

THE Ford FAN

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

Dunkers & Clunkers



Dunkers, Clunkers, Donuts, Hot Rods and Stuff



Mar 7--**Dunkers and Clunkers** was well attended and many All Ford Picnic fliers handed out. Tom Cook showed up with his stock appearing '56 Ford pickup and John D. was seen behind the wheel of his Model A woody. Joey V. drove his '49 Merc and Joe P. arrived in his '46 coupe. Other Fordists were Bill D., Tim S., Ken T. and son, Dennis B. and Jim T. The warm weather allowed everyone to spend time inspecting great looking cars and making new friends. This is a great place to visit on any Saturday morning if you like fresh coffee, warm donuts and interesting cars.--*Jim T.*

Mar 21- **Hot Rods & Custom Stuff.** A mixed bag of V8ers and Over The Hill Gang members gathered at Macy's ready to rumble. The '30 roadster had a minor leak to check out and then we were off. The weather was cool, no one broke down, the Shop Tour, hosted by owner Randy Clark was very informative and interesting, Fashion Note: Dennis was wearing a 'New Shirt'. The donuts were appreciated. The scenic ride was great and lunch (Manhole Size Pancakes) at the Potato Shack- a lot of laughs. Turns out Randy's shop does 'No Excuses' high end restorations, mechanical modifications and custom fabrications. Not only the ones finished like brand new, but ones redone with Patina (worn and rubbed thru paint and then clear coated) for that 'Original Barn Find Look' on a rebuilt and updated chassis. He has in his shop cars from all over the world in various stages of restoration...



More on Pg 3





The Prez Sez.

Hello fellow V8er's.
 Sorry i missed the Tour to Randy Clark's shop but work called and killed my going. As the President of the Early Ford V8 club I want to give a big thank you to Randy Clark for opening his shop. Sounds like those of you that went had a great time and a scenic drive down the coast. It is nice to hear several of our members are going to the Bonita Donut shop showing their rides and representing the Early Ford V8 club. During the General meeting there was a discussion about meeting programs and several suggestions were given. We have many members with skills of all kinds from body work, painting, engine overhauls or repairs you name it some one in the club knows something. If you are some one who cannot speak in front of a crowd, not a problem. If you would need parts to use as a demo, no problem somebody has them. Just speak to me or some one on the board and we will figure it out. I have not seen the magnetic signs yet but I hear they look great and will help tell others who we are as a club. Stay up on the tune ups and oil changes we still have a lot of driving ahead of us. ---*Onward and forward V8er's*,--Duane Ingerson

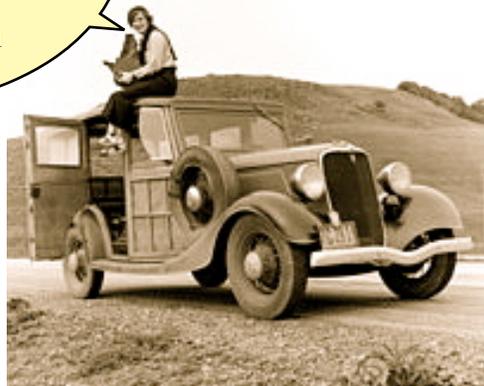
As Program Director, I can say it's getting more difficult to get speakers from outside to come to a General Meeting on a Wed night. Therefore I'm asking all members to consider what expertise they can bring to a meeting. If you now how to rebuild a starter, a carb, a transmission, prep and paint and old Ford, or?...we want to hear about it. Team up with another member--get members in the audience involved, etc. Call me and I'll schedule you. Don't be surprised if I call you to request you give a presentation at a meeting. ---Joe Valentino 619-300-4280



Current Name Tag Jackpot is Now \$75 Bucks

All current member names are in pot.
 If your name is drawn and you are at the meeting, wearing your name tag,
YOU WIN!
 Pot will increase until we have a winner

How unfortunate...
Jay Harris did not attend the Mar 18 Meeting and therefore did not win \$50 when his name was drawn.
So now the prize is up to \$75 for the next lucky member wearing a name badge at the Apr 15 General Meeting.



- President: **Duane Ingerson** - 619 870 7732
- V.P. **Bob Symonds** - 619-993-7225
- Secretary: **Bill Dorr** - 619-884-4188
- Treasurer: **Ken Burke** - 619-469-7350
- Directors:**
- John Hildebrand - Prez Pro Tem** 760-943-1284
- Duane Ingerson** - 619-870-7732
- Bob Symonds** - 619-993-7225
- Dennis Bailey** - 619-954-8646
- Jim Thomas** 619-669-9990
- Bill Dorr**- 619-884-4188
- Ken Burke** - 619-469-7350
- Tim Shortt**- 619-851-8927
- Walter Anderson** - 858-274-0138 619-224-8271
- Rick Carlton** - 619-303-3353
- Joe Valentino** 619-300-4280



