

THE Ford FAN

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

John Dow's new ride



Tom Cook's new ride



Susan & Mike on break from multiple vacations



Judy takes Den down...



Pancakes Anyone?

Our annual Sunrise Pancake Breakfast turned into an 11am Brunch. Good thing Tour Director Jim Thomas and his lovely boss, Diane, arrived at Sweetwater Summit Park early, because some of the promised helpers didn't show at all. Luckily Bob and Susan Symonds were there to jump in the kitchen - set up, prep, and cook - they got it all done.

Chris and Tom Cook brought the games - Chris explained all the games as only a Elementary School Teacher could: Bean Bag Toss, Lucky Strike Balloon Darts, Ping Pong Cup Catch, Pencil Flip & Catch, Lawn Darts - and the Big Kahuna: The Frozen Donut Race.



WINNERS CIRCLE

You may want to know where the idea for a Frozen Donut Race came from: Jim explained, Ray Brock once said, "As a kid, I wanted to race so bad, I would've raced on donuts".



Kitchen Heros - Bob & Susan , Jim & Diane





Tim Shortt Sez-

Prez Bill Dorr is attending a Funeral in Maine for one of his sisters. Our sincere condolences to Bill and his family.

This summer's signature V8 Tour is the **Aug 3 Bus Trip to the Petersen Museum**. Bill has put in many hours personally arranging easy, convenient, cheap and comfortable

transport for all of us to travel together. And he negotiated an unbelievably cheap group rate of \$50 for The Round Trip Bus-with 2 Pick-Up points, Admission and VIP Basement Tour. As of today we have 31 members signed up - enough for a medium size Bus. The goal is a 56 seat Bus.

It's OK to bring family or friends (same price per).

They say, Getting There is Half the Fun. So, c'mon and join in with those of us who are looking forward to sharing the ride, the food stops and the easy way to get through LA traffic.

Send your \$50 ea direct to Bill Dorr, 22 Kingston Ct, Coronado, Ca 92118. Check must arrive before July 20, 2016.

*Take the Bus & Leave the Driving to Us
----Tim Shortt, Fan Editor*

President: **Bill Dorr** 619-884-4188

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

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

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

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

Tour Co-ordinator- **John Dow** 619-302-8376

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: **Thanks Liz Dow and welcome Chris Cook**

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** shorttsandy@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.



Sandy Shortt Big Winner- \$275.

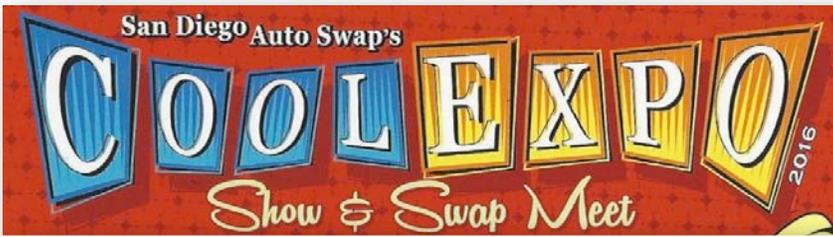
All current member names are in pot. If your name is drawn and you are at the meeting, wearing your name tag, **YOU WIN!**

NEW RULES: Pot starts a \$25. Increases Ea. Mo. until \$100. We Draw 'til we have a a winner. Pot starts again at \$25.

Dan Prager displayed his 30 yr. collection of Event Hats and his original Club Jacket festooned with pins from all V8 events. Thanks Dan!



Look what Dillard dragged home. ('23 T Field Find)



Memorial Day Eye Candy.

Mixed bag of rats, rods, racers, originals and back yard junkies out on a drizzily morning. The Police were conducting a Motorcycle training session right next door, so no burn outs.



EFV8 CLUB EVENTS

2016 Tours



July 16th Tour will be Our General Meeting on Sat morning at the Museum, 9am,

followed by a convoy to Chula Vista Powder Coating, followed by a Great Big LUNCH.

