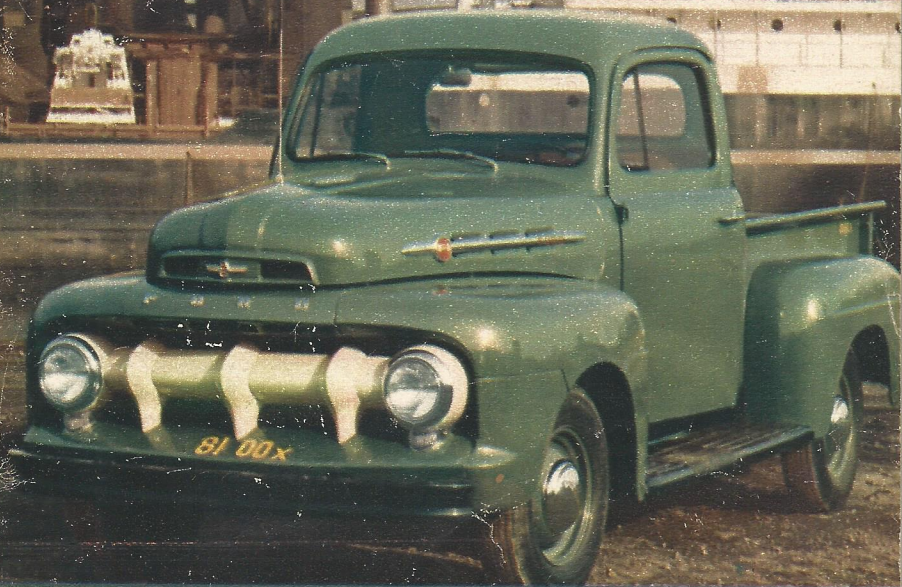


FORD TRUCK TIMES

winter-spring 1952



Five Big Engines for 1952 page 1

Fords Make Good Firefighters. page 14

The new Ford F-1 pickup for 1952 is shown at the edge of the slip canal in the Ford Rouge plant where the Tom M. Girdler, one of the fastest of the Great Lakes freighters, is anchored during unloading. Photograph by Cass Pieronek.

FORD TRUCK TIMES

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Contents

Husky New Power for '52.....	1
BURGESS H. SCOTT	
The New Ford Courier.....	5
Stories of the Road.....	6
The Tough Truck for Stumps.....	9
JAMES H. EAST	
Service Case History #7.....	13
MARJORIE and GRANT HEILMAN	
Hottest Trucks in Philadelphia.....	14
JEROME PALMS	
Problems of the Road.....	18
TV Leaps Cross-Country.....	20
E. P. WINCHELL	
Rolling the Roads.....	22
DOD STODDARD	
Fords Fight the Frost.....	25
EILEEN PECK	
Letters.....	27

One-Picture Stories—19,26,28. Cartoon—7.

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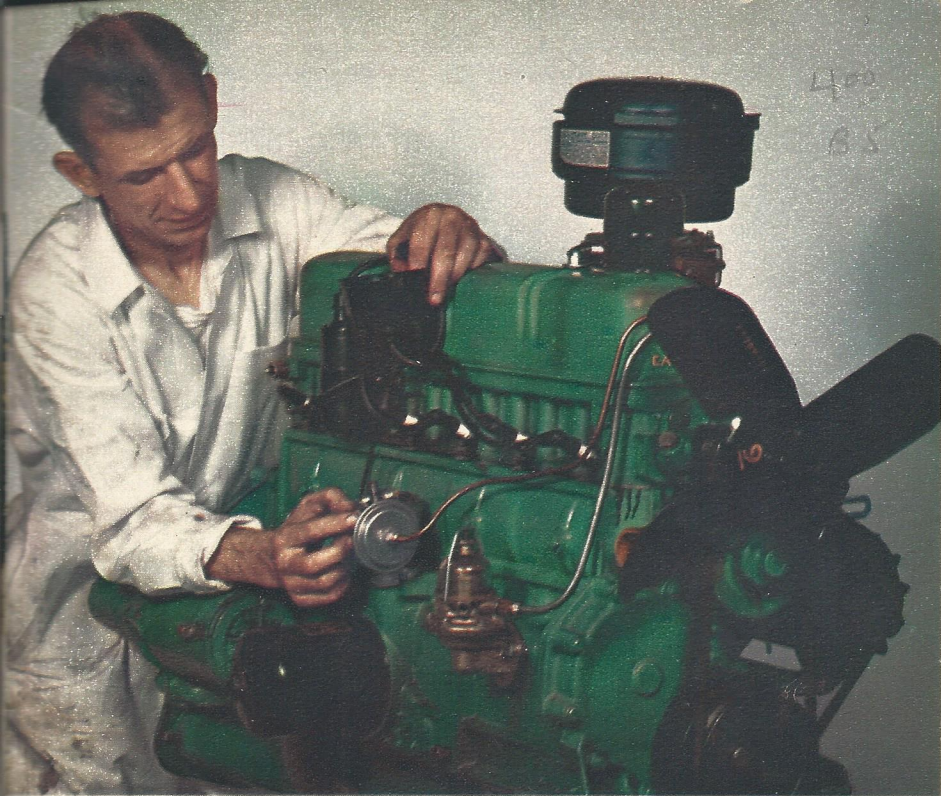
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This is the new Cost Clipper Six.

Husky New Power for '52

by Burgess H. Scott

photographs by Cass Pieronek

THE Ford truck line for 1952 has been given a great new range of power and performance with the addition of three new high-compression, low-friction engines.

The new engines take a place alongside the world-famous 239 cubic inch V-8 power plant, increased this year to 106

F-8 Cargo King overhead valve V-8 develops 155 horsepower→

horsepower, and the rugged, 112-hp Big Six. A keynote of their long development has been the building in of extra power, performance, and economy for which the before-mentioned V-8 and Big Six have been noted.

The new engines are the 101-hp "Cost Clipper Six," and two V-8 "Cargo Kings," one of 145 hp and the other of 155 hp. The three have been described as the most modern in the industry after gruelling tests in the Ford engineering laboratories and in more than 1,500,000 miles of driving over every type of road. In dynamometer tests the new engines have shown fuel savings of up to 14 per cent.

The Cost Clipper Six is manufactured at Ford's big new engine plant at Cleveland, Ohio, and the Cargo King V-8's at the Rouge plant in Dearborn. Ford remains the only manufacturer offering trucks with a choice of six-cylinder and V-8 engines.

