

✂ THE Ford FAN ✂

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



CEBE Poultry Farm
"Quality Chicks That Live,
Lay and Pay"



*Jan 24--The SDEFV8 Club
joined forces with The Over The
Hill Gang and what a time we had.*

28 cars gathered at Best Buy in El Cajon under a bright blue sky. Once Tour Leader Jim Thomas got his car started, off we convoyed-- up the 67 to Romantic Ramona, once known as the 'Turkey Capital of California', now know for it's 'Quality Chicks'. Owner/Operator, Joe Cebe met us at his Farm, one of five spreads he has around the county - 122,000 chickens under his watch, eating their way to market. Joe's wanted to be in the chicken business all his life. His success has not kept him from becoming an enthusiastic caraholic, filling oversized garages with a noteworthy collection of vintage cars, tractors, trucks, race cars and memorabilia. And, did I mention a complete 1928 Gilmore Gas Station?... rescued from the wrecking ball and reassembled at the farm. After looking over the place, Joe invited us to his house and led the way with a lead foot in his race ready '56 TBird. Once there we were treated to more cars and antique gas pumps. Jim announced 'Lunch' and we beat it to the restaurant where some of us ordered....what else...chicken.-- TS



Have You Signed Up For The Big 3 Yet? -Call Ric Bonnoront 619-669-6391



The Prez Sez.

Hello fellow Veers,
The Jan 24th tour to CEBE's Poultry Farm was a rousing success. About 28 cars met at Best Buy in El Cajon. The Over The Hill Gang joined us making it all the more fun. The weather was perfect, the ride scenic, and the Tour excellent. These Co Tours are the way to go - more folks. More fun. Thanks to our Tour Leader Jim Thomas, we have another great day to add to his list of successful events. Next up is the Big 3,

Feb 20, 21, 22 (Fri, Sat, Sun) at the Q. Thursday Feb 19 is set up day. Call Bill Lewis to help with set up. 619-851-3232. This is our one and only Fundraiser for the year. Time for every member to pitch in to ease the work load for all of us. Call Ric Bonnoront to sign up and do your part, 619-669-6391. Joey Valentino is scheduling terrific programs for each General Meeting and has put us on Facebook to widen our reach. Rick Carlton is posting each current Fan as they are published on our Web Site. We'll have our Scholarship Program back on track in September. We're off to a good start for the year. Check out page 10 for more upcoming tour information. ---*Onward and forward V8er's,*

Duane Ingerson

President: **Duane Ingerson** - 619 870 7732
 V.P. **Bob Symonds** - 619-993-7225
 Secretary: **Bill Dorr** - 619-884-4188
 Treasurer: **Ken Burke** - 619-469-7350
Directors:
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Duane Ingerson - 619-870-7732
Bob Symonds - 619-993-7225
Dennis Bailey - 619-954-8646
Jim Thomas 619-669-9990
Bill Dorr- 619-884-4188
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Rick Carlton - 619-303-3353
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Big 3 Board Members

Ric Bonnoront - 619-669-6391
Rick Carlton - 619-303-3353
Calvin King - 619-447-1960
Dave Huhn - 619-462-4545

IS YOUR NAME BADGE INCOMPLETE?

Some of our name badges do not have the small round V-8 logo attached in the upper right hand corner.

If yours is incomplete Diane Thomas will have one for you starting in February



Current Name Tag Jackpot is Now \$50 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

Unfortunately, Jack Rabble left the meeting early and missed his name being called. So now the prize is up to \$50 for the lucky person wearing a name badge at the Feb 18 General Meeting.

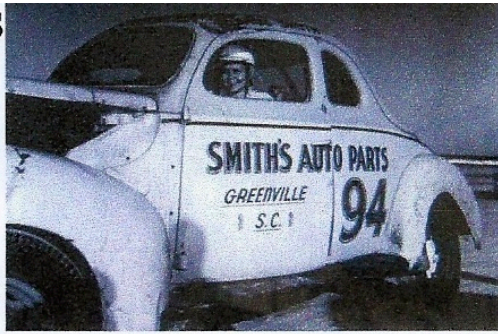


The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o 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.

Feb 20-21-22 -The Big 3...Have You Signed up? See page 10

FROM RUNNERS TO RACERS

Louise Smith was recruited by Big Bill France in the days before NASCAR. She finished first in her first race and went on to win 38 times. Smith, the "old gal" is honored in the Motorsports Hall of Fame.



Thanks Hoosier V8views

Other Ford moonshine haulers were "Reckless" Roy Hall and Marion Mad McDonald who may have invented the seat belt when he tied himself in with a heavy rope. The latch was a sharp knife.



Pizza, noise and flying trucks.
Okay, so my son treated us to a night of big noise and mechanical mayhem at the Monster Truck Jam, Petco Park. Who doesn't like seeing \$400,000 trucks crash and bash their way over jumps, up walls and crushing junk cars?--TS