No excuse not to drive your Old Ford. (NOTE: -NO July General Meeting 3rd Wed Night, Jul 20 at Museum.)

Sat, Aug 3, 2016 Tour

Comfortable AC Bus to Newly renovated Peterson Auto Museum & LA Art Museum Reserve NOW.

Your payment of \$50 must reach Bill Dorr prior to July 20, to hold your seat. We want a Full BUS!!

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

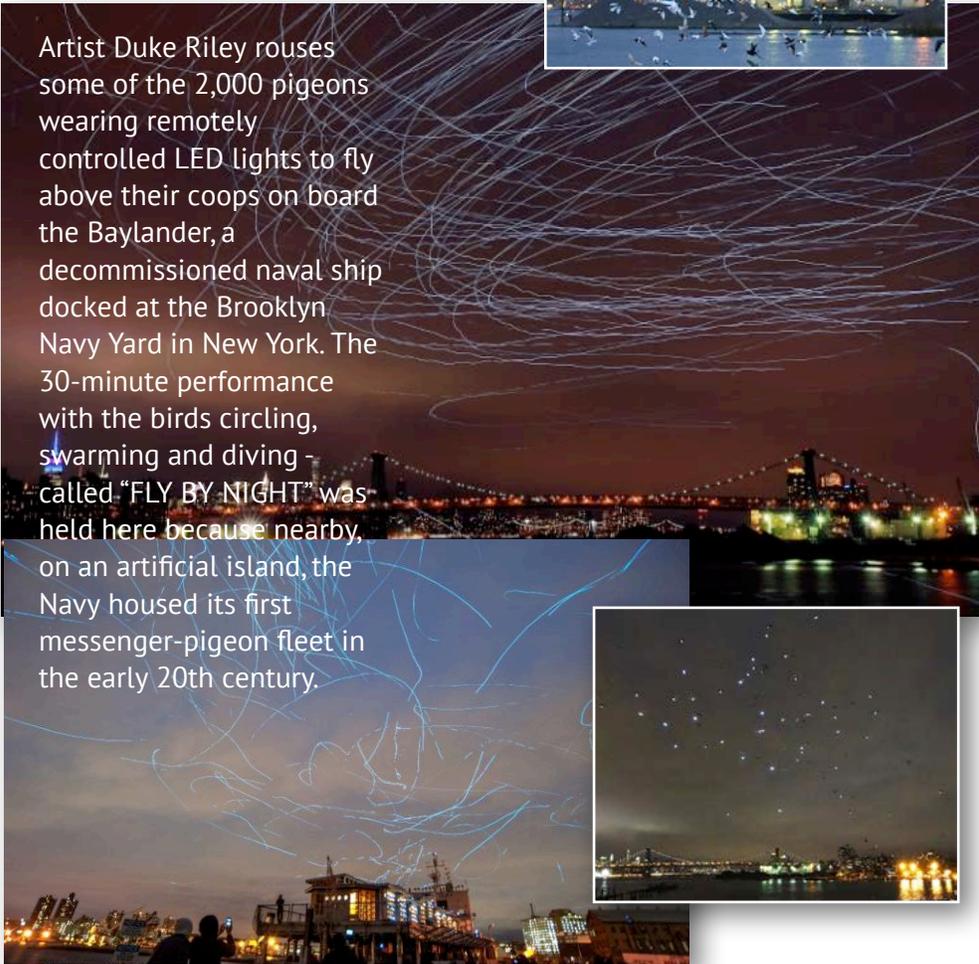
Oct Tours TBD
Oktoberfest and C&G Appreciation Day

Nov Tour TBD

Sun, Dec 11 Tour

Christmas Party - Big Bay View Coronado Golf Club **Barbara Martin 619-858-254-5009**

New York is staging a show with 2,000 pigeons tagged with LED lights illuminating the city's night sky.



