

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

Not so Secret Car Show in fancy Rancho Santa Fe.



A little north and east of Del Mar lies the part of SD County where the “One Percent” live in huge country estates conveniently close to the polo grounds. Lamborghinis, Porches and Ferraris are the grocery getters, tiny, pampered dogs with diamond studded collars are carried (not walked) by their like-adorned owners as they gather for brunch at the local Bistro. We got the feeling we weren’t in Kansas anymore.

Jim Thomas led our low-life Fords along scenic Via De Valle into the charming village of Rancho Santa Fe where there is a “Secret Car Show “ every Saturday Morning. (Just like Donut Derelicts from Bonita, but somehow the fresh muffins taste different than the sugar glazed variety down south).



Sandy met a 200 lb. spotted friend named, “Potato”.

Our gang parked where we could and hung around at the main street coffee shop, perused the real Estate offerings and watched the million dollar cars cruise by.

Jim told me he and Diane had found a nice 30 million dollar mansion for themselves - only problem, they didn’t have the 30 million... *TS*



The Prez Sez.

President Mike Petermann and First Lady Sue left the country. Yes, the club's treasury is intact and yes they will return the end of March. They are on a three week vacation to China and Thailand and we look forward to their return and undoubtedly the stories of their adventures.

2017 was another successful year for the 51st annual Big 3 Auto Parts Swap Meet. Once again, the storied event at Qualcomm Stadium was made possible by the relentless work of our membership. We have come to count on the experience and leadership of Ric Bonnoront, Joe and Paula Pifer, Rick Carlton, Dave Huhn, Barbara Martin, Mike Pierson and Calvin King to guide us through the gauntlet. This year we saw a number of new members, including the Cuyamaca College Ford Asset Program students, make it even more fun and successful. The weather cooperated perfectly and Ric Bonnoront reports the sale of vendor spots for next year went well. Thanks to everyone who took of their time to make this event so successful. We will have a party to celebrate everyone's hard work within the next few months.

At our March general meeting, Tour Director Jim Thomas initiated a feedback process regarding your feelings about our annual tour events like the Pancake Breakfast, Ice Cream Social and Oktoberfest. These events require a fair amount of time and effort to put together. Over the last few years, they have experienced a lower attendance level. The Board of Directors is attempting to determine just what you, the membership want to do in regards to these events. Based upon the feedback, a determination will be made in the near future as to whether any or all of these events will be continued.

Dillard Harwell is working diligently to bring new and interesting program speakers for our monthly general meetings. Ray Brock did an excellent presentation at our March meeting on improvements made to the Ford V-8 engine after the initial 1932 rollout. If you are aware of any other ideas, sources or speakers for general meeting programs, please contact Dillard or any member of the Board.

And finally, thanks to Jim Thomas and Tim Shortt for the recent tour through Rancho Santa Fe and attendance at the "Secret Car Club" show in the village there. We saw a great mix of cars from high end to exotics and rare vintage autos. It was a perfect day for a beautiful drive. —*Bill Dorr, Acting President*



President: **Mike Petermann** 916-479-3665

V.P. **Bill Dorr** 619-884-4188

Secretary: **Dennis Bailey** - 619-954-8646

Treasurer: **Ken Burke** - 619-469-7350

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Bill Dorr - Prez Pro Tem 619-884-4188

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Rick Carlton - 619-754-6259

Other Chairpersons

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Membership : **Paula Pifer** - 619-464-5445

Programs: **Dillard Harwell** 619-954-9422

Tour Co-ordinator- **Jim Thomas** 619-669-9990

Car Club Council: **Bill Lewis** - 619-651-3232

Web Master: **Rick Carlton** - 619-754-6259

Lady 8ers: **TBD**

Accessories: **Judy Grobbel** - 619-435-2932

Ford Fan: **Tim Shortt** - 619-435-9013

Cell 619-851-8927

Refreshments: **Tom & Chris Cook**

Sunshine: **Judy Grobbel** - 619-435-2932

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Ric Bonnoront - 619-669-6391

Rick Carlton - 619-754-6259

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545

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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.



**Wear Your Name Tag-
Apr pot is \$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!**
NEW RULES: Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a a winner.

Jim Hurlbert would have won the \$75 Name Tag - but was absent. Dan Prager won the 50/50. Greg Murrel won the \$100 coupon. What a night!

Dillard Harwell has discovered a possible famous relative: Alice Huyler Ramsey (November 11, 1886 - September 10, 1983), the first woman to drive across the United States from coast to coast, 1909. Only 152 miles out of the total 3600-mile trip were made on paved road.