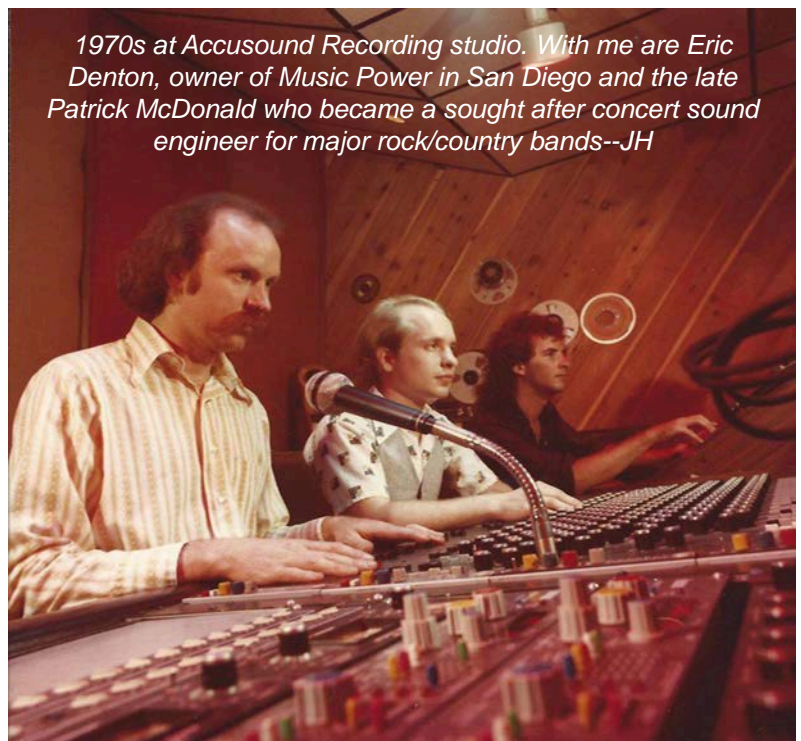
Look. Hot Rods and Stockers having fun together. Oh my...



Prez ProTem has another life--- Songwriting

Sure he runs his '31 Ford in the sixes at Barona Dragstrip most weekends, and he's been President of SDEFV8 club for the last three years. But John Hildebrand is busy with other things - he's an engineer, producer, musician, educator, studio consultant, and a member of Audio Engineering Society (AES). His professional business background includes Owner/Engineer of Accusound Recording Studio, San Diego, Engineer/Instructor at Soundtrax Recording Studio, San Diego, Engineer/Instructor at Soundtrax Recording Studio, San Diego, and Owner of Desert Windsong Publishing. John has taught Audio Production and Sound Design for Film at San Diego State University, Audio Recording Techniques at San Diego's Southwestern College, and most recently was Professor of Audio/ Video and Film Production at San Diego City College.

John writes and produces his own songs and helps other songsters set up their own studios. He collaborates with SongwritersMarketplace.com writing some Insights, blogs a web sight dedicated to developing talent in the wacky world of music, as an engineer, writer and advisor to upcoming musical talent. John recently started up a record label, American Windsong Music, with fellow songwriter Ken Lehnig and released Ken's new album along with two others. He started in recording in 1970 after studying with producer Phil Spector and songwriters Al Casha and Gene Hirshorn -- back when recordings were on Tape and editing was done with a razor blade. Things have changed, software has changed, the world has changed and John's hair has changed.--TS



1970s at Accusound Recording studio. With me are Eric Denton, owner of Music Power in San Diego and the late Patrick McDonald who became a sought after concert sound engineer for major rock/country bands--JH

FIX 'EMS

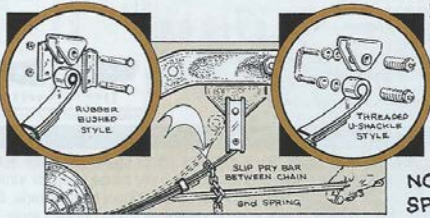
--Hot Rodder Mag

BY BOB HOVORKA



REPLACING LEAF SPRINGS

EVER HAVE A PROBLEM GETTING THE SPRING EYE and SHACKLE TO LINE UP SO YOU CAN INSERT THE BOLT? (Slipping both ends of a Threaded U-Shackle in, can also be quite challenging) NEXT TIME, TRY WRAPPING A CHAIN AROUND THE SPRING (as shown) THEN SLIP A PRY BAR BETWEEN THE CHAIN and SPRING. NOW YOU WILL BE ABLE TO LEVER THE SPRING UP and DOWN UNTIL THE SPRING EYE and SHACKLE HOLE LINE UP.

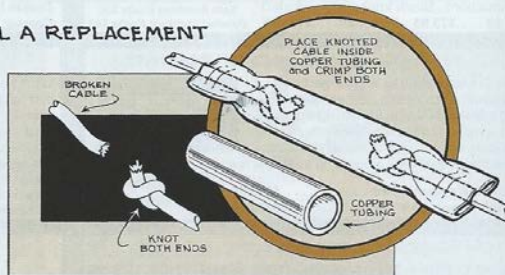


Ford
REBUILT MOTORS

During the Great Depression Ford offered to rebuild your flathead motor for \$100 bucks.

FOR THOSE WHO DRIVE 'em...