- Other Chairpersons**
- Tours: **Jim Thomas** 619-669-9990
- 50/50: **Carl Atkinson** - 619-593-1514
- Membership & Scholarships: **Paula Pifer** - 619-464-5445
- Programs: **Joe Valentino** 619-300-4280
- Car Club Council: **Bill Lewis** - 619-651-3232
- Web Master: **Rick Carlton** - 619-303-3353
- Lady 8ers: **Candaus Green** - 619-444-7174
- Accessories: **Duane Ingerson** - 619-870-7732
- Ford Fan: **Tim Shortt** - 619-435-9013 Cell 619-851-8927
- Refreshments: **Jim & Diane Thomas** 619-669-9990
- Sunshine: **Judy Grobbel** - 619-435-2932
- Big 3 Board Members**
- Ric Bonnoront** - 619-669-6391
- Rick Carlton** - 619-303-3353
- Calvin King** - 619-447-1960

Dave Huhn - 619-462-4545
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shortsandy@mac.com 619-435-9013

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 c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



Shop Tour, contd-- Randy Clark led our group through his sprawling shop of treasures, citing details of each car in the works -it's history, origin, owner, country, and ultimate goal: a restored original, a modified but stock appearing vehicle or a radical custom. When asked the cost of his restoration efforts, Randy was very open--Depending on vehicle condition on arrival--complete transformation: could be 900 hours at \$125 an hour. He showed a rare sports car that arrived incomplete, in need of major fabrication of missing panels, and remaking impossible-to-find trim pieces - Estimate: Very expensive.



Carl Atkinson brought his radical custom 1938 Chevy that he had done himself. Randy's best fabricators looked over the chopped and channeled coupe and declared it, "Beautiful."

The '32 Coupe with Ardu heads and vintage super charger was there to be mechanically updated, but not repainted - the thin paint was original patina to be kept 'as is.' --Thanks to Joe who set this day up as a



'Program' and Jim who planned the ride and lunch turning the day into a quality 'Tour'. --TS





Fred Lobello's Service...
The music was beautiful. The church was half full of friends and family. The Priest said the other half was filled with departed souls here to welcome Fernando to his after life.
At our March General meeting, Fred was remembered as a good man, a Racing Hall of Fame member, a born speed demon and a Bronze Star Veteran from WWII.
But I like to think of him sitting on the top of my back seat next to a pretty girl, at the Veterans Day parade, waving to the crowd that thanked him again and again, for his service in the 10th Mountain Division - one of the soldiers who kicked the Nazis out of Italy and came home to set a new speed record in his \$65 1932 Ford at the Lakes.--TS



101mph 1932 Model B Record Run -1948

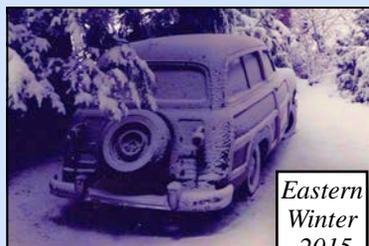


V8 CLUB EVENTS

SATURDAY APRIL 18th
MEMBERSHIP DRIVE 2015
LAKESIDE WESTERN DAYS PARADE
SUNDAY APRIL 26
MOTORCARS ON MAIN STREET, CORONADO

SATURDAY MAY 2nd
MEMBERSHIP DRIVE 2015
ANTIQUE DRAGS AT BARONA LAKES
SUNDAY MAY 3rd
ALL FORD PICNIC, SANTEE LAKES

SATURDAY MAY 23rd
PEDAL CAR CONTEST TOUR



Eastern Winter -2015- Western Winter



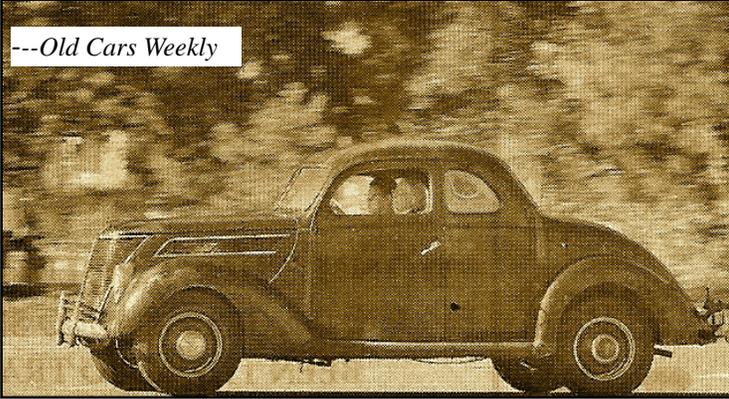
JUNE-TBD
MEMBERSHIP DRIVE 2015

SATURDAY JUNE 27th
PANCAKE BREAKFAST
 LOCATION TBD

July TBD
Aug TBD
Sept TBD
Sat, October 24, Oktoberfest Party
Nov TBD
Sun, Dec 6 Christmas Party

Grandma, 91, drives her '37 Ford. Again.

---Old Cars Weekly



Clara Mae Blasingame, 91. drives the '37 Ford Coupe that she learned to drive in when she was 13, with her 15 year old grandson.

SANTA ROSA, Calif. (AP) – To the cheers of her family and the ka-thunk of her 77-year-old car, a 91-year-old Northern California woman recently made good on a bucket-list wish to once again steer the 1937 Ford coupe she learned to drive in.