Well, Ramsey is a Harwell family name, in fact it's Dillard's middle name, and this first lady could possibly be part of the family.... a distant cousin, perhaps?



June 1940 - Ford News

TWICE a week, for three years, two young women have been carrying the mail through Yellowstone National Park, from Gardiner, to Cooke, Montana. The route, once considered one of the most hazardous and dangerous in postal history, traverses fifty-five miles in Yellowstone Park.

It is not unusual for them to encounter temperatures of forty degrees below zero at Cooke. They have not built a heated garage for their car, or any garage for that matter; however, to use the words of Mrs. Rice, "It always starts."

though they are not frightened. One can walk quite close to them. Between Mammoth and Tower Junction there are thousands of elk—part of the Northern herd of Yellowstone that numbers 14,000—towering fellows with immense spreads of antlers, quiet cows and not a few calves. Sometimes the park animals, not content to stand beside the road, will crowd onto it.

At Tower Junction, the ranger station reports to the station at Soda Butte that the girls just passed. To the other ranger that means that in a few minutes the eagerly awaited mail will arrive. So it is all along the line, that word from the outside world is brought through the snow-bound passes to communities still isolated most of the year.

A narrow and tortuous road through Lamar Canyon connects Tower Junction and Soda Butte. The steady climb from the canyon is devoid of immediate assistance in case of a breakdown, and there is danger in such an event, because a sudden storm may strike, accompanied by bitter cold. Anyone marooned in this country at such a time has little chance of winning against such a combination.

Leaving Soda Butte, the next stop is made at the Silver Gate Post Office, a short distance out of the park grounds. Here, without doubt, is one of America's winter and summer beauty spots. It is snugly tucked in a narrow mountain pass, reached in winter by a road banked high on each side by piles of snow. An abrupt climb through snow- and ice-locked mountains leads to Cooke—three hours out of Gardiner.

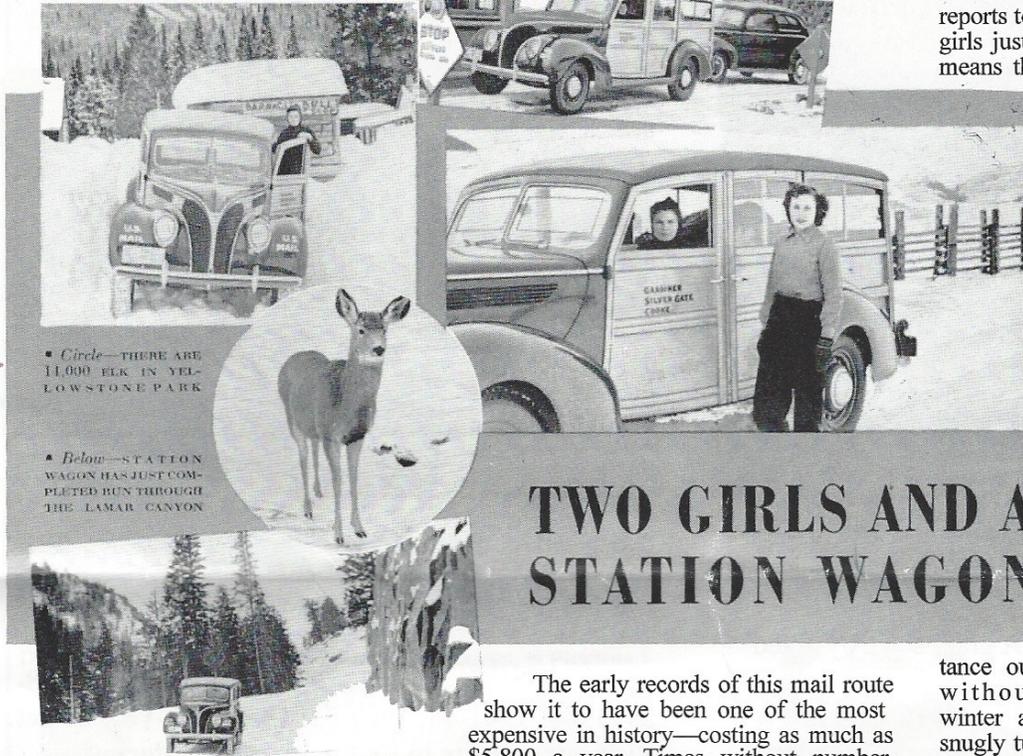
The Ford Station Wagon has carried the mail more than 100,000 miles without a mechanical breakdown. Despite its lack of shelter, it has never failed to start, even at forty below.

