

Dues due Dec 31, 2010 to get your January Fan & Name in 2011 Roster

✕ THE  FAN ✕

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



Merry Christmas- 2010

Prez Sez

A Great Big "Thank You" to Ken Tibbot for putting together the trifecta of tours. The weather may have been a little damp, but that didn't stop us from having fun. Our first stop at Carl's Toy Emporium was amazing ! Did anyone do a count on the trains and toy cars ? And if you happen to be in need of a car part, I am sure Carl has it. If you missed his collection, I am sure he would arrange for a private showing.

Then on to Rex Ryan's private collection. Not only did he have an enormous assortment of original American classics, but a MG TD, Rex's favorite from his days in the army in Europe. My personal favorite was the WWII Jeep, with a mounted machine gun and a great story to go with it.

Then on to our third stop to top off the evening: a delicious Greek buffet at Zorbas, with music, singing, and exotic belly dancers. Since Fred Meyers had a front row seat, he had to dodge the swords and moves of the gyrating dancers.

It is that time of the year when we all need to step up to plate and sign-up for a spot on the Big 3 Volunteer Chart. We need all members, Men as well as Women to help out at our only fund raiser for the entire year. This one weekend pays for our whole year of activities and fun. We still have 29 openings that need to be filled. Call me ASAP to get your favorite job and time. Seven new board members were approved at the general meeting: John Hildebrand, Marc Goldman, Mike Brandon, Dennis Bailey, Ken Tibbot, Rick Carlton & Richard Teubner. I thank them for stepping up.

Our last tour of the year is the **Christmas Party at 11:30 am on Dec. 12th** at the newly remodeled Bali Hai. Don't forget to **bring donations for Party Raffle prizes and a new unwrapped Toys for Tots.** Kudos to our hard working board, all that have helped throughout the year, and all that have enjoyed our meetings and tours. I hope that you have had as much FUN as I have !!

Wow !
What a Ride
This Has Been !
--
Barbara



2010 Officers

President: Barbara Martin: 760-230-2582
V.P. Jack Clegg: 619-562-3536
Secretary: Ron Landweer 619-414-4381
Treasurer: Ken Burke 619-469-7350

Directors

Gary Timm: 619-660-1763
Ron Landweer 619-414-4381
Rick Storrs 619-443-0184
Betty Storrs 619-443-0184
Frank Swedberg 619-582-4178
Dick Martin 760-230-2582
Barbara Martin: 760-230-2582
Tim Shortt 619-435-9013 cell 619-851-8927
Bill Lewis (President Pro Tem) 619-390-0801

Other Chairpersons

Programs : Frank Swedberg 619-582-4178
50/50 Carl Atkinson 619-593-1514
Membership: Paula Pifer 619-464-5445
Tours: Gary Timm 619-660-1763
Car Council: Joe Pifer 619-464-5445
Accessories: Duane Ingerson: 619-426-2645
Ford Fan: Tim Shortt 619-435-9013
Refreshments: John & Pat Hildebrand
Sunshine: Virginia Larkin 619-390-9278

Big 3 Board Members

Ric Bonnoront 619-669-6391
Roger Kerr 619--669-1499
Calvin King 619-447-1960
Dave Huhn 619-462-4545

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 San Diego Early Ford V8 Club, P.O. Box 881107, San Diego, Ca 92168-1107. 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 Dr, Spring Valley, Ca 91977



Thank you - It's been a year full of surprises.



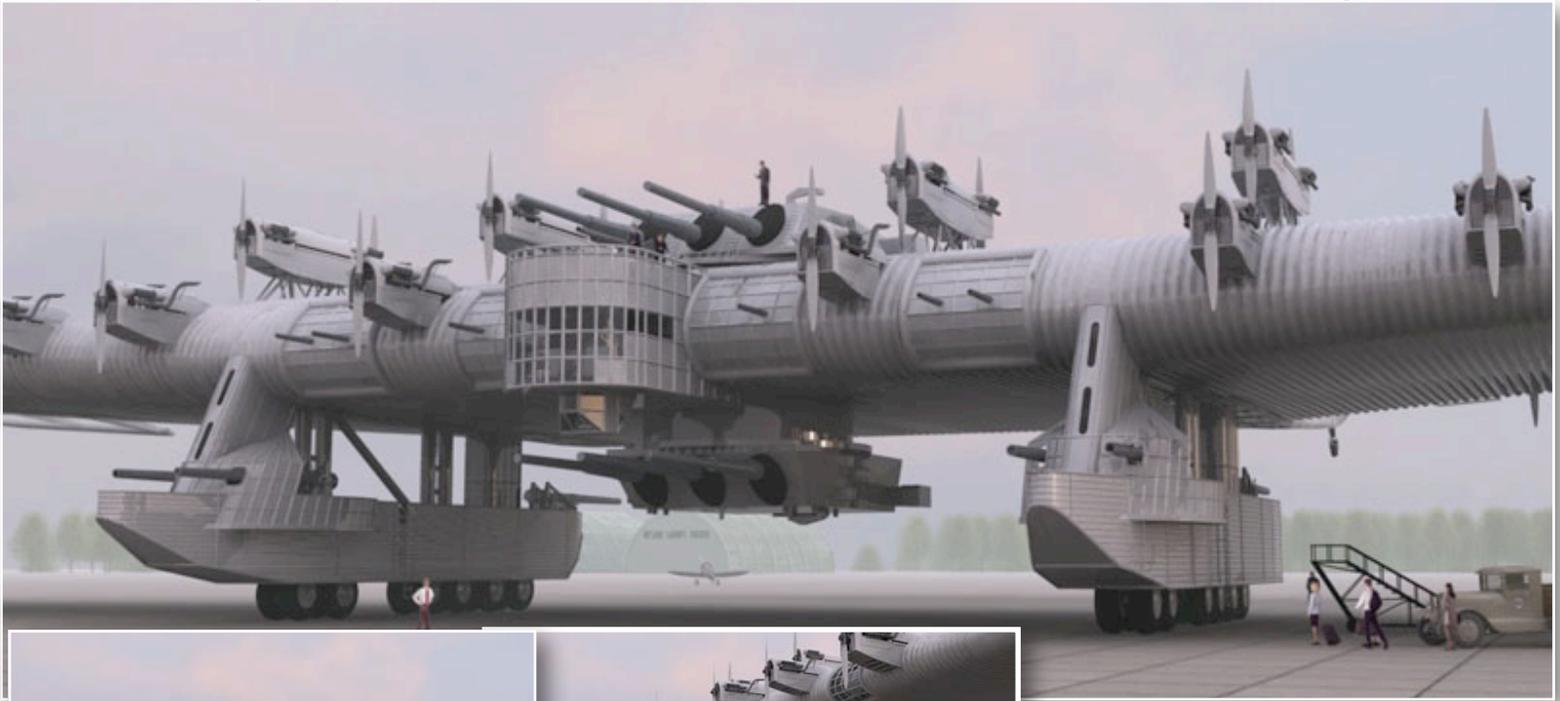
They work hard for the money...

