

THE Ford FAN

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



Dues must be paid By Jan 1, 2016 to receive next FAN



The Prez Sez.

First of all I want to mention what a privilege it is to follow in the footsteps previous 37 past Presidents, who, since the clubs inception in 1966, headed this regional chapter of the national Early Ford V-8 Club. I start my term with two key positions needing to be filled; Tour Coordinator and Programs Coordinator. I use the term "Coordinator" because your Board of Directors realizes it is a lot to expect of any one individual to develop, organize, implement and execute the various duties

necessary and expected of these two positions. Accordingly, we are going to be looking more to the general membership for ideas, participation and assistance in providing interesting tours and general meeting programs.

We want each and every person to be an integral part of this club to the extent their time, energy and enthusiasm allows. Together, working as a team, we can offer dynamic and interesting activities for the membership to enjoy.

The Big 3 Swap Meet will be upon us in February and it is the 50th anniversary of this popular event. Our club is one of the prime contributors to this event and we must continue to contribute our time and effort to keep it the quality operation. Over the last few years, the number of volunteers has been decreasing and the responsibility for success is focused on a handful of or friends. Simply put, we need every volunteer we can muster. Even if you cannot spend a full four hours there or you have a physical issue that slows you down, there is still work you can do that will be of invaluable assistance. Whether it's driving a golf cart to help a buyer get parts to the parking lot; monitoring the car corral; or sitting at the registration booth taking calls on the two way radio, you can help. The parking lot for club volunteers is just 100 feet from where our EFV-8 control station is located. This is where all work assignments revolve and where all volunteers report to work. Please consider contacting Barbara Martin by email at dnmartin@cox.net or by phone at 858-254-5009 and offering what time you have for a great cause.

I want to thank the 45 members who not only attended the Christmas party but donated their checks to the Ollie Smith Scholarship fund rather than taking a refund. Their generosity put an additional \$1,125 into the scholarship fund which we are proud to be restarting this year. Since 1996, our club has funded over \$55,000 to assist 55 students in the Ford Asset Program at Cuyamaca College pay tuition, books and fees. That is a club legacy we need to preserve and perpetuate. In closing, I want to say I look forward to knowing you more and working with you to keep our club active and interesting to existing and potential members.

Now start your engine, put it in gear and step on the gas. Let's make this a fun ride!--Bill Dorr, President

President: **Bill Dorr** 619-488-4188

V.P. **John Dow** 619-302-8376

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

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

Directors:

Duane Ingerson - Prez Pro Tem 619-870-7732

John Dow 619-302-8376

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Bob McGehee 619-487-0395

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

Walter Anderson - 858-274-0138 619-224-8271

Rick Carlton - 619-303-3353

Mike Petermann 916-479-3665

Ray Brock 619-993-9190

Other Chairpersons

50/50: **Carl Atkinson** - 619-593-1514

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

Programs: TBD

Tours TBD

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: **Bob & Rhea McGehee** 619-487-0395

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

Big 3 Board Members:

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-754-6259

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545

V8 eBlasts: **Sandy Shortt** shortsandym@mac.com
619-435-9013

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



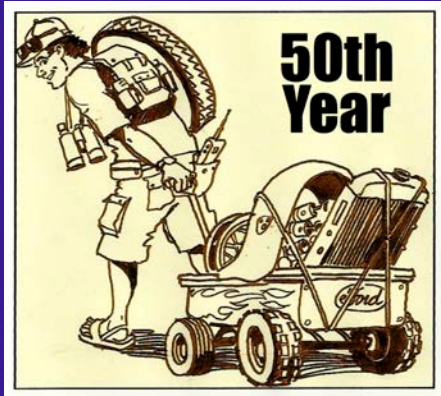
Current Name Tag Jackpot is now up to \$150 Bucks
All current member names are in pot.
If your name is drawn and you are at the meeting, wearing your name tag, **YOU WIN!**
Pot will increase until we have a winner



There was no Drawing at the Christmas Party. So, if you wear your name tag at the Jan 20, 2016 meeting, you could win \$150.

Only Half of our members have paid their dues for next year. You must pay by Jan 1, 2016 to receive your next FAN.

About the Big 3



This event was first held in the spring of 1966 when just a few club members got together in the parking lot at the College Grove Shopping Center. The next year it grew to about 200 vendors and was held at the Sears parking lot in Hillcrest. The event continued there for another year and then moved to the parking lot behind the old Sands Hotel in Kearny Mesa. The City of San Diego then decided to ban swap meets, so arrangements were made to move the event to the Sears lot in El Cajon. As the event continued to grow, this site could no longer accommodate the huge number of participants so the event was moved to El Cajon Speedway parking lot. This site accommodated the growth of the event, but as the parking area was all dirt and the winter rains constantly turned the annual automotive event into a mud bowl, a new site had to be found.

With a change in policy by the City of San Diego allowing swap meets, arrangements were made to move the event to Jack Murphy (Qualcomm) Stadium in 1980. There the "BIG 3"

Parts Exchange has become an annual fixture for individuals who appreciate those fantastic vehicles of the Past.

There is no charge to the general public to attend this event, however, there is a stadium parking fee. The shoppers hours are 12 noon to 4PM Friday, 8AM to 4PM Saturday and 8AM to 12PM Sunday.