Addition of the new engines brings to five the number of power plants offered by Ford. All five include features such as autothermic expansion control pistons, full pressure lubrication, free-turn valves, and the Ford Power Pilot carburetion-ignition system, providing the most power with the least fuel consumption.

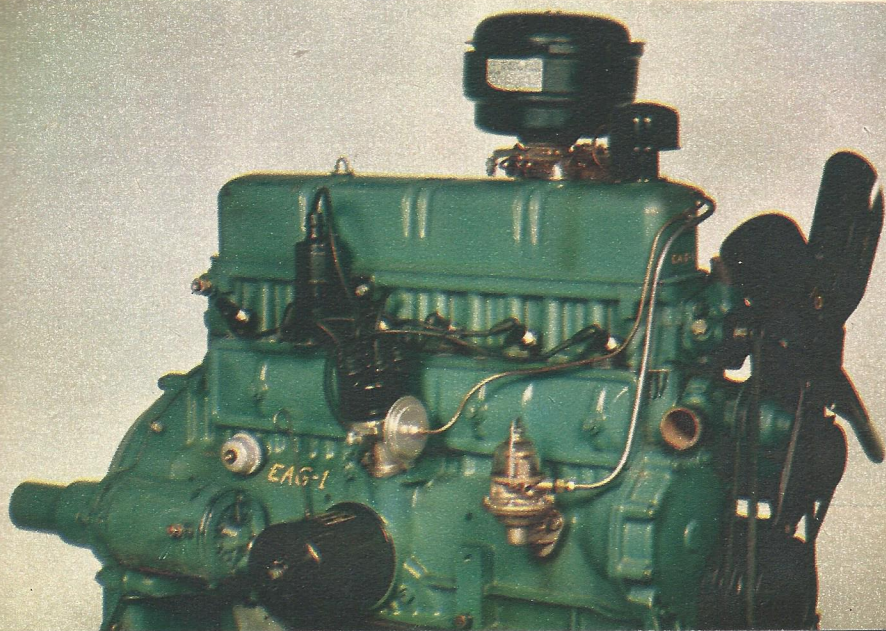
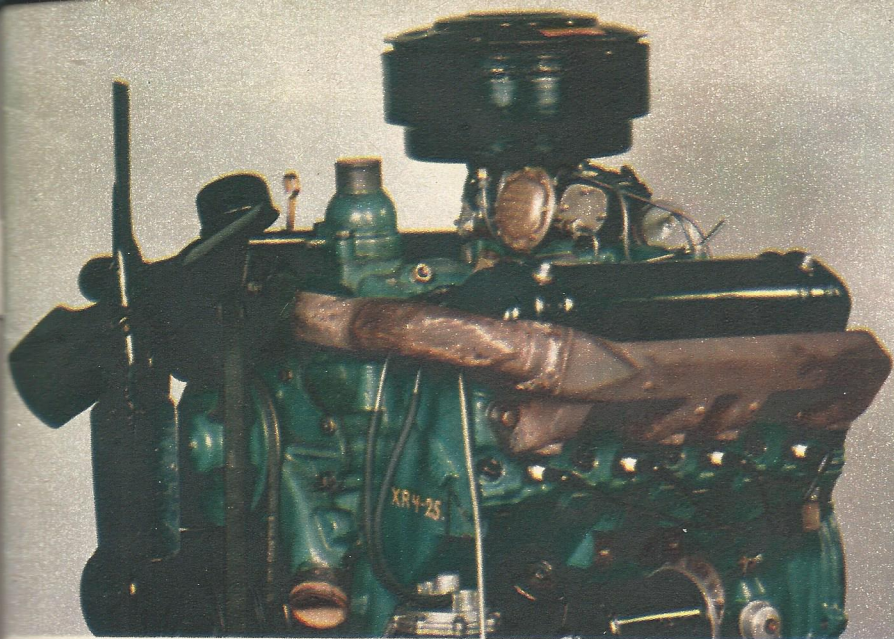
The new low-friction engines are new from fan to flywheel, and boast an industry "first" in precision-molded, improved cast alloy crankshafts, camshafts, and exhaust valves. They also have integral valve guides, full-flow oil filters, silent timing chain drive, and all-steel cylinder head gaskets.

The Cost Clipper Six engine powers Series F-1, F-2, F-3 and F-4 Ford trucks, the F-3 parcel delivery unit, the F-5 conventional truck, and the F-5 and F-6 Ford school buses.

The 106-horsepower V-8 remains as the power unit for Series F-1 through F-6 trucks, for the F-5 and F-6 cab-over-engine trucks, and for the school buses. The Big Six powers the F-6 conventional truck and the F-6 cab-over-engine unit.

Cargo King V-8's are the exclusive power plants for Ford's extra heavy duty trucks, with the 145-horsepower unit engineered for F-7 jobs with G.V.W. to 19,000 pounds or gross combination weight to 38,000 pounds and the 155-horsepower engines designed for the F-8 with G.V.W. to 22,000 pounds or G.C.W. of 41,000 pounds.

Newest in the line is the Cost Clipper Six, 101 horsepower→



The compression ratio for all three of the new engines is 7-to-1, compared with 6.8-to-1 for the old Six and 6.4-to-1 for the 337 cubic inch V-8 engine which formerly powered the F-7 and F-8 trucks. The compression ratio for the 106-horsepower V-8 and the 112-horsepower Big Six is 6.8-to-1.

All five Ford truck engines have autothermic aluminum pistons which are light in weight, yet have sufficient strength to withstand high pressure.

In their design research, Ford engineers found that the best efficiency of an engine is obtained when the bore and stroke are nearly equal. Previous industry practice has been to make the stroke greater than the bore.

Ford engineers used the shorter stroke in the new engines in order to take advantage of lower piston speeds, the resulting reduction in internal friction producing a marked increase in useful power.

Ford's exclusive precision-molded cast alloy crankshafts are designed to add 25 to 30 per cent longer life and appreciably more rigidity. They are lighter than forged crankshafts having the same degree of counterweighting and equal stiffness, and provide superior wearing surfaces for journal areas.

In the Cost Clipper Six, the crankshaft is supported by four main bearings fitted with micro-lead babbit finish to give a long-wearing surface with minimum frictional losses. Bearings are machined to permit a selective fit which cuts normal tolerances in half.

