



# Three-Pedal Press



## Wisc Capital Model T Ford Club officers

Wisconsin Capital Model T Ford Club, a region of the Model T Ford Club of America, is a not-for-profit group, dedicated to the preservation and enjoyment of all Ford Model Ts. Three-Pedal Press is the official publication, and is printed quarterly. Dues are \$15 per year, and are due Oct 1.

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Mark Stuart

### National club info:

Membership in the Model T Ford Club of America is strongly encouraged. Annual dues are \$40; contact MTFCA, Box 126, Centerville, IN 47330-0126 715 855-5248

Cover photo: Somewhere behind those iridescent sunglasses is **Steve Meudt**, here at the 2014 Hill & Valley show, with his 1913 Model T touring. He also brought his 1913 Model T recreation of a UPS delivery truck, shown at the right. It looks like Steve did a first-class job on this one, and it received a lot of attention.

More Hill & Valley show photos begin on page 4. (photos by the editor)

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## From the editor...

### B.F. Goodrich



## It's a man's world— where women work and like it

**M**EN should buy the garden hose—but keep the women very much in mind. If you do it right you can sell them the idea of doing more outdoor work *and* liking it.

If your wife never uses the hose maybe you don't need Koroseal. It costs a little more—but only \$9.80 for 50 feet and makes up for it by being so easy to handle. It is *guaranteed to last ten years.*

"Garden Club", also made by B. F. Goodrich, also guaranteed 10 years, is lighter than most rubber hose, a wonderful value.

But Koroseal is a third lighter still (weighs only half as much as some hose). It's *clean*; the surface has a high polish, doesn't hold dirt. No need to drain it or lug it in either. Leave it out all year round

if you want to. Its brilliant colors (fire engine red and bright green) may fade a little, but neither sun nor air will weaken it.

*Look for the label.* Every length is plainly marked. Be sure you see the name to be sure you're getting the real thing. *The B. F. Goodrich Company, Industrial & General Products Division, Akron, Ohio.*

Koroseal—Trade Mark—Reg. U. S. Pat. Off.

**Koroseal**  
GARDEN HOSE  
BY  
**B.F. Goodrich**

2015 **dues are due**. Please send your \$15 check to Dan Atkins (address pg 2) **by Dec 2-** thanks!

This issue features photos from the 31st annual Hill and Valley Antique Auto and Americana Show. Thanks to **Don and Linda Chandler, John Riley** and other volunteers, for making it a great day!

The club wishes to give a *very big* thank-you to **Mike Gallagher**. Mike's generous, significant donations to the Hill & Valley show each year have kept us in the black.

We also need to thank **Mike Spahn**, for bringing his 1918 Case steam traction engine every year. The sight and sound of this behemoth running has made hundreds and hundreds of people smile.

*Celebrity birthdays:* Pola Negri, Dec 31 (1894), Poland. Her first Paramount picture, *Bella Donna* (1923), struck a rich vein of absurdity. Paramount built her up as a modified vamp, while their press agents concocted a phony feud between her and Gloria Swanson. While in Hollywood, she started several ladies' fashion trends, some of which are still fashion staples today, including red-painted toenails, fur boots, and turbans. But to the public she seemed an over-exotic foreign interloper, snootily retreating into books and music, and generally taking herself too seriously. The final straw was her melodramatic cross-country dash to Valentino's death bed, and her claim that he died with her name on his lips. She played Catherine the Great in *Forbidden Paradise* (1924), but her popularity continued to decline. Her last big success was *Hotel Imperial* (1927), then sound killed her Hollywood career.

The ad at left is from a 1952 *Saturday Evening Post*. We'll leave conclusions to the reader.

Happy Thanksgiving! We Americans have *so very much* to be thankful for. May the good Lord continue to bless this great land.

— K. Henry

## 2014 Hill and Valley show

photos by the editor and **Mark Stuart**



*Top:* Here are just a few of the Model Ts that came for the big show.

*Center photo:* **Warren Knaub** arrives early in his faithful 1919 Model T.

*Below:* **Steve Roudebush** was our resident blacksmith for the day.

*(more photos next page)*



Top photo: **“Doc” Bryan** brought his red 1926 Model T Fordor.

Lower: **Kyle Hanek** has been driving and enjoying his Model A this year.