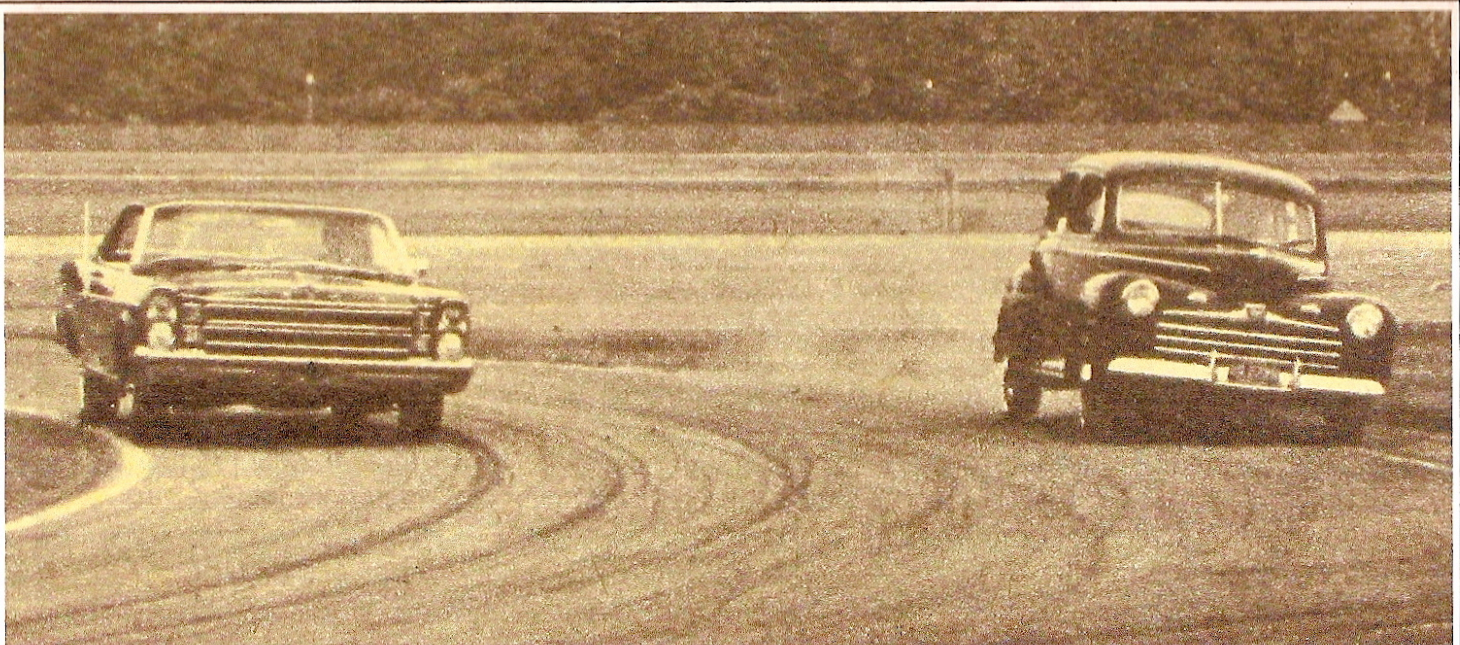
BROKEN CABLE
NEED A TEMPORARY "fix" UNTIL A REPLACEMENT PART ARRIVES? TRY TYING A KNOT AT EACH BROKEN END OF THE CABLE. SLIP THEM INTO A PIECE OF COPPER TUBING THAT'S LONG ENOUGH to make up the length lost by tying the knots. USE A PAIR OF PLIERS-- HAMMER-- or if the cable is easily removed-- A VISE to CRIMP BOTH SIDES OF THE COPPER TUBING-- TRAPPING THE KNOTS INSIDE-- FOR A SOLID CONNECTION.



Hi! My name is
Stopthat



Sometimes they call me
Getbackhere



Tom McCahill did automotive testing for Mechanix Illustrated. In 1966 he did a "30 years later" direct comparison test between a 1946 Ford sedan and a 1966 Ford Galaxie.

The '66 was plush, smooth, and powerful. It went 0 to 60 in 8.4 seconds while it took the '46 19.4.

The Galaxie 500/XL blew the sedan away in all categories except one. Henry's buggy spring suspension provided cornering ability that McCahill described as "superior".



Senate legislation aims to eliminate corn ethanol from Renewable Fuel Standard

Citing the damage that corn-based ethanol does to automobile engines, among other reasons, two U.S. senators have introduced legislation aimed at reducing the amount of corn ethanol in modern gasoline blends and replacing it with other forms of ethanol. Last week, senators [Dianne Feinstein](#) of California and [Pat Toomey](#) of Pennsylvania introduced the Corn Ethanol Mandate Elimination Act of 2015 – technically an

amendment to the [Keystone XL Pipeline Act](#) – which calls for the EPA’s Renewable Fuel Standard to drop any requirement that ethanol be blended from corn. “This bill is a simple and smart modification of the Renewable Fuel Standard program,” Feinstein said in a statement. “Once we remove the corn ethanol mandate, the RFS program can finally serve its intended purpose: to support the development of advanced, environmentally friendly biofuels like biodiesel, cellulosic ethanol and other revolutionary fuels.” While the Renewable Fuel Standard does not currently stipulate that corn be used to create the ethanol blended into gasoline (it only mandates four categories: cellulosic biofuel, biomass-based diesel, advanced biofuel, and renewable fuel), it does explicitly permit corn as one of several materials – including sugarcane, crop residue, switchgrass, and grain sorghum – that can be used to create ethanol. In introducing the amendment, Feinstein pointed to a number of reasons why corn shouldn’t be used for fuel, including the so-called “blend wall” – that is, the inability of U.S. oil refiners to add any more ethanol to the U.S. fuel supply. In the last couple of years, refiners have come up against the blend wall due to both decreased demand for gasoline overall and decreased demand for higher ethanol content blends such as E15 and E85 (both compared to the EPA’s projections). Though ethanol supporters have argued against the existence of a blend wall, the EPA, in November 2013, for the first time [proposed to reduce the amount of ethanol](#) it expects refiners to add to the U.S. fuel supply – from 16.55 billion gallons in 2013 to 15.21 billion gallons in 2014. The amendment has already received criticism, most notably from the [Renewable Fuels Association](#), which took issue largely with Feinstein and Toomey’s assertion that the corn ethanol mandate drives up the prices of food. “This amendment is an unnecessary solution to an imaginary problem. If approved, it would set our nation’s energy, economic, and climate agenda back decades.” Feinstein and other U.S. legislators have previously tried to introduce similar acts, including the [Corn Ethanol Mandate Elimination Act of 2013](#), a stand-alone bill that died in committee; and the [Phantom Fuels Elimination Act of 2014](#), another stand-alone bill that also died in committee. In addition, a House of Representatives [resolution introduced earlier this month](#) calls for the EPA to make a comprehensive assessment of the effects ethanol-blended gasoline has on automobile and other engines; it has been referred to the Committee on Science, Space, and Technology, and to the Committee on Energy and Commerce. Both the [AACA and SEMA have stated their opposition to ethanol in fuel](#) in the past. On SEMA’s [2015 priorities list](#), the organization notes that it plans to campaign for the ban of E15 ethanol-blended gasoline and ask Congress to reform the biofuel mandates in the RFS.