As interesting and noteworthy as the accomplishment in opening the roads for mail delivery, has been their use by winter tourists. Clearing the roads affords America an opportunity to visit a winter fairyland, and now the demand is that more roads be opened through Yellowstone in winter. The thousands of visitors who avail themselves of the skiing, skating and camera hunting, find an entirely new thrill in the huge drifts, snow-laden trees, sinister silence and abundant wild-life exhibitions. Yellowstone in summer has a rival in the winter wonderland.

The early records of this mail route show it to have been one of the most expensive in history—costing as much as \$5,800 a year. Times without number, horses managed to take the mail no farther than Mammoth, Yellowstone Park headquarters, about five miles from Gardiner. From there it had to be taken over snow-driven wastes by snowshoe trails. As many as eight men were used to complete the trip to Cooke.

Then, three years ago, special legislation provided \$3,000 annually to keep the road open the year round, a progressive action that made regular mail delivery possible. From snow-blocked roads, impassable at times except by snowshoes or skis, conditions have been changed to allow the orderly delivery of mail over cleared roads. Still, though, there are sub-zero temperatures to fight.

The two young women leave Gardiner at 11:00 in the morning on mail service days, centering Yellowstone Park through the famous Gardiner Arch. They pass the ranger station just inside the entrance and are soon driving past a herd of hundreds of antelope, grazing by the roadside. A mile farther, mountain sheep gaze impassively at the Station Wagon slipping quietly along. At Mammoth, large herds of deer watch with ears cocked alertly,



Circle—THERE ARE 11,000 ELK IN YELLOWSTONE PARK

Below—STATION WAGON HAS JUST COMPLETED RUN THROUGH THE LAMAR CANYON

TWO GIRLS AND A STATION WAGON

Cooke, the terminal point, is one of the most colorful and historic towns in America. Founded in 1882, it was almost isolated until five years ago, being open for only a few months in summer.

Nestled securely in the mountains near the northeast corner of the park, it lies at an elevation of almost 7,600 feet, and is completely walled off by mountain peaks that reach an elevation of 10,000 feet. The surrounding territory is rich in mining history, and there still persists in the minds of engineers and geologists the idea that great wealth is locked deep in the mountains—gold, silver, lead and copper. With every obstacle of stubborn nature to be overcome, removing the valuable ore deposits has not been possible at a profit. But it has not kept the mail from getting through.

In the severest winter weather, Marcia Bean and her sister Mrs. Doris Rice, neither of them weighing as much as a hundred pounds, combat the merciless conditions of the terrain and climate of this mountain-locked retreat, with a Ford Station Wagon.

have Dr Lic of ea person
-----Next Tours-----

April 30, 2017
MOTOR CARS on MAIN ST
Meet at Vons (9th st & Orange Ave) at 8:15am and drive in as a group to park together. Register ahead-on line: www.CoronadoMainStreet.com
Event Limit 400 cars

Sat, MAY 6-Skills Day Cuyamacha College Asset Program

Sun, May 7- All Ford Picnic, Sante Lakes

June 3- Asset Students Graduation Day

Sat, July 8 Camp Pendleton Tour
Phone or email Reservation NOW. NOON. 760-725-5758
mcbcampen_history@usmc.mil
(Have Dr Lic of ea person ready)



Midnight At The Oasis, Yuma.

Yuma was interesting, good weather, didn't get divorced or married, but did go prison (for tour), ate in new places, but mainly waded thru huge crowds of polished hot rods, all years—in beautiful grass and shade tree settings. The Friday Parade was quite a show. Best part was the city of Yuma benefits from this, the largest event in town, since the pro teams pulled out leaving the town holding the bag for the Spring Training stadium and practice fields and hotels built for them. This car show is trying to make up that loss - everybody is involved,

Boy & Girl Scouts, Rotarians, Chamber of Commerce and other volunteers manning the gates, directing traffic, organizing entertainment, and High School Students (Team name, "The Criminals") raising the funds for the town. A big, big event for Yuma. Even saw some familiar San Diego faces: Ray and Judy, Swede and Karen, Dennis and Maureen, Joe and Paula, Tim and Sandy and other familiar hot rod fans...





Kurt Ernst-Hemmings Daily—VIN 8R02S125558, as found in a Baja California Sur wrecking yard last year. At the time, it was just another 1968 body shell.



Steve McQueen may have received top billing for the 1968 crime thriller Bullitt, but the movie really starred a pair of Mustang GT fastbacks, one built as a hero car for close-ups and the other

constructed as a stunt car. While the history of the surviving Bullitt Mustang hero car is well known, the stunt car was long believed to have been scrapped, at least until it surfaced south of the border in a discussion on the [Vintage Mustang Forum](#) last week. Now certified as authentic by Ford authority [Kevin Marti](#), the Mustang may well be restored in time for the film's 50th anniversary in October 2018.

