

X THE Ford FAN X

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

On Saturday, everybody met at the Body Shop in the Midway district.

Thanks to Walter Andersen (who owns the building), and his tenant, shop owner, Pat O'Neil, we got a sneak peak into the future of Automobile repair. Pat explained the most recent high tech robotic capabilities and new levels of efficiency working with the exotic metals of today's cars - the metals that react to a collision by protecting the passenger shell - spreading the energy of impact to other parts of a vehicle. The highly trained technicians maximize their time by staying with one project at a time until it's done. Robotic drying machines dry new paint in minutes rather than hours. Pat knows how to shave minutes off each step in the repair process, saving hours by day's end. Save more time, make more money. Lunch after - IN & OUT BURGER at the Poway Cruiser Show. Good day all around.--TS



10 ton Frame Straightener at work



John says, Look how fast it dried...



Old Iron waits outside as Pat prepared us for the future



Robotic curing in paint room



John & Den flash their backsides



Blue Man, Rick takes home "Best Truck" at Poway Cruise



V8 Members ready to learn a thing or two. Anybody seen Joe Valentino?



"Tim, on Saturday I came down to the Body Shop on Rosecrans St. for the tech session. Nobody showed up! I may have gotten the date wrong. I'll come down again this coming Saturday. Let me know if I have the date wrong. BTW, not the best venue for a tech session...in my opinion." Joe



The Prez Sez-

The Big 3 50th anniversary year meet is now over. No less than 45 members stepped up and did their part in helping make the operation run smooth. This is a pretty impressive undertaking when you look across the Stadium lot on a Saturday morning. Even with a few last minute curve balls, the coordinating team and volunteers made it another great year. Thanks so much to each one of you.

At our March 16th general meeting, our Program Director Mike Petermann utilized a computer projector and big screen to present a segment on Evan's Coolant featuring Jay Leno. Based upon the active conversation generated after the presentation, I would say the use of this medium was very successful. We can now present literally anything that can be brought up on the internet or otherwise viewed on a personal computer. We look forward to more presentations from Mike in the future.

Word is out that there will be a Western National Meet this year. The Bakersfield EFV8 Club is sponsoring the meet to be held October 17-20, 2016, in Bakersfield, California. Early registration is available *now* for the discounted price of \$60. Registration forms and more information are available at the meet website, www.2016wnm.com.

April's general meeting will be hosting students from the Ford Asset program at Cuyamaca College competing for the Ollie Smith Scholarship money. We look forward to their attendance and would like to show them how interested we are in their career development and education. If you want a warm feeling and a quick look in the mirror at yourself from many years ago, come join us in welcoming these students.

Tour Coordinator John Dow has been busy coordinating tour listings. April 16th is Carl and Bobbi Atkinson's Garage and personal collections tour; then April 24th is the Coronado car show; and on May 1st is the All Ford Picnic at Santee Lakes. Check the details in this issue of the Ford Fan and plan on having some fun. We are starting to gather cost information for a bus trip to LA and the new Peterson Museum tour. And across the street is the LA Museum of Art for those who might be interested. More information will be presented at the next general meeting April 20th.

This club is a great group of people. Get out and participate. Thank You.
--Bill Dorr, President

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- V.P. **John Dow** 619-302-8376
- Secretary: **Dennis Bailey** - 619-954-8646
- Treasurer: **Ken Burke** - 619-469-7350
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- Ken Burke** - 619-469-7350
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- Ray Brock** 619-993-9190
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- Membership : **Paula Pifer** - 619-464-5445
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- Tour Co-ordinator- **John Dow** 619-302-8376
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- Web Master: **Rick Carlton** - 619-754-6259
- Lady 8ers: **TBD**
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- Ford Fan: **Tim Shortt** - 619-435-9013
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- Refreshments: **TBD**
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- Big 3 Board Members:**
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- Rick Carlton** - 619-754-6259
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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.



Current Name Tag Jackpot is now up to \$225 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

Steve Seebold--your name was drawn. So sorry you missed \$200 bucks by missing the meeting. Next meeting, Apr 20, 2016, if you wear your name tag, you might win \$225!



Rain promised, flood followed in 1916

By Robert Krier

If 100-year floods happen every 100 years, San Diego had better be prepared ...

The strongest El Niño on record is brewing in the central Pacific, and the potential for a super soaking continues to grow. But no matter what El Niño delivers, there will be one big difference between this winter and a century ago: A famous rainmaker will not be involved this time around.

The floods that came after the record-breaking rains of January 1916 are still considered the biggest weather disaster in San Diego history. Twenty-two people died. Bridges, roads and rail lines washed out. Dams collapsed, sending huge waves crashing through the communities below. Houses floated away on raging currents. And 5 feet of water flowed down Broadway in downtown San Diego.