Nov 20 - Ken Tibbot's 2 Stop Tour & Belly Dance Dinner--

It all started at Carl Burnett's place. Carl donned a vintage windbreaker left over from Antique Automotive & announced, that after 60 years, he was retiring from the Auto Parts Business. From now on it's toys and trains. With that, he donated his left over parts to the club - proceeds to be used for production of the SDEV8 Club Fan newsletter. \$175 was raised on the spot. Thank you Carl. The tour then moved to Rex Ryan's Garage, formally an Olds Dealership maintenance area - now home to his collection of some 40 of his favorite cars and a restoration shop. Each car has it's own hermetically sealed mini garage to stay dust free. Rex has amassed this eclectic array over the last 25 years & they are spectacular.

Next we moved through the rain showers to Zorba's Restaurant for a four star dinner, many laughs, a rocking Band, a great singer & some World Class Belly Dancing. If you missed this party, you missed a lot of fun.--TS





Now THIS,
is an airplane.

Built in Russia during the 1930s, it flew 11 times before crashing and killing 15 people. The designer, Konstantin Kalinin, wanted to build two more planes but the project was scrapped. Later, Stalin had Kalinin executed. Evidently, it was not good to fail on an expensive project under Stalin. It's got propellers on the back of the wings, too. You can count 12 engines facing front. The size would be equivalent to the Empire State Building on its side, with cannons. And you think the 747 was big... not only a bunch of engines but check out the cannons the thing was carrying. In the 1930s the Russian army was obsessed by the idea of creating huge planes. At that time they were proposed to have as many propellers as possible to help carrying those huge flying fortresses into the air, jet propulsion has not been implemented yet. Not many photos were saved from those times because of the high secrecy levels of such projects and because a lot of time has already passed. Can you imagine what it would be like sitting in this thing when those cannons go off? Submitted by Jack Clegg-----

Nov 11-Veteran's Day Parade-Fred Lobello thanks the crowd. Standing with Fred and Tim Shortt at car, is his friend, Kimberly - a 16 year old HS student who wrote a paper on WWII and interviewed Fred for his personal recollections of the War. She received an A for the paper. Fred was also featured in the UT.





New old Woodie.

"It was Saturday, the last day of the Hershey Flea Market. Lane Showalter and I were leaving the field when I spotted a 1951 Ford woodie - a barn find from New Jersey. It was complete down to the locking hubcap on the spare. It sported a 1969 NJ Safety sticker on the windshield and the key was in the ignition as if someone had just turned it off - 40 years ago. I circled the car and noted most of the wood was salvageable, the front fenders and the floor had the rust expected in an eastern car, but overall it appeared to be a worthwhile project.

I turned to the seller, "I want to buy your car but...I'm here from California and I don't have much cash with me."

He asked, "Well how much do you have?"

I did a quick look in my wallet - "\$200..." and then I looked to Lane.

Without hesitating, he opened his wallet, "\$300", he said.

We turned back to the seller, "\$500 is all we've got."

The seller thought about it for a minute, "Tell you what, I'll take your \$500 as a deposit, you take the car and I'll send the Title when I get the rest of the money." Handshakes all around.