Motorheads troubleshoot starting problem. Carl & Calvin discuss Gilmore Gas pumps. Guy Allen’s winterized Greyhound.



Electric Car Powered by Salt Water: 920 hp, 373 Miles/Tank, 0 to 62 MPH- 2.8 sec.

It's finally here folks. And they say it's LEGIT.

Tesla eat your heart out, the Germans have created an electrical car powered by salt water. It has four electric engines and is FAST with some pretty sweet fuel economy for a sports car. Leave the Bugatti at home and stop by the beach to refuel.

The recent announcement that the Quant e-Sportlimousine, which is a salt water powered car, has been certified for use on European roads is a big sign that the Oil Cartels are losing the energy war.

Unlike traditional cars that run on gasoline, the Quant e-Sportlimousine runs on an electrolyte flow cell power system made by NanoFlowcell that has the ability to generate an astonishing 920 horsepower (680 kW). This salt water powered car can go from 0-62 mph (100 km/h) in 2.8 seconds and has a top speed of 217.5 mph (350 km/h). The Quant e-Sportlimousine is built by the German company Quant.

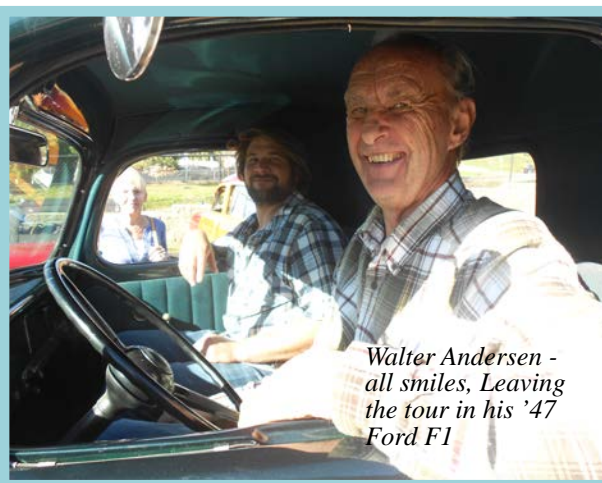
Electrolyte flow cell technology has been around for decades, but it wasn't until recently that certain car manufacturers were given the permission to start building cars that run on electrolyte flow cell technology. This type of alternative energy technology will eventually make gasoline powered cars obsolete, because using electrolyte flow cell technology to power cars is a lot more efficient and much cleaner than using gasoline.



"The car is powered by the electrolyte flow cell power system, which is a part of the NanoFlowcell technology. The system works in a similar way to a hydrogen fuel cell, except for the fact that salt water is used for storing power.

"In particular, two liquids with metallic salts, which act as the electrolyte, are combined in such a way that the electrochemical reaction takes place. After that, electric motors use this reaction to generate electricity, which is then stored and distributed by super capacitors.

"The efficiency of this system reaches 80%, since the car has almost no moving parts in it, and the produced waste heat is insignificant in comparison with cars powered by lithium-ion batteries."



Walter Andersen - all smiles, Leaving the tour in his '47 Ford F1

Jan 24--CEBE Poultry Farm, Ramona

What a beautiful day for a tour, and great to have the OTHER car club there too. A perfect Tour, almost. I live in Clairemont, and came home through Poway to I-15 south, I turn west on 52 and I feel a hot liquid coming through the holes for the petals.

I manage to find a wide shoulder and stop, it was oil. My oil gage has been registering low pressure, so my friend and I had put on a mechanical gage at the block, that gage read good pressure (this was last Monday). It was getting late so we left it in, we were going to switch back to the electric sender next Monday. The tube holding the gage had a 'Y' gage in one hole, plug in the other. We opened the hood - oil everywhere! Apparently the plug was not tight and it came out after about 100 miles. I called my wife to the rescue, she picked me up and took me to the NAPPA warehouse, got a plug and went back, installed the plug and off we went. Just glad it did not happen on 67 where shoulders are scarce and no parts stores for 10 miles or more! That would have been a real problem and dangerous too.