It all happened just weeks after the San Diego City Council, with the on-going drought and water-rights disputes with local farmers fresh in the council members' minds, agreed to pay Charles Hatfield — who preferred to call himself a “moisture accelerator” — \$10,000 if he filled Lake Morena.

Morena, a city reservoir in the mountains east of town, filled to overflowing in less than four weeks. Whether coaxed by Hatfield or not, the rains that month added about 10 billion gallons to the reservoir and forever changed the city's approach to water management and flood control.

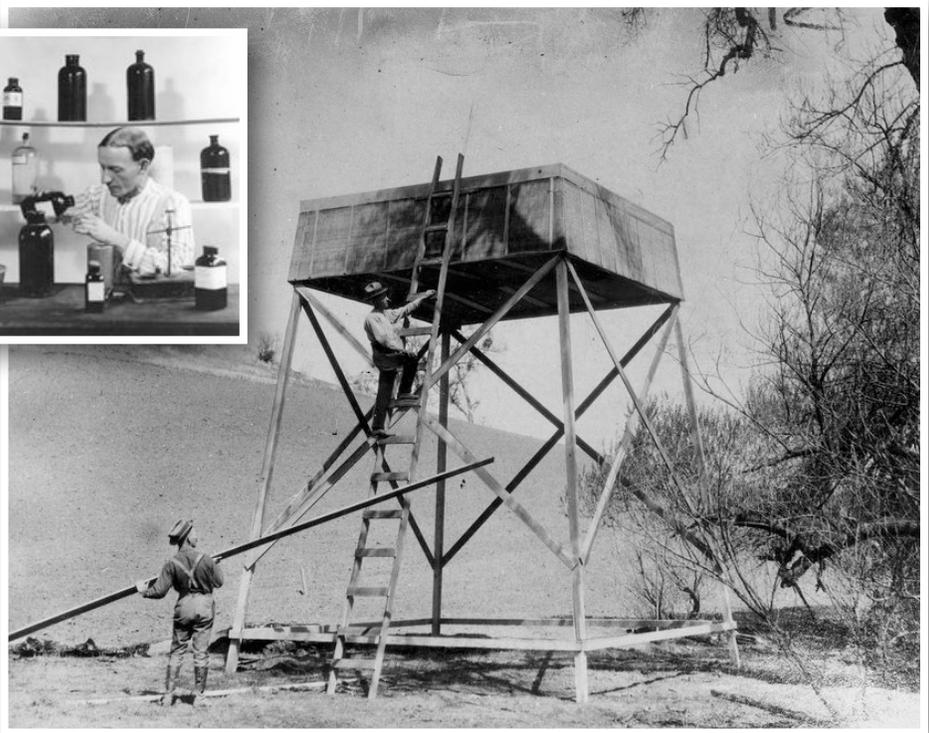
Hatfield wasn't paid a dime. When he complained, the Council answered “We'll pay you if you pay for the flood damages.”

'Clouds need tickling'

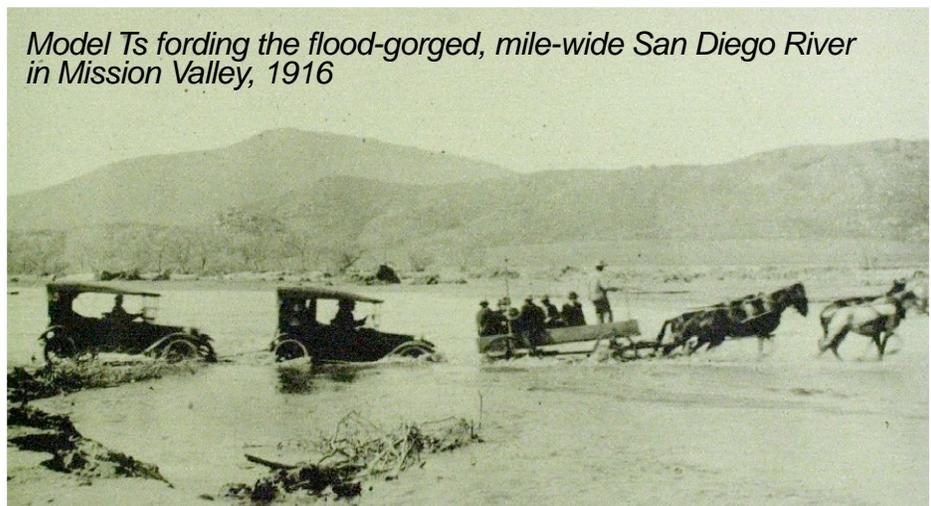
Hatfield, a sewing machine salesman in Los Angeles, was sure he could. Shortly after the turn of the century, he managed to convince many people in L.A. that his “rain enhancement” experiments in the local mountains had delivered downpours to the drought-stricken area. He later successfully fulfilled contracts to bring rain to Hemet; San Angelo, Texas; and other communities.