## more Hill and Valley photos

Top: Here's **Oral Smith** with his 1938 Ford Deluxe V8.

Lower: **Larry and Dolores Lichte** and granddaughter Anna brought 3 cars: their 1949 Nash six, 1952 Allstate, and 1961 Imperial. Larry and Dolores spent most of the day demonstrating how sauerkraut is made by hand. *(more photos next page)*



*Top:* Compared to the Model A next to them, **Randy and Pat Davis'** 1929 Nash Special six is lower and much longer. It's a bigger, more powerful car, but for its \$1245 price one could've had two 1929 Model A's.

*Lower:* Our show always attracts some very cool cars, including: Jim Nordman's 1941 Lincoln-Zephyr V-12 (one of only 725 produced), a 1939 Chevy, Stan Ruesch's 1949 Packard, and Bill Schwantes' 1938 Buick Special. \*



## Henry Ford- the "Fighting Isolationist" of pre-WWII, part 2

by Prof David Lewis, from Jul 1976 *Antique Automobile*

In 1940, however, the press gave Ford the benefit of any doubt. Indeed, many newspapers, as they noted the air strength of the Axis, looked to Ford as a "national savior." "Henry Can Save Us," "Ford Can Make 'Em," "Why Not Take Henry at His Word?," and "Planes While You Wait" sang out the headlines, and the copy which followed assured readers that "Henry isn't talking through his hat" and recommended that the government "ought to give Henry Ford his own way." "The American people," stated the *Port Huron (Mich) Times-Herald* in an editorial typical of many, "want this offer taken up now— immediately—at once. All government officialdom should be thrown into the discard. This is a time when people who don't know anything about mass production should keep their hands off and their fingers out."

The Ford announcement produced a swift response from the American government. At the request of Secretary of the Treasury Henry Morgenthau, Edsel Ford met with government officials in Washington on May 29 to discuss plane production. The group also discussed the possibility that Ford might build aircraft engines. The following week Henry Ford expressed interest in examining a pursuit plane of the kind the country would need in an emergency. Delighted with the industrialist's show of interest, the government sent a plane to Dearborn—and another wave of news stories and editorials about Ford's grandiose production plans swept the country. The plane arrived on June 10 and was immediately examined by Henry, Edsel, and manufacturing executive Charles Sorensen. After the inspection, the elder Ford told newsmen that "the Rouge can turn out at least one thousand such air fighters a day."

Newspapers throughout the country again publicized the manufacturer's words, hundreds of them running photographs of the "genius of mass production" examining the craft. Some papers,

however, expressed concern over a possible shortage of pilots to man Ford's planes. Noting that only 7000 pilots were to be trained annually by the Army Air Corps, the *Binghamton (New York) Sun* typically snorted, "That's fine. It will take Henry Ford just seven days to furnish planes for all of them." The press also noted that Ford had repeatedly emphasized that his planes "are to be for defense only: that's the bargain all the way through." The *Windsor (Ontario) Daily Star* carried over the words "defense only," then in a burst of wishful thinking concluded that Ford meant that "Ford planes with Allied pilots over the German areas would be for 'defense only' of the United States."

At Knudsen's request, the younger Ford went to Washington on June 11 to confer about plane production. Shelving the idea of producing a complete plane, Knudsen proposed instead that Ford build 9000 Rolls-Royce aircraft engines, 6000 for the British government, 3000 for the American government. Sorensen, who was summoned from a Florida vacation to examine the Rolls-Royce engine, and Edsel viewed the assignment with enthusiasm. They discussed the proposal with the elder Ford, pointing out that most of the order was for the British government. The magnate, notwithstanding his pronouncements against producing war materials for other nations, agreed to go ahead with the project.

On June 19 Lord Beaverbrook, Britain's minister for aircraft production, proclaimed that the Ford Company had agreed to produce 6,000 airplane engines for his country. Henry Ford, when informed of Beaverbrook's announcement, huffed: "We are not doing business with the British Government," adding that any engines he made would have to be on order from the American government. Knudsen, when questioned, said that it had been made clear to the Ford Company that 6,000 of the engines were for the Allies, and that Edsel Ford had agreed to such an arrangement. Edsel himself was stunned by his father's reversal. "We wouldn't have made these commitments," he remonstrated during a lengthy and heated discussion with his father, "if you hadn't expressed yourself in favor."