Both Mustangs, and a pair of Dodge Chargers, were prepared for the rigors of filming by racer, car builder and stunt driver Max Balchowsky at his Hollywood Garage. The Mustangs were stripped of their fog lamps, grille emblems, GT badging and even Mustang lettering, then beefed up with reinforced shock towers, heavy-duty front springs, Koni shocks, and a thicker anti-roll bar. The 390-cu.in. V-8 was enhanced with machined heads (presumably to bump up compression), a bigger carburetor and a hotter ignition.

Inside, the stunt car received a roll bar with a camera mount, and to run the lighting and cameras used inside the Mustang during filming, a small generator was installed in the trunk, with an exhaust outlet over the left rear tire. The in-car camera rig was designed to give viewers the feel of riding along with McQueen during the jumps and slides of the San Francisco chase sequence, which also demonstrated how badly the car was abused for the sake of cinema.

Once production wrapped, the hero car (VIN 8R02S125559) was repaired and sold to Robert Ross, a Warner Brothers employee (later, in 1970, Ross sold this car through the pages of Hemmings Motor News). The stunt car (VIN 8R02S125558) was considered beyond repair and sold for scrap to a local junkyard, and for four-plus decades, that's where its story ended, with many believing the Mustang had been sent to crusher.

On February 28, Fede Garza began the thread on the [Vintage Mustang Forum](#), announcing that the “lost” Bullitt Mustang had been found, saved shortly before it was to be turned into an “Eleanor” clone by the current owners. Garza, who runs a fastener business, has no ties to the car, and only became aware of it through a conversation with one of its owners, Ralph Garcia, Jr., a client in the auto body business. Garza became convinced of the car's authenticity after reviewing the Marti Report, the VIN, and the car's registration.

The [Vintage Mustang Forum](#) thread includes pictures of the car, currently in the early stages of restoration. The shock towers do indeed show reinforcing seam welds, the generator hole in the trunk is present, the driver's side frame rail is creased, and the floor pan, by the left side shock access hole, shows evidence of damage. Even the fender's VIN and door data plate matched the missing car. While these signs pointed to the car's authenticity, given its potential value, the possibility of a clever counterfeit (raised by several commenters) could not be excluded.

On Friday, March 3, Kevin Marti inspected the car at a [Ford dealer in Mexicali](#), and on Monday, March 6, Fox News published a report that he had verified the car as authentic. As Kevin explained to us, “The car found in the wrecking yard was the car used in the movie Bullitt for the jumping scenes.” The Marti Report for the car had been ordered in November 2016, prompting Kevin to immediately contact the owners for a picture of the fender apron stamping. It was at this point that he knew, with a high degree of confidence, that this was one of the two Mustangs used in filming. Since Kevin's authentication, the car has been shipped to California and rebuilt. Offers to buy the car have already begun to roll in, but for now anyway, it isn't for sale.



CALRECYCLE

San Diego residents can recycle old motor oil and household batteries tomorrow in Kearny Mesa.

SATURDAY: Dunkers & Clunkers donut run, 7:30-9:30 a.m. Saturdays, Bonita Donuts, 4414 Bonita Road (Vons Center), (619) 267-7822.

SATURDAY: Cbad Cars, 7-9 a.m. Saturdays, Poinsettia Village, 7130 Avenida Encinas, #102, Carlsbad, 92011. Open to

all makes and models; free. Info: facebook.com/cbadcars.

SATURDAY: Perros Viejos Motorcycle Club, 6-9 a.m. Saturdays, Waterfront Bar and Grill, 2044 Kettner Blvd., 92101. All bikes and years welcome for bike chat and rides. Info: per-



MARK MAYNARD U-T

Look for "Hot Rods Galore" Sunday at the 32nd annual True Line Car Show.

rosviejoschapter.com or email perrosviejoschapter@yahoo.com.

SATURDAY: Seventh annual Phi Theta Kappa car show, 9 a.m. to 2 p.m., Southwestern College, 900 Otay Lakes Road, Chula Vista, 91910. Open to all years, makes, models and motorcycle \$20 preregistration, \$ day of show. Free to

view. Rain or shine. Info: Myriam Moody (619) 274-7101.

SATURDAY: Oil/oil filter recycling, 9 a.m. to 1 p.m., Public Utilities Operations Center, 5571 Kearny Villa Road, San Diego 92123. Items ac-

FROM F1 Gambler Series, 10 a.m. to 4 p.m., Barona 8th Mile Drags, 1750 Wildcat Canyon Road, Lakeside 92040. Also featured will be Gambler Grudge and test and tune. Spectators \$15. Info: (619) 607-5449 and baronadrags.com.