Basically, Hatfield practiced what appeared to be a primitive form of cloud seeding. He built towers, carted a secret blend of chemicals to the top, then lit the concoction on fire. The fumes wafted into the heavens.

Turns out Hatfield, who, if nothing else, had impeccable timing



Model Ts fording the flood-gorged, mile-wide San Diego River in Mission Valley, 1916



EFV8 CLUB EVENTS

2016 Tours

Sat April 16, Tour
Carl & Bobbie Atkinson's
 Garage & House Collections,
 1622 La Cresta Blvd, El Cajon,
 Garage and house Collections. Pizza Lunch
 and then tour famous **Capt. Terry's**
 WWII Navy Salvage.
 Depart Macy's El Cajon at 9:30.
 Jim Thomas 619-669-9990

Sun, Apr 24- Motor Cars On Main St,
 Coronado Tour. To park together, we must
 arrive together. **Meet at Von's Park Lot**
(9th & Orange Ave. 7:30 AM).
Sign Up Now by email
with Motor Cars on Main St., Coronado.
 Tim Shortt 619-851-8927

Sun, May 1, Tour - All Ford Picnic
 Santee Lakes
Dennis Bailey 619-954-8646

Wed, Jun 15 Tour
FREE DAY AT Del Mar Fair
 1. We will meet at 9:15 am near the
 McDonalds on Via De La Valle, Del Mar
 off the 5. And leave as a group at 9:30
 SHARP to enter the fair display area.
 2. Our day is Wednesday, June 15.
 3. We exit as a group at 3:00 pm SHARP
 4. You may bring guests in your car.
 5. If you would like to show your car for a
 day with free fair entrance, parking,
 and avoid the lines, please call **Barbara**
Martin (858) 254-5009 to sign up.
 Only 8 openings.

Sat, June 25 Tour -Pancake Breakfast
 Sweetwater Summit Park
Jim Thomas 619-669-9990

Sat, Jul 16-Chords.
Cars & Costumes. San Dieguito Heritage
Museum Barbara Martin 858-254- 009

Aug Tour TBD

Sun, Sept 25 Tour -
Mad Hatter Lunch & Ice Cream Social

Oct ToursTBD
 Oktoberfest and C&G Appreciation Day

Nov Tour TBD

Sun, Dec 11 Tour
 Christmas Party -Coronado Golf Club
Barbara Martin 619-858-254-5009



Sat, Apr,16 Tour Directions to Carl & Bobbie Atkinson's House: Depart Macy's El Cajon-9:30am.



Hwy 8 to Greenfield/Cresta exit.
 South on Greenfield to first light, La
 Cresta Road. Turn left.
 Approximately 5 miles up hill, bear
 right onto Le Cresta Blvd.
 Past Park, look for #1622 on left.
 (If you get to Fire Station, you've gone
 too far).

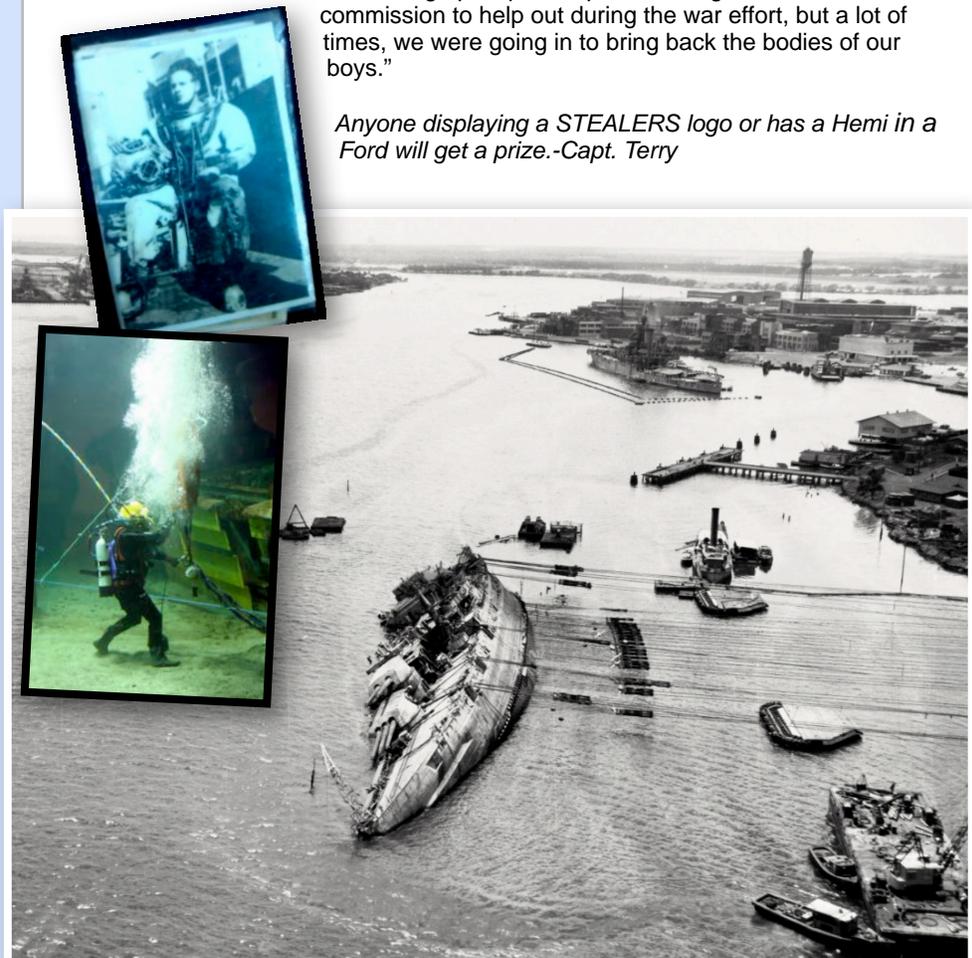
Prepare yourself to be entertained.