THE ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Antique Automobile Club of America is an international organization with members in all 50 states and in more than 50 countries of the world. The AACA is incorporated under the provisions of the Nonprofit Corporation Code of The Commonwealth of Pennsylvania. There are over 400 regions and Chapters with over 50,000 members. The San Diego Region meets the first Monday of each month at 2717 University Avenue in North Park at 7:30 p.m. The membership of the region is over 120 families.

The aim of the AACA is the perpetuation of the pioneer days of automobiling by furthering the interest in and preserving of antique automobiles, and the promotion of the sportsmanship and of good fellowship among all AACA members. The AACA used the term "automobile" in a comprehensive sense to include all self-propelled vehicles intended for passenger use (cars, race vehicles, trucks, fire vehicles, motorcycles, powered bicycles, etc). Similarly, the term includes various power sources, such as gasoline, diesel steam and electric.

The AACA official publication Antique Automobile is distributed bimonthly to all members.

The purpose of the AACA is to provide an organization for members with a mutual interest in the antique automobile hobby. For more information check out the web site www.aaca.org.

HORSELESS CARRIAGE CLUB OF AMERICA

The Horseless Carriage Club is a non-profit association of people dedicated to the enjoyment, study and restoration of vehicles manufactured prior to 1916. The club was organized in 1937 by a group of enthusiasts in Los Angeles, California who foresaw the need for an organization dedicated to the preservation of automotive history.

The Horseless Carriage Club offers membership to collectors, historians and anyone else with an interest in vintage automobiles and their history. You do not need to own a car made before 1916 in order to belong. Many members derive their enjoyment of the hobby by reading about early automobiles in the club's bimonthly Horseless Carriage Gazette.

THE EARLY FORD V8 CLUB OF AMERICA

The Early Ford V8 Club was established in 1963 by a group of individuals interested in the 1932-1953 Early V8 Fords, also known as the "Flathead Years". Since that time, the Club has grown to more than 9000 members worldwide with over 155 Regional Groups around the world. Ownership of an Early Ford V8 is not a prerequisite of joining the club, only an interest in these fabulous Fords is sufficient.

Membership brings the V8 Times, the club's full color magazine published six times a year.

The San Diego Regional Group, chartered in 1969, has a membership of over 145 families and meets the third Wednesday of the month at 7:00 p.m. at the San Diego Automotive Museum in Balboa Park. Visit the web site <http://www.sandiegoearlyfordv8club.org/>.

In 1992 The Early Ford V8 Club created the Early Ford V8 Foundation, a non-profit educational organization dedicated to "preserving 1932-1953 Early Ford V8 History". This includes all related material produced by the Ford Motor Company during this period up to and including cars and trucks. For more information check out their web site <http://www.thefordfactory.org/>

If you have an interest in the 1932-1953 Fords, Lincolns or Mercurys, visit the web site www.earlyfordv8.org.



INDY, 1909

In August of 1909, one hundred and fifty motorcycle racers showed up for the first event at the new Indianapolis Motor Speedway- two days of racing. The new track was surfaced with 90,000 loads of crushed stone topped with sticky black pitch.

Because of several bad crashes, several of the races were canceled, but the big winner was Indiana rider Cannonball Baker who, shortly after the race, received a telegram of congratulations from who else, but Henry Ford. The track, being branded as way too dangerous was resurfaced with bricks in the fall of that first year.

In 1922 Cannonball drove a Louis Chevrolet owned Fronty Ford powered car in the 500 making him the only man to compete in both forms of racing on the famous track. His last job was as the first commissioner of NASCAR. Baker was surely one of the best ever.



Thanks Hoosier V8views



Let's Go Racing!



Trophy Winner



V8 CLUB EVENTS

Sun, Jan 17, 2016 - In-Depth Silver Strand EXPOSE' (Whats going on down there?)
Bill Dorr-619-884-4188

Meet: The Coronado Golf Course parking lot
 (Same as Christmas party) **9:30 AM**
departure 9:45 AM.

Be Prepared: The tour will include stops where we will be exiting vehicles and walking short distances for viewpoints and/or presentations. Tour maps and information sheets will be passed out just before the start of the tour.

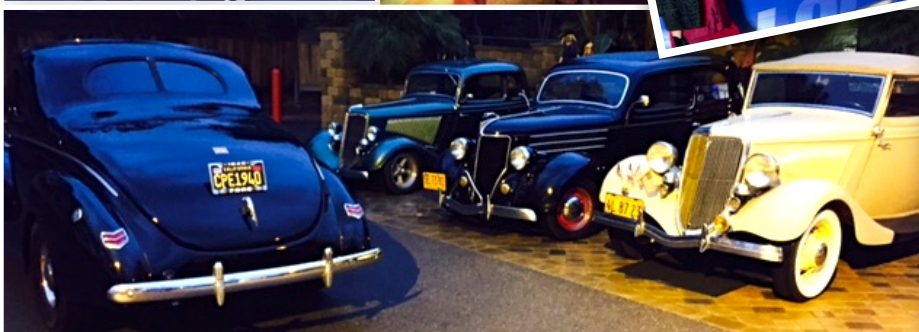
Lunch: The new Philippe's Restaurant in Imperial Beach.

Fri, Sat, Sun, Feb 26, 27, 28
THE BIG 3 - Sign Up Now

Lights. Camera. Action!