The big Cargo King V-8's have five main bearings, compared with three in the old heavy duty engines, to give them more rigidity and stability. Bearings have copper-lead surfaces to withstand the toughest truck operations.

Another Ford exclusive is the use of precision-molded alloy exhaust valves because they are less susceptible than forged valves to warping and bending under high temperatures encountered in engine operation.

Ford, alone among truck makers, uses integral valve guides in the three new engines. Cast as part of the new cylinder heads, they are superior to valve guide inserts since they cannot become loose and because they provide better heat transfer than the pressed-in type.

A major change in the new engines is the use of a timing chain to drive the camshaft for silent, accurate valve timing. The chain drive permits the maximum spark advance for the best economy and performance.

The free-turn or semi-rotating valve mechanism has been retained for intake and exhaust valves to give better operation and to prevent valve sticking.

The new engines also feature all-steel cylinder head gaskets which maintain a gas-tight seal without frequent tightening of cylinder head bolts.

In the Cost Clipper Six, the cylinder block and crankcase are cast in one piece and extend below the center of the crankshaft, thus adding greatly to engine rigidity and decreasing the oil pan depth. This construction facilitates oil pan removal and permits a better seal at the rear main bearing.

The Cost Clipper was designed with an eye to serviceability. The oil filler opening is at the top of the engine, close to the front, and the oil filter is attached directly to the block on the distributor side.

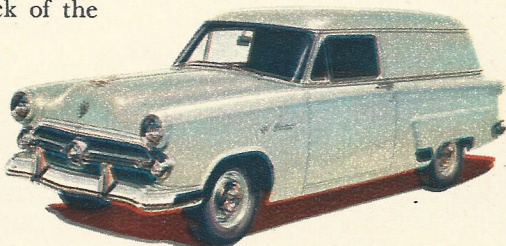
the new Ford Courier

THE COURIER is a new half-ton sedan-delivery unit providing 102 cubic feet of load space and offering six power combinations with the choice of the Mileage Maker Six or the Strato-Star V-8 engines and the conventional, overdrive, or Fordomatic transmission for either.

The Courier is of all-steel construction and is similar to a two-door passenger sedan from the front bumper to the back of the

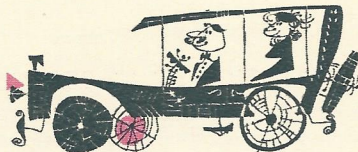
front door. A compensating spring assists in opening the wide rear door which swings out to a 90-degree angle. A check device prevents the door from swinging shut during loading and unloading. The handle is of the push button type and the lock operates with the ignition key.

Wheelbase is 115 inches, chassis is of the K-frame type, and brake and clutch pedals are of the pendular type, giving the driver greater foot room.



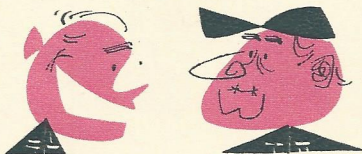
Stories of the Road

decorations by Don Silverstein



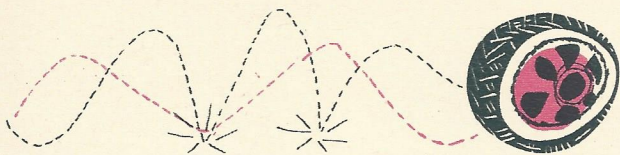
GRANDPA, who lived in a small town in central South Dakota, had purchased a new Model T touring car and, on a lovely evening in early spring, decided to take Grandma for a ride in the country. Before traveling very far, however, he drove into a mud hole and got stuck. Beside the road Grandpa found a discarded fence post and a large rock. So placing the rock under the rear axle and using the post as a pry, he lifted the rear wheels right out of the mud. Then, after he had seated Grandma on the end of the post, he got back into the car and started it going. The wheels spun, Grandma got all muddy, and eventually the car had to be pulled out, but Grandpa couldn't understand what the trouble was until they told him that the rear wheels move the car.

MRS. BERT HANSEN, Faulkton, South Dakota



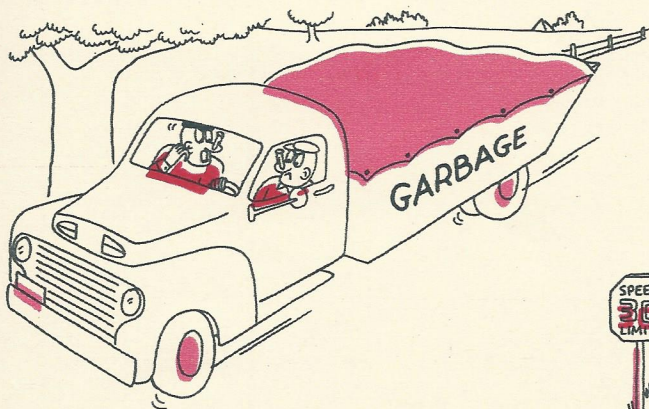
TWO truck operators of my acquaintance met in a small town off the shore of Lake Superior, last summer. While conversing and admiring the vastness of the lake, one of them, Sam, remarked that the water in the center would never freeze over. His friend was surprised by this piece of information, but made no further comment. It was not until the following winter that the two men met again, but this time it was on less pleasant terms. "Do you remember, Sam," asked his friend, "when you told me, last summer, that the water in the center of Lake Superior would never freeze? Well, I took you at your word, rowed out, filled two drums with water and emptied them into my trucks. This winter, every one of those trucks froze up and cracked."

ALBERT ERVING HELLAND, Chicago, Illinois

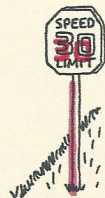


DURING World War II, I drove a Ford for my husband from Baltimore to the coal mines at Tremont, Pennsylvania, making a daily round-trip of 282 miles. About fourteen miles of the trip was new road which had eliminated several snake curves from the old road. There was a steep hill near Indian Town Gap where the old road snaked back and forth, intersecting the new road at several points. One day, while descending this hill, a spare tire which I had on top of the load slid off the truck at one of these crossings. Since the traffic was heavy, I waited for the next intersection before pulling over. Believe it or not, the tire had traveled down the old road and was there waiting for me at the crossing, about an eighth of a mile farther down. I'm still wondering if all Ford truck tires are trained in this efficient manner.

MRS. JAMES CHRISTY, Owings Mills, Maryland



-ALI-



*"30 mile an hour speed limit, and us with
a 35 mile an hour tailwind!"*



← In extracting a stump a special bulldozer blade straddles tap root to utilize "dozer's" full lifting and pushing power.