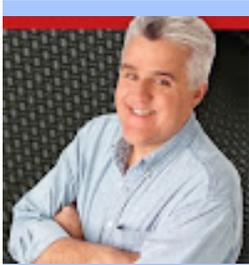
After Carl's place, we'll have a Pizza Lunch and Tour of famous Capt. Terry's WWII Navy Salvage.

According to the Northwest Diving History Association, during the Pearl Harbor salvage operations, Navy divers spent about 16,000 hours under water performing some 4,000 dives. Contract civilian divers contributed another 4,000 diving hours to the effort. Divers with the Naval Construction Battalions were nicknamed Seabees from the first letters Construction Battalion — C.B. By the end of World War II, 325,000 men had enlisted as Seabees.

"We'd bring up ships and planes and get them back into commission to help out during the war effort, but a lot of times, we were going in to bring back the bodies of our boys."

Anyone displaying a STEALERS logo or has a Hemi in a Ford will get a prize.-Capt. Terry





Published on Jul 31, 2012--

Waterless Engine Coolant. It's environmentally friendly, increases your fuel economy up to 10%, prohibits engine corrosion - and will probably last longer than your engine! Jay's been using Evans Waterless Coolant in his vintage valuables for 16 years now.



Looking at New Things in a New Way ----Jim Thomas

The Wednesday, March 16 General Meeting, was a special meeting in that it marked the first of several planned innovations our club is scheduling to meet the needs and interests of our members.

Our new program chairman Mike Petermann presented the topic of using Evans waterless radiator coolant.

Not only was the Evans sales manager there, but Jay Leno was present to discuss the advantages of this unusual product.

All this was possible using modern technology that allows us to present to our club any subject matter that is available on the internet. We are able to hook into the Balboa Park WiFi internet connection and using a lap top computer project a program onto a screen for viewing.

The program lasted 20 minutes and sparked 15 minutes of lively questions and comments.

Overall, the program presentation was a huge success. Thanks to Mike for this groundbreaking event.

We have a new President and Vice President along with a new Board of Directors. One of the priorities of our Board and its officers is to innovate. The purpose is to make this club more interesting for its members and create more opportunities for group participation. Your ideas and comments are valued. Send them to either to Bill Dorr or to Mike Petermann.

'WHO' AND 'WHY' IS DRIVING AN OPEN WHEELED RACE CAR ON A PUBLIC ROAD?

--Jim Thomas

Mysteries always seem simple once fully explained. And so it is with this mystery.

Born in 1929, Edward Glenn Roberts was an athlete and such a successful high school pitcher that he was given the tragically prophetic nick name of 'Fire Ball'.

Fireball Roberts was slowly developing a name in stock car racing. Not very polite behind the wheel he developed a reputation for aggressive stock car racing. Fireball decided to try his hand at open wheeled racing. Money was tight so the car he built was on a tight budget. Though no money was left for the needed custom trailer to transport this racer to the track a trailer was promised to be loaned for the race day debut. Unfortunately the trailer was wrecked the day before the race and no other was available. Little details did not discourage Fireball so he simply jumped into the cockpit and took off down the highway headed for the nearby track. When Fireball ran low on fuel he stopped at a gas station to fill up. When he returned to the car after paying for the gas the Highway Patrol was impounding this illegal vehicle. It was discovered that many of the parts that went into this car were from questionable sources. Fireball never got this car back and so ended his open wheel racing career.

So the question now is: why was his nick name so prophetically tragic?

For this mystery simply go to Google and type in his name.

Last Month I asked for the story behind this 1953 Photo. Jim Thomas & Bill Houlihan submitted these two. What do you think?