Home safe and a little oily - only an hour and a half delay.---Walter

Commuter Science

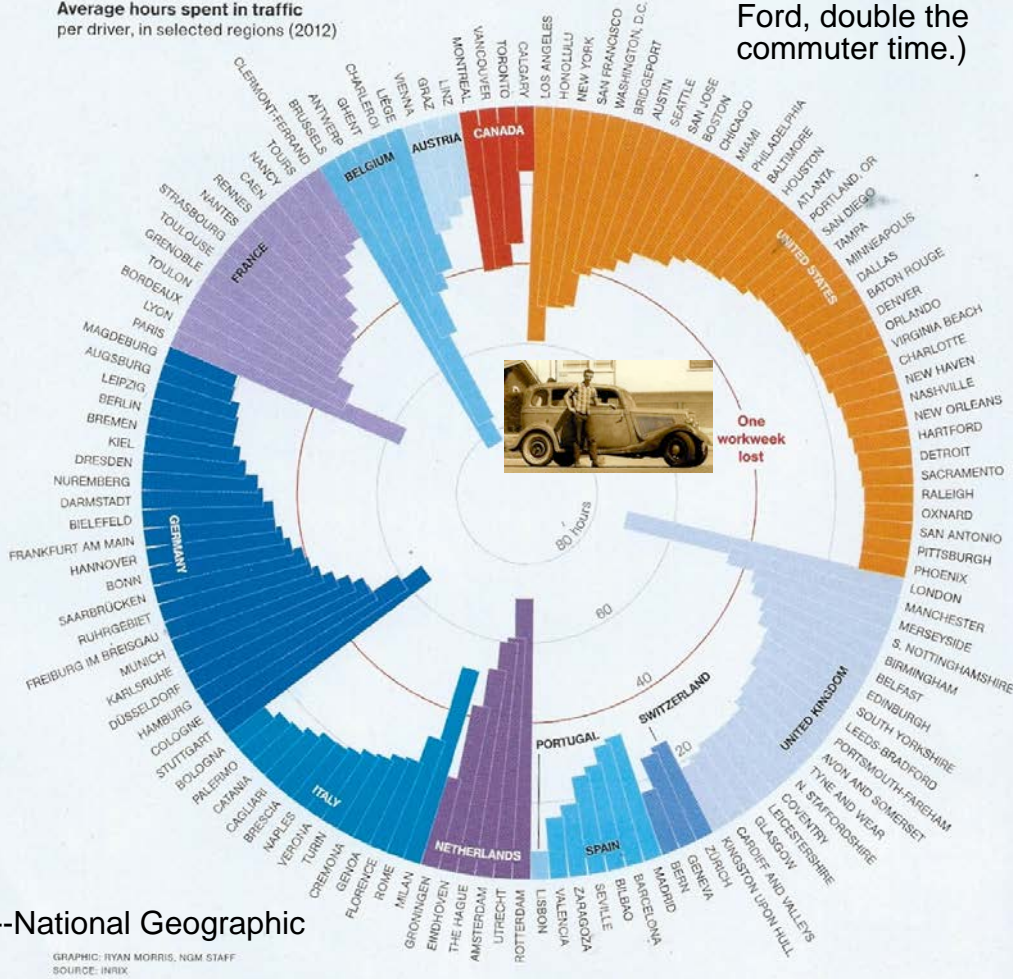
By 8 a.m., rush hour is at full throttle in most cities. Accidents, the cost of fuel, and the quality of public transportation aren't the only factors that can make the drive to work range from ho-hum to hellish. According to traffic analyst Jim Bak, there's another thing that can cause commuting lengths to fluctuate: the state of the economy.

"When the recession hit in 2008, congestion

across the U.S. dropped 30 percent," he says. Four years later, in 2012, drivers in Italy, France, and Spain also spent less time on the road as unemployment, especially among youth, skyrocketed in the wake of Europe's debt crisis. That same year, European Union officials tasked with managing the problem flocked to Brussels, Belgium—causing traffic and commute times in that city to soar. —Catherine Zuckerman

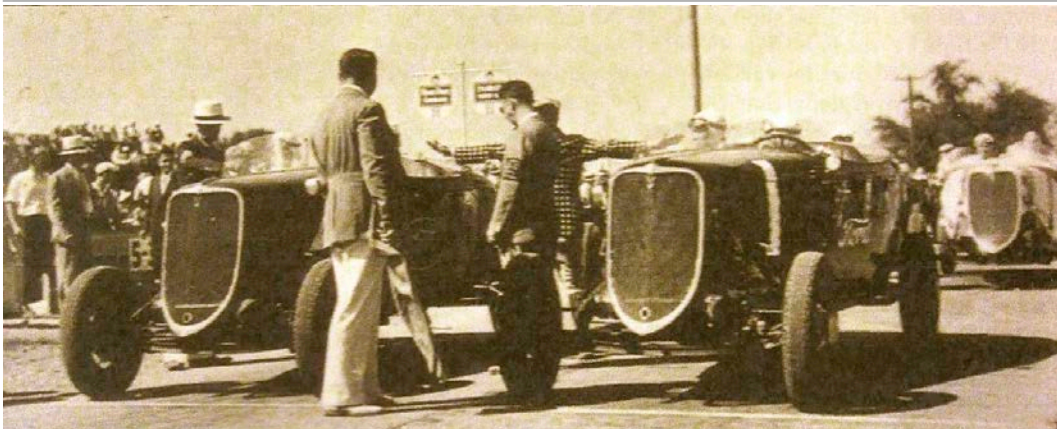
(If you drive an old Ford, double the commuter time.)

Average hours spent in traffic per driver, in selected regions (2012)



--National Geographic

GRAPHIC: RYAN MORRIS, NGM STAFF
SOURCE: INRIX



This "open to all comers" race was part of Ford's 30th anniversary celebration. Henry and Eds were there to inspect the cars. The first seven finishers were '33 Fords. Notice the En-Ar-Co Moto Oil/White Rose gasoline signs in the background.