SATURDAY: Beef 'n Bun, 5 p.m., first and third Saturdays, 2477 Fletcher Parkway, El Cajon. Camaro Club, Over the Hill Gang and others. Info: John (619) 884-9984.

SATURDAY: San Diego Automotive Museum Annual Fundraiser, 6-9 p.m., 2080 Pan American Plaza, Balboa Park, 92101. Fine food and beverages to be served with live and silent auction items, including a 1949 MG TC and 1976

auto batteries, antifreeze and household fluorescent bulbs and batteries. The recycling is free for city of San Diego residents only and no business waste is allowed. Info: (858) 694-7000 or bit.do/UsedOil.

SATURDAY: Fifth annual South O' Car, Bike and Hot-Rod Boat Show, 9 a.m. to 3 p.m., South Ocean-side Elementary, 1806 S. Horne St., Oceanside 92054. The show will have just about all varieties of cars, including lowriders, hot rods, rat rods, customs and motorcycles. New this year will be hot-rod boats; expect 275 cars and 100 motorcycles. There also will be music, food and vendors. Free to view. Show registration \$25 cars and boats; bikes \$20; rain or shine. A portion of the proceeds will benefit the elementary school PTO.

HAPPNINGS AROUND TOWN

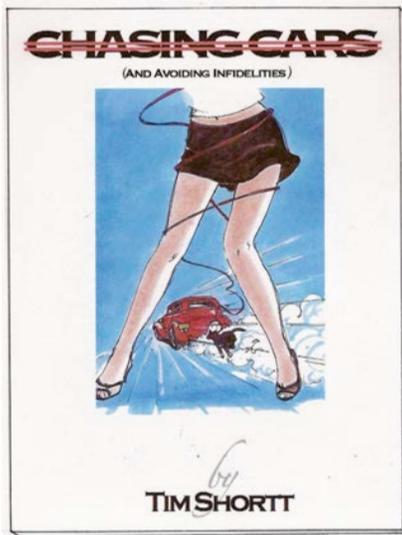


CHARLIE MAGEE

The new Lamborghini PoloStorico studio.

210 W. Bradley Ave., El Cajon. All specialty vehicles welcome; free to show and view. Also featured will be "Tony's Top 10" trophy contest, raffles

(with proceeds to benefit the West Hills Girls Softball Team), free hot dog lunch and music by the Honky Tonk Kings. Info: (619) 258-1800 and Tru-



SHAMELESS PROMOTION.

So, I wrote this book a few years ago and I have some copies left. *Chasing Cars (And Avoiding Infidelities)* chronicles a hobby on steroids, a lifetime of not only interest, but full-on pursuit of rust buckets, beaters and clunkers. I freely admit to a joyful auto addiction and seek no intervention or twelve-step program, just a little understanding.

Anybody who reached puberty in the California car culture of the 50s will find themselves and their old friends in this back seat collection of memorabilia. Actually, anybody who has ever lusted after a car or the girl down the block should also enjoy the ride.

My NY career as an Advertising Creative Director and my personal passion for a well turned fender has fused into an illustrated memoir filled with fast cars and funny moments...snapshots of all the pratfalls, pitfalls and hilarious predicaments along the way.

It's true that for me, seeing an ad for a low mileage, original barn-fresh car is like throwing chum to a tuna. But it's not so much owning the car that fuels the obsession, it's making the deal, meeting the characters and joining the chase through garages, junkyards and falling down barns. 250 pages. 100 Illustrations.

\$15.00 direct or plus postage. Tim Shortt 619-851-8927



Want your car featured in the Newsletter? eMail or snail mail me your favorite photo—Tim





Alpine—The Race.



7am, Dillard, the Manager, and Race legend, Andrew Lemus relax before event.
 The Game Face.
 The Weigh-in.
 The Color Guard.
 The Beauty Queens.
 The Line Up.
 The Start.
 The Peanut Gallery - Bill L., Jim, Tim, Bill D., Carl, Dillard, Rick and Betty cheer on the racers.



Andrew Won 4 races (one called back- re bad timer).
 Finished overall 6th.
 Good Job.
 Fast Girls took home Trophy.