Who would be crazy enough to take their old Fords on the freeway at 0Dark30 during a driving rainstorm with no wipers? John Dow, Ray Brock, Mike Petermann and me - thats who. (On the 805, John and Ray swerved around an SUV abandoned in the middle lane with a missing front wheel--black van, no lights, nobody around, as traffic screamed past at 65 mph miles an hour). Yep, it was dark, wet and dangerous, but our four Fords had a dawn date in front of the cameras for an interview at KUSI. Producer of the 'Liberty' event, Bill Lodin had 4 Liberty Girls, a vintage soldier, a girl Park Ranger and all the hair and make up people busy preparing for the cameras.

Fortunately the rain let up--the Liberty models were magically dolled up, and we watched. And, although the interview with the two KUSI Hosts lasted only 4 minutes, it was worth the effort --people reported they saw the us all on TV. After, we gathered for a well deserved breakfast at the Plaza Diner. The whole production worked out fine. Amazing the things people do before dawn.--TS



The Lady Liberty Show and Salute to Our Soldiers Event took place on Dec 5 at the Pt. Loma Lighthouse.

Lady Liberty Salute to WWII Troops, Dec 6

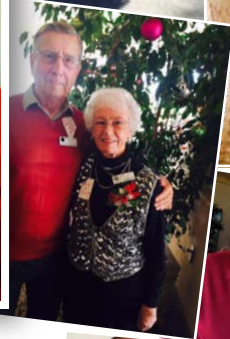
It was a perfect mid-winter day for a boat race. And from the Lighthouse you could almost make out Japan. Point Loma was crawling with Old Cars, Vintage Soldiers and Liberty Girls, Girls and more Girls. Breaking News -- I dropped the top on my '34 and it won a trophy - proving going topless works. (The trophy will be mailed to me later--hmmm, sounds like last year)



Dan Prager brought this 1953 Photo of himself as an Army MP with his '36 Coupe.



2015 V8 Christmas Party



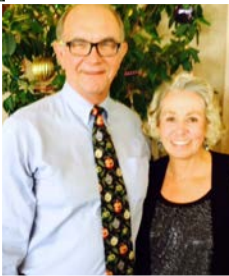
Yet another peaceful transition of power witnessed by membership -December 13, 2015

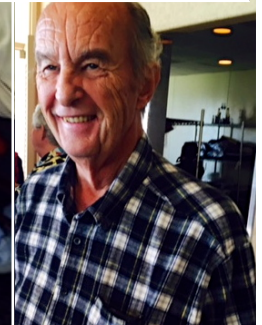
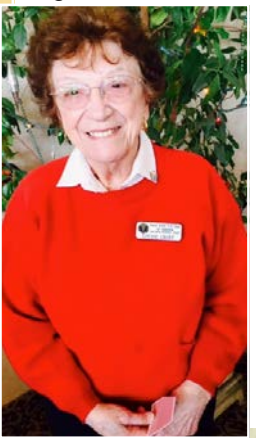
Outgoing Prez Duane Ingerson thanked the membership for their support this year. Explaining his new job has kept him from attending many club events, he hailed VP Bob Symonds for stepping up in his absence. He then gave over the gavel to incoming Prez Bill Dorr,

who proceeded to lay out a bold agenda for 2016 - including a need for more volunteers for The Big 3-our one and only fund raiser that turned 50 years old this year.

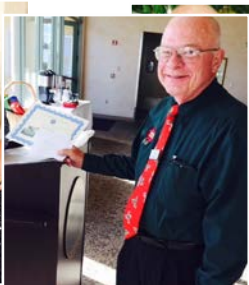
Presidential Certificates and snazzy gift cards were handed out to all the folks who had kept the club wheels turning in 2015. New VP is former VP John Dow, Secy Dennis Bailey, Treasurer Ken Burke, Fan Editor Tim Shortt, and retired Tour Chair Jim Thomas will stay on the 2016 board.

New Board members are Bob McGehee, Ray Brock and Mike Petermann. The V8er of the year is Web Wizzard, Rick Carlton who has also chaired The All Ford Picnic. The Card Match 1: was won by Susan Graves and a mystery member 2: Candy Greene matched with Ric Carlton. (Contd pg. 7)





More V8 Winners



Who is this guy, Bill Dorr?...