Here's my unedited take on the race car on the road. Do with it what you will.... --Bill Houlihan

"Dammit - There goes Charlie again." Officer James O'Rielly said, spilling some of his morning coffee.

"No, not again. How many times have we told him?"

"Some guys can't keep it in their pants. Charlie, he can't keep it in the garage."

"Okay, let's go get him. Hit the siren."

"Charlie, dammit, how many times have we told you?"

"Hello Jim. Just out for a morning drive. Got to keep things moving, you know. Sitting in the garage is bad for a car."

"Charlie, you know you can't drive this thing on the streets. How many tickets have we given you?"

"I dunno, Jim, but it's still cheaper than paying to race each month. And not much chance of crashing either. So it's a win-win, don't you think?"

"C'mon, get out of the car. We'll have to get a tow truck."

"No, c'mon, just follow me home. It'll be cheaper for me and you won't have to wait around for the tow truck, take it downtown, do the paper work and ruin your morning. Say, Jim, you know Maria has some blueberry muffins just coming out of the oven. How about it?"

O'Rielly, hands on hips, said, "Charlie, you are a piece of work. Let's go."



For decades, Edsel Ford's first V-8 speedster was considered lost to the world. Huge chunks of its history had gone dark, and it narrowly avoided a date with the crusher at least once — an unbecoming fate for what some consider the most important car in the history of Ford Motor Company design, a car that will head to auction this spring.

While [Edsel Ford](#) crafted custom cars and speedsters based on production-line Ford pieces [as far back as the Teens](#), by and large they represented the mechanical musings of a car-minded playboy, not active attempts to influence Ford Motor Company styling direction. That changed in the early Thirties when he made the acquaintance of E.T. "Bob" Gregorie, a draftsman and designer at Lincoln.

Hired in 1931, Gregorie shared many of Ford's passions. Ford "quickly found that Gregorie had a unique ability to understand Edsel's design directions, and that they had similar interests in European cars and fast boats." So following a trip to Europe a year later, Ford gave Gregorie an assignment: Design and build a custom Ford with sports-car styling as seen on "the continent."

Gregorie, equipped with a design for a completely topless boattail speedster with matching prow-like front end and a sporty V-shaped windshield, took advantage of idled workers at the Ford Trimotor and Lincoln plants to build Ford's speedster. He started with a 1932 Ford Model 18 chassis, complete with a brand-new flathead V-8, and had the Trimotor craftsmen shape the body from aluminum, then turned it over to Lincoln's workers for finishing and trimming. Along with the hood that extended up over the cowl, the suicide doors, the lack of bumpers and running boards, and the full wheelcovers, the speedster also featured absolutely no Ford badging. By the summer of 1932, Gregorie finished the car and delivered it to Ford, who then used it on occasion over the next couple of years, but, for the most part, kept it hidden from his father. He had it updated with a newer engine in either late 1933 or early 1934, then sold it in 1934. As the Farrells wrote, Ford was "pleasantly amused" at the boattail design — that is, he likely had something else in mind — but he continued to collaborate with Gregorie on custom cars nevertheless. In 1934, they came up with Ford's second speedster, one that has garnered plenty of concours invites, [articles](#), and [gallery placements](#) over the years and that even [inspired a scratch-built tribute car](#). They teamed up again for another custom in 1935, and by the late 1930s, their shared vision of a European-style American production car eventually came to fruition with the [Lincoln Continental](#).

Despite Ford's cool reception of the speedster, the Farrells point to it as one of the most significant cars in Ford's history. Even as late as the early 1930s, long after GM established its Art and Colour studio, Ford had no formal design department and much of the look of Ford automobiles came from Henry Ford's function-over-form decrees, with some aesthetic input from Edsel Ford.

"The beginnings of the Ford Design Department can be traced directly to [the speedster] and Gregorie, its designer," the Farrells wrote. "[It] was the first concept car Edsel Ford and Bob Gregorie worked on together and, three years later, it led to Gregorie's appointment as Ford's first design director — although in those days no one at Ford had titles as such."

Ford sold that first speedster to Elmer Benzin of Grosse Pointe, apparently a man of some standing at the time, and then it passed on to its third owner, identified only as "a young GM engineer," who wrecked it not long after. And for decades, everybody who ever looked into the story of the first speedster believed its story ended there. The Farrells even reported it as "a total loss, and what was left of it was junked."

Yet it somehow survived. By the 1940s, the speedster made its way to a Bridgeport, Connecticut, junkyard, where body man John Cox bought it. Apparently, the damage that the young GM engineer inflicted on the speedster was relegated to the front end, so Cox rebuilt it with fenders from a mid-Thirties Chevrolet, a conventional flat Ford grille shell, and some additional sheetmetal work.