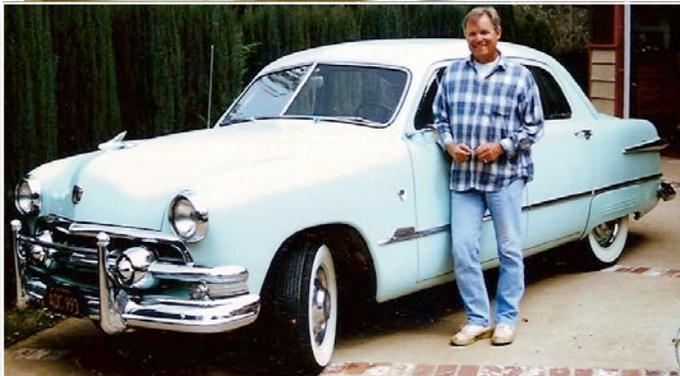
He said, "You'll have to arrange shipment - it'll cost about \$1,500 to San Diego."

But then, remembering my son-in-law had sold the stuff he had trailed out, my light bulb went on. "My son-in-law has an empty trailer going back. We'll use that."

Memories flooded back of the two other woodies I have owned - a '40, bought out of a junk yard for \$25, cleaned up and sold to The Woody Works for \$275 - a - financial windfall. And then there's the '39 I bought in 1970 for \$300 and sold for \$11,000 in 1991 to Keith Sears.

Wooden cars are like comfort food to me- a meat loaf the whole family can enjoy.

But as a new car comes in something has to go. I've owned my '51 fordor (we call her 'Alice') for seventeen years. She's an all-original beauty with fresh paint, chrome, interior, new brakes, tires and rebuilt motor - ready to drive anywhere. Give me a call"--*Jim Hurlburt*





Niagara Viagra.

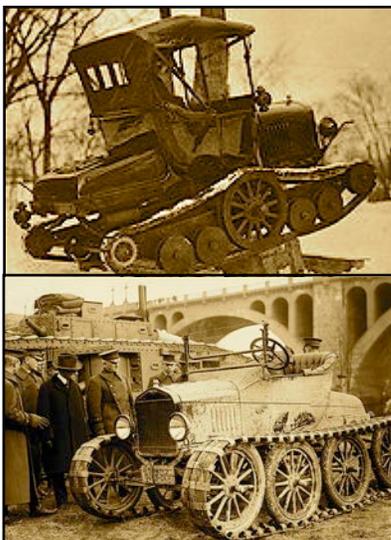
1953 thriller film noir directed by [Henry Hathaway](#). Unlike other films noir of the time, *Niagara* was shot in [Technicolor](#) and was one of [20th Century Fox's](#) biggest [box office](#) hits of the year. The drama features [Marilyn Monroe](#), [Joseph Cotten](#), [Jean Peters](#) and others. The Story Line: Ray and Polly Cutler ([Max Showalter](#) and [Jean Peters](#)) go on a delayed honeymoon to [Niagara Falls](#), They become acquainted with another couple, George and Rose Loomis ([Joseph Cotten](#) and [Marilyn Monroe](#)). **George and Rose arrive in a decidedly plain-Jane 1950 Ford convertible (not even white walls). As George unloads the luggage, Rose, the blonde bombshell, steps from the car and from then on the Ford is only background.** She and George have a troubled marriage. She is much younger and very attractive. He is overly jealous and appears to have problems with depression and anger management. It is implied that he may have just been released from a mental hospital. But, crazy or not, it turns out that George is right. Rose is seen kissing a young man named Patrick (Richard Allan). Even worse, Rose is planning her husband's murder. The producers make full use of both the grandeur of the Falls as well as the grandeur that is Marilyn Monroe.

Perhaps Miss Monroe is not the perfect actress at this point. But neither the director nor the cameraman appeared to be concerned with this. They have caught every possible curve and I'm not talking about the Ford.-
TS-----



At Five hundred fifty thousand it was a No Sale.

You still have a chance. Of the six stainless steel cars that rolled off the Ford assembly line in Detroit in 1936, four exist today as living proof of the durability of stainless steel. One is on display at the Heinz Regional History Center in Pittsburgh, PA. Each of the original six logged at least 200,000 miles in the hands of Allegheny Ludlum officials before "retiring" to private ownership in 1946. Watch for the next auction.-----



It's a Mystery. The Charles Martin Model T-based Tank. 1 & 2.

We were hoping, after our recent post on the [Charles Martin-built Model T-based tank](#), that we'd find out more about what ultimately happened to Martin's concept, but all that has yet come of that research has been this [photo posted by twin6](#) on the H.A.M.B. of another Model T-based tank with a different wheel/tread design. We have no context to go with the photo, but from the mud splattered on the sides of the T, the "U.S. Army Ord. Dept." license plate, the men who appear to be Army brass hearing a pitch for the tank, and the much larger tank behind the men, we can guess that this photo was taken at an Army proving grounds after running the T through its paces. Did Charles Martin revise the design of his tank to (or from) this design? Or did he have a competitor trying to pitch a similar concept?--*Hemmings Motor News*

The Ford Fan

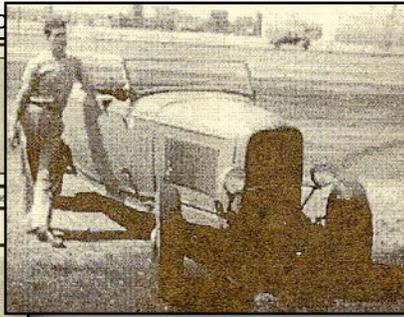
V-8

DEDICATED TO THE PRESERVATION & RESTORATION OF THE FORD MOTOR COMPANY VEHICLES 1932 - 1950

Volume 26 June - 1994 Number 6



Fred Lobello in his Model "B" turns a 101.01mph at El Mirage Dry Lake, 1948



Fred nearly ready to rumble.