Clara Mae Blasingame, a long-retired schoolteacher, had repeatedly expressed nostalgia for the black Ford she had inherited from her father, Blasingame's two sons, Ron and Ken Blasingame, told the *Santa Rosa Press Democrat*.

"She wanted to drive it once again before she went home," meaning before she died, Ken Blasingame told the newspaper.

Clara Mae had learned to drive in the car in Knoxville, Tenn., when it was brand new and she was 13. She drove it much of her life before the engine gave out around 25 years ago. In 2014, her sons took the old car out of storage and fixed it up for one last ride.

Blasingame's sons tweaked the engine — a replacement transplanted decades ago from a Ford Mustang — enough to get the car running again, barely.

In late November, Blasingame's family told her they were taking her out for a family trip, and instead pulled into a large public parking lot in Santa Rosa.

The '37 coupe was waiting there. "Oh, that's the Ford! That's the Ford!" she cried out.

Her grandson, Malik Blasingame, 15, got in the front passenger seat, riding shotgun as his grandmother took the steering wheel. "I don't know if I can drive or not," she said. After a couple of tries at the ignition, the engine started. The 91-year-old drove it for two loops in the parking lot, then stepped out of the car to the shouts of her family.

My own '37 Coupe, Lake Tahoe, 1959- Purchase price-\$22. Driven 3 summers



Respectable Rebles

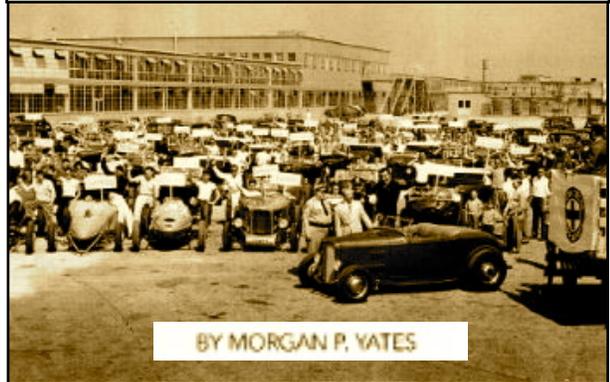
The sprawling Mercury plant in Maywood, in southeast L.A. County, forms the backdrop as the 36 car clubs of the Southern California Timing Association (SCTA) join the National Safety Council in this September 1948 image. Their aim was to project safe racing and set themselves apart in the public's eyes from reckless "hot-rodders" who disregarded public safety.

Established in 1937, the SCTA had long promoted responsible racing on the dry lakes of the Mojave Desert, where under controlled conditions it clocked the speeds of racers at places such as Muroc and El Mirage, hence the "timing" in its name. World War II interrupted dry-lake racing but, at the same time, it provided improved mechanical skills to a new generation of service members and defense workers

employed in motor pools, aircraft assembly lines, and ships' engine rooms. With the war concluded, wrench-turners returned to racing with enthusiasm.

The photograph also captures a transitional time in hot-rodding. By the late '40s, illegal street racing had sparked public alarm, prompting further efforts by the SCTA to champion a safer version of the sport. Fortunately, hot-rodders discovered that numerous unused military and emergency airfields in the region made excellent drag strips, ideal for head-to-head racing. The airfields also were much closer to home than the Mojave. Dry-lake racing all but ended.

But not quite. The SCTA is alive and well and fulfilling its members' need for speed with regularly scheduled events at El Mirage and the Bonneville Salt Flats in Utah. **W**



BY MORGAN P. YATES

My Uncle Walt ran this station for 30 years- Walt Shortt's Shell Corner was at the corner of 10th and Orange, Coronado. I drove that '40 PU service truck many times--TS



Posted by Daniel Strohl - Photo by BrotherMagneto



Federal, state legislation aims to curb ethanol use in gasoline

Unable to get their anti-corn ethanol legislation included as a rider on an unrelated bill earlier this year, two U.S. senators have now re-introduced it as a standalone bill aimed at rolling back portions of the Renewable Fuel Standard, joining at least four other pieces of legislation on the federal and state levels aimed at reducing the amount of corn-based ethanol in modern fuel blends.

Retaining the same name and much of the same wording as the earlier piece of legislation – the Corn Ethanol Mandate Elimination Act of 2015, which [failed to make its way](#) into the Keystone XL Pipeline Act – senators Dianne Feinstein of California and Pat Toomey of Pennsylvania introduced the bill ([S.577](#)) last week, calling for a modification of the Renewable Fuel Standard to promote other biofuels, including biodiesel and cellulosic ethanol, over corn-based ethanol.

“Our infrastructure has a ceiling for the amount of corn ethanol that can be used, and we’re rapidly approaching it,” Feinstein wrote in a [press release announcing the legislation](#). “Companies are physically unable to blend more corn ethanol into gasoline without causing problems for many gas stations and older automobiles.”