---Cont'd Page 7

Edsel Continued--

Cox in turn sold it and didn't see the speedster for more than 40 years, until he spotted it in the mid-1980s sporting an updated flathead drivetrain, bucket seats, and hydraulic brakes. He recognized it as his old car (though he still had no idea of its history before he first owned it) and bought it back, intending to restore it.

While Cox only got as far as disassembling the speedster, a neighbor of his, Jim Gombos, shared Cox's vision for restoring the speedster. "When I first saw it in the 1980s, I expressed an interest in it, and for 20 years or so I kept reminding him I'd like to buy it off him," Gombos said. Cox never relented, but after his death in the mid-2000s his family decided to sell the speedster to Gombos. "There wasn't much to it when I got it," Gombos said. "It was all apart. All the body from the firewall back was there, but there were no fenders, grille, or hood."

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Gombos collected some parts here and there for the speedster's restoration and even showed it in its unrestored state at the [2007 Grand National Roadster Show](#), but he eventually handed the job of restoring the one-of-one car — a job that included scratch-building the front fenders from aluminum and reshaping the speedster's unique prow-like grille insert — to [Barillaro Speed](#) in Knoxville, Tennessee.

"There was absolutely no documentation on the car's construction," Gombos said. "We were only able to get three pictures of it from the Ford archives — a front, a rear, and a side view — so we had the side view blown up to life size to make the patterns for the fenders and we studied the other two pictures with a magnifying glass. That gave us a lot of details that you wouldn't pick up on unless you were looking for them."

Gombos chose to leave the 1936 221-cu.in. flathead V-8 in place, though he had the brakes reverted to mechanical action. The paint — a shade Gombos described as very close to the stock Ford color of Tunis Grey — came from color-matching a sample Gombos discovered on the underside of one of the cowl vents. While similar at first glance to the shade of gray currently on the second Edsel Ford speedster, Gombos said that both cars are actually painted very distinct shades of gray.

"The other one is really really green compared to mine," he said. "It's actually Iridescent Gunmetal Dark. Somebody over time said that both cars were painted the same color, which was Edsel Ford's favorite color, but they weren't — I looked over the '34 speedster real good and couldn't see any indication it was painted the same color."

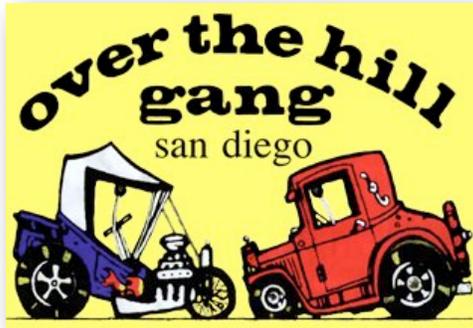
While Gombos did display the car in a partially restored state at the 2009 Glenmoor Gathering, it didn't make its post-restoration debut until 2013, when it appeared at the Amelia Island Concours d'Elegance, where it took the E.T. "Bob" Gregorie Award for Design Excellence, presented by Edsel Ford II.

Since then, he said he hasn't driven it much — it only shows four miles on the odometer now — but he has tried to mine Ford's archives for whatever he can find on the car. "There's no question it's the same car Edsel Ford built, but there is no documentation — we searched and searched," he said. "Even when it was built, it was secretive. But anybody can look at the car and come to the conclusion it's the real car. This is one of one, one of a kind."

Gombos said he's decided to sell the speedster simply because he doesn't know what to do with it now that it's restored. "It's the kind of car, well, what do you do with it now? It's not the kind of car you want to drive much or leave anywhere, and while we've been invited to a lot of concours, for one reason or another we haven't been able to take it."

For that reason, he's consigned the speedster ([chassis number 18-14449](#)) to RM Sotheby's Amelia Island sale, where it will cross the block with a pre-auction estimate of \$1.2 million to \$1.4 million. The second Edsel Ford speedster, which came up for sale at RM's Amelia Island auction in 2008, [sold for \\$1.76 million](#). The third Edsel Ford speedster has yet to be found.

RM Sotheby's Amelia Island sale will take place March 12. For more information, visit [RMAuctions.com](#). --*Hemmings Motor News*



BIG DAY at TECH DAY SAT. MARCH 12TH

As the cars started to arrive for the OTHG-SD Tech Day it was nice to see at least six EFV8 members present. We had great weather and a huge crowd for the tech session at **Loose Cannon Customs, Vintage Auto Service and San Diego Rod & Custom.** Their phone numbers are Vintage Auto Service (Sean 619 567-9129) Loose Cannon Customs (Nick 619-448-8870) San Diego Rod and Custom (Abe 619 441-2440). Paula counted 57 cars parked and more coming and going all morning long. I estimate we had around a 100 people. We consumed 8 boxes of donuts and 20 Costco pizzas. If you have a need for paint, fabrication, wiring or a total build please give these three shops a chance to do your work.