"In 1905 my dad was working for his uncle, delivering groceries with a wagon pulled by a retired fire horse. One day on his route, a horse-drawn fire wagon passed him by. His horse reverted to it's former career and took off, following the fire horses. My dad couldn't stop him. The old

fire horse pulled my dad, the wagon & the groceries clear to the scene of the fire. (This story, told to me many times, could be the reason I fell in love with Horse Power).

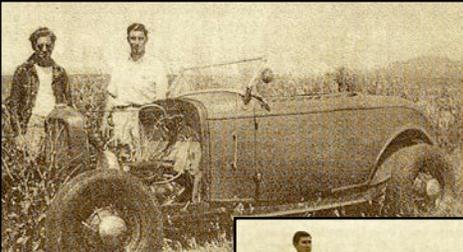
My Dad came to San Francisco in 1906 to help rebuild after the big earthquake and moved down here to San Diego in 1910 -100 years ago!

I was born in 1921 and went on to attend Sherman Elementary, Memorial Jr. High and San Diego High School - graduating in '41. My machine training paid off - in July, 1941 I landed a tooling job at Convair. After two weeks, I had saved enough to buy my first car. I spotted a '32 in the car ads. My Dad gave me a ride to the address in his '29 ton & 1/2 truck. The '32 was parked in the drive beside the house. The owner said he needed \$65. I handed it over and drove the car home. (Yes, I had a license). I was the proud owner of a '32 Model B Ford full-fendered Roadster. About a week later the clutch went out and my Dad's mechanic fixed it for \$10- parts included. That winter, I installed

a new top. The next summer, on the way to the beach a car smacked into me, ruining the left rear fender and door. Instead of repairing the body, I bought another roadster (for just forty bucks) and swapped bodies. From then on the '32 was a High-Boy and I focused on speed modifications (Down-draft carb, dual exhaust and Winfield cam & head) to the four banger. I had the seat lowered and the shift lever shortened and bent to the right angle for speed shifting. I believed no one could beat me in a speed shift and that theory was tested right away at the corner of Imperial and 25th. The two cars stopped at the intersection - we exchanged one look & both knew what was going to happen. We burned the tires in low gear through the intersection, where I clutched for second gear. The front end of the roadster lifted as the spring stretched & we raced side by side clear to Commercial in second. There we parted. He went up Ocean View & I went down Crosby. Never saw the guy again - I guess he was surprised.

In May of '42 I went into the Army & the roadster went into storage. I served with the 10th Mountain Division in Italy. We drove the Germans back to the Alps & stopped to wait for winter gear at the base of the mountains. To our relief the war ended before

the chase resumed. Back home, I joined the SD Roadster Club. And from 1945 - '48 I raced the '32 at El Mirage dry lake. My best speed was 101.01 MPH. The roadster was last driven in 1950, but it will run again this year, fully restored, using the original Riley Four Port. The Winfield flathead four fitted with a Schnider cam will power my race car. The new chassis has been stretched from '16 ' to 19' & I'm about to add rear fenders to qualify as a Flathead-Fuel Class Streamliner. This year I rode in the Veteran's Day parade & the big crowd thanked me again & again for my service. But it is me who owes thanks to everyone who has helped me realize my dreams"-Fred Lobello ---*(Fred turns 89 this New Year's Eve & plans to celebrate with a new record on the salt next summer).*





"My first car was a Chevrolet !"

--Lane Showalter

When my family moved west, they traveled with a Ms. Burnett, and her daughter Carol ... yep- that Carol Burnett. Later circumstances caused us to move in with the Adams family (not that Adams family) ... it was the Ansel Adams family. I was also friends with Mason Williams. (Classical Gas) and through this friendship I met Little Dickie Smothers - close encounters of the celebrity kind.

When I was a boy my dad drove Fords and worked at Douglas Aircraft in Santa Monica, so I grew up loving Fords and airplanes. In high school I wanted a Model A but unfortunately a '31 Chevy coupe came along and I bought it for \$75. It was a pretty nice car that I drove for a while, until I pranged the right front fender when a parked car jumped in my way. I sort of fixed

it in the auto shop at San Diego High and eventually sold it to my buddy Frank Swedberg. I met Frank in ninth grade at Roosevelt Jr. High School when our family first moved to San Diego. I'll let him tell the rest of the story of what was also his first car.

Back in those days we didn't worry too much about registrations and insurance and such, so I drove a number of cars from time to time including a Model A two door and a nice '37 Ford coupe. Somehow, I managed to miss out on a number of nice cars in subsequent years: '32 phaeton, '40 coupe, '32 roadster. Oh my!