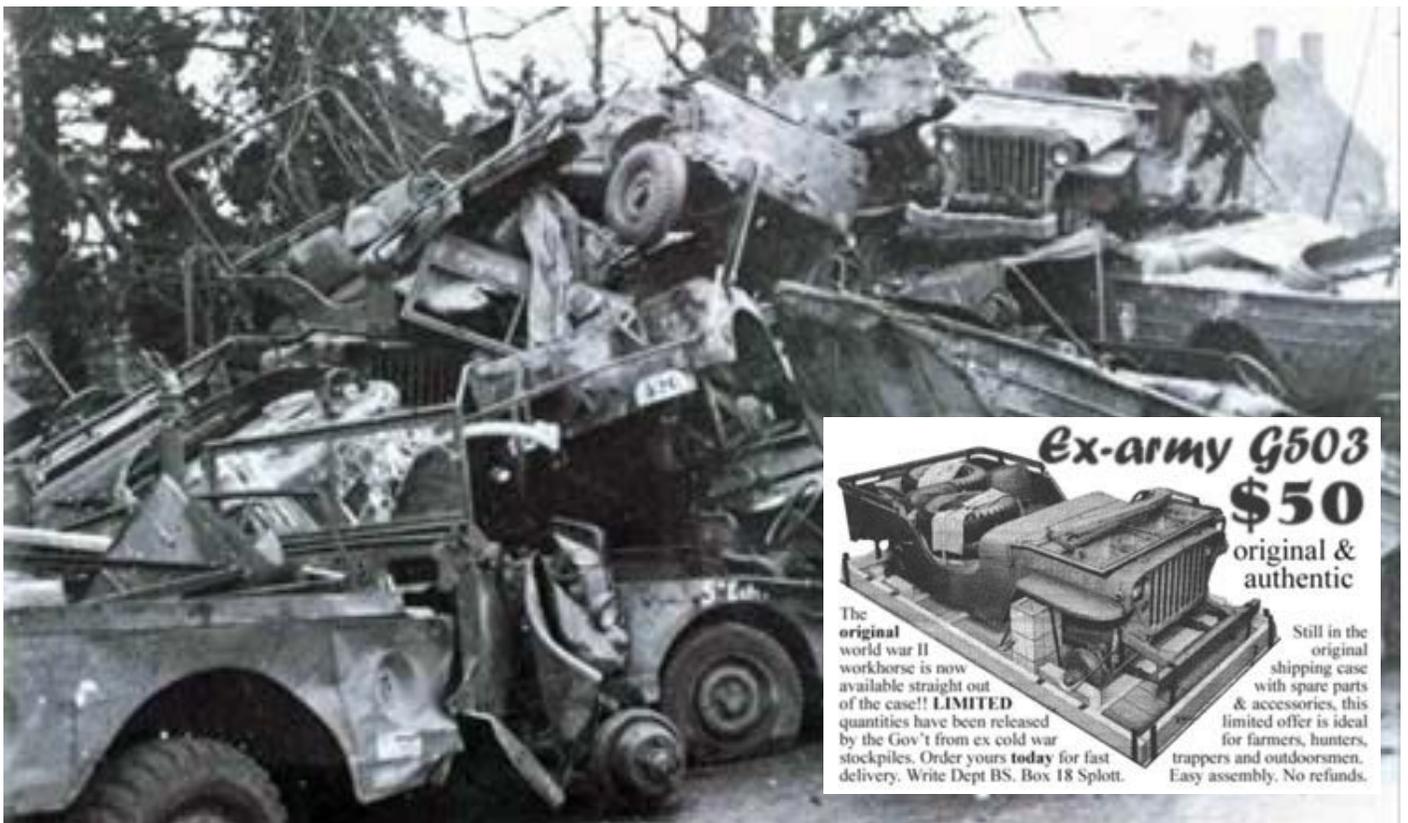
AUTOMOBILIA



The Howie Cannon – One company’s attempt to re-purpose war time manufacturing in a postwar world

Jim O’Clair

A majority of Americans and American Manufacturers could see the handwriting on the wall in 1945. The war would soon be over, but nobody knew exactly when. War-time scrap metal and newspaper drives were still an everyday occurrence. Gas was still being rationed and everyone was still doing their part to contribute to the success of our military men and women, realizing that Japan would fight on as long as they could. August 1945 changed all of that. The atomic bomb brought a quick end to the hostilities and America struggled to shift back to Commercial production. The Howie Company made toy cannons out of left over grenade parts.





Chicago's violent taxi wars of the 1920s

Gunfire, brawls proliferated as cab companies waged a turf battle in Jazz Age

By Ron Grossman, Tribune reporter

A crowd in the Loop surrounds a Checker taxi after it was overturned March 17, 1937, in a bitter taxi strike. (Chicago Tribune)



Hopefully the current dispute between licensed cabbies and UberX drivers over the right to [pick up](#) passengers at O'Hare and Midway will remain a battle of emails, because Chicago's earlier cab wars inevitably escalated to exchanges of bullets and bombs. "It has only been comic opera warfare until tonight, but from now on it is going to be a fight to the finish," John Hertz, president of the Yellow Cab Co., told the Tribune on June 8, 1921. "We feel we might just as well end the whole [business](#) right now."