Opponents of the legislation, including the Renewable Fuel Association, the National Corn Growers Association, and the Advanced Ethanol Council, have characterized it as “an attack on the Renewable Fuel Standard” and have called for the EPA to increase the amount of ethanol blended into gasoline despite the EPA’s [acknowledgement of the ethanol blend wall](#).

Both Feinstein/Toomey and their opponents do seem to agree that it’s worth investing in other forms of cellulosic ethanol – that is, ethanol made from switchgrass and other non-food plant materials.

Meanwhile, Representative Bob Goodlatte of Virginia last month introduced the [RFS Reform Act of 2015](#) (H.R.704), which proposes a number of changes to the Renewable Fuel Standard, among them a 10 percent cap on the amount of ethanol added to gasoline. Goodlatte had introduced [similar legislation](#) in 2013.

On the state level, legislators in Pennsylvania ([H.B. 471](#)), Oregon ([H.B.2373](#)), and Hawaii ([S.B.717](#)) have introduced bills aimed at eliminating altogether those states’ requirements that all gasoline sold there contain at least 10 percent ethanol. All three bills have since been referred to committees. The SEMA Action Network, which monitors legislative issues for the collector-car hobby, [backs all three](#) state-level bills.

My Man
Cave.
I've shown
mine, now
show
yours.

An invitation to send a
photo of your Happy
Place.

--TS





A Driveable Dream

*Bob Hinshaw's 1940 Ford Business Coupe.
Photos by the author.*

Note: I write up driving impressions of virtually every car I photograph within a couple of days of the drive, so everything is fresh in my memory. Occasionally, because of the constraints of format, the prepared text doesn't run in the print magazines. Now, thanks to the joys of the blogosphere and its limitless space, we can feature it here.

Slip inside, and you note the relative ease in which you can slide

behind the wheel: The width across the running board isn't insurmountable, and there's terrific headroom, which helps you clamber behind the big two-spoke steering wheel.

Once you're inside, take stock of your surroundings. The narrow cabin tapers in, the further it goes, and the floor-mounted pedals are easy enough to access, if slightly awkward for anyone used to pedals that hang from behind the metal dash. The windows are strangely short, despite this being a standard, unchopped '40. The body sides are really high, the roof wraps around, the wraparound B/C-pillar is enormous, and the split-glass front and rear all contribute to feeling like there's less glass area than perhaps you'd think there should be.

The narrow windows, the neutral earth-tone colors ... it all feels vaguely military, and you'd be forgiven if you pretended that you were manning a tank instead of a Ford coupe. Yet, other touches snap you out of this. The bakelite-tipped controls add a period detail that suggest a genteel approach might be best, but the straked numbers on the speedometer are jazzy, and there's a hint of speed within that Art Deco font. The radio grille is a fake: There's no sound to be heard through that speaker.

Just as well: We'd rather hear the dulcet tones of the flathead under the hood. Twist the key 180 degrees in the ignition, flick the ON button on the column, then press the starter button on the other side of the column, and away it grinds under that long, peaked, weather-beaten hood. There is more sound than feel here: The idle is smooth, despite audible suggestions that it would really rather get going. The emergency-brake release is a pistol grip alongside the driver's kick panel, just beneath the instrument panel; its movement and feel are not unlike a caulking gun. Release, and you're good to go.

We are reminded that we don't need to double-clutch, and so the three-on-the-tree shifting and foot movements are smooth and easily matched to each other. The flathead is torquey enough that you could start in second if you needed to (or forgot to put it in first when you stopped...), and despite the lack of a tach, the engine will gladly tell you when it needs to be shifted into the next gear. Truth be told, the engine came from a decade-newer Mercury, as detailed in Mark McCourt's story in the February 2015 issue of Hemmings Classic Car. That makes for more cubes and more power, and while swapping out flatties won't really let you pretend that you're in a ZR1 Corvette, factory-fettled cubes generating more and reliable power, all while looking factory-stock enough for most, is a tradeoff that few will turn their noses up at.

Driveability is fine, despite the gentle rake that the current owner has on it. Reverse is a little on the sticky side: The clutch has to be off the floor a skosh if you want to get it to run backwards. Steering has a little bit of slop to it—name me a car of this era that doesn't—the tires behaved as tires of this vintage do, and our admittedly short run didn't give the brakes any reason to call attention to themselves.

Most of all, it feels solid—robust without being leaden. It would had to have been, if it was going to make it through nearly four new-car-free years in wartime America and come out the other side alive.

---A Driveable Dream feature on this 1940 Ford appears in the

February 2015 issue of Hemmings Classic Car magazine.



Take a trip that motoring pioneers experienced on their way to the 1915 Balboa Park Expo

The 1915 Panama-California Exposition in Balboa Park changed San Diego and marked a milepost in how tourists arrived: it was one of the earliest events where the adventurous could actually drive their newfangled automobiles.

In 1915, Los Angeles's population exceeded 400,000, close to 10 times the size of San Diego. Its Automobile Club of Southern California, founded in 1900, held caravans to attractions, including San Diego's fair.