I was looking for a '32 phaeton in 1971, about the time I joined the V8 Club, and found one at "Pages Model A Garage" in New Hampshire. The car had been made into a truck so it had no back section. I actually found the rear sheet metal in Hawaii while on a layover and brought the pieces home in the cargo hold of a DC-8! A few years of scrounging and I pieced the car together, altho it never got fully restored by me. Much later, Ed Siegfried had brought pictures to a club meeting of a '32 phaeton that was for sale, and I eventually bought the car. It had belonged to Dick Smothers and was then at Harrah's Auto Museum until William Harrah died and many of the cars were sold at auction. Dixie and I were in Las Vegas a few years ago and I had the opportunity to talk with Dick Smothers back stage, after the show. Of course, he remembered the phaeton and told us that he had bought the car at an auction in Kansas in '66 and drove it home to Los Angeles on Route 66!

My 34 roadster was bought through Harold Looney (Vintiqe, CW Moss) around '73. Its an early hot rod that once belonged to Bob "Lil' Axle" Stewart. The '34 Victoria was bought in '77 from Gordon Chamberlain (past National V8 President). And, most recently, I acquired a nice but incomplete '39 coupe that, hopefully, will be on the road soon. I'll probably sell the Brookfield roadster. Too much stuff, too little time.

Dixie and I met in 1964 while we were working at Cubic Corp. on Kearney Mesa. She was working in Payroll and I was designing circuit boards in engineering. She was driving '58 T-Bird and I was driving a little MG sport sedan. (No early V8's here.) She didn't like the little sport sedan, so I was able to work a trade with a fellow for an almost new '64 GTO. She liked the GTO. By the way, the fellow's name was James Bond. She sold the T-Bird, we still have the GTO. In the mean time, I told her I was going to be an airline pilot and she said "Take a hike!". But she came around and we were married March 10, 1965. I went to work for United Airlines in May, 1966. We have three daughters and five grandchildren. Like most of us, I could tell many more anecdotes about the cars I've owned and the adventures they led me into, but that would take far too much time and space. Maybe I should write a book... Tim did. Hmmm...



So was my first car- in fact, it was the same Chevrolet! --Frank Swedberg

My family and I came to San Diego in 1948. Since neither of my parents drove, my main mode of transportation was my trusty Schwinn Bicycle. I met Lane when we were in the 9th grade at Roosevelt Junior High and we became good friends so when he was ready to sell that 31 Chevy coupe I was ready with cash in hand which I had earned from my paper route.

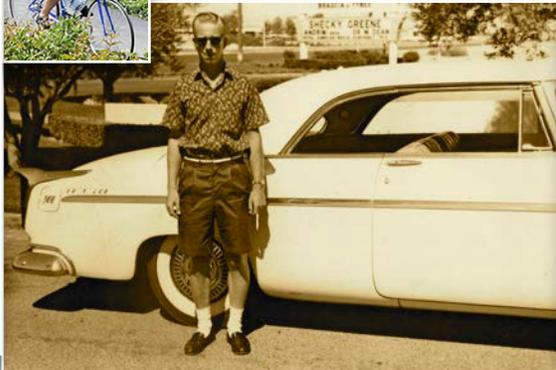


I loved the freedom of having a car. My friends and I had lots of fun cruising El Cajon Boulevard. A couple of incidents stand out in my mind. One day I was with a friend and we were going down Texas street hill approaching a slow truck, I applied the brakes and nothing happened. My quick thinking friend reached down and yanked on the "emergency" brake to no avail. I kissed that truck, rather forcefully, and we slowed to a stop at the bottom of the hill with minimum damage to the Chevy and no damage to the truck. The second incident occurred when a bus suddenly stopped in front of me on El Cajon Boulevard. I hit it pretty hard and that was the end of the Chevy.

After the encounter with the bus, I switched to Chrysler products. all steel bodies and hydraulic brakes sounded a lot better to me. So my next cars were a 31 Dodge coupe, a 31 Dodge sedan, a 33 Dodge sedan and a 49 Plymouth convertible. Oh yes, I also had a 32 Ford Vicki - Lane has never forgiven me for not selling it to him! I continued with a 53 Dodge coupe and a 55 Chrysler 300 - it was a fine car. Lane's bought a red one & I bought a white one.



In 1979 while going to Colorado on vacation, I stopped at Harrah's Museum in Reno. I wrote Lane about all of the great cars that were there. Especially about a 32 Ford Phaeton that belonged to Dickie Smothers. Lane currently owns that same car. I met Loyce in 1957 while working behind the Spreckle's theatre parking cars. She caught my eye and I asked her to lunch. We hit it off and have just celebrated our 50th anniversary last year. We have a son and daughter, 10 grand children and 8 great-grandchildren. My 30 year career with Rohr Industries ended in 1993. I have been a member of the Early Ford V-8 club for the past 4 years and have met some wonderful people. Oh yes! I still ride my bicycle.





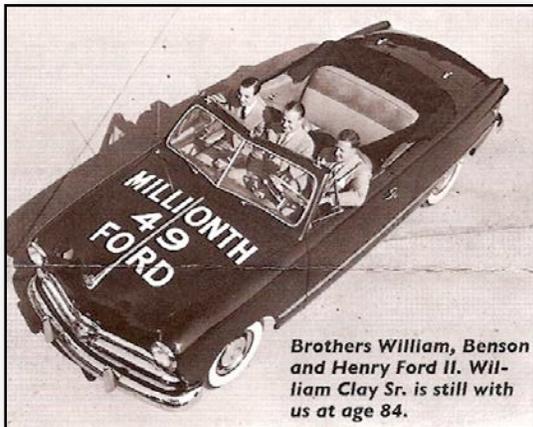
**SpeedFest
2010** -Multimillion
dollar classics risking
their paint and pride on the
tricky 'S' curves of North
Island. Plus loads of eye
candy in the parking lot...