Artist Duke Riley rouses some of the 2,000 pigeons wearing remotely controlled LED lights to fly above their coops on board the Baylander, a decommissioned naval ship docked at the Brooklyn Navy Yard in New York. The 30-minute performance with the birds circling, swarming and diving - called "FLY BY NIGHT" was held here because nearby, on an artificial island, the Navy housed its first messenger-pigeon fleet in the early 20th century.



V8 Asset Program in the news

AUTO TECH PROGRAM CHARGES UP AT CUYAMACA COLLEGE

BY CHRISTINE HUARD

EL CAJON

The automotive technology program at Cuyamaca College is offering more hands-on training for working mechanics who want to stay on top of electric vehicle and hybrid technology.

Two U.S. car manufacturers have training partnerships with the college that provide classroom instruction and paid job experience with local

dealerships. In addition to industry certifications, Ford ASSET (Automotive Student Service Educational Training) and GM ASEP (Automotive Service Education Program) graduates also receive an associate degree that is transferable to the California State University system.

The number of electric vehicles, or EVs, and hybrid cars on the road in the county is expected to grow from more than 20,000 to

80,000 over the next four years, according to San Diego Gas & Electric. With the growing popularity of more environmentally friendly vehicles, Cuyamaca has enhanced its auto tech program.

The college has an introductory class to hybrid, electric and alternative fuel vehicles that meets on Saturdays, and more EVs and hybrid cars have been added to the fleet of vehicles students use for on-campus learning. Program director

Chris Branton said a certificate program specific to the specialized technology is in the works.

The college was recently recognized by SDG&E's "Power Your Drive" program, which seeks to make San Diego the nation's "EV and clean-energy capital", according to the utility, as a leader in helping to expand EV ownership in the region.

Program coordinator Brad McCombs said that push is why EV and hybrid training have become part

of the auto tech program curriculum sponsored by Ford and GM. He said the comprehensive auto tech program is providing those in the field with necessary training.

"Students in our factory training programs apply electronic technology through their training and there are specific classes and web-based training required," he said.

christine.huard@sduniontribune.com



On the road Tom Cook had some trouble with a sticky front brake - but no fear, Ray is here. Between the two, they got the '36 home



Old Cars, Bacon Wraps, Thrill Rides & a One-Cow Stampede

Powered by McD's caffeine and sugar, V8ers drove to the Fair grounds where we were directed to center stage on the race track. At first glance it seemed like a small show--only 15

cars, but we were reminded that over the course of the Fair more than a million and 1/2 people will look over each day's group of cars, somehow making us a part of the largest car show in the world - cumulatively speaking, of course. Each year the Fair offers more and more amusement park entertainment, thrill rides and food combinations and concoctions made for and by the criminally insane: bacon wrapped everything, chocolate covered and deep fried everything else.



The Farm section is always interesting. I admire those 4H club kids, busy grooming their cows and sheep like it was a Miss America Pageant. One 100 pound girl decided to move her 2,800 pound cow off the crowded walkway area of the barn. The cow was nervous and started a one-cow stampede - the little girl was cool and collected, keeping a firm hand on the nose rope and fearlessly shoving the cow sideways into his pen area, but, for a few moments, as the cow bucked and whirled taking down a section of fence, greenhorn tourists were running and jumping all over the place.

When we first arrived I was ready for a minor thrill ride, not the stomach churning, G-Force big ride, just the Ferris Wheel would have been fine. but no tickets could be sold until safety inspectors finished checking things over. By the time they were done, the line for each ride went on for blocks. So, instead I bought a tall, cold soft serve, listened to few few pitchmen promote their pots and pans, hot tubs and water systems, and cruised the live music area with a few other husbands looking for a place to sit while the wives shopped. At 2:45 we all received beauty shots of our cars and watched the Peoples Choice award winner receive a fancy trophy ('68 black & silver Camero from The Poway Cruisers).--TS



Tim Shortt
49 Ford Woody



coachbuilt cars

Edsel's masterpiece – designed by Edsel Ford, crafted by Karosserie Deutsch

Richard Lentinello

Photography by author.