*Photo:* Ford-designed "swamp buggies" mill around the River Rouge's slip. During the first demonstration to Army officers, the amphibian sank. Company engineers were embarrassed, but Henry Ford only laughed. Ford eventually built 13,000 of the highly successful craft.

(continued next page)



On June 24 the elder Ford summoned Knudsen, Sorensen and Edsel. The magnate was cordial toward Knudsen, but warned him that he was "mixed up with some bad people in Washington" and was heading for trouble. He then told the government official that he wouldn't make any engines for Britain. Knudsen replied that he had Ford's word that he would make them. "I told the President of your decision, and he was very happy about it." The mention of Roosevelt was unfortunate, inasmuch as Ford had an almost "psychopathic" dislike for the chief executive. "We won't build the engine at all," Ford snapped. "Withdraw the whole order. Take it to someone else." Knudsen left Ford "purple with rage," and later informed the press that "co-operation in the production of this important military equipment will be sought elsewhere."

Press comment on Ford's decision not to build engines for Britain reflected several points of view. Many newspapers reasoned that the magnate's pacifistic attitude was "unfortunate" and that he should recognize that "the first line of defense is across the sea." "What Mr. Ford does not appear

to grasp," stated the *Brunswick (Georgia) News*, in an editorial typical of those critical of the industrialist, "is that U.S. help for England is the best possible way of defending this country against invasion by a foreign power." An even greater number of newspapers commented on both sides of the question. After congratulating Ford on being "more scrupulous in his neutrality than are most of the rest of us, including the government." these publications went on to question whether Ford "would not in time regret that he did not help a gallant country maintain a barrier to a threat to our security." But perhaps the majority of the press approved of the auto magnate's decision. "A lot of Americans . . . sympathize with Great Britain," declared the *Detroit News*, ". . . but they want—above everything else—to keep the United States out [of war]." "Mr Ford, "echoed the *Lansing (Michigan) State Journal*, "has always been pretty much for America, first, last and always. . . . And in that statement of creed he has a lot of company." ❁

*(read the conclusion in the next issue)*

## Progress?

*by Jim Richardson, from Dec 2002 SIA, courtesy HMN*

Is the 1999 Ford Taurus a better car than the 1929 Model A? Almost everybody would say 'yes'. They would point out that a lot of technological breakthroughs have occurred since the Model A was produced, and that is undeniable. They would also claim that as a result of progress the Taurus is faster, more comfortable, handles better and is safer and more dependable than its predecessor, and they would be absolutely right on all counts.

If you also asked people which of these two cars they would rather take on a cross-country vacation, the vast majority would choose the Taurus. But of course, they would be assuming they could take the Interstate. And they would figure on having sufficient funds to eat at Denny's, stay at the Holiday Inn, and have the Taurus fixed at the local Ford dealership if problems developed.

But how would that Taurus stack up if we had to do our driving in the world the Ford Model A was designed for? What if our journey were restricted largely to dirt roads, with very few services along the way? What if there were a good chance that if anything went wrong with the vehicle we would have to diagnose and repair the problem ourselves?

What if we were also restricted to inconsistent, low-octane fuel, and oil that didn't have any viscosity enhancers? We would also have to travel on a very strict budget because average earnings back when the Model A was built were a fraction of today's wages. Most people lived below what we call the poverty line today, even before the stock market crashed in 1929.

*(continued next page)*

## Taurus vs Model A, continued

I'd bet that in the Model A Ford's environment the Taurus would high-center itself or drown out fording a stream in the first five miles out of town because its ground clearance would not be sufficient for the rutted roads and ravines. Also, that modern Taurus' 70-mile-an-hour cruising capability would be useless because 25-35 miles an hour is about as fast as most of us would be able to tolerate in such terrain, and even at those speeds we would be bounced around like jack-in-the-box puppets.

It wouldn't be long before we bruised a tire on a sharp rock either, since our Taurus's tires are broad and flat and intended for smooth pavement only. In fact, we would probably have more than one flat in the first few miles, and the second flat would stop us in our tracks, because we wouldn't be able to take the tire off its rim using tire irons, and patch the tube the way you could in 1929. Even a gorilla wouldn't be able to break loose those new steel-belted radials without equipment.