Partial list of recommended suppliers around San Diego

- Quality Powder Coating & Sand Blasting** - Roger Kerr, Calvin King 619-818-1811 (V8 Club Members)
- Ray Brock Racing** - Engine & drive train rebuilding, modifying 619-993-9190 (V8 Club Member)
- East County Alignment** - Frame straightening, etc. Sante 619-562-4110
- Dennis Bailey** - Metal Fabrications and Overall restoration 858-274-3077 (V8 Club Member)
- Bill Grosvenor** - Overall restorations 619-421-9358 (V8 Club Member)
- Ric Storrs** - Transmissions, Body & Paint, Overall restorations 619-443-0184 (V8 Club Member)
- Roger Daniels** - Brakes, Suspension, Sante 619-562-7969
- Armando's Upholstery**- Custom or original interiors, tops. Sante 619-449-5485
- Al Weaver** - Rewind Overdrive solenoids, generators
- Gary Timm** - Overall restorations and Hot Rod conversions 619-660-1763 (V8 Club Member)
- R&M**- Metal Polishing, straightening, restoration- All types. V8 Club Discount - 619-267-2178
- John Baxter** - Flathead engine rebuilds- National City, 619-264-0824
- Bob Baxter** - Specializing in old truck restorations - Lakeside 619-985-8873
- Kip Dunne** - Complete wiring and Overall restoration -Lakeside 619-443-9031
- David Garcia** - Wood Graining - Good, Fast, Reasonable. 619-895-4500 e-mail superdavegarcia@hotmail.com
- Dwight Brinkerhoff** - Trans & Overdrives. Customs & vintage- El Cajon dbrinkerhoff@gmail.com 619-990-1718



The Ford that saved Ford.

The Model A saved Ford when the Model T finally fell. The '32 V8 came to the rescue when the four banger was outsold by Chevy & Plymouth. And with Ford losing money at an alarming rate after the war, once again Ford needed a winner. The all new 1949 Ford saved the company. Had it not succeeded as it did it's doubtful whether Ford would have seen it's 50th birthday in 1953. The new car was dramatically different underneath. The traditional beam front axle and transverse leaf springs suspensions were gone. In their place were an independent front suspension, acting through coil springs, and longitudinal leaf springs in the rear. Final drive was now of the hypoid, instead of the spiral bevel type, and torque-tube drive was replaced by

Hotchkiss. Ford recorded a 177 million dollar profit in the calendar year by over 100,000 units.

In 1978, during Ford's 75th Anniversary, Henry Ford was asked, "As head of Ford Motor Company, what achievement are you proudest of?" His answer, "It was the '49 Ford - our first new model from scratch after WWII- it was a milestone not only for our company but for the nation as a whole. The production of that car was the result of a tremendous concentration of energy and talent, and it's wide acceptance signified to our country and to the world that the US was back in business. It was a car that said: "You can't keep a good people down."

--Excerpts from *The Foundation News*.

*Station Wagon, Tim Shortt
Convertible, Dan Kreihbiel*



Treasure Hunt & Wife Swap- Sun, Jan 23, 2011



The Whale... you may have read about a female humpback whale who had become entangled in a spider web of crab traps and lines off-shore near San Francisco. She was weighted down by hundreds of pounds of traps that caused her to struggle to stay afloat. She also had hundreds of yards of line rope wrapped around her body, her tail, her torso, a line tugging in her mouth. A fisherman spotted her just east of the Farallon Islands (outside the Golden Gate) and radioed an environmental group for help. Within a few hours, the rescue team arrived and determined that she was so bad off, the only way to save her was to dive in and untangle her. They worked for hours with curved knives and eventually freed her. When she was free, the divers say she swam in what seemed like joyous circles. She then came back to each and every diver, one at a time, and nudged them, pushed them gently around as she was thanking them. Some said it was the most incredibly beautiful experience of their lives. The guy who cut the rope out of her mouth said her eyes were following him the whole time, and he will never be the same. --*Nothing to do with Fords-only friendship.*

*Right - Rare as Hen's teeth: '38 Coupe Cop Car & '51 SUV woody.
Below- Webb Smith, Barbara (?) & Dick Martin at Barrett Jackson
Auction Preview at supercharged S.D. International Auto Show.*



V8 Christmas Party, Sun, Dec 12, 11:30 - 4 pm



The majesty and mystery of the South Pacific is recreated in one of the most unique restaurants in America...Bali Hai - freshly renovated on San Diego's Shelter Isle, where the sensual rhythms of the Tahitian chant blend with the delectable aromas of the island luau & the joyous sounds of V8ers winning money & celebrating another year of motoring mayhem.