In April 1915, 247 cars made a 351-mile round-trip run from Los Angeles to San Diego, "the largest ever held by any motoring organization," according to the club's May, 1915, Touring Topics magazine (the predecessor to today's Westways magazine). The story, dug up by the club's archivist, Morgan Yates, includes a swell photo of the "motor cavalcade" along El Prado past the California Tower.

Just as we can visit original park buildings today, parts of the original roads this caravan took are still around. The Auto Club caravan took a round-about route that in San Diego County mostly followed the coast on today's Old Highway 101.

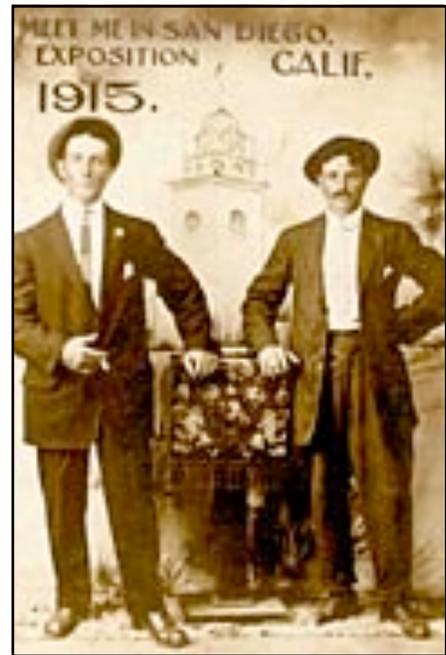
The best preserved stretch is in the Torrey Pines State Reserve. Enter the park (\$10 per car) at the beach and twist up the hill. This is the original grade, opened in 1910 and paved by 1915. At the top of the grade is today's visitor center, once a restaurant and lodge for drivers, although it didn't open until 1922. The road has been repaved several times, but walk a few minutes south of the center and you'll find a closed-off section of the old highway. A kiosk shows old photos of the Torrey Pines grade and talks about how gravity-fed fuel systems, used in cars such as the Ford Model T, had to back up the road to keep gasoline flowing into the carburetor.



To experience the lonely roads that individual travelers saw in 1915, head 89 miles east from Torrey Pines over Interstate 8 to the Desert View Tower, high above the Mountain Springs Grade at the San Diego-Imperial counties border. The grade takes drivers from 2,800 feet at Jacumba down to near sea-level in the desert and was first paved around the time the Exposition opened. The tower (built 1922-28) has a good view of the current 1970s highway, as well as snaking concrete ribbons from earlier days.

From the tower, head west on Old Highway 80 through Jacumba, where just west of town you'll see a few spots off to the side where the 1930s road improvements bypassed old pavement. Just imagine you're in your 1915 Dodge touring car headed west and, once again, the radiator is starting to steam. You're still a few hours from that nirvana in Balboa Park; hope you made it.

--UT--San Diego



Membership Paula: Latest head count: 148. Welcome all new members.

Sunshine Judy: Ann Bailey has died from cancer. Our sincere condolences to Dennis & Family.

Rick and Sheryl Carlton: "O-tay! Sheryl had carpal tunnel surgery on her left hand today, so between the two of us we've had back surgery, 2 cataract surgeries, and 2 carpal tunnel surgeries in the last 5 months. I hope we're DONE for a while! "Golden years my a___." -Rick

Bill Lewis reports after all the tests, poking and prodding, he is feeling great with a clean bill of health.

Thank You Ric Bonnoront.

You know Rick runs the Big 3, our one and only Fund Raiser for the Year. But did you know that he and The Big 3 Board work all year long preparing for the big event? And while the rest of us are sleeping in, Ric is at the Q all 3 days until midnight and back at 4am with a flashlight, taking care of issues with Venders, shoppers, trouble makers, the Pathfinder Volunteers, Private Security, Ace Parking, the Fire marshall, the City Police, Trash, Port -A-Potties, the Electric Carts, the Stadium Requirements, and toughest of all, organizing us, the rag-tag V8 volunteers. It can be dangerous-last year a guy pulling a trailer passed Ric and made a hard turn, running the trailer over both of Ric's feet, knocking him down in the process. Miraculously, Ric suffered only bruises.

Did you realize Ric also is a award winning vintner growing his own grapes for his own private label- Red Wagon Reds? And, that's not all, a couple of years ago, he retired as a Pharmacist, but then went back to care for his long time regular patients - why? Because he knows more about their chronic ailments than they or their doctors do. Then, there is the '39 Ford convert, the '41 Plymouth woody and beautiful Billie needing constant attention. He is a busy guy.