The Tough Truck for Stumps

by James H. East

photographs by Paul D. Burress

IN the cutover pine lands near Taft and Kissimmee, Florida, you can see a stump-pulling operation reduced to its simplest terms by means of tough-duty Ford trucks equipped with fifty-foot cable rigging and log tongs handled by a short boom over the truck cab.

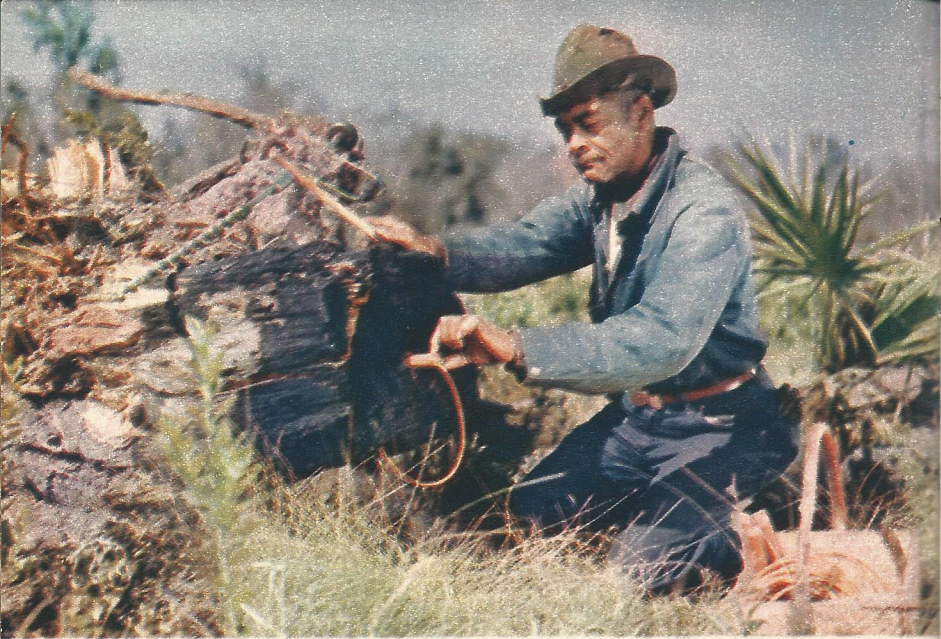
Stump pulling is ancient business. In the pioneer days, you did it with an axe and a crowbar. Later came the mule, and the old cane mill sweep. Today, M. M. Manning's Taft, Florida, operation makes stump-pulling and hauling look simple. But you have to have know-how, and trucks that can take it. The deal goes something like this:

First, the pushdozers move onto the stumping ground. If the dozers stall down on a stump with irresistible roots, there comes a man with dynamite for the persuader. Sometimes the dozer or the dynamite unearths a nice, social group of rattlesnakes, which brightens the day.

After the dozers have done their work, the choppers, or axe crews, clean off the stumps and trim them ready for loading. And the loading is something to watch for a skilled operation.

The truck driver not only handles his truck over ground pitted with stump holes. He handles the hoist, too. He swings out his dogs, tongs onto a stump, snaps it in,

← Ford F-6 trucks, hauling a payload of five tons of fat-pine stumps, grind eighteen miles through mudholes and soft sand.



← *Dynamiter shoves charges into fourteen-inch borings and then lights 30-second fuses, leaving a trail of noise and splinters.*

swings it up and drops it into the truck.

Some of the cabs look pretty beat-up from the swinging boom.

"Take it!" means haul away with the hoist. "Hey?" means to drop the stump after it is lined up over the load. It is hazardous and very rugged team work, but there are few accidents, due to well-trained crews. The average truck run is over eight hundred miles a week.

M. M. Manning's Taft organization is general contractor to the Hercules Powder Company. Sub-contractors are James Jacobs, Peyton Rozier, and Cager Crews, all of Taft. Each sub-contractor employs three dynamiters, three choppers, three drivers and three Ford trucks.

The Hercules Powder Company operates seven centers in Florida for harvesting old longleaf pine stumps. The stumps are transported by truck to the nearest railroad, loaded into gondolas and shipped to Brunswick, Georgia, to the Hercules plant for processing. The wood from the stumps, after treatment, takes on new life as wood naval stores: pine oil, rosin and turpentine.

Pine oil, rosin and turpentine are three basic chemicals used in making paint, ink, paper, textiles,