\$30 each Member & each Guest (Club members will be refunded) Bring your check to Barbara Martin. **Make the check out to the Early Ford V8 Club.**

Let's make it a goal to surpass last year's scholarship donations

** Don't forget - Bring donations for Raffle prizes and a new unwrapped toy for Toys for Tots.

The Bali Hai Restaurant is located on Shelter Island at: 2230 Shelter Island Drive
San Diego, California 92106 (619) 222 - 1181



Jan 23,
2011
Treasure
Hunt &
Wife
Swap

Yep, it's that
time again.---

**1211 5th St,
Coronado.
11 am.**

**Big Prizes.
Free Pizza.**

RSVP by Jan 15 --Tim & Sandy Shortt 619-435-9013

2010-11 Tour Schedule

Dec. 12th, Sun. Christmas Party - newly renovated Bali Hai-RSVP Barbara Martin 760-230-2582

Jan 23, 2011, Sun. Treasure Hunt & Wife Swap- RSVP by Jan 15-Tim Shortt 619-435-9013

Feb 26, 27, 28. The Big 3 Swap Meet. Our one and only Fund Raiser--Volunteers Needed. Ric Bonoront 619-669-6391

Sun, Dec 12th, 11:30am-4 pm, V8 Christmas Party - Barbara 760-230-2582

December Anniversaries

12/03 Bob & Geri Stoll
 12/06 Jake & Tiffany Murrell
 12/21 Dan & Susan Walters
 12/05 Jeff & Maurine Satterwhite

December Birthdays

12/03 Jill Kerr
 12/09 Phyllis Clegg
 12/10 Lani Prager
 12/10 Linda Lewis
 12/13 Candaus Vidali
 12/14 Barbara Clark
 12/17 Tim Shortt
 12/25 Steve Seebold
 12/25 Norm MacDonald
 12/30 Paula Pifer
 12/31 Fred Lobello

After only 60 Years,
Carl Burnett has Retired from Auto Parts Sales. Now he sells only Toys & Trains. He generously donated many left over NOS Ford Parts to the club- (Proceeds to go to the Fan). Drop by & see his Gallery of Collectables. Call Carl 619-281-2745

Membership - 203!

Welcome New

Members: **Bob & Susan Symonds** 619-264-1584-
 "37 Pick Up & **Barbara Clark & Jim Ferguson.**

Sunshine: Virginia Larkin recovering from fall. Jim Miller recovered from Triple By Pass. **Bill Lewis** had a stint replacement. **Gary Timm's** mom, June, suffered bruises & hematoma on her wrist when the air bag deployed in a minor collision on way to Nov 20 Tour.

SDEFV8 GENERAL MEETING Nov 17, 2010

Meeting called to order at 7:09 p.m. by **Barbara Martin**, President. Guests were **Ron Westwood**, and his Father **Leroy Westwood** - also new members **Bob Symonds**, and **Bill & Sue Dorr** (from Coronado)
President's message: We have "tons of stuff to do tonight" - the sign up board for the BIG 3 is available.
VP's message: The National Flathead engine raffle was won by a Californian, he turned the engine back to the foundation where it will be sold (Price \$7k).

Secretary: Minutes approved.

**Carl Burnett Retires!**

Don't panic- he's still selling Toys, Trains & Collectables.



Treasurer: Report approved.

Membership: Up to 203 members!

Accessories: An order of new T-SHIRTS are in the trunk of Barbara's car. **Sunshine: Virginia Larkin** absent. She has has problems herself, she fell, and had to go to the hospital due to a hematoma. **Carl Atkinson** has had several surgeries over the past couple months. **Jim Miller** had a triple by-pass. **Fan editor:** Tim had several copies of FAN back issues & 2010 Rosters. Tim made a plug for the upcoming tour of **Carl Burnett's** collection. Be sure to get your membership dues by Dec 31. If you became a member after September, you're already signed up for the next year. **Tours:** Next "tour" will be the Christmas Party at the Bali Hai -- arrival time is Sunday, 11:30 on the 12th. of December. **Ric Bonnoront** gave an overview of the BIG 3 stressing duties and responsibilities, followed by questions and answers. Next we had a video. **Jim Hurlburt** and his '32 roadster on the track at Charlotte Motor Speedway in North Carolina.

OLD BUSINESS: Silence. **NEW BUSINESS:** **Jerry Windle** presented a nice plaque from the Western National Meet for our support. **Dan Prager** was presented with a nice photo of three rare 1940 Mercury Sedan Convertibles. **Ken Tibbot** commented, "They can't be that rare, there's three of them right there." New board members approved: **John Hildebrand, Marc Goldman, Mike Brandon, Dennis Bailey, Ken Tibbot, Rick Carleton and Richard Teubner.**

Dec 7 Board Meeting-(transition of Power). Barbara again mentioned the BIG 3. **Fred Lobello** talked about his racing four Bangers.

Meeting adjourned at 8:45 p.m. *Thanks to Pat & John Hildebrand* for the cookies and drinks.--RL

Thank you volunteers - for stepping up to the V8 Board

Send Joe your email address- Joe Pifer will update you for any last minute event details.