Among the folks who step up to Big 3 leadership roles every year are Paula and Joe Pifer, Dave Huhn, Calvin King, Mike Pearson, Rick Carlton, former V8er Larry Larkin and, of course, Ric Bonnoront. All our volunteers deserve a 'Thank You', but Ric deserves... what do you think? A free trip to Cabbo? A new car? His own small country? A hearty handshake? A standing Ovation? ...cain't put a price on it. -TS



10 crazy car accessories from 100 years of JC Whitney catalogs

--Old Cars Weekly

“Door Re Me”and “Ave Maria” Door Chimes \$4.98. Fuzzy Car Muffs for your Visors and Steering Wheel during the winter months. 45 RPM Dashboard Record Players (Guaranteed to play over even bumpy roads) \$, Radio Phones. “Actual”Race recordings. Car Radio Phones, Left Foot Gas Pedals, In-car Coffee Service, Winky Stuffed Animals, and my favorite-Gyroscopic Stabilizers. Plus hundreds of other wacky accessories were all available through the Mail Order J. C. Whitney Catalogs of the 30s, 40s and 50s. I Know what I bought. How about you?--Old Car Weekly

Next Tour-see pages 4 and 10

Next Tour: Sat, Apr 18
Lakeside Western Days Parade
Sun, Apr 26
Motorcars on Main St, Coronado
Info call Jim Thomas 619-669-9990



Woman of the Month
 Liz Winters (Alias: Liz Dow)

Born in NYC - number 11 of 12 kids. Whole family moved to Brooklyn (furniture and all) one night on the SUBWAY! Worked at Cartier Jewelry in NYC. In 1954, Joe DiMaggio walked in with Marilyn Monroe. Liz sold her a necklace - they became best friends for 5 minutes. Been in California since 1955 - long enough to consider herself a native. Mother of three from her first marriage. Opened her own shop in Coronado, "The Squirrels Den" Sold gifts, candies & jewelry. She also owned a News Stand/Snack shop in downtown SD. Joined the V8 club after meeting John in 1986. Served as Refreshments and Sunshine Chair. Was Community Rep for Eastlake. Now volunteers at the Playhouse and Garden Club.



SDEFV8 General Meeting Minutes--February 17, 2015
 Thanks to Diane Thomas, we had hot coffee Cookies and cold beverages. President Duane Ingerson pounded the gavel at 7:06 PM.
Guests: None **President's Report:** Duane opened the meeting by remembering the passing of members Ann Bailey and Fred Lobello. He went on to discuss the success of the Big 3 this year and summarized recommendations from the last BOD meeting on ways to improve operations in coming years. Ric Bonoront and Joe Pifer gave their experience and perspective discussing issues of speeding, cart rentals, dogs, bicycles and handicap issues which are on the agenda for policy review and change. Duane then talked about member participation in programs at future meetings. Many members have experience or know someone with specialized auto related skills. They were asked to provide the contact information to Program leader Joey Valentino. Joey passed around a sign-up sheet. **VP's Report:** Bob Symonds - no report. **Secretary's Report:** Bill Dorr's (Acting) motion to accept the minutes for February 2015, as published in the March Fan, was approved. **Treasurer's Report:** Ken Burke detailed the February 2015 monthly financial report, including the Ollie Smith Scholarship Fund. Ken's proposed 2015 Budget which was accepted as submitted. **Membership Report:** Paula Pifer reported currently having 55 joint members and 31 single. Paula noted she needs members to update their information for the membership roster, including car, phone, email and birthday information. **Accessories Report:** None **Sunshine Report:** Judy Grobbel reported she has sent cards to members she knows about. **Fan Editors Report:** Tim Shortt reported Apr Fan is coming along-with a feature article on Fred Lobello, tour info and will include the member questionnaire for tech tip member speakers. **Tours Report:** Jim Thomas passed out a sign up sheet for those members needing a name tag or insignia for their current tag. Jim talked about the Dunkers and Clunkers tour and April's Lakeside Parade and Coronado's car show. He reminded members of the tour, March 21, to Randy Clark's Hot Rods & Custom Stuff, Escondido and tour through North County ending up at a restaurant in Encinitas for lunch. Rick Carlton purchased a dozen magnetic signs for our cars to help promote the clubs presence during tours, shows and parades. **Car Club Council Report:** Bill Lewis reported he passed out the All Ford Picnic posters. He informed the club that dues to the CCC will be raised \$10 per club next year. The El Cajon cruise nights will start the third week in April this year. La Mesa will be hosting a cruise night this year but it will get a late start due to street repair **Program Speaker:** Joey Valentino reiterated the difficulty in getting program speakers and encouraged members to sign up on the sheet he passed around. He forewarned that Joe Vidali would be the featured speaker at all future club meetings until other members stepped up or found outside speakers. **Old Business:** Dennis Bailey spoke on the invaluable assistance he received from Iris Cervantes, owner of Registry Vehicle Registration Service, La Mesa, CA. In addition to doing plate searches and obtaining clean titles and registrations on three old non-op cars, she saved him substantial costs and stress and did the entire process at his home. Bill Lewis announced Rick Preston, owner of Rick's RV Service Center, El Cajon has a clean, legal title for a '40 Ford Coupe. Joe Vidali warned of the problems if you do not use a purchased title correctly. **New Business:** Richard Teubner relayed an incident of injury to a person from air bag deployment when the seat is set too close to the steering wheel. Dave Huhn initiated a discussion on "muggy weld" and help he needed restoring a headlight bezel. **Fred Lobello Tribute:** Ken Tibbot and Joe Pifer displayed personal items of Fred Lobello's and the history behind them. It included his Eisenhower Jacket with WWII Bronze Star, Campaign Ribbons, Infantry Badge and more. Along with Fred's close friend and racing companion Jose Serrano, they all gave a presentation on their association with Fred and the wonderful nature of his life, personality and Hall of Fame racing career. Jose's talk on the power of the number "four" in Fred's life was heartfelt and appreciated by all. **50/50 Raffle Winner:** Allen Patani