His no-more-Mr.-Nice-Guy announcement was occasioned by the killing of one of his drivers as the man was shooting the breeze with fellow cabbies at Roosevelt Road and Kedzie

Avenue. Witnesses said a large automobile sped by, and three men fired 25 shots, the fatal one [striking](#) P.A. Skirven just above the heart. That same night, another Yellow driver was shot in the foot at Logan Square and Milwaukee Avenue, and a Checker taxi driver was arrested during a brawl at a taxi stand in front of the Hotel Sherman.

Then as now, cab wars were turf battles, struggles over who had the right to [pick up](#) fares at choice locations. But at the height of the conflict, during the Jazz Age, they also involved political clout, labor unions, corrupt cops and gangsters. Reams of purple prose were generated, both sides claiming to have the public's best interest at heart. Officeholders disputed such assertions, saying that honor belonged to them. In 1923 Cook County State's Attorney Robert Crowe declared "war against the taxi war." Two years later, Chicago Mayor William Dever threw down the gauntlet, declaring: "We will see whether the taximen control and own the streets or the people."

In a typical [report](#) from the taxi-war years, the Tribune reported, on Feb. 10, 1924: "Nearly a dozen of Chicago's leading gun fighters were in custody last night after a day of raiding consequent upon the latest killing in the Checker taxicab warfare."

Checker was the UberX of the 1920s, an upstart trying to break into a market dominated by Yellow Cab. During a 1921 grand jury investigation, each of the combatants declared the strength of its forces. Yellow's president testified to having 1,100 cabs on Chicago's streets. Officials of Checker told the jurors their company operated 674, with an additional 250 on order.

-----Next Tours-----

April 30, 2017
MOTOR CARS on MAIN STREET
Meet at Vons (9th st & Orange Ave) at 8:15am
and drive in as a group to park together. Register
ahead-on line: www.CoronadoMainStreet.com
Event Limit 400 cars

Sat, May 6
Skills Day Cuyamacha College Asset Program

Sun. May 7
All Ford Picnic, Santee Lakes

Wed Meeting, May 17 will be held at
El Cajon Cruise Night,
Corner Orange & Main 6:30pm

June 3
ASSET STUDENTS GRADUATION

Sat, July 8
Camp Pendleton Tour
Phone or email Reservation NOW.
NOON TOUR.
760-725-5758
mcbcampen_history@usmc.mil
(Have Dr Lic of ea person ready)
Lunch after

April Anniversaries

- 4/10 Joe & Paula Pifer
- 4/13 Bill & Sue Houlihan
- 4/25 Calvin & Shirley King

Membership Paula:

Welcome to all New Members; our total is now 156!

Sunshine Judy—

Tom Cook recovering from surgery. **Fred Meyers** has knee problem.

April Birthdays

- 4/01 Bill Lewis
- 4/01 Janet Harris
- 4/05 Jim Ferguson
- 4/05 David Ybarra
- 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

SAN DIEGO EARLY FORD V8 CLUB

General Meeting Minutes—Mar 15, 2017

V.P. Bill Dorr pounded the gavel at 7:03 pm.

Guests: Rick Armstrong

Presidents Report: Mike Petermann was absent

VP's Report: Bill Dorr noted that the Big Three was a big success; he also thanked all of the new members and Asset Students for their participation.

Thanks again to our hard working Big Three Board Members for all of their hard work as well.

Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for Feb. as written in the Fan.

Treasurer: Ken Burke gave the financial report and it was MSC to approve. The Hot Dog team at the Big Three generated \$79.00 to the Ollie Smith Fund.

Membership: Paula Pifer: 38 single and 59 Joint members - 156 Total.

Accessories: Judy Grobbel noted that she is taking requests for accessories. And will be reordering Polo Shirts

Sunshine: Ric Storrs and Tom Cook are recovering.

C.C.C.: Bill Lewis had flyers available for upcoming car events.

Fan Editor: Tim Shortt. The Mar. Fan is coming together and Tim is always looking for more stories. 2017 Rosters and flyers for the All Ford Picnic were available.

Tours: Jim Thomas gave information on the up and coming events. He also did a survey on the Pancake Breakfast, Ice Cream Social and the Oktoberfest to see how much interest there is in continuing them.