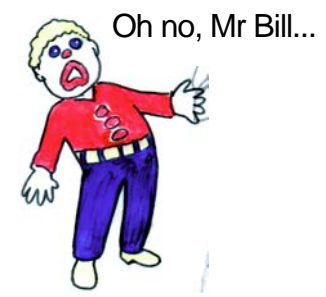
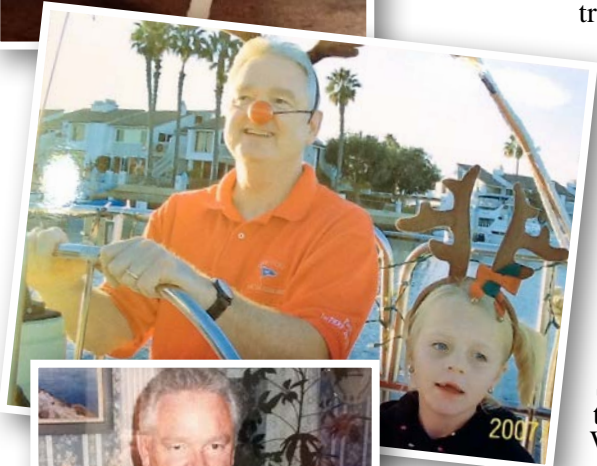
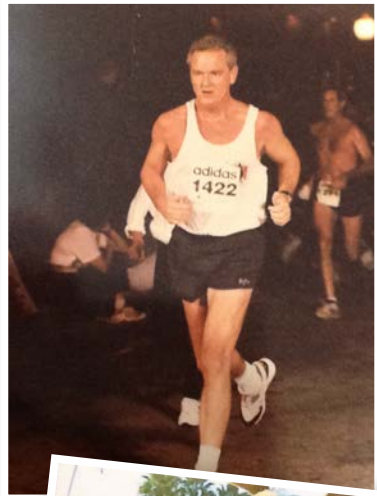
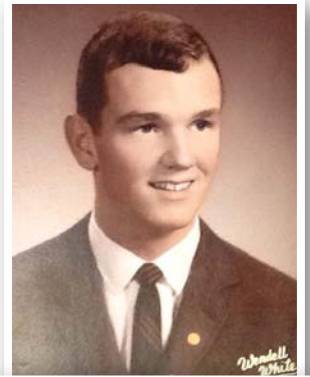
"I was born in Portland, ME, the youngest of 11 children. My dad was a musician, accountant and attorney; my mother very Catholic. Had my father not been away during WWII, we would have been a family of 17. In the early years, Packard was the family car. It could take a beating and transport all those kids. Our first brand new car was a totally non-optioned 1959 Chevrolet Biscayne. Not so much as a radio. My interest in cars stems from watching six older brothers continually work on numerous "car challenges" in order to get one to run. Parts cars became lawn art at the Dorr homestead. Once they could afford to buy something descent, it was a parade of Ford and Mercury ranging from 1948 to 1957 that I remember best. My first car was a 1963 Ford Galaxie 500 XL then a 1965 Pontiac GTO, a 1971 VW (my first new car) and after college a 1972 Datsun 240Z.

I worked full-time summer jobs on farms, starting at age 10 earning .05 cents a quart picking strawberries. I vaulted to the position of busboy at Howard Johnson's Restaurant by age 13 (.75 cents/hr) and construction jobs throughout high school (1964-67) and U. of Maine (1967-71). I earned my degree in Accounting and worked for an international accounting firm when I got accepted to law school. However, instead of law school, I accepted an offer as a federal criminal investigator. I worked primarily narcotics

trafficking and organized crime cases. I was eventually designated an expert witness on money laundering. Stationed in Portland, DC, NYC, Georgia, Honolulu and San Diego, I had a fun career working pretty exciting cases with long, crazy, hours. Some interesting sidebars included an interview by Rolling Stone Magazine and one Sunday morning finding my photo and case work published as a front page story in the Honolulu Star Bulletin. After complaining about management for my first 20 years, I spent my last 10 as a supervisor. I quickly realized I should never have complained so much.

My wife Sue was raised and educated in Grand Junction, CO going on to earn a Masters Degree in Education (Reading Specialist) from ASU. As a single mom with two young children to support, she moved to San Diego to work at General Dynamics. When layoffs came, she obtained contract work managing cars, real estate, jewelry and money seized by my agents. That was 20 years ago and we have been together ever since. She and her girls made me an instant family man and helped offset an otherwise hedonistic lifestyle. The girls went on to graduate college (SDSU and U of Mass), married and live in La Mesa and Boston respectively. We have 5 grandchildren. Our primary activities involve golf, cycling, polishing a sailboat, skiing, travel and continuous home remodeling. In recent years, the EFV8 Club and especially club member(s) Shortt, Dow, Hall, Houlihan, Cook and the Brobbel's have been an integral part of our social life. We are grateful and fortunate to have such great friends."

...He's our new Prez, that's who.



Next Tours:

Sun, Jan 17, 2016 - Finally, the In-Depth Silver Strand EXPOSE' (Whats going on down there?) Bill Dorr-619-884-4188

Fri, Sat, Sun, Feb 26, 27, 28 THE BIG 3 Sign Up Now

Silver Strand Tour-Sun, Jan 17, Meet 9:30 AM

Meet: The Coronado Golf Course parking lot (Same as Christmas party) **9:30 AM with departure scheduled for 9:45 AM.**

Overview: Points of interest include:

- Coronado's public art display;
- the Silver Strands, national award winning "Nature's Bridge to Discovery",
- Camp Able, outdoor camping and recreational facility for disabled children,
- The Border Patrol's Imperial Beach Station,
- The NOLF, the world's busiest helicopter base,
- a visit to the Tijuana Slough National Wildlife Refuge
- and MORE

Be Prepared: The tour will include stops where we will be exiting vehicles and walking relatively short distances for viewpoints and/or presentations. It would be advisable to come with hats, sunglasses, sunscreen, comfortable walking shoes and appropriate clothing for the temperature and weather. Tour maps and information sheets will be passed out just before the start of the tour.

Lunch: The final stop : the new Filippe's Restaurant in Imperial Beach. Two tables have been reserved to accommodate up to 30 people. If more show, they can be accommodated, too. Separate checks are OK.



Just follow me...



Joe and Paula, Tim, Sandy and Dennis greeted by Marines - our cars loaded with Christmas booty.

We were met at the gate by a beautiful Marine Lieutenant (*I don't remember officers looking that good or being so nice back in the day*)

She directed us to the unloading area - a warehouse and 3 warehouse size tents overflowing with bright, colorful new Christmas goodies. A Colonel stepped up to shake our hands and thank us for the toys. He told us the Marines are giving 50,000 kids some joy this Christmas. After a couple of photos, his men unloaded the gifts. We left with empty cars, but were filled with holiday cheer.