Edsel Ford always had an eye for fine design and distinctive upscale styling, so when he decided to re-style the 1934 Ford to his liking, in order to do it his way without his father's interference, Edsel went to Europe to have his design created. Instead of going the usual route to the Italian carrozzerias, he traveled to Cologne, Germany, and met with the Karosserie Deutsch to carry out his vision of what a '35 Ford cabriolet should look like. And the result was a conservatively styled triumph.

Edsel called the one-off Ford "Luxus," a fitting name because it means "luxury" in German. Like all coachbuilt cars of the period, the Luxus featured a handformed body fabricated out of aluminum that was fitted over a wooden framework constructed out of solid ash. The hood is a standard 1934-spec Ford hood that had been punched with the 1935-spec dies; the grille is also a 1935 Ford part that was mounted further back and on a steeper angle.

Although the coachwork was crafted in Germany, it wasn't until the body was shipped to Detroit that it was mated to the chassis. Edsel used a 1934 production frame and had it sent, in secrecy, to the Lincoln Building where it was then attached to the chassis. Then he commissioned Jenks & Muir of Detroit to create the interior, which incorporated instruments from a Brewster and an Stewart-Warner tachometer. The small chromed hubcaps that are fitted over the black wire wheels were also taken from a Brewster.

Mechanically the car is identical to a 1934 Ford, including the use of the same flathead V-8 and manual gearbox. Suspension and brakes are also standard spec 1934 Ford.

I had the good fortune to photograph this beautiful and ultra-rare Ford at the owner's garage just south of St. Augustine, Florida, back in February. Soon a full feature on it will appear in *Hemmings Classic Car*, where we'll have plenty more details to show you.

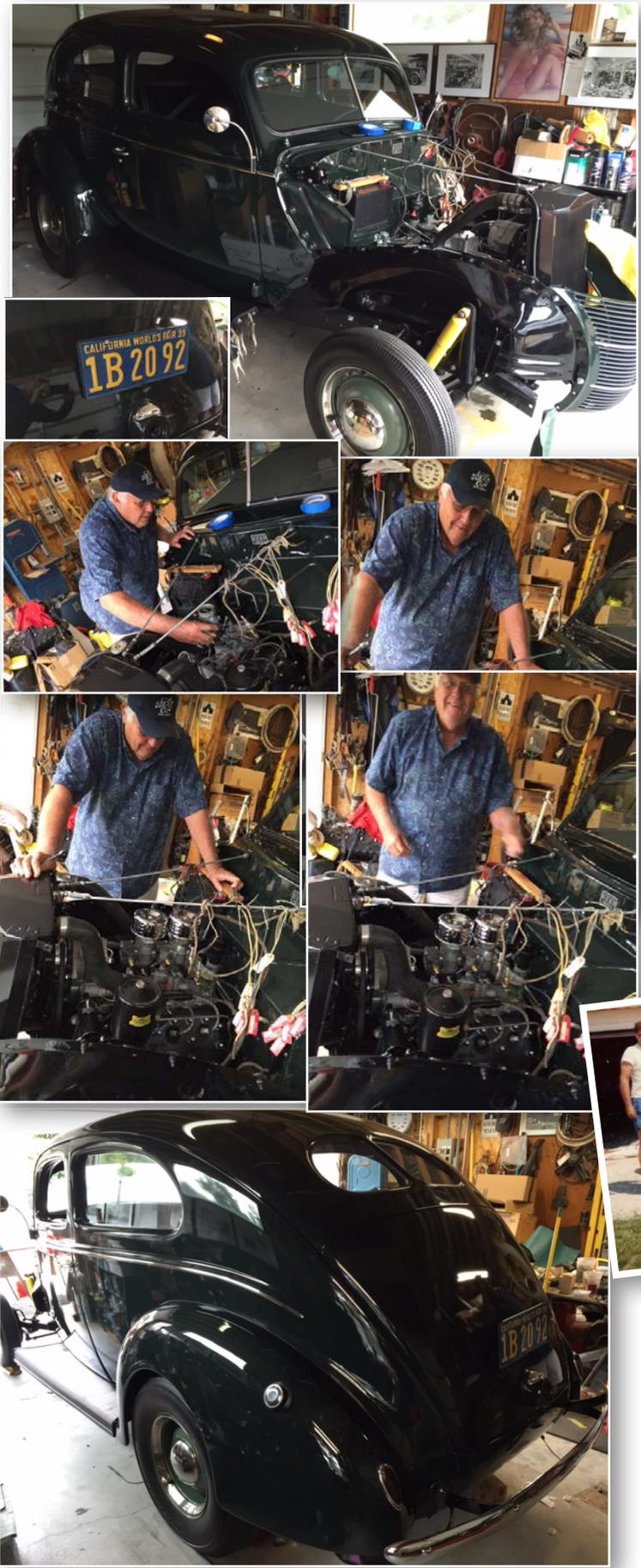
A little bit about the Bonneville Salt Flats: It is paved with 132 million tons of table salt. Mixed in is enough pot ash to attract the fertilizer industry. Because of mud slides, Speed Week has been cancelled the last two years and probably will be again this year. Plans are being made to race on a large airport in the Mojave Desert until hopefully the salt comes back. A group called "Save the Salt" is working with Congress and U.S. Land Mgt. to save this famous race track. The first record was 141.73, set in 1914. Sorry, it was not a Ford.