Thanks for coming. *Joe p*



Pearl Harbor - 1941. Day of Infamy.



The first sign of the Japanese fleet racing towards Pearl Harbor came at 7:00 am the morning of December 7, when two US Army privates on the Hawaiian island of Oahu were just about to turn off a mobile radar station they had manned since 4:00 am. A slight disturbance on the screen gave pause to their actions - a large yet indistinct patch of light, which appeared to the men to come from 50 planes, seemed to be heading towards the island. Confused, one of the privates called the information center across the island, reaching an army lieutenant who assured them the light was simply a fleet of American B-17s. The lieutenant had heard Hawaiian music playing on the radio station earlier that morning, a signal that typically signified an approaching American aircraft to Hawaii, and determined that the blotch on the radar's oscilloscope screen must be the incoming fleet.

Upon reaching Pearl Harbor, the torpedo bombers skillfully maneuvered themselves into the harbor in groups of twos and threes in a sudden and forceful attack lasting only minutes. In another hour, a second fleet of 167 additional Japanese aircraft bombarded the site. When the effects of the attack subsided, the grim casualties became known: 2,403 American civilians and military personnel had been killed, and 1,178 wounded.



Hours after Pearl Harbor was bombed on December 7, 1941, the Secret Service found themselves in a bind. President Franklin D. Roosevelt was to give his Day of Infamy speech to Congress on Tuesday, and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely. At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get clearance from Congress to do that, and nobody had time for that. One of the Secret Service members, however, discovered that the US Treasury had seized the bulletproof car that mobster Al Capone owned when he was sent to jail in 1931. They cleaned it, made sure it was running perfectly and had it ready for the President the next day. Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief. And run properly it did. It had been painted black and green to look identical to Chicago's police cars at the time. To top it off, the gangster's 1928 Cadillac Town Sedan had 3,000 pounds of armor and inch-thick bullet proof windows. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio.

Footnote: The Caddy was sold at auction in 2012 for \$341,000.



"Previous Owner..." Al Capone" - Capone's 1928 Cadillac V-8 Town Sedan Became the President's Limo December 1941



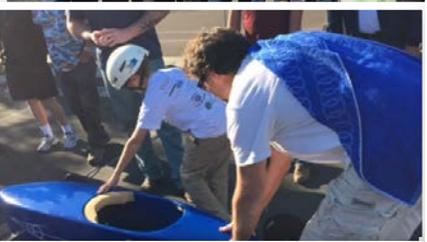
FDR's own 1936 Ford, on an inspection tour of trees to be cut for construction of emergency Navy war vessels, 1942.

A simple lever controls the clutch and the brake. Moving the lever forward disengages the clutch when shifting gears. When the lever was pushed even further forward, the plate welded to the clutch pedal would press on the plate welded to the brake pedal to slow or stop the car.

This clever device dispenses a lit cigarette. It allows FDR to smoke using only one hand.



Next Tour:
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 Pizza Lunch
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 Depart Macy's El Cajon at
 9:30.
 Jim Thomas 619-669-9990



March 19
Soap Box Racing for
the Big Prize

High steaks drama this year. because the winner goes on to the Nationals. 16 competitors and their respective drivers came to the starting line ready to rumble. Cars, drivers and dads have been working for weeks to fine tune their cars. And none worked harder than our driver Matthew Bagasiran and his dad, Bill. Bill Lewis was there also, helping to apply the final coat of wax and a last minute change to a high tech lubricant on the axles recommended by Ken Tibbot. At the pre-race weigh-in it was down to the ounce, adjusting the weight of car and driver to come in at 200 lbs exactly. Safety checks were made and cars lined up. The races went smoothly, only interrupted by a clueless woman who went around the Street Closed barriers and tried to drive down the course during a race. The Hwy Patrol stopped her and the race was restarted. Matthew ran 7 races and won 4 - proudly taking home a 4th place trophy just 1/4 sec off a third place finish. Good Racing.

The worst news of the day: the Kiwanis generator failed and there were no promised pancakes. Dang. --TS



Wait'll next year!

At Speed--1/4 sec apart

SAN DIEGO EARLY FORD V8 CLUB--
 General Meeting Minutes—Mar. 16th ,2016
President Bill Dorr pounded the gavel at 7:02