Programs: Dillard Harwell noted that April's program will Automotive Wiring Expert - George Tisaint

New Business: We have a new driver for the soap box derby car Thanks to Dillard.

Old Business: This is officially "Old Business" Carl Atkinson is turning 90 this month and will be celebrating by flying in a 90 yr old airplane.

The Club audit is still in process and nearing completion

Program: Ray Brock gave an in-depth presentation on the design changes for the 32 to 53 Flathead engine. A large table of parts was assembled from Ray's stash of goodies for the presentation.

Misc: None

Tech Tips. None

50/50: Dan Prager won the 50/50.

Name tag drawing: Jim Hurlburt would have won the name tag drawing and Greg Murrell won a \$100.00 gift card that was donated.

The meeting was adjourned at 8:30.

-----Respectfully submitted, Dennis Bailey Secy.



Ray explains all the changes made to the '32 V8 after a bungled introduction and rushed rollout of untested motors.

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

Next Meeting : Wed Apr 19, 2017. 7pm. Auto Museum, Balboa Park

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford

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

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**

Frame straightening to body work and paint . Billy Lynch 619-436-6913-

'40 Deluxe Opera Coupe. Beautiful shape. Drive anywhere. **Terry Johnson 303-888-8231 Englewood, Colorado.**



56 T Bird. V8, auto. Front disc brakes, John Hildebrand new pearl paint--\$23K OBO **John Hildebrand 619-850-4099**

'55 TBird. Nice shape, 292, auto, 2 tops, Black and white. **\$17,500.**
'39 Deluxe and '40 front fenders. Nice. **\$250 Pair.**
'35 steering mast, jacket, lock & key \$35
'52-54 Ford & Merc OD Trams w/ pull cable & solenoid \$300. -- Dan Krehbiel, Temecula 951-302-5922



'38 Sedan Delivery. 350 Chevy, 700R Trans, A/C Mustang Wanted- Very nice- \$39,900 OBO. Call Bill Lewis 619-851-3232

Wanted- Two Wheels-16" x 4.5" Mike Pearson 760-729-4645.

1930 Model A Sport Coupe.

Rebuilt engine slightly warmed up with many improvements: 5.5 compression head, stainless valves with adjustable lifters, fresh Babbitt bearings, 'B' grind camshaft, balanced, Weber down draft carburetor, cast iron exhaust header, lightened flywheel, V-8 pressure plate, Flot-a-motor mounts - both front and back, stock transmission - BorgWarner overdrive in the torque tube, new design one piece 2 blade fan, 4 core radiator - pressurized, 12 volt system with 1 wire alternator, F-100 steering box with shortened pitman arm, 16 inch radial tires on cut down Model A wires, regular Model A muffler so it has the distinctive Model A sound, new brake shoes and cast iron drums, still the same mechanical brakes but all renewed pivot joints and adjustments, very nice upholstery and top, good paint but does have a few chips and scratches, the pictures pretty much show the various accessories. Yes, it does have a hood. All mechanical work has been done by Hansen Garage in Ramona. **\$20k. Dave Huhn 619-392-4545**

1950 Deluxe Convert. V8, OD, 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. **Best Offer. Margaret 619-466-5475**



BEST OFFER



'65 Mustang Coupe. PS, PB Auto, AC. New 302 V8. Show Quality Restoration- BEST OFFER - 619-466-5475

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Sell all for B.O. Margaret Bartlett 619-466-5475**



'29 Briggs Body Leatherback. Rust free straight body. Old restoration, with Trunk, wings, sidemount, Borg Warner Overdrive. New seats, long grain top, tires, tubes, radiator, tune, water pump,. **Drives well. \$12,500. 619-851-8927 Tim**

Wanted: '49-'51 Ford Tudor Basket Case. Carl 619-593-1514

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

1929 Ford all orig steel roadster with Riley 4 port head, B engine and trans, hyd brakes, excellent condition **\$21,500 wgmennie@gmail.com car is in Jamul**



'32 Sedan. ready to go hot rod. Real Nice Car. \$30,000. 36 Coupe Running Boards-NEW—\$400 Tom Cook 619-200-8114



'48 Ford Deluxe Bus Coupe. New motor. Everything else NOS. **Best Offer Norm Burke 619-462-8956**

Jeep CJG Trans, Transfer Case. Everything from flywheel to Drive Shaft. **\$500. Carl 619-593-1514**



SDEFV8 Club, C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118



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

Mystery Member, John Rex—Joined the club one year ago. Traded his '49 Woody for this '32 Beauty - He will report in person, soon...



Apr/17

Manager Dillard Harwell with noted race driver Andrew Lamus