SAN DIEGO EARLY FORD V8 CLUB-- - General Meeting Minutes—Dec. 13th 2015 at the Coronado Golf Club

President Duane Ingerson pounded the gavel at 12:00- Pres. Report: Duane thanked everyone in the club for helping out and making it another successful year. And especially Bob Symonds for taking over the gavel in Duane's absence.

VP Report: Bob thanked everyone on the Board and all of the other helpers in the club.

Secretary: Dennis Bailey asked for approval of the minutes from the Nov. General meeting, as published in the fan, - accepted and approved.

Treasurer Report: Ken Burke read through the financial figures and they were approved.

Membership Report: Paula reported 37 single and 54 joint members.

Sunshine Report: No report

Fan Editor: The Jan Fan is coming together.

Accessories: No report

Car Club Council: No Report

Programs: No report

Tours: Bill Dorr talked about the Jan 18-.Silver Strand tour.

Old Business: Big Three sign up was discussed. Paula Pifer gave a brief talk on the status of the Ollie Smith Fund. Duane asked for a moment of silence for those that passed away this year.

New Business: None.

The Meet was suspended at 12:30 for lunch.

The meeting was restarted at 1:30 and the award ceremony began. Awards were handed out to our most prominent club members that are active it making the club a success. All of the Board members also received awards for their service. Rick Carlton received V8er of the year. Duane introduced the new Board members for 2016 and John Hildebrand swore in the new board. Duane then handed the gavel to our new president Bill Dorr who outlined his plan for 2016 and encouraged everyone to step up for the Big 3.

The new board members are as follows: Bill Dorr Pres. John Dow V.P. Dennis Bailey Secy., and Ken Burke Treas. Tim Shortt, Fan Editor, Bob McGehee, Mike Peterson, Ray Brock, Walter Anderson, Jim Thomas.

-Meeting. Adj. 2:55

Respectfully submitted: Dennis Bailey Secy.

January Birthdays

- 1/02 Phil Spaid
- 1/02 Don Pettee
- 1/05 Augustin Martinez
- 1/06 Jim Wells
- 1/07 Judy Gladden
- 1/07 Marty Ries
- 1/09 Dennis Bailey
- 1/14 Gary Smith
- 1/19 Raphael Hargrave
- 1/20 Ken Tibbot
- 1/21 Webb Smith
- 1/23 Lois Pierson
- 1/23 Sheryl Carlton
- 1/26 Mary Timm

Membership Paula: Membership Count 142. Welcome all new members

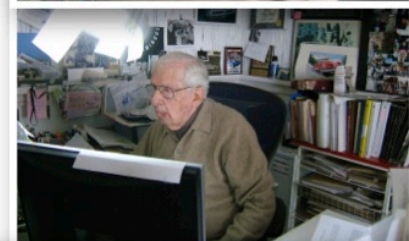
Sunshine Judy--Lane Showalter has heath issues. Ray Brock has a cold-- send chicken soup.

Lunch with Fitz.

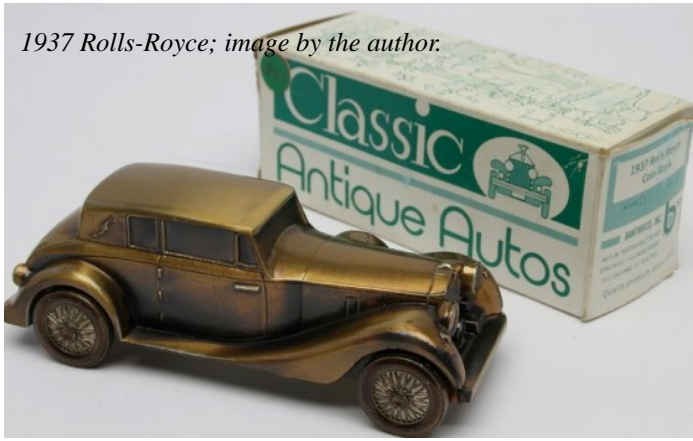
At 91 years old, artist Art Fitzpatrick has lived an interesting life and it's not near over.

He's busy marketing the beautiful automotive paintings he created years ago. Although the paintings were used as commercial marketing tools, they have been rightly judged as Fine Art. "My dad worked for Disney as an background painter and I followed to become a painter/illustrator, designer and eventually a marketing man." At the end of WWII, still in the Navy, he moonlighted with the J. Walter Thompson Ad Agency to paint pictures of the '46 Mercury line of cars. He was already a fan, owning a '39 metallic blue Mercury coupe with a Columbia rear. "The car's milage was so good I never used my allotment of Gas Rationing stamps." At age 19 he had designed his first car but quickly discovered he could make more money doing one painting than his monthly salary as an automotive designer. "It was a no brainer which career to follow." After 8 years of doing Mercury and Lincoln ads he did some work for Buick and they liked it so much they offered him an exclusive contract. "I didn't really want to do it, so I named a very high price, thinking they would pass, but they didn't. That began my 21 years with GM." Buick's sales soared with Fitz doing the artwork, but a new General Manager came into the picture and wanted Fitz to make changes, "Take the color out of the chrome. Chrome is black and white". Fitz, seeing no future in dealing with that kind of thinking, quit Buick. He did some corporate work then and moved to the Pontiac Division. At the time, Pontiac had an image of "a car only 3rd grade school teachers drove." But The Wide Track campaign with Fitz and collaborator Van Kaufman's paintings changed everything. For 13 years Fitz and Van won every award in the book and Pontiac sales quadrupled. When a new Agency Creative Director came on the scene and looked over Fitz's latest painting, he demanded a "Do over." When Fitz refused, The CD went to his boss and said, 'It's either Fitz or me.' The boss checked with the client and answered, "Don't let the door hit you on your way out." Fitz admits to painting mostly GM cars, but among the US stamp art, I discovered retro Fords, Lincolns and Mercurys. Check out his web site, Fitz.com --TS (In 1965, when I was doing my graduate work at the Art Center in L.A., Fitz was a guest lecturer brought in to inspire the Automotive Design Students and he did.)