Pres. Report: Bill thanked everyone in the club for helping out and making it another successful year for the Big 3.
VP Report: No report
Secretary: Dennis Bailey asked for approval of the minutes from the Feb. General meeting, as published in the fan, and they were accepted and approved.
Treasurer Report: Ken Burke read through the financial figures and they were accepted and approved
Membership Report: Paula reported 30single and 52 joint members.
Sunshine Report: There will be a memorial for Les Bartlett on Mar 20th at the Catamaran.
Fan Editor: The Apr. Fan is coming together.
Accessories: Judy reported that she has a lot of new accessories.
Car Club Council: Bill talked about additional liability insurance available thru the CCC
Programs: No report
Tours: Carl Atkinson tour April 16, Motor Cars on Main St April 24th and the All Ford Picnic May 1st.
Program: Mike Petermann presented a u tube video presentation of a coolant option for older cars. Lively discussion followed.
Old Business: The Audit is still in progress and there are several months open for anyone who would like to host a tour
New Business: There is a Western National Meet in Bakersfield being planned for Oct. 50/50: Jerry Windle won the 50/50
Name tag drawing: Steve Seebold would have won the name tag drawing.
Misc: Joe and Paula invited the club to join the OTHG club for a 3-shop tour. Mtg. Adjourned. 8:22 pm.
 --Respectfully submitted: Dennis Bailey

- April Anniversaries**
 4/10 Joe & Paula Pifer
 4/13 Bill & Sue Houlihan
 4/25 Calvin & Shirley King
April Birthdays
 4/01 Bill Lewis
 4/01 Janet Harris
 4/05 Jim Ferguson
 4/07 Lane Showalter
 4/07 Jack Clegg
 4/10 Karen Walcher
 4/15 Joe Pifer
 4/17 Dan Walters
 4/22 John Hildebrand
 4/23 Ray Brock
 4/24 Loyce Swedberg
 4/29 Liz Dow
 4/30 Marianne Olsen

Membership Paula: Membership Count 132. Welcome all new members
Sunshine Judy-- Like everyone, **Bill & Sue Houlihan** dealing with flu, cold, etc.

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

Gen. Meeting, Wed, Apr 20, 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**

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Sell the lot for best offer. Margaret Bartlett 619-466-5475**

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

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**

SALE: The 6 Fordiana Series Books by Loren Sorensen, all signed, low serial number (215) excellent condition, \$500.00 out of town, you pay shipping. **Gary Walcher-619-588-6228**



'35 Deluxe Coupe. Car complete.-Motor out-cleaned and checked out as good. Recored Radiator & patch panels for minor rust. **\$15k OBO Gary 619-463-4068**

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

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

'97 SVT Ford Cobra 4 cam, 4 valve motor> Extra Clean. Never wrecked. Sp. edition Cobra Green. Dealer installed roll bar, buckets, w/full harness. Wider Cobra wheels. frame connector w/ updated New World Trans. New Batt, adj shocks, etc. 83k mostly freeway miles. **\$14,250. 619-425-3241.**

'37-'41 Evans Aluminum Heads. 21 stud, center water inlets. **619-993-9190**

Wanted-- parts for my Ford '32 5 window coupe. -An original radiator for the V8 which should be good to rebuildable condition, --Anti-chatter bars for the engine. That's the best name I can think of as they go from the the bell housing to the frame. -Throttle and choke linkage. Any other parts that are required changing from a 4 to V8---CALL Don Pettee **619-838-09867**



Dearborn Winner '36 Tudor. Only 63k original miles All original V8 that's ready to tour. \$21k **dillardharwell@cox.net 619-825-8025**



1950 Deluxe Convert. V8, Overdrive, R&H, blinkers, working spot, Second owner over 20 years.Rebuilt flathead, recent radiator, new water pumps and hoses. Dual exhaust, Factory Cont Kit with stainless cover. New Batt. Stored last three years, now runs good. Straight body, original Paint. (Rust spot at base of both front fenders-one small dent LR under tail light). Orig interior good shape. Radial WWs. Full zippered cover. Good top, but one bow separated. \$21,500. OBO.Margaret Bartlett 619-466-466-5475



'36 Coupe Running Boards-NEW--\$400. Tom Cook 619-200-8114



'65 Mustang Coupe. PS, PB Auto, AC. New 289 V8. Show Quality Restoration-**\$24,500 OBO -Margaret Bartlett 619-466-5475**



1969 Mercury Colony Park full size wagon. ONE OWNER. Proven Long Hauler. Rebuilt 390 V8, Automatic, PS, PB. Roof Rack, Tow package. Recent paint, (Minor dings on Pass side), Excellent tires, Two-Way Tailgate. Rally Rims. Black Plates. Big, comfortable Leather interior. Alpine Sound System. Holds 4' x 8' Plywood flat with acres of room left over. Drive anywhere. **\$14,900 OBO-- 619-466-5475**



1940 Merc Coupe. All Original. Great Shape.Much new & rebuilt. Very good driver. \$24,500. OBO.Mel Figon (707) 544-6421. Santa Rosa, Ca **mfigoni@sonic.net**

V860 by Ken Walkey 818 321 3323





Miss Alpine & Miss San Diego East work the crowd & support the Soap Box Contestants.



London



Tucson

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



V8ers in Imperial Beach enjoy after glow after dinner

Apr/16