Miracle Power is a synthetic graphite oil additive. It was used as a break-in oil and in racing motors with very tight tolerances. In 1942 it was purchased by SprayOn of Cleveland, Ohio. They had just introduced paint in aerosol cans and wanted to add to their line. It is still marketed today, and people say it works well. Below: Fix a flat. Put out a fire....--Thanks Hoosier V8iews



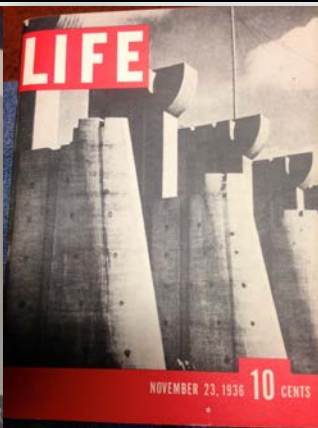


Night time woes on the 805

A simple plan: The Dows, Dorrs and Shortts do a nice dinner and a little 3-car cruise.

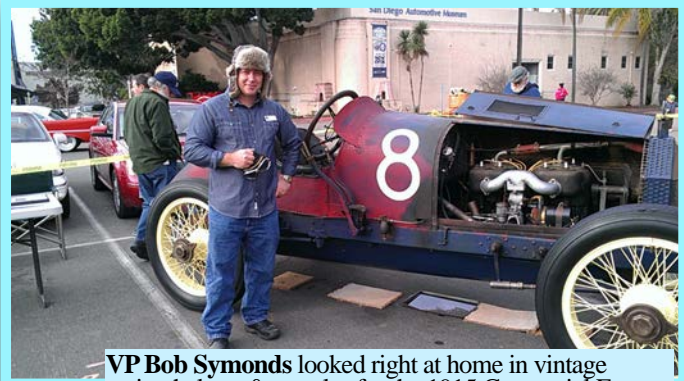
On the way home John's lights went out. He had blinkers and stop lights but no head or tail lights. After a half hour in a service station going through fuses and doing an electric system shake down, "Must be the switch", we figured. To get John home we decided to sandwich his '36 in the middle and escort him. As we pulled out the woody's fuel pump began making noise. Undeterred, Bill drove in the lead, I tailed in my '50 rag top. Heading south on the 805, over the bridge at the 8, the woody practically blew its exhaust system off with the two huge backfires. Bill hit the blinkers and made it across two lanes of fast and heavy traffic with John and I running defense behind. I knew what had happened because it's happened before. The electric fuel pump faltered then failed. We rolled to a stop in the no-man's land between the 805 and 8 merge going uphill from the valley. Two men down. Only thing to do - call 3 A and wait for a ride home. 40 minutes is a long time to hang out on a cold, noisy and windy freeway merge area. Our 3-car show on the shoulder created an attractive nuisance. Speeding drivers were distracted as they passed causing a few near misses. But, soon the woody was on the hook and the driver agreed to follow, positioned to watch John's back with the truck, while I led the procession to John's house first, then on to Coronado to dump the woody at my garage.

The ride went smooth enough, but when I tried my key pad garage door opener - dead battery.



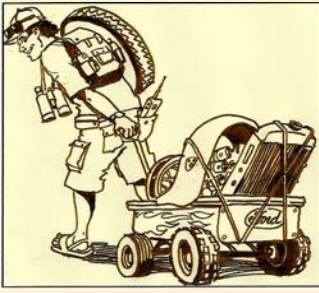
First Edition of LIFE Magazine- Nov 23, 1936- featured an ad for the radically new 1937 Ford.

Your choice of V8s: New improved 85 HP V8. Or the V8 60 for improved fuel economy.



VP Bob Symonds looked right at home in vintage racing helmet & goggles for the 1915 Centennial Event here in Balboa park. Presented by the Horseless Carriage Club of America. The number 8 car actually participated in the race 100 years ago! A blue 19 10 Velie Model D Touring car was also there and Bob had the honor of riding in it at the head of the pack, thanks to the graciousness of Mr. and Mrs. Boyd Goddard of the La Jolla Regional Group, HCCA. The opening event for the Panama-California Exposition included a tour over the original race course, a living history display of a typical pit area, and a car show highlighting the progress of automobiles over the last century.





**Next Tour: Feb 20, 21,
22--Fri, Sat, Sun-**

**The Big 3, 2015
Our One & Only
Fundraiser.**

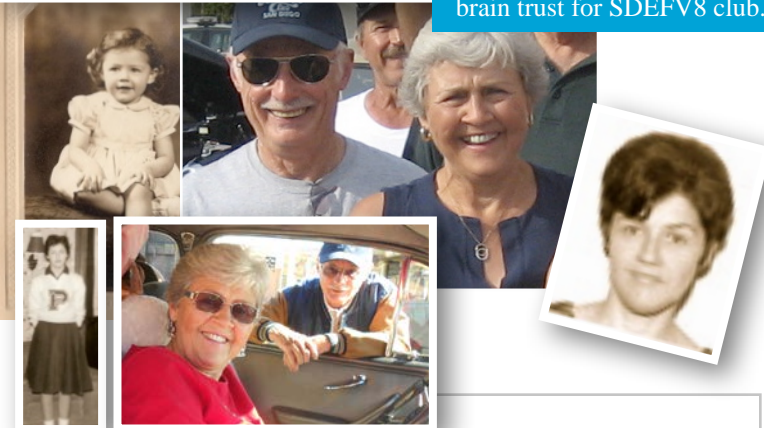
Have you signed Up?