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*It's been 70 years  
since they built the A,  
and they are still common...*

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And at our first fuel stop we might find that all that was available was kerosene and unleaded, poor quality gasoline. Our Taurus wouldn't run at all on kerosene, and would soon start detonating and pinging on poor quality gas. But the Model A, with its 4.5:1 compression, could be dialed in to run on marginal fuel. The engineers of the twenties knew full well that higher compression could liberate more power, but they didn't have the necessary fuels until after World War II.

Engines of the Model A era put out buckets of low-rpm torque, but not a lot of horsepower. Horsepower is great for going fast, but where were you going to go in such a hurry in 1929? The Pasadena Freeway in Los Angeles was built in 1940, and the speed limit on it was 45 miles an hour. Most roads of the twenties and thirties weren't engineered for such speeds though. And

with an abundance of torque, you could climb steep, poorly ramped hills, and cruise around in high gear without having to shift.

Another thing you hear car buffs complain about is the poured babbitt bearings used in rods and mains in many antique engines. But at low rpm, such bearings held up well, and they had imbedability. What's imbedability? Well, the term refers to the capacity of thick, poured babbitt to absorb grit and contamination from dirty oil so it won't damage the crankshaft. Thin-shell insert bearings, convenient as they are to replace, have very little imbedability, so any grit and dirt in the oil grinds into the crankshaft and ruins it in a hurry.

People often poke fun at the cast-iron pistons some cars used in the old days, too. They weighed a lot, so they would tear an engine apart at high rpm, but who needed high rpm? And cast-iron pistons wore like—you guessed it—iron. They could also be fitted to tighter tolerances because they expanded less when heated.

The old cooling systems were not as efficient, but then they weren't as complicated either. They simply ran water in them, and nothing cools like water. Many old cars with cast-iron engines will actually overheat if you put coolant in them because all coolant does is raise the boiling point of water. Besides, coolant is toxic and expensive. You could keep a Model A cool for free by filling its system with a bucket or two of water from a nearby stream.

So have we really made progress? The answer is yes, but not as much as we think we have. Is the '99 Taurus a better car than the Ford Model A? Sure. But the early automotive engineers were no less intelligent than the modern ones. They just had more limitations to deal with. Many of their solutions to problems were brilliant.

Which car would I choose for a cross-country trip? The Ford Model A, without a doubt. I would take the A because the trip would be fun in such a vehicle. I know it would take twice as long, and there would be no electronic entertainment to distract me, so I would just have to content myself with watching the scenery roll slowly by. But Model A's have proven themselves. It's been 70 years since they built the A, and they are still common. That has to tell you something. ❁

## Upcoming events

Nov 30: Capital Model T Club Christmas party: Hilltop Inn, Cross Plains, WI. Contact Larry Lichte: 257-4806.

**No monthly meeting** in December.

Jan 27: Capital Model T Club monthly meeting, 7pm, American Legion Hall, Cross Plains, WI.

## Classifieds

For sale: **1927 Model T** Roadster Pickup, beautiful condition. Age forces sale. Not inexpensive but a fine investment.  
Marlin Haase: 715 258-3750.

For sale: **1926 Model T**, good body and interior, original glass, no rust, good wood wheels; runs and drives good.  
Asking \$9500 obo. Scott 608 354-3710.

*Ed. note:* In order to keep our Classifieds fresh, your ad will be deleted after 6 months, unless you request that it run again. And, just for fun, see the ads below, from Mar 1958 *Motor Trend*.

'34 PACKARD V-12 conv. victoria, with custom body by Keller-Eichelbaum, Berlin. One-of-a-kind classic, imported & restored in 1955. See Nov. '56 MOTOR TREND, page 42. \$1600. H. W. Kranz, 498 Edinborough Dr., Bay Village, Ohio.

CORD 812 Westchester trunk sed. 500 mi. on rebuilt engine & transmission; U-joints good. In storage 2 yrs. Needs paint, glass. \$750 or best offer. Brad Rockett, 257 Marked Tree Rd., Needham 92, Mass. Phone Hillcrest 4-4661.

'49 MG-TC classic rt-hand drive sports. Engine perf. Body orig. & complete, needs minor work & paint. Interior orig. & complete; in fair cond. Chrome access. Firm \$950 Canadian funds. J. Konrad, Nault P.O., Manitoba, Canada.