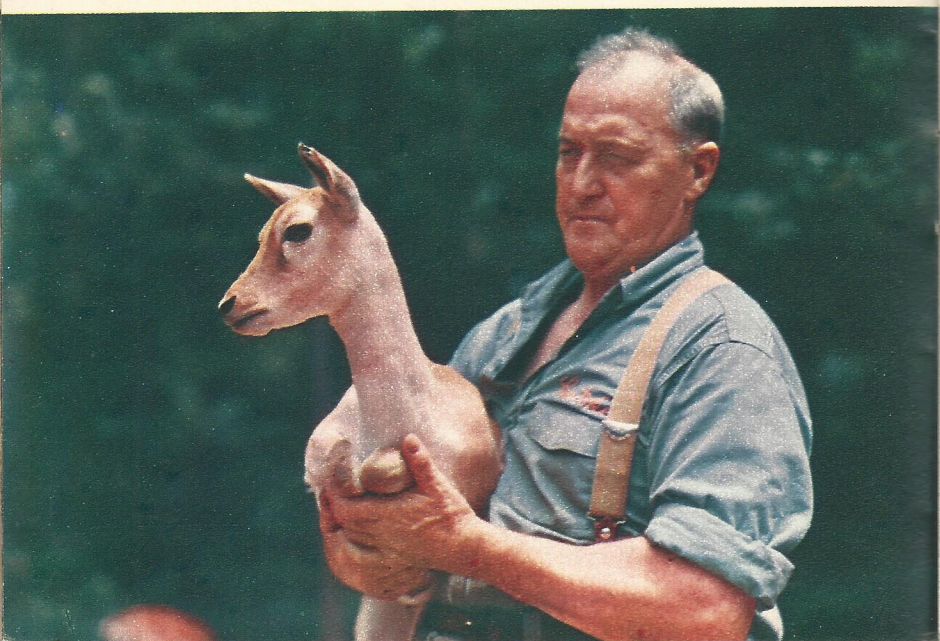
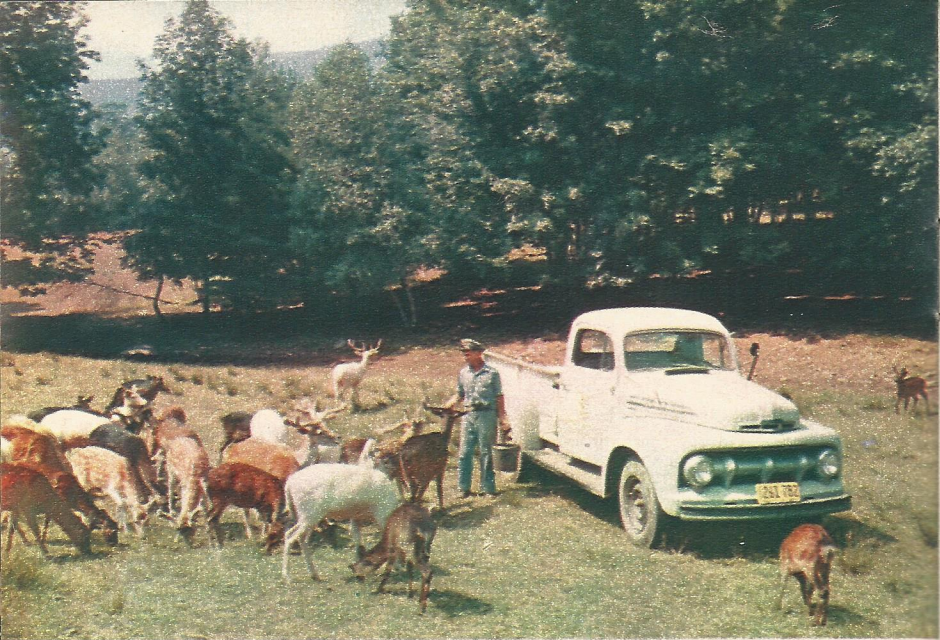
plastics, plywood, and other materials. The process for utilizing the stumps was perfected after years of research and the expenditure of millions of dollars.

In carrying on its Operation Stump-Pulling, Hercules contractors take pains not to damage small, growing timber. Removal of the stumps is a boon to farmers. It reduces fire hazard, improves drainage, and speeds up natural reforestation. Beyond that, of course, it makes the land more suitable for cultivation.

The drivers of Ford trucks on stump-pulling and hauling missions have developed a superior skill. Before the loads reach the highway, en route to the railroad, the driving is over strictly tank-trap terrain.

Perhaps the neatest single operation is the handling of the cable hoist and tongs, or dogs, on the short, swinging boom at the cab. Running out the cable, the dogs engage the stumps, snap them to the truck. For a moment the stumps swing over the load like a cracking whip with hundreds of pounds of stump on the cracking end. That's why some of the truck cabs wear scars. Stumping is a tough job for tough equipment. That's why the boys at Taft favor Ford. ■

← *The Fords lug vast stump loads over almost impassable terrain but sometimes they stick, as at left. Then the "dozers" step in.*



WILD ANIMAL TRANSPORT

story and photographs by

Marjorie and Grant Heilman

VERSATILE Ford trucks are accustomed to handling all sorts of cargo. But none carry stranger loads than those owned by Roland Lindemann, of Catskill, New York.

As the owner of the Catskill Game Farm, Lindemann has one of the largest private collections of horned and hooved animals, selling or exchanging them to parks and estates.

The business all began as a hobby many years ago. Lindemann was a securities underwriter in New York and bought a few animals for his weekend retreat in the Catskills. From his small beginning of nine animals, the collection has grown to nearly a thousand animals with practically everything that an average zoo exhibits, from elephants to mouse deer. About three hundred of the animals roam freely, mixing with the visitors. "Poppa" Sinclair, at lower left, is in charge of the nursery.

Transporting the Game Farm's animals is a fascinating job for "Chippy" Overbaugh (above left), who makes most of the deliveries. Once when Lindemann needed a moose he heard of an area where residents were being bothered by a pesky young bull moose. In midwinter Chippy drove the Game Farm's F-3 up to the moose region and captured the seven hundred pounds of frenzied activity single-handed.

Lindemann has put all truck service into the hands of his local Ford dealer. "We are a zoological park," he explains, "not an automobile dealer."

As C. I. Lacy, of Catskill's R. C. Lacy Company, Mr. Lindemann's dealer, explains it: "We try to remove all service problems from Mr. Lindemann's mind. Ordinarily we service all of his Fords at night, when the Game Farm isn't using them. We bring each of the three Fords down to the shop once a month, and have them back to the Farm by morning.

Mr. Lindemann thinks the system works fine. "Our trucks often carry heavy loads over back, rutted roads, and they've got to be ready to go in all kinds of weather. They are. Lacy takes away my service worries—what more can I ask?" ■



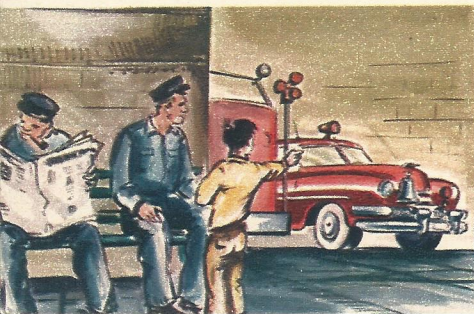
The battalion chief leads the way as Philadelphia's

HOTTEST TRUCKS

by Jerome

paintings by A. B.

Firemen are on duty eight hours a day, six days a week.



ONE MINUTE after the alarm comes in, the engines are out of the garage. That is the state of preparedness maintained by fire departments in Philadelphia where fire-fighting is a science.

Few things are so terrifying as fire which can disintegrate life and property into ashes within a few moments. To fight it, speed



Engine Company No. 43 speeds to a nearby blaze.

IN PHILADELPHIA

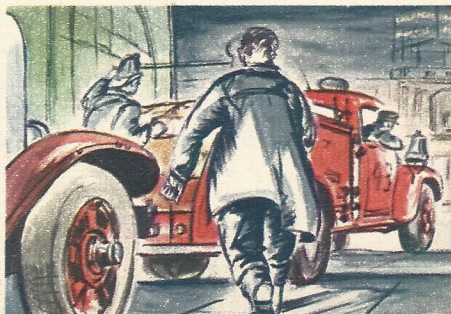
Palms

Brockie Stevenson

is essential, the right equipment must be there, and nothing can be left to chance.