Thanks Hoosier V8IEWS

Fordstration to Fordrunning!

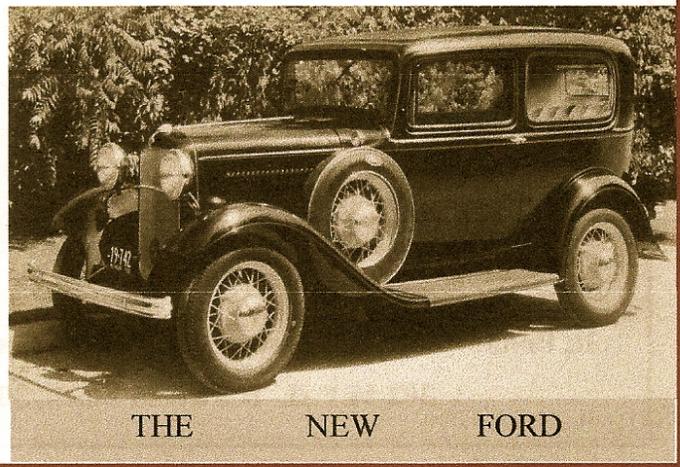
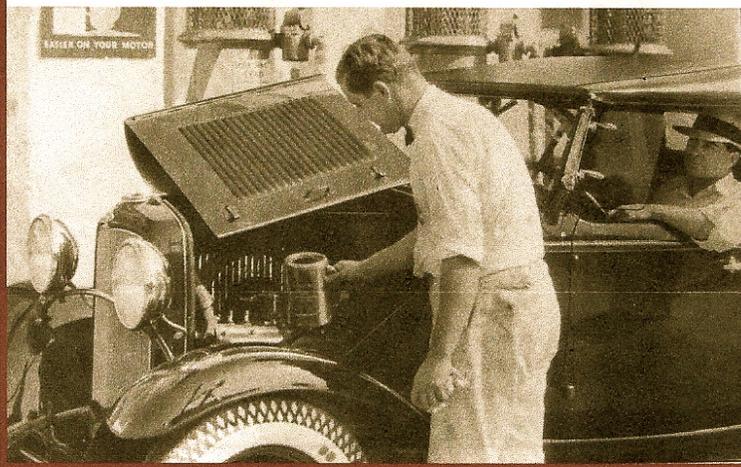