Call Ric Bonnoront 619-669-6391

Woman of the Month



Paula Pifer – 1960 Palestine High School (Illinois). PHS Cheerleader, Pep Club president, Newspaper club, FHA. 25 years in accounting field. AA(Accounting) Grossmont College. Married Joe some 55 years ago . Mother of two. Hobbies: Traveling, camping, motorcycles, Jeeps, Vintage drag racing. Currently active in two car clubs. Past V8 President, Treasurer, Membership management and updates, Co ordinates master Roster files on members with V8 National. Key person at the BIG 3, Scholarship Chairperson and long term brain trust for SDEFV8 club.



2015 Tour Schedule

**Feb 20, 21, 22, 2015-
Our one & Only
Fundraiser:
The Big 3. Have you
signed up?**

**Mar TBD
Apr TBD
May 3 All Ford Picnic**

February Anniversaries

- 2/04 Jose & Vivian Serrano
- 2/11 Roger & Jill Kerr
- 2/13 Jon & Eloise Kowal
- 2/14 Dan & Bonnie Krehbiel
- 2/14 Wesley & Deborah Shippy

February Birthdays

- 2/08 Joe Vidali
- 2/11 James White
- 2/22 Duane Ingerson
- 2/26 Teri Brandon

SDEFV8 General Meeting Minutes--January 21, 2015

President Duane Ingerson pounded the gavel at 7:03PM.
Guests: Lee Hopkins, a member of the National EFV8 club and the Zephyr Club **President:** Duane noted the club is exploring opportunities to expand the club membership, especially to younger car enthusiasts. We will network with and invite other car clubs on tours and events; have more frequent tours and be proactive with Cuyamaca College in the presentation of the scholarship money generated through the Ollie Smith Fund. Duane also informed membership that Bill Dorr will be substituting as Secretary for Dennis Bailey until Dennis is able to resume the duties. **VP:** Bob Symonds wished everyone a good new year. **Secretary:** Bill Dorr made a motion that the minutes for the Dec 2014 club meeting, as published in the Fan, be accepted, MSA.
Treasurer: Ken Burke explained the change in financial position for the month of December 2014. He cited Christmas party expenses and noted the Ollie Smith Fund received a substantial boost due to the generosity of members. Ken also presented 2015 budget projections.
Membership: Paula Pifer gave the updated figures on paid memberships and announced the Ford Asset Program is scheduled to start anew at Cuyamaca College Fall 2015. Students have already signed up for the program so scholarship money will be made available this calendar year. **Accessories:** Duane Ingerson noted that in addition to the standard hoodies, tees and hats with the club logo, he is looking into shirts with photos of member's cars to help increase sales and promote the club. **Sunshine:** In the absence of Judy Grobbel, Sandy Shortt noted Ann Bailey is undergoing treatment for cancer. Dennis Bailey thanks friends for kind thoughts, but prefers not to have any cards or flowers sent. **Fan Editor:** Tim Shortt said the current Fan is coming together and apologized for some delays in delivery of the Jan issue. **Tours:** Jim Thomas gave details for the Jan 24 tour to CB Farms, Ramona and explained his handout for a new "Membership Drive" to events like the Porsche Club Autocross Feb 8,2015; Antique Drags at Barona in May and Cuyamaca College in Sept. These events are designed to allow more opportunities to drive our cars and increase our club profile at public events. Open discussion was had regarding the Harris tour in September and the possibility of a private tour of the Evan's Garage. **C C C:** Bill Lewis stated there was no Jan meeting of the CCC. **Program Speaker:** Member Dan Krehbiel, is an authority on Columbia Overdrive systems and gave an excellent presentation on the Columbia from 1934 to 1948, when Ford converted to a Borg Warner transmission overdrive. There was friendly interaction with some members attempting to "stump the speaker". However the speaker prevailed, with the sole exception being an inadvertent statement that the Cord used a Columbia OD, caught by another club member. **Old Business:** The President presented awards to Carl Atkinson for his work on the 50/50 raffle and to Jerry Windle as Editor for the V8 Times. Also Tim Shortt and Bill Lewis won \$50 each after tying with four new club members in 2014. VP Symonds also gave a brief presentation on his participation in the 1915 Exhibition Road Race held as part of the Balboa Park Centennial celebration.
Big Three: Ric Bonnoront brought everyone up to date on the Big 3 (Feb 20 to 22) and the status as a 501(c)(7) organization. There are still some volunteer positions needing to be filled. Event packets, with passes and instructions, were available. Bill Lewis expressed a need for help with the Thursday pick-up and Sunday return of equipment held at the off-site storage facility **50/50 Raffle Winner:** Dan Prager won \$41. **Name Tag Drawing:** Jack Rabell's name was drawn but he was not present for the drawing. The jackpot will increase another \$25 for next month's drawing. **Meeting adjourned:** 8:37PM--Respectfully submitted: Bill Dorr, Secretary (Acting)

Membership Paula: Latest head count: 148.

Welcome all new members.

Sunshine Judy: Ann Bailey under treatment for cancer.

Thank you for any kind thoughts, but please, no flowers and hold the calls.

Billie Bonnoront--recovering from minor surgery.



What is this man hiding?
You ask him. I already did.