'48 LINCOLN CONTINENTAL hdtip. Chrome & finish perf. R & h. o.d., like-new Firestone ww's. 41,000 orig. mi. \$2000 or best offer. P. R. Rasmussen, 2626 Kenilworth Ave., Wilmette, Ill.

'48 TUCKER—Preston Tucker's personal car; Serial No. 29. 18,714 actual mi., paint good, uph. exc.,



engine completely rebuilt. Puncture-proof ww's, r & h. Best offer over \$3000. A. J. Gayson, 11157 S. Main St., Los Angeles.

MOTOR (N.Y.) Annual Show numbers 1922 thru '43, \$5 & up. Orig. magazine ads & color prints of all the great classics, also non-classics. Complete 10-page listing 25¢. Sheldon J. Lewis, 61-33 213th St., Bayside, L.I., N.Y.

WORLD'S GREATEST MOTOR CARS—11" x 14", doubleweight, glossy photographs of the greatest motor cars the world has ever known. 12 for \$15, postpaid & insured. Set of Duesenberg specification sheets included free. Limited offer. A. Ward Shanen, 2444 S. Orkney St., Philadelphia 48, Pa.

CATALOGS, MANUALS, books, magazines, photos, ads, etc. on antique, vintage, veteran & classic cars. Complete listings \$1—referred with 1st order. A. Ward Shanen, 2444 S. Orkney St., Philadelphia 48, Pa.

ANTIQUÉ, VINTAGE & VETERAN CARS Parts Directory. Lists names & addresses of sources of supply for parts & supplies for most orphan cars. \$5, postpaid & insured, including set of Duesenberg specification sheets—11" x 14". A. Ward Shanen, 2444 S. Orkney St., Philadelphia 48, Pa.

2 TIRES—5.50-5.75 x 17, Firestone & U.S., including tubes & 1 wire wheel. Exc. mint cond. \$50, shipped with all express charges prepaid. A. Ward Shanen, 2444 S. Orkney St., Philadelphia 48, Pa.

CADILLAC PARTS—2 rear springs, 2 front coil

LORRAINE SPOTLIGHTS—the world's best spotlight. In orig. cartons. \$55 ea., shipped postpaid & insured. A. Ward Shanen, 2444 S. Orkney St., Philadelphia 48, Pa.

2 BRAND-NEW TIRE MIRRORS. Fits all classic cars. \$35 pr., shipped postpaid & insured. A. Ward Shanen, 2444 S. Orkney St., Philadelphia 48, Pa.

SCALE MODEL CARS—some 1956-58s available. Ideal for planning customs or collecting. Chrysler, GM products—bargains. Also other domestics & foreigners. Write for list. George V. Flagg, 1470 Keyes Ave., Schenectady, N.Y.

'49 INVICTA rare Black Prince drophead cpe. Mechanically perf., except Reverse gear. Body, interior exc. Only one in U.S. \$1800. James L. Killion, P.O. Box 1060, San Jose, Calif.

'39 HORCH-AUTO UNION. V8 engine, 4-speed transmission plus o.d. Good mech. cond.; needs top. 2 spare tires, \$2000 or best reasonable offer. Kenneth E. Lutz, Jr., 209 N.W. Avenue C., Belle Glade, Fla.

'48 LINCOLN CONTINENTAL cabriolet. This is truly a museum piece—therefore, would appreciate it if only those interested in such a collector's item would reply. Glenn H. White, P.O. Box 466, Canton, Ohio.

'29 CHRYSLER 75 rdstr. 6 wire wheels with sidemounts; new paint. Mostly rebuilt; still needs small amount of work. Best offer over \$450. Glen E. Shotola, 1681 S. Muskego Ave., Milwaukee 4, Wis.

'31 MODEL A landau with rumberseat. Orig. cond. thruout, including 19-in. wheels, bumpers, lights, etc. Very fine running cond. \$250. Eamon F. Rutledge, R. R. No. 2 Box 409, Berrien Springs, Mich. Phone Greenleaf 3-3028.

FORD T PARTS—widest range, lowest costs. Most mechanical parts, many body parts available. Free listing on request. Also Ford "A" mechanical parts listing free. E. R. Hemmings, Quincy, Ill.