Name Tag Drawing: Jay Harris' name was drawn but he was not present so jackpot rolls over to next month's meeting. **Miscellaneous Drawing:** Jose Serrano won a photo book entitled V-8 Album. **Meeting adjourned:** 8:24 PM--Respectfully submitted: Bill Dorr, Secretary (Acting)

- April Anniversaries**
 4/10 Joe & Paula Pifer
 4/13 Bill & Sue Houlihan
 4/25 Calvin & Shirley King
April Birthdays
 4/03 Jolene Harwell
 4/04 Diane Thomas
 4/08 Margaret Bartlett
 4/13 Louise Croff
 4/15 Sue Houlihan
 4/19 Jim Miller
 4/20 Tom Cook
 4/25 Bob Hargrave
 4/25 Carl Atkinson
 4/28 Chris Cook
 4/28 Bill Constantino
 4/29 Ric Bonnoront
 4/29 John Peterson

- 2015 Tour Schedule**
Sat, Apr 18- Lakeside Western Days Parade.
Sun, Apr 26 Motor Cars on Main, Coronado.
Sat, May 2 Antique Drags @ Barona Sun May 3 All Ford Picnic, Santee Lakes
Sat, June 27 Pancake Bkfst
July TBD
Aug TBD
Sept TBD
Sat, Oct 24- Oktoberfest
Nov TBD
Dec 6 Christmas Party

Send Rick Carlton your email address-if you want to receive EAN by email.

**Gen. Meeting-Apr15 -7pm,
Auto Museum, Balboa Park**

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto related items. Ads are collected at the General Meeting or you send them to: **The SDEFV8 Club c/o Tim Shortt, 1211 5th St, Coronado, Ca 92118**

'48 Super Deluxe Coupe first fresh air heater by Ford, Stock Running Gear, Chrome Reverse Wheels. Origi Ford Hub Caps. Big & little new Firestone Tires. 2&1/2 half inch dropped axle. **\$10k John , 707-688-4616**

SALE: 1948-56 Ford Truck parts & Accessories-Large Text Catalog,790 pages-original. \$20.; Route 66 book, mostly beautiful color pictures,175 pages, like new.\$20.; Hot Rod's Street Rod Quarterly, summer 71, **160 pages, \$12.;** Hot Rod yearbook #11, 71, **352 pages, \$12.;** Richard-Teubner, **858-748-2849 H- cell 858-762-2696**

Sale- New & NOS Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Les Bartlett 619-466-5475**

Wanted: 1947-'48 (car) lower rear shock brackets that mount to the rear axle.**Brent Clark-Mobile: 714 814-1380**



'54 Coupe. 302 V8, C4 auto. Very Clean. **NEW LOW PRICE-\$15k Tom Cook 619-200-8114**

WANTED Garage for storage and restoration of '47 Ford Woody Wagon
Phil Stone 619-723-6754

Wanted: '36-'39 Wheels (two) Carl 619-593-1514

Sale 1932 Model B 4 banger motor. Good condition complete with all accessories-carb, disturb, starter, flywheel, manifold, etc \$500. **Large capacity "One Sacker" Cement Mixer.** Good cond. \$1,000. **OBO Fred Lobello 619-264-9484**

FOR SALE: One pair of '34 Ford Tudor Bucket Seats, complete springs, hardware. Need to be reupholstered. Asking \$450.00 OBO. **Todd at the Speedo Shop 619-258-8195**

FOR SALE: The 6 Fordiana Series Books by Loren Sorensen, all signed, low serial number (215) excellent condition, \$600.00 firm out of town, you pay shipping
1935 California Pacific International Exposition Memorabilia: Oval Wood grained Ford Building serving tray (14x17) Fair condition , Rubber '35 Ford, blue with decal, no box, fair condition, 1 Exposition ticket book, 1 Ford V-8 coin, 1 embossed amber Exposition ash tray, Firestone, with Firestone Rubber Tire, Mint condition, prefer to sell as a package \$400.00. Other Ford Items: 3 1935-36 Ford Trucks, 2 panels, 1 stake bed by Sun Rubber, \$75.00 for all 3, Fair condition, 2 ceramic Ford Dog banks from the 60's, \$25.00 each. **Gary Walcher-619-588-6228**



'35 Deluxe Coupe. Project. Best Offer
Gary 619-463-4068

Frame straightening to body work and paint . Billy Lynch 619-436-6913-(Recommended by Calvin King)

1946 Ford Super Deluxe Convert. Body off restoration.**\$38,500 obo Contact Seller:Saratoga, Ca 95070**



'46 tudor Deluxe. 350/350 plus much more. **Jim Scheidle. 479-200-5831**

1936 Ford Deluxe Cabriolet flat head v8 3 speed. Only 36588 miles. Pines front grill and hood kit, luggage rack, chrome grill protector, amber fog lights.Tri Motor Sales, Inc, Oak Harbor Ohio, **\$42,000**