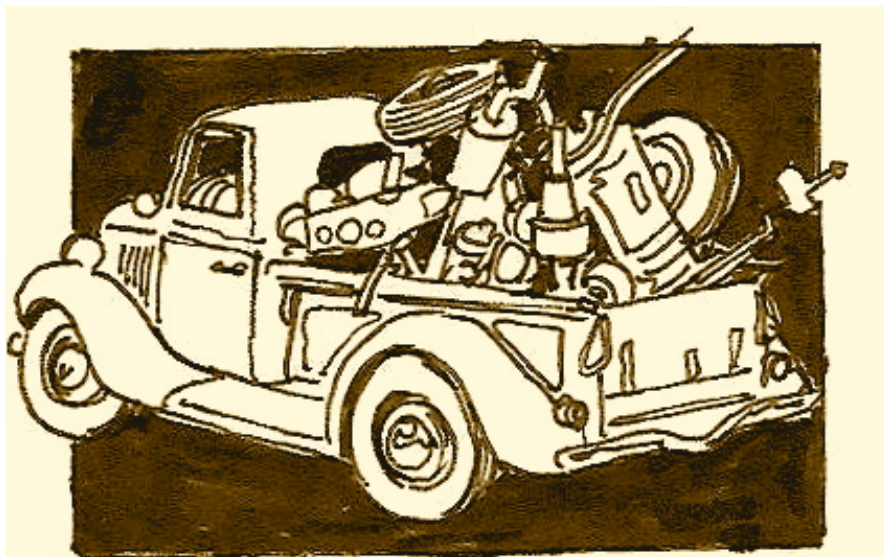


First drive-in theater, Camden, N. J. 1933

The drive-in theater was patented by [Camden, New Jersey](#), chemical company magnate [Richard M. Hollingshead, Jr.](#) After nailing a screen to trees in his backyard, he set a 1928 [Kodak projector](#) on the hood of his car and put a radio behind the screen, testing different sound levels with his car windows down and up. Blocks under vehicles in the driveway enabled him to determine the size and spacing of ramps so all automobiles could have a clear view of the screen. In 1921, however, a more public drive-in was created by [Claude V. Caver](#) in [Comanche, Texas](#). Caver obtained a permit from the city to project films downtown and cars parked bumper to bumper to witness the screening of silent films from their vehicles. Following the experiments of Caver and Hollingshead, it was Hollingshead who was given [U.S. Patent 1,909,537](#) on May 16, 1933.

Hollingshead's drive-in opened in New Jersey June 6, 1933, on [Admiral Wilson Boulevard](#) in [Pennsauken](#), a short distance from Cooper River Park. Rosemont Avenue now runs through the prior location. It offered 400 slots[5] and a 40 by 50 ft (12 by 15 m) screen. He advertised his drive-in theater with the slogan, "The whole family is welcome, regardless of how noisy the children are." The first film shown was the [Adolphe Menjou](#) film *Wife Beware*. The facility only operated three years, but during that time the concept caught on in other states.

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



The Big 3-Feb 20,21-22--Are you Ready?

Feb/15

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

**Gen. Meeting- Feb18, -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

WANTED: a 1940 Ford Deluxe Coupe in good drivable condition, the engine **must** be a flathead V8, along with otherwise basically stock running gear; minor performance and drivability enhancements negotiable, prefer paint and interior to be usable as-is equivalent to a 5 or 10 year old used car or better. prefer to buy locally but I am not totally averse to a road trip if nothing turns up in the locally. **Don Gladden Home phone 858-202-0140. Cell 858-864-6749 Cell phone 858-864-6749**

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



1950 Ford Convert. One Family owned nicely restored to Factory Stock Condition. original rebuilt FlatHead V-8 .3-Speed with Overdrive. Power Top. Leather Interior. - **\$45k OBO. Alan, 619-840-8800**

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

Wanted: Windshield & Back glass, '36 Tudor. **Bill 224-7391**

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



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

WANTED Garage for storage and restoration of '47 Ford Woody Wagon Phil Stone 619-723-6754
Wanted: '36-'39 Wheels (two) Carl

619-593-1514

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

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

FOR SALE: The 6 Fordiana Series Books by Loren Sorensen, all signed, low serial number (215) excellent condition, \$600.00 firm out of town, you pay shipping
1935 California Pacific International Exposition Memorabilia: Oval Wood grained Ford Building serving tray (14x17) Fair condition, Rubber '35 Ford, blue with decal, no box, fair condition, 1 Exposition ticket book, 1 Ford V-8

coin, 1 embossed amber Exposition ash tray, Firestone, with Firestone Rubber Tire, Mint condition, prefer to sell as a package \$400.00. Other Ford Items: 3 1935-36 Ford Trucks, 2 panels, 1 stake bed by Sun Rubber, \$75.00 for all 3, Fair condition, 2 ceramic Ford Dog banks from the 60's, \$25.00 each. **Gary Walcher-619-588-6228**

'37 Slantback Tudor. Orig restored. A beauty. \$20k. Scott Cairncross **La Jolla Audio 858-581-6545**



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

6 Car Garage in El Cajon (With house attached) \$650k. Joe 619-300-4280

'47 Lincoln Club Coupe. 12 yCI, 3 speed, Overdrive Very original. Just out of long storage. New Brakes, Fuel tank and lines, all fluids changed, Tuned, new carpets and thoroughly detailed. Nice dash & working gauges. Belchertown, Mass. **\$18,500.OBO--413-575-8600 Private Seller.**



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

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

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

'53 Ford Club Coupe, Last of the flatheads. Green, 239 C.I. Flathead, V/8, 3 Speed, Headers, Smittys, 12 Volt, Alternator, Radio, Seat Belts, White Wall Radials, 20 years of fun with a Nice Driving Car, All receipts, books and literature, Trunk load of Parts \$7,995. **520-282-2322-Tucson, Az**



'41 Tudor Deluxe. 34k orig miles. Completely Unrestored. \$15,000 **Jim Canahan 619-258-7788**

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

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

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

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

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