I wrote this story about Fitz in 2010. At the time it seemed he would live forever, but a month ago, at age 96, his fire went out. He was a great artist and a bold personality - an inspiration to me during the 60s, as I was making my way into a 36 year career in the wild and wacky world of New York advertising. --TS



1937 Rolls-Royce; image by the author.



A Penny Saved: Many a kid's personal savings account started with a four-wheeled bank.

Everyone had a piggy bank. Other than being used to store newfound wealth due to a paper route or other part-time job, it was employed to teach us currency and fractional math. Fortunately, not all piggy banks were modeled after the animal. Many a budding auto enthusiast preferred a small stowage unit that came with four wheels, and for that they sought banking institutions that provided "gift" solutions via a contract with Banthrico, Inc.



The Chicago, Illinois, firm started life as Banker's Thrift Corporation in 1914. Its core product consisted of small, personal home-use coin banks, one of the notable at the time being the small "book" bank. Shaped and bound like books of the period, it could be "hidden" with relative ease in a bookcase. Small-scale versions of everything from famous politicians to household items, as well as animals and buildings, were part of the firm's catalog by the time it – along with its subsidiary, Stronghart – was purchased in 1931 by Jerome Aronson and Joseph Eisendrath, who promptly created a new business by shortening the original name to Banthrico (the "I" pronounced as a long E).



Known as "The Coin Bank People," Banthrico's staff of roughly 75 highly skilled employees, by all accounts, had crafted over 900 varieties of monetary storage molds through the ensuing decades. Within that list were modes of transportation, including the automobile.

As was the case with most of Banthrico's products, including the 1937 Rolls-Royce we recently discovered, the autos were hand-cast using white metal (95 percent zinc, five percent aluminum and traces of lead, brass and copper). Molds were poured individually; imperfections were later eliminated through a variety of methods before being sealed in a clear lacquer. The most popular finishes were pewter and antique brass, and each featured a keyed trap door and coin slot on the underside.



Those who remember using the coin banks for their intended purpose will likely also recall tales of lost keys and the ensuing methods used to release cash from captivity. Once damaged, these mobile models were discarded, left on a secluded shelf or hidden in a box in the attic.

Banthrico expanded its product line beyond scale banks: trophies, figurines, bookends and lamp parts were part of its portfolio when purchased by Toystalgia – known for small-scale wooden coin banks – in 1985. Auto bank production continued with the same molds still emblazoned with the Banthrico name. Toystalgia was eventually purchased as well, and, in the ensuing years, the remnants of Banthrico survived.



Today, many of the original molds, now without the Banthrico name, are used for continued coin bank production by Cutting Edge Industries of Linden, New Jersey, including 98 varieties of autos. They are made on-demand with a minimum production run of 24 per mold.



As for the original Banthrico auto coin banks, depending upon year of production and condition, they can be found for as little as \$10 or as high as a few hundred.----
Hemmings Motor News.



Proven practices

Daniel Strohl

This week, the focus of the photos is on the GM Proving Grounds and the devices they used to test cars. For example, the above photo depicts a 1924 or 1925 Oakland sedan (with a going-flat front tire?) and an early fifth wheel. The caption reads:

Geared to “fifth wheel” on the running board, this spark accelerometer measured distance against time. Electric sparks made pinholes in a paper tape at one- and ten-foot intervals. A clock ticked off half-second marks.



Looks to be the same two men here. The caption tells us they’re likely conducting a fuel consumption test: A five-gallon can, two burettes, a bicycle pump, piping and tubing and a piece of twine tied to a front headlamp mounting – this was General Motors Proving Ground’s 1924 fuel measuring apparatus.

Finally, a bit of nighttime work. This was how undesirable reflections of interior body hardware were spotted in the 1920s.

A man with a Coleman lamp walked around the vehicle while a man inside noted objectionable glare. This is done today by placing the car in a 90-degree arc of electric lamps.