The battalion chief, in the case of Engine Company No. 43 pictured on these pages, uses a Mercury equipped with two-way radio to get to the fire first. It is his job to determine the type of fire and the methods used to

Fire is reported by phone or through fire signal boxes.



fight it. Through the use of radio, he is able to call for any special apparatus that is needed and to keep in touch with all trucks and engines.

Under the command of Philadelphia's Bureau of Fire, just one hundred years after the first hook and ladder company was organized, is an array of 73 engine companies (the pumpers), 29 truck companies (hook and ladder type), 3 watertowers, 4 fireboats, 5 pipelines, 4 rescue squads, an emergency crew, 2 high pressure pumping stations, and a grand total of 263 pieces of apparatus.

In the early days fire fighting was strictly volunteer — whoever detected the blaze ran to the firehouse arousing members of the company on the way. Philadelphia's first regular fire company was also America's first, organized on December 7, 1736, by Benjamin Franklin who called it the Union Volunteer Fire Company and conscripted thirty members, including himself. Each man was fully equipped, with "leathern buckets, strong bags and baskets for packing and transporting goods."

Today Philadelphia fire fighters are divided into battalions, with a firechief as head and firemen organized into three platoons, each man working eight hours, six days a week. Report of fire generally comes in by phone or through fire signal boxes which are located throughout the city. In less than a minute, the engines and trucks are

*The Ford F-5 combination car
pulls in with vital equipment.* →

clearing the route with sirens, bells and air whistles, flashing red lights and revolving signals.

A typical piece of Ford equipment used by Philadelphia departments is the combination car mounted on an F-5 chassis. This truck carries a minimum of four men and is outfitted with a 100-gallon tank, 1-inch hose and a booster pump, plus axes, hooks and other special tools. Fog nozzles and applicators are provided for use in inaccessible places such as wall partitions. This fog forces the smoke out of the building enabling firemen to enter and fight the blaze. Foam extinguishers are used on volatile liquids such as oil and gasoline, and powdered bicarbonate of soda is most effective for electrical fires.

A complete line of fire fighting equipment has been engineered by a number of firms for Ford models F-5, F-6, F-7, and F-8. Apparatus thus available includes booster and hose cars, pumpers, emergency-squad cars, equipment for fighting rural and forest fires, and trucks for airport crash protection.

Communities interested in replacing or augmenting their fire equipment with low cost, high efficiency Ford fire trucks may obtain full information from the local Ford dealer. ■

*All apparatus is checked over
on returning to the station.* →



PROBLEMS OF THE ROAD



THE PROBLEM: During a trip which four of us made into Maine, some years ago, while driving along a lonely dirt road we were suddenly startled by a blowout caused by a nail that had been lying in wait for us. Miles away from any service station, and with no spare tire to come to the rescue, we had to do some ingenious improvising.

THE SOLUTION: With a leather arch support to serve as a boot and a chew of gum for glue, the damage was repaired, and we were able to reach our destination and to return home, a distance of several hundred miles, without any further trouble.

—IRMA F. BRADBURY, New York, New York



THE PROBLEM: While vacationing in Canada I drove a half-ton panel truck which I had equipped for camping out, with my food supplies, including bacon, stashed away in a cupboard fastened to the running board. While asleep, one night, I was suddenly awakened by snorts and the sound of footsteps. Peering out, I saw seven bears, including two monsters, intent on taking home the bacon. With no weapons to speak of, I was greatly worried as to the damage these animals might cause.

THE SOLUTION: This was a new problem to me so my first impulse was to put some light on the subject. I snapped on the headlight switch and flooded the area in front of the truck, which seemed to be too much for the bears because they were off for the woods in a hurry. After that I always left my parking lights on whenever camping in places inhabited by wild animals, and was never bothered again.

—LUI RING, Van Buren, Missouri



photograph by Ray Manley

Fords Salvage Timber—

a one-picture story

EARLY last summer a forest fire burned through 20,000 acres of virgin ponderosa pine near Springerville in east central Arizona. Luckily most of the wood was undamaged beneath the bark, and lumbermen started into a fast twelve-month harvesting period which they figure will yield 35,000,000 board feet of good timber. The trucks pictured above are part of a fleet of more than 40 Fords, owned by the Whiting Brothers Land and Timber Company of St. Johns, which are hauling the logs. Virgil Whiting, manager of the firm, is enthusiastic about his Fords. "They give top economical performance with minimum time out for service and repair," said Whiting, "and it's rough going in timber country." ■

*The highest in a new chain of
microwave repeater stations. →*

TV Leaps Cross-Country

by E. P. Winchell

photographs by Ned French

IN a period of five years, television network broadcasting has grown from two or three stations connected by coaxial cable to large regional systems recently linked together coast-to-coast by 108 microwave relay towers which were constructed by the American Telephone and Telegraph Company.

Unlike the lower frequency radio waves which follow the curvature of the earth, the television picture signal is carried on a high frequency beam that travels in a straight line. The purpose of each repeater station in the chain is to catch the beam, using a large receiving horn, reamplify it and focus it on the next receiver. Traveling in leaps of about thirty miles, the span from Oakland, California, to New York City is completed in less than a 1/60th of a second. While transmission of a television picture occupies an entire microwave channel, each channel is also capable of transmitting 600 private telephone conversations simultaneously.

Construction of each tower presented a distinct problem, but the

most rugged obstacles were probably encountered in the mountain country of Nevada. The highest relay point in the entire system was built there atop the 10,800-foot peak of Mount Rose. When this station was being pushed to completion early in 1951, thirty feet of snow capped the mountain.

The microwave transmission equipment operates automatically and is normally unattended, but dust, delicate tubes and mechanical failures inevitably cause trouble. An elaborate alarm system has been set up which records the least irregularity on a panel at the Bell Telephone headquarters in Reno. There, day and night, repairmen are ready to pile into four-wheel drive Fords for the rough climb to the peak.

The last 4,000 feet of ascent, up the narrow, winding, deeply rutted, rough dirt roadways, are the hardest. But those who depend on Bell's four-wheel drive Fords to get them through, know "those Fords will do it." ■

*A four-wheel-drive Ford makes
the rugged climb up Mt. Rose. →*





ROLLING THE ROADS

by Dod Stoddard

"THERE'S a little man about the size of a cigar," said Turps Curry from the Georgia pines. "He sits on my right shoulder and talks into my ear.