AUTOMOBILE LITERATURE—1946 thru '58. American, foreign, sports, dream, experimental & limited production cars. Over 750 pieces. \$100 takes all or will sell separately. Larry O. Smith, R. R. No. 1A, Clyde, Ohio.

ATTENTION, MODEL T LOVERS—10 Model Ts to sell immediately, including coupes, sedans, touring & convertibles. Prices \$200 & up. State car you desire. Pix 25¢. Philip Barcus, 609 Illinois St., Plainfield, Ill.

'36 PACKARD 120 victoria, with rare alum. body by Hibbard. Removable forward plexiglass top.



Engine, transmission, rear end o/hauled; exc. cond. Daniel S. Zittman, 1636 N. Rockwell St., Chicago 47.

'30 DODGE Straight 8 cpe. in good cond. Best offer takes it. Kendell Ferrell, Wallace, Neb. McCULLOCH SUPERCHARGER bought new from manufacturer last April \$100. Kit for Studebaker \$50. 2 Bendix electric fuel pumps \$25. E. C. Bardwell, 5670 Clemson St., Los Angeles 16.

'48 LINCOLN CONTINENTAL V-12 hdtip. in exc. orig. cond. New paint & ww's. \$1000 or best offer. D. S. Coleman, 111 Martha St., Holly, Mich. Phone MELrose 7-7861.

'36 CORD 810 sed. New paint, tires, & uph.; rebuilt engine & transmission. Real nice. \$1100 or best offer. Paul Esaian, 23 Saddle Rock Rd., Valley Stream, N.Y.

'39 CADILLAC 60 Special with sunroof, sidemounts. '48 engine with 21,000 mi., new clutch & rear end, new ww's. \$1200 spent past 2 yrs. \$350 or best offer. Dr. James McEachen, Rt. 2, Box 124, Escondido, Calif. Phone SHERwood 5-7532.

'27 HUPMOBILE 4-dr. sed. Orig. maroon paint; good cond. Orig. owner; 34,500 actual mi. \$850 cash; no trades. Mrs. S. H. Cromwell, 805 Mississippi Ave., Signal Mtn., Tenn.

'26 LINCOLN sport cpe., with Judkins alum. body. New rings, valve job, rewired; 6 exc. tires—drive it anywhere. John Caperton, 1113 Alta Vista Rd., Louisville 5, Ky.

'53 JAGUAR Mark VII 4-dr. Competition dampers. Stellite exhaust valves, nickel steel intake, special pins & dome pistons, special bronze-copper-nickel alloy bearings, competition clutch. Engine balance \$500 all moving parts. \$3000. Werner Valerius, 1267 Race St., Denver 6, Colo.

'41 LINCOLN CONTINENTAL hdtip., with recently-rebuilt '48 Mercury engine. Black, with complete Naugahyde interior, new 6-ply tires. Near-perf. thruout. Sacrifice for \$1000. Claude Jackson, 533 N. Elizabeth, Monterey Park, Calif. Phone ATLantic 4-7285.

'40 LINCOLN CONTINENTAL V-12 conv., with radio, Columbia o.d. \$800. Also '41 Lincoln Continental hdtip., needs engine. \$750. Ken Hill, West Sand Lake, N.Y.

'37 PACKARD 120 conv. sed. with sidemounts. '39 Ford conv. sed. Both orig. & restorable. \$250 each. Ken Hill, West Sand Lake, N.Y.

'49 LINCOLN modified spt. sed. 1 owner—never raced or in accident. Manual shift with o.d., r & h, power windows, beefed-up valves, dual carburetors, 8.5:1 Edmunds heads, Mallory ignition. Finish & uph. like new; no rust. Best offer over \$500. Aubrey H. Widson, 460 N. Highland Ave., Los Angeles 36. Phone WEBster 1-0560.

'48 LINCOLN CONTINENTAL cpe. V-12 engine, body, interior, chrome & tires in exc. cond. \$1500; will consider any offer. Paul W. Ankeny, 713 Saulter Lane, Birmingham 9, Ala.

# Three-Pedal Press

**In this issue:**

Henry Ford- the Fighting Isolationist, part 2  
Hill & Valley show photos  
Ford Taurus vs Model A



Washington, DC, 1919: Who says the lunch wagon is a new idea? *(from National Photo Co)*