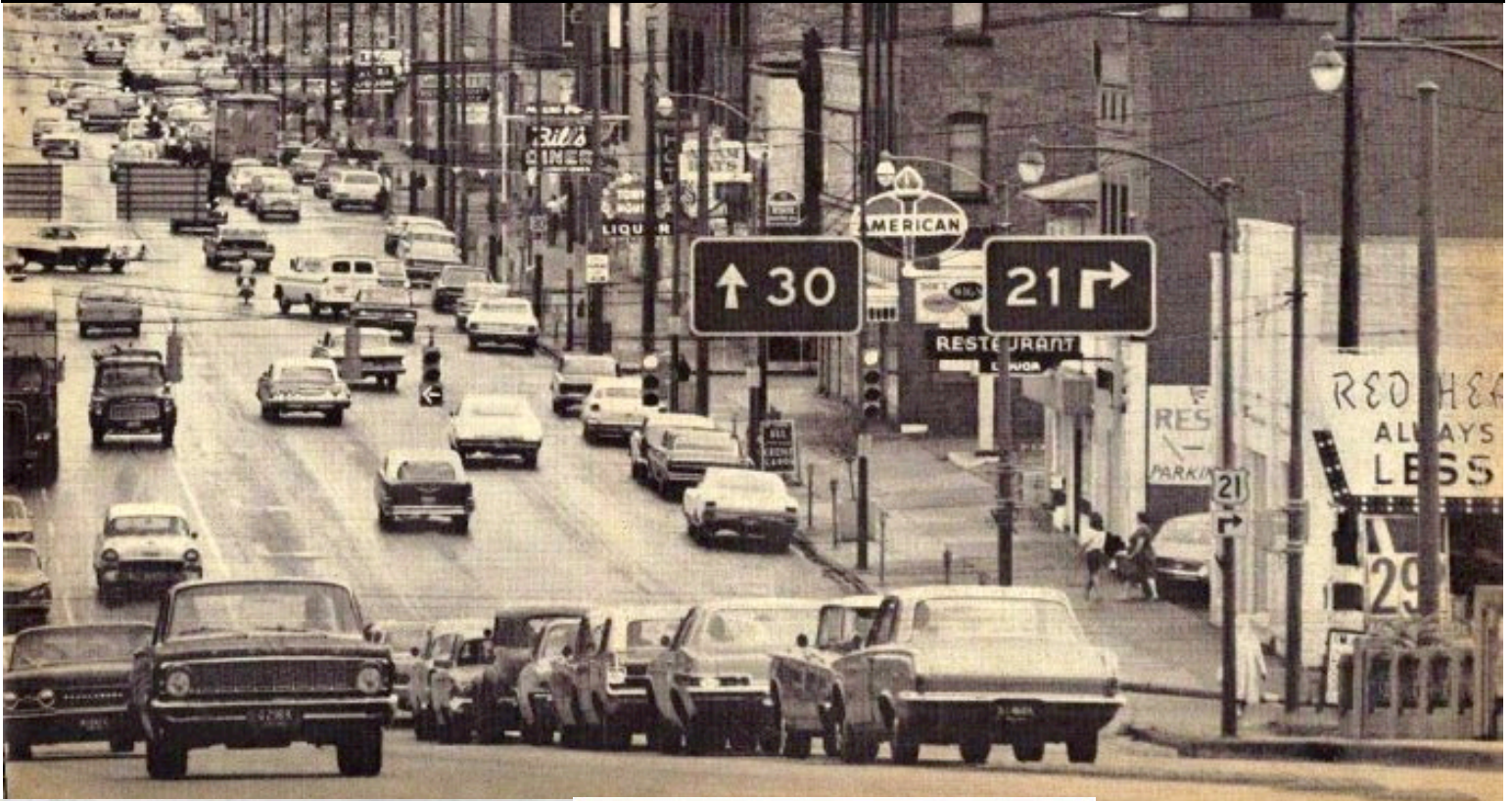


Before the onslaught of RC Cola, Logan’s Main Street had a lot more neon signs, as we can see from this photo from [ElectroSpark’s Flickr stream](#), taken a about a block or two east and a quarter-century prior to our [last look at this valley town](#). Parking’s also a little different on this end of the street, but the angle at least gives us a better look at the cars for identification purposes. What do you see here?

Logan, West Virginia, 1950

Massillon, Ohio, 1966

From the Impounded Tumblog comes this *LIFE* magazine photo of Massillon, Ohio, from August 1966. The road signs should have helped us pick out the exact location, but Route 30 and State Route 21 don't seem to intersect in such a location. But, as we discovered from poking around a bit, Route 30 used to go right through downtown Massillon, following what is now Lincoln Way or State Route 172. Knowing that, we see that the photo above was taken looking east from the bridge crossing the Tuscarawas River. What do you see here?--*Daniel Strohl*



Thanks Hoosier V8IEWS SIZE OF WALL HANGER 24 X 30

FORD V-8
FOR 1935



New Beauty and Comfort Zone Riding

The new Ford V-8 for 1935 is here! It is not only new in appearance—with new streamlined body and luxury-fitted interior—it introduces a new motoring experience—Comfort Zone Riding.


The body of this new car is mounted on a new Full-Floating Springbase. All passengers are cradled in the Comfort Zone between the springs. As a result, even back seat passengers now enjoy "front seat riding comfort!"

Notice the many other new features of this Ford V-8 for 1935. More body room, with seats up to 5 1/2 inches wider. Safety glass all around. A luggage compartment in back of the rear seat. Bigger tires. New easy-acting brakes, and a clutch that will delight every woman who drives.

When you buy a Ford you get a powerful V-8 engine, an all-steel safety body, and the most economical car to operate Ford has ever built.

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

Gen. Meeting, Wed, Jan 20. 7pm, Auto Museum, Balboa Park

FORD V8 SWAP CORNER...