Dec 12 Installation of Officers
Bali Hai Restaurant, San Diego
Dec 12 Christmas Party
Barbara Martin 760-230-2582-

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: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



'46 Farmall- RB Motor, PTO, New Batt, Runs good. \$2,950. Roger 619-818-1811



'36 Ford Conv Sedan. Rare trunk back. Black w/new tan top. New WWWE. Orig. owner Ollie Smith, founder of V8 Club, S.D. -Restored from Ca original. High point correct car. High vol. water pumps-Drives great. Runs cool. \$59k obo. Photos, Gill 619-985-4009



'46 LINCOLN CONTINENTAL Rebuilt V-12 Engine, 3 Speed Overdrive Transmission. New Paint, Chrome, Brakes, Glass, Wide White Wall Tires, Wiring, Rubber Seals and more. Have Receipts for all. Needs to be assembled. Located in Ramona CA. \$16,000. Call-Cell 928-420-6248 Home 760-789-6217



'46 Ford Biz Coupe. Flat 8 w/ dual carbs, Offy heads & Intake. New Radiator, Trans, Rear End, Tires. 12V. Clean car. \$12,500. Tony 702-489-6648.



'41 Ford Fordor. Complete resto '94. RB Flat 8. All work documented. Orig wheels, caps & beauty rings incl.\$11,500.OBO-858-278-1901



'51 Ford Fordor We call her 'Alice' and she's been with us 16 years. Older resto. Nice driver. \$10k OBO. Jim Hurlburt 760-789-0220



'49 Ford Woody, orig flathead V8, OD trans, \$12,500. Bob 619-518-2126

'48 Ford Super Delux Fordor. All orig-unmolested w/67k miles. Runs great. Mike Brandon 619-977-9777



'60 Corvair Ramp-side PU. \$700. NO motor Carl 619-5931514

2000 Mustang Convert. Beautiful Gold with black top. V6, AT, Air, All power, \$5,300 OBO. 858-748-2849.,

Sale- Load of '40, '35, '34 Parts-Tim 619-435-9013

Sale-'39 Box- Complete. \$400. 619-247-6525

Sale Govt-made dbl walled steel storage Ammo Box. 4'x4'x3'. \$160. 6 Ford '68-'69 GT 14" chrome center wheels. Ford filmstrips '30s-'60s. Drag News Newspapers '50s thru NHRA Natl Dragster newspaper. (Sell by year, not each). Richard Teubner 858-748-2849

Sale 1955-56-57 Ford T Bird parts.

Some new from C&G - some very nice used.
 New- Three '55 Front Park Light Lenses - \$12 for all.
 New- Four '55 Tail Light Lenses - \$35. for all.
 New- One pair '55-'56 Door Striker Plates - \$25 for pair.
 New- One pair '55 Kick Panel Retainer Clips - \$40 for pair.
 New- One pair Rear Tailpipe Hangers for bumper pass through - \$10 for both. New- One '55 Back Up Light chrome housing and lense - \$25. New- Three '56 Back Up Light chrome housings and lenses - \$50 for all. Used- One '55 complete original chrome Air Cleaner- very good condition - \$200. Used- One pair '55 or '56 chrome Porthole rings- fair condition - \$45 for pair. Used- One wiper chrome Bezel good condition- \$5. Used- 6 Volt Heater Blower Motor - it works- \$20. Used- '55 T Bird Radio, clean, complete and it works- \$200. Used- One set '55 or '56 Hubcaps, with medallions- very nice - \$200. Used- One set '57 Hubcaps, with medallions- very nice - \$200. Used- One '55 or '56 Windshield- good condition- \$150. Used- One '55 or '56 Exhaust manifold- driver side (one repair weld)-w/ gasket-\$100. John 619-302-8376 or home 619-422-3718

Sale: 2002 Ford Supercharged engine

5.4 Harley Davidson 9106A;
 2002 Intercooler 5.4 supercharged;
 2002 Transmission Lightning & Harley Davidson;
 All computer and accessories included;
 All same VIN - Complete with warranty. Price reduced. \$4,500 (760) 230-2582 Dick Martin

Sale-11,900 sq ft Steel Building--Never erected. \$50k David 619-447-1491

Sale-NOS '53 V8 Radiator--B.O.-Steve 619-249-4036

Sale Spot Lite for open car. Complete w/bracket. \$150. Fred Meyers 619-669-1499

Sale.59L block. Fully machined and pressure checked. Bored to 3 5/16 to accept Ross pistons and set up for 8BA straight valves and 8BA solid valve seats. Factory relief. Valley drilled for adjustable tappets. Block only. No reciprocating parts. New head studs, washers and nuts. Big bore head gaskets and main caps included. Will deliver in southern California \$2,000. Al 619-562-9230

Wanted-: 1935 16-inch spoke rim for display. Want straight spoke, prefer bent spoke or would love an adjustable spoke. Willing to pay fair price. Jerry Windle (619) 283-8117

Wanted- '37 1/2 ton PU truck grill. Bob Symonds 619-264-1584

Wanted-Striker plate for a 39 Deluxe 2 doors sedan trunk latch- John Peterson 619-985-2829 petejf@cox.net

Wanted '40 Ford straight & True 16"x4" Wheel. Jeff 619-3845

Wanted- '46 Ford Trim pieces. Dan 619-282-0645

Dues are due by **Dec 31** to get Jan Fan & Photo in 2011 Roster



You never forget your first ride.

No matter if it was your dad's car taken without permission or your own \$10 clunker, the thrill of moving under power for the first time is universal.

San Diego Early Ford V8 Club, P.O. Box 881107, SD, Ca 92168-1107



Maybe we should let him play through...

Dec/10