission.

This patent was granted on Dec. 22, 1936, and work on an experimental car apparently started shortly afterward. Again, much of the developmental work might have come from Ijaarda via Briggs.

SIA was able to find, through the Ford Archives, the oral history of L. S. Sheldrick. Sheldrick was Ford's chief engineer from the late 1920s until after WW-II. According to Sheldrick, Ford's "dream group" was working on a rear-engine car, known as the 92-A, as early as Dec. 1937. Apparently the engineering staff at the Rouge, other than Sheldrick, had little to do with the car.

The 92-A, as outlined by Sheldrick, was, "... a short wheelbase car using a sixty-horsepower engine." The integral axle/engine unit was incorporated into a single steel hollow casting to which the body was attached. The engine, obviously, was the little V-8-60.

Of the body, Sheldrick commented, "This job had the tubular body side sill members through which the exhaust passed," and he also mentions that this idea proved impractical due to acid in the exhaust gases eating through the body sills.

An unusual cooling system was used on the 92-A, consisting of a barrel-shaped radiator which pulled air in an axial direction through the center, then pushed it out the fins. Sheldrick reported that the radiator gave some interesting results when tested. "The unit was much more efficient per pound of copper than the conventional flat radiator. However, due to its peculiar dimensional shape, it didn't lend itself to car construction."

A planetary transmission, manually controlled, was installed in the prototype. It was developed, "... either by Simpson or Roberts," according to Sheldrick. The Dearborn group managed to get a French Matford body to mount on their chassis, and the car was actually driven.

Recalling the car's performance, Sheldrick said, "It didn't go very far and it certainly wasn't successful. I couldn't mention any one specific problem with it; it was just so full of radical experiments, it was similar to the Tucker car in some respects. It would have taken him [Ford] years

to

There wasn't any advantage in it that I could see."

While working on the 92-A, Ford filed yet another patent in May, 1937. This one was for another rear-engine layout, but it was obviously an improvement on the 1935 concept.

This time the powertrain components were arranged so that their weights were nearly equally divided on each side of a centerline of the chassis. The V-8 was again to be mounted on the right side, aft of the rear axle. Counterbalancing on the left was a "flywheel housing," which was to contain the transmission, clutch, and an "electrical machine"—a combined starter/generator. The clutch was between the flywheel (which held the armature of the electrical system a la Model T) and the engine.

In his verbal memoirs, Sheldrick spoke of Henry Ford's ambitions concerning the rear-engine cars. "He had been talking about smaller cars since 1935. However, they were always wrapped up in a package with these radical ideas that could never materialize. We were always confronted with the same thing—that every time we would get up to the point of talking seriously about a small car, the matter of the used-car market would come up," Sheldrick added, apparently concerned that a radical, successful small car would cause depreciation of its conventional predecessors.

Sheldrick felt that many of the proposals, "... were done with the idea of confusing the enemy. If he [Ford] could let the news leak out that he was working on a rear engine job, and get the competition all stirred up to put all their efforts on a rear engine job or some other unorthodox idea, he was just sucking them in, diverting their energies. I really feel that this was the purpose behind a lot of the things he did—just a smokescreen."

We wonder just how much Ford knew about the results he was getting by diverting the enemy. Ford's first patent application came just after GM started their experimental Automotive Design Dept. in 1933. So could it have been that Ford was sincerely trying to develop a new small car that would rival the Model T in revolutionizing the industry?

During and just after WW-II, Henry Ford II was quite worried that GM would bring out a light car for the postwar market, so apparently Henry had "sucked in" not only GM but also his own grandson. □

Our thanks to Henry Edmunds and his staff at the Ford Archives, Henry Ford Museum, Dearborn; and to the Technical Information Staff at Ford Motor Co., Dearborn.

**SDEFV8 -Back to evening meetings
Oct 19, 7 pm— Auto Museum-**

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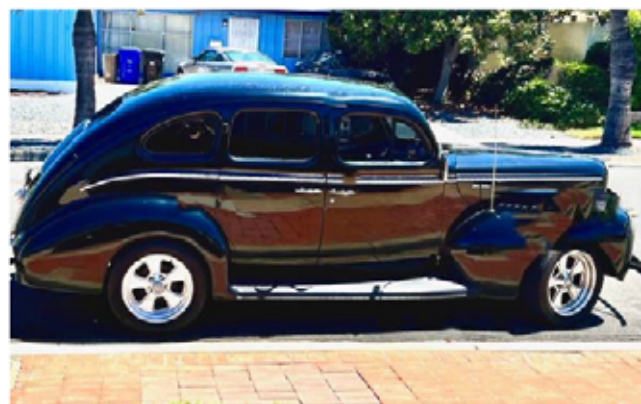


Carl Atkinson also has many Ford History Books and other things like Covers to protect your paint while working on your baby.



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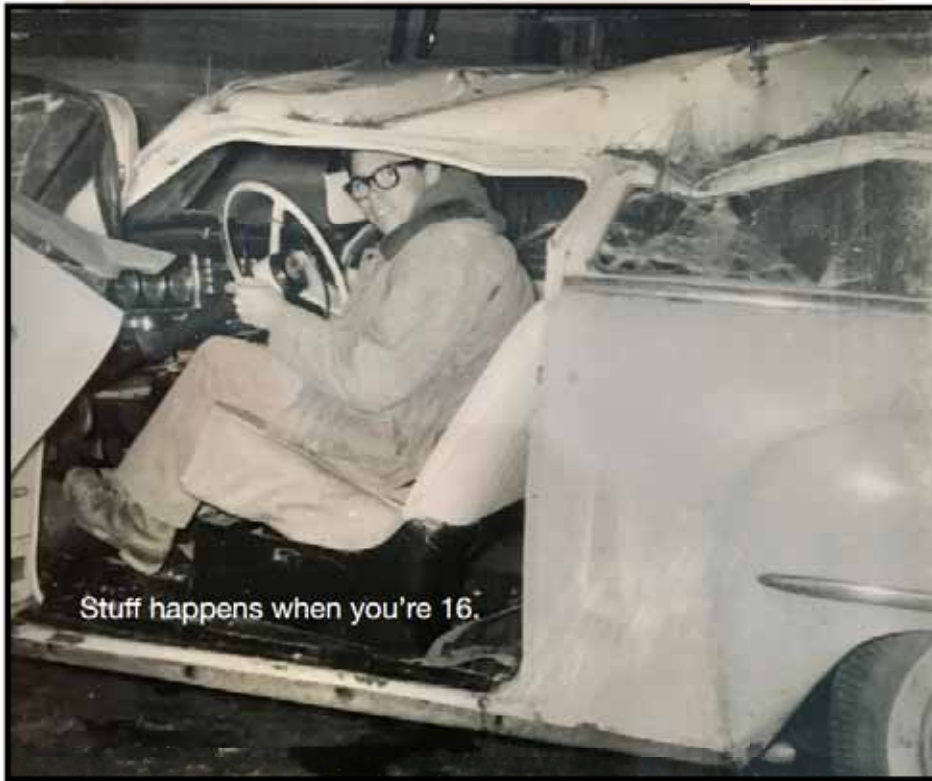
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