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

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

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

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

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

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

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



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

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



'29 Ford Model " AA " One & Half Ton truck. With Crate 350 V8 engine, 350 Auto Trans. Front disc brakes. Trans cooler. Heater. Hydraulic brakes. 9" rear with high gears. Teak wood bed & rails (steak bed). 12 volt. under 5,000 miles since build. Trailer hitch with brakes used occasionally to haul signal horse trailer. Show Quality or drive, a really neat truck that looks vintage but drives more modern. Close to 80K invested \$35k OBO.Fred Meyers 619-916-9970

neat truck that looks vintage but drives more modern. Close to 80K invested \$35k OBO.Fred Meyers 619-916-9970

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

Wanted: '36 Ford Steering Drop with ignition. Bill Brents 619-224-7391. willybrents@yahoo.com

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



'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**

Sale-Misc Ford Parts--1946 -'48. Rick 619-985-0032

'41 Ford Deluxe Convert. Restored 1980s- Still nice. Rebuilt motor, new top, batt and pump. Nice ride.**\$28,900-714-422-4998 Mich.**



'50 Olds 'Tin Woody'-88 Deluxe wagon. Needs complete resto. Some parts. **\$3,500 Also, complete Parts Car for \$600. Mike 619-977-9777**



Wanted-- parts for my Ford '32 5 window coupe.

-An original radiator for the V8 which should be good to rebuildable condition,
--Anti-chatter bars for the engine. That's the best name I can think of as they go from the the bell housing to the frame.
-Throttle and choke linkage.
-Any other parts that are required changing from a 4 to V8---
CALL Don Pettee 619-838-09867
Marshal Scotty Amusement Park Cars-Die cast & weigh approx. 100 lbs ea.. . Great condition- \$250 ea.. Mike 619-977-9777

'37 Coupe. Rust free Body prepped & ready for paint. TCI Chassis done with body mounted.Over \$40k in--widow will sell for \$25k. Available rebuilt 350 V8 & 700R Trans. **\$4500. Bill Lewis 619-851-3232**

'55 Merc Monterey woody wagon. Beautiful. Restored one yr. ago. Runs, drives excellent.Original 292 Y block motor with Merc O-Matic automatic trans **Ron Hall 619-507-0053 Coronado**



'40 Tudor All done Must Front end, 350/350. 9"and more-\$28,500. -Craigs List San Diego



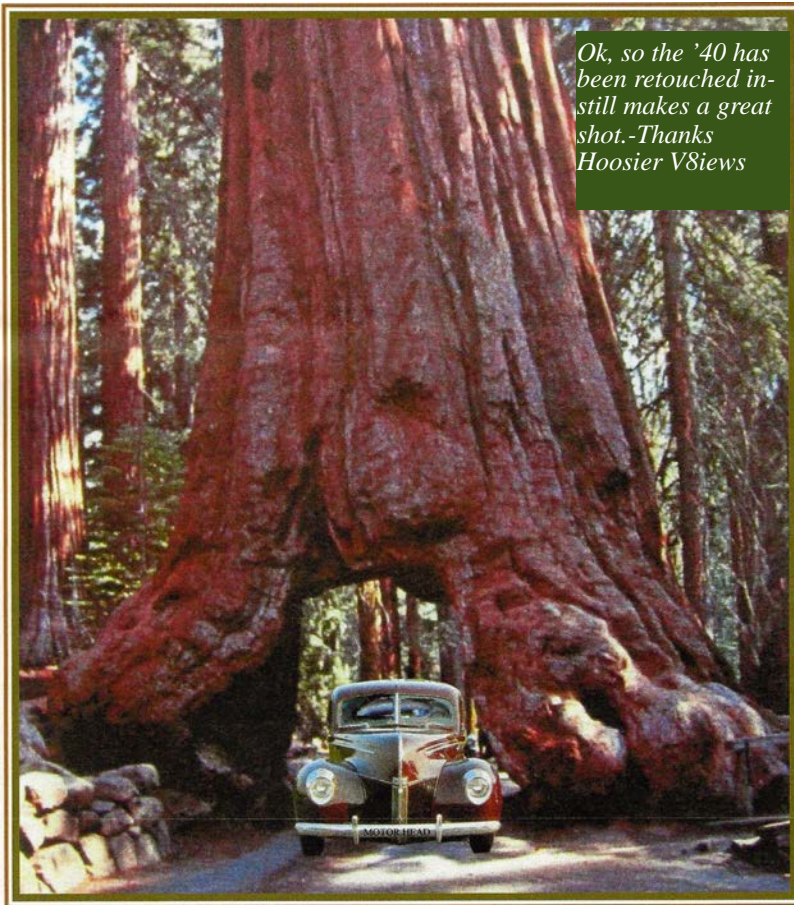
'41 Pick Up-Older Resto. V8 -New WWVs, runs & drives great. \$24k. 304-546-9365. West Va.



350 Chevy Stroker Motor--21k miles. 350 Trans-20k miles, Edlebrock dual Carbs. All out of a '40 Ford Street Rod. \$2,300. Complete set up. Bill Lewis 619-851-3232

'30 Model A Woody. V6 Auto, modern suspension, tempered tinted glass windows, upper hinged tailgate, custom metal frame with coil springs, powder coated Front 14"/Rear 15" wheels, power provided by a Ford V-6 4bbl. and C4 trans makes this a very drivable car. **\$24,995-Roanoke Va-703-830-4504**





The other night, after dinner in downtown Coronado, Sandy and I stepped out on the sidewalk to walk home. She was adjusting a broach and dropped the tiny pin clasp. We flipped on the cell phone flashlights and began the hunt. A happy and tipsy group staggered past and stopped to find out what we were doing. Before long all the good natured and well-oiled samaritans had their cell phone flashlights scanning the sidewalk in all directions. To any passing cop, I'm sure it looked like a crime scene. But there was only joking and laughter going on. And although we never found the pin, we were certainly in a party mood the rest of way home.

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



People say I should be in some shots - so, "Party Selfie" by me

Jan/16