"And there's another little man, same size but with a dumb look, sits on my left shoulder. When I am hauling stumps out of the woods to the still the right-shoulder man tells me what is the right thing; and the left-shoulder guy gives me bum steers.

"Some people would call my little friends conscience and the devil. But that don't fit 'em. They're more like my good judgment and my bad. Anyway, between 'em, you get my batting average. You can tell from the number of times in a month that I get stuck in the mud or spill a load or miss a turn or forget a date *which* little man I've been listening to!"

All of us had a laugh at Turps and his little men on the shoulder. We were stalled by a road block. The dozers were clearing away a slide that had shut off traffic and left us—eight or ten strangers—leaning on fenders, squatting on our heels and idling away the hour until we could roll again.

"My business is figures," a quiet little fellow spoke up. "My company gathers statistics and we can pretty well tell from figures what happens when the whole nation listens to the voice of Good Judgment or Bad Judgment. I hadn't even thought of the two Judgment boys as cigar size, perched on the shoulders, but it is just about the correct picture.

"I guess, if we're thinking of the country as a whole," the figure-man went on, "we could call the right-shoulder character Uncle Sam. We sort of visualize Uncle Sam as being always right. Then we could call the dummox, on the left shoulder 'Uncle Stupid'."

"Brother!" a young Army officer spoke up. "Don't ask me which Uncle runs the Army—I'm liable to let my *personal* Bad Judgment tell you!"

"Well," said the figure-man. "Since we're all human we all make bad judgments part of the time. But you truckers might be interested in some calculations I've been working on here lately.

"Looking back on World War II it is easy to see that the nation followed Uncle Sam part way and Uncle Stupid the rest.

"For example, in our frenzy to get prepared for war we converted everything in sight into a war plant. I doubt if even all the people making trucks realized then how loud Uncle Stupid was talking. For we quit making civilian trucks almost entirely.

"Maybe Uncle Sam, on the right shoulder, was saying 'more farm trucks, more delivery trucks' and so on. But he was drowned out by Uncle Stupid yelling, 'more tanks, more jeeps—no more of those civilian items.'

"The thing we forgot was that about 75% of everything that moves in the country has sometime or another to be hauled in a truck. Uncle Stupid overlooked the fact that if he used a couple of farmer's trucks to make a tank, there wouldn't be any way to get rations grown and delivered to the guys inside who gave the tank its brains and its socko!

"At one time, right in the middle of the war, Uncle Stupid had such an upper hand over Uncle Sam that our transport system almost caved in. Then we listened to Uncle Sam and went to making trucks as fast as we could. Only, we were so far behind that it was 1950 before we began to catch up. Here we are, for instance, getting prepared again. The average age of trucks in this country today is 7 years. When Pearl Harbor hit us the average age was only 5½ years.

"This means we have to replace the old trucks a lot faster. It took 800,000 new trucks in '51 just to replace those that wore out last year."

"Jeepers!" Turps Curry cut in on the figure-man. "An' what are Uncle Sam and Uncle Stupid going to do about the situation now?"

"Oh," said the figure-man, with a philosophic shrug, "Uncle Sam and Uncle Stupid are both in there pitching. There is talk of doing one thing and the other and no doubt *somewhere* some little cigar-sized Uncle Stupid is making plans to bring back the dray horse. But Uncle Sam will probably win the argument.

"Come on boys, let's get rolling. The road is open again!"





*Above left: Mechanics complete a new orange grove installation.
Above right: Bevan and Ford men inspect original wind machine.*



Fords Fight the Frost

by Eileen Peck

photographs by Ned French

"**H**E'S CRAZY," said his neighbors, 25 years ago, when Billy Bevan, a Mack Sennett "Key-stone Kop," set up a Rube Goldbergish contraption on his 31-acre orange and avocado grove in Escondido, California.

Bevan's machine was a six-foot propeller, driven by a 1923 Model T engine set in a shed with doors on each end. Inquiring neighbors were further amazed when they learned that he built the queer apparatus to protect his trees and fruit against frost. It was the world's first horticultural wind machine.

Before installing the wind machine, Bevan had studied air currents over his land thoroughly and was convinced that if he could move warm air down from the higher levels, he could dispense with smudge pots.

The Model T machine worked so well that in the 1937 Southern California "big freeze," Bevan lost not a single avocado or orange. Later that year, Bevan built a second machine which he powered with a 1935 V-8 Ford engine.

Bevan no longer is branded "crazy" for his belief in wind machines for frost protection.

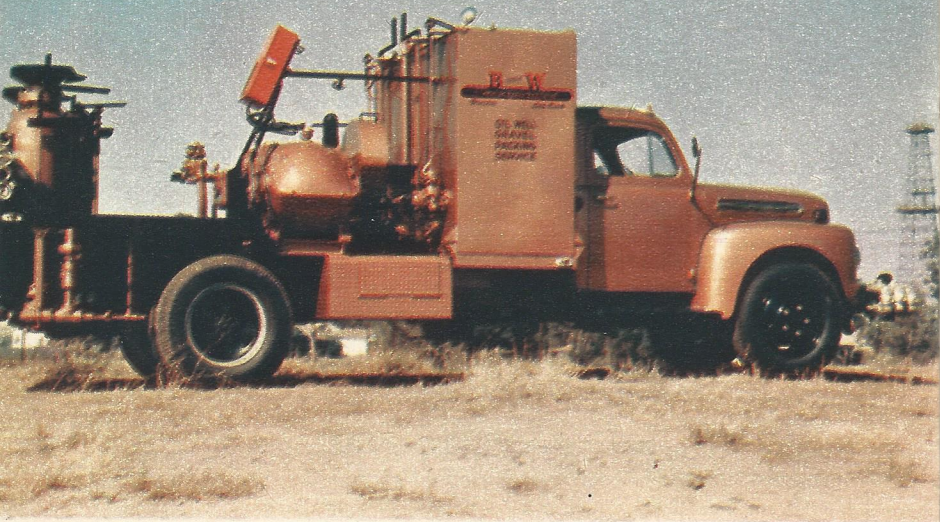
More than 3000 wind machines are in use in Southern California now, and their number increases daily. In Northern California and other sections of the Pacific Coast, where it is too cold for citrus fruits, wind machines have been found useful to protect deciduous fruit trees in the spring.