SALE: Magazines: Rods Illustrated, Custom Cars, Hop Up, etc. 1955-'61 small size box 30 mags- \$79. Big Carcraft, Rod & Custom, Drag Racing Mags, 1960-'70s (Old) Ford Times Mag. Drag Sport, Drag Times, Drag News, Drag Sport & NHRA, Drag Parts Illustrated. **Richard Teubner 858-748-2849**

Wanted- '56 Ford F100 big window-Rick 619-512-7058

WANTER-Garage Space for a '56 Ford PU. Rick Carlton 619-512-7058

Sale- Ford Times, Original Shelby L.T. 1967, Old Motor Trends Mags, Rod & Custom, Car Craft & Hot Rod Mags--Richard 858-748-2849



'40 Merc conv sedan, Dan Krehbiel flathead (4" crank), Columbia overdrive, correct fog lamps and switch, hot water heater, factory radio, top & interior by Jerry Jenson, perfect in every way, show winner, no disappointments. Car is in Washington state. \$45k obo Mike Ison, 937-570-3540, OH.

'37 Ford Club Coupe Project. New TCI Chassis. All body work done. ready for final blocking & paint. Many new parts. Over \$45 invested. Asking **\$35k OBO. Bill Lewis 619-851-3232**

'37 Fordor Deluxe. Turnkey Sreet Rod 350/350 **\$26k Rick 619-303-3353**



'36 standard Tudor. 63k miles, all orig, Award Winner.**dillardharwell@cox.net 619-825-8025**

WANTED-'41-48 Studebaker M5 PU. should be complete, running & driving. **Joe Vidali 619-444-7174 or samegan@cox.net**

Wanted '47 Ford Clock, '39 Ford Clock. Dan Krehbiel, **951-302-5922**

'56 TBird.Only200 mi since complete resto.2 tops,Cont. pkg. 3 speed. Concourse first place Winner.Fiesta Red & white Perfect Car. **\$45k OBO. 559-287-1345 Bay Area. jkendoore@gmail.com**

'49 Tudor, Merc Flathead, 3 speed w/ overdrive. straight body minor rust.. Complete.Current title \$6500 OBO. **fordtrk56@gmail.com**



'40 Ford Coupe Clean TITLE. (car destroyed in fire) Bill Lewis 619-851-3232

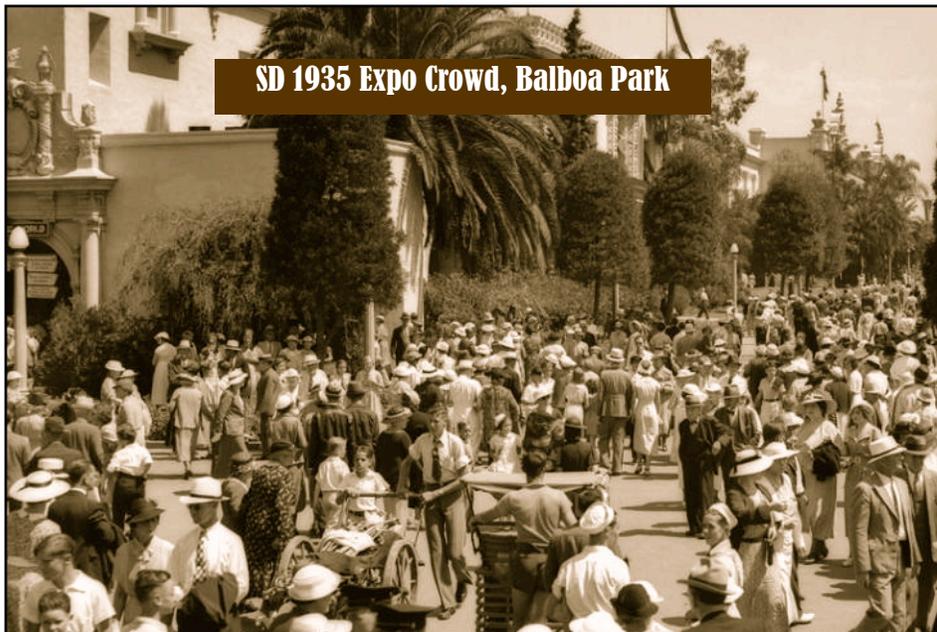


Expo collection madness

Pics represent the start of my Expo collection madness. Depicted is a U.S. Postal stamp made to represent the 1935 Fair, a .50 cent piece commemorative San Diego coin, a souvenir fractional gold piece from the Gold Gulch Exhibit in 1935. These were all bought at a local coin and stamp show around 20 years back that made me aware of our small World's Fair (Exposition). There is also a pic of memorabilia from the 1935 Ford Exhibit that was located in the now Air and Space Museum in Balboa Park. Oh... and some glamour shots of me at the exhibit in the SD Auto Museum of course!") This Centennial of Balboa Park ran through the end of March, 2015
 --Bob Symonds



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Apr/15