Modern wind machines, instead of being at ground level like the Bevan machines, are mounted on columns which contain the fuel. There are single- and double-engined models, and some with operating heads that rotate to force the draft in every direction every four and one-half minutes.

Most of the Southern California machines, supplied by National Frost Protection of Glendale, are Ford powered with the 110 hp Six and the 100 and 145 hp V-8's.

Ford service is a big factor in their smooth performance. During frost season, Ford engine experts attached to Ford dealerships in the citrus-fruit district sleep with special servicing kits at hand. Often they are awakened at 2 or 3 a.m. on emergency calls and, knowing the crop is endangered, the Ford man never hesitates to answer promptly. ■

← *The F-6 carries a Ford 145-hp V-8 engine and a wind machine for assembly.*



photograph by The Inman Company

F-8 Carries Heavy Oil Equipment— a one-picture story

WHEN heavy, expensive machinery or equipment is to be mounted on a truck, it is essential that a truck is chosen which will give many years of trouble-free service. Faced with this choice was the firm of B and W, Incorporated, manufacturers of oil well cementing and completion equipment. They decided on the pictured Ford F-8 for installation of a high pressure oil well gravel packing unit which is used in the oil fields for placing gravel in the wells at high pressures to prevent sand and fine sediments from contaminating the oil. This unit obtains pump pressures up to 18,000 pounds per square inch with the Ford truck engine.

It is the first unit of its type and was designed by Jim Solum of B and W, Incorporated. It has proven itself successfully in the oil fields, and at this time B and W is fabricating a similar unit on another F-8 Ford truck chassis. ■



Open the Door, Towser

Dear Sirs: Whenever our dog, Towser, wants to go for a ride he just opens the door of the truck and gets in. He started with our 1941 Ford pickup and had the door covered with scratches. When we got our 1951 model Ford truck, he had soon learned how to open

this door, too. He had more trouble with the push button handle on our 1950 Ford car. This dog was purchased ten years ago for only 25 cents and does the work of an extra man. So as far as I'm concerned he can get into the pickup and go riding whenever he pleases.

ABRAM V. W. BROWN
Aurora, South Dakota

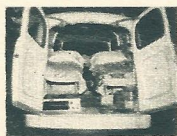


Food for Thought

Dear Sirs: Being partial to Fords, we devour your FORD TRUCK TIMES with salt and pepper for breakfast, but we really jumped when we saw the "One For The Road" feature in the July-August issue. We feel that we have a pet in common with Ran Wilbourne. Our 1937 Ford pickup is a pet, well cared for, but a workhorse, too. The truck is still standard stock except for oversize rear tires and as many horns and lights as we could get on without overdressing it. It rides like a baby carriage and can pull many times its weight, including the heavy Wagner Mobile Scoop. But the pet really earned her oats in 1950 when a rainstorm paralyzed Long Island. Power was out all over and motorists were stranded without gas. Our little old Ford with its rear wheel hooked up to the gasoline pump was the star of the show as she came through the emergency with flying colors. A picture is enclosed.

HOWARD & EDWARD MYERS
Massapequa Park, New York

Mail Truck



Custom Conversion

Dear Sirs: We are sending you a picture of our 1950 Ford F-1 panel truck which we use in our photography business. As we are often called out on commercial work, we have our equipment loaded in the truck at all times, ready to go. Of course, like a good many others, we like to take a weekend off and rough it a little (not too rough) so we fixed up the Ford panel to take care of that, too. First of all we installed beds which will fold up against the sides of the truck. This leaves plenty of room for a gasoline stove, ice box, cooking equipment and everything necessary for a long or short trip, business or pleasure. We have just returned from a 2,500-mile trip of about two weeks into the Ozark Mountains of Arkansas and Missouri. We never had to worry about a place to stay, stopping at any time along the lakes and rivers to cook and eat, to sleep, or just to fish. Now, who can beat that for pleasure, and at no great expense?

MR. AND MRS. LLOYD EDWARDS
Aransas Pass, Texas



photograph by Dick Ward

Milk-Route Marathon—

a one-picture story

FORTY MILES of roads in the Grandma Moses country of upstate New York are covered daily by Samuel Niles of White Creek, as he hauls milk from dairy farms to the milk receiving plants of H. P. Hood & Sons, Eagle Bridge, and Gold Medal Farms. That word "daily" means seven days a week, and Sam hasn't missed a day on the job in over 20 years.

In November, 1930, Sam took time off for pheasant hunting. That was his most recent vacation.

The route was established by Sam's father, John C. Niles, in horse-and-buggy days, but in 1924 Sam took over and has since coped with mud, snow and ice, blizzards, floods and hurricanes. Eight Ford trucks have been his mechanical partners since 1930, when he bought a Model B. From that time he has used Ford trucks exclusively, and today owns a 1½-ton, 158-inch, 100-hp Ford with an insulated van body.

During his more than 7,500 days of experience with Fords, on only five days has there been a mechanical difficulty that prevented the trucks from completing the route. Two of these days occurred during World War II when delays were involved in obtaining parts normally available.

The winter of 1934 boosted Sam's partiality to Fords. He claims the thermometer dipped to 50 degrees below zero that year and yet caused no difficulty in starting the Ford.

Sam's last five trucks have been purchased from Haynes Brothers, Ford dealers of Hoosick Falls, and serviced only by them. They say of the Ford service they provide:

"We work with Sam as follows: When the truck is lubricated, every 1000 miles, we make a careful inspection of all parts underneath the truck such as springs, spring hangers, universal joints, spindle bolts, etc. Sam, of course, will tell us if the truck doesn't seem quite up to par as to power, etc., or if he has noticed any unusual noises. We check with Sam on these things and make any necessary corrections. In this way, most repairs are of a minor nature.

"At the same time Sam is always driving a truck that is performing at its best and thus operating most efficiently. We believe, and Sam concurs, that this method saves him money over the years."

Sam makes his rounds with such regularity that people can set their clocks by him. He has given rides to wayfarers, pulled cars out of ditches, and once he even delivered the U.S. mail when the regular carrier was too ill to drive.—
CAROLINE V. ALLEN

Notice to Readers and Contributors

The FORD TRUCK TIMES will be discontinued in its present form with this issue. Succeeding literature, pamphlets or other printed matter will reach you through the same channels. Interested subscribers are reminded that such material is sent out through the courtesy of local Ford dealers. Contributions remaining in the editorial office following publication of the Winter-Spring issue will be returned or will be handled according to the former established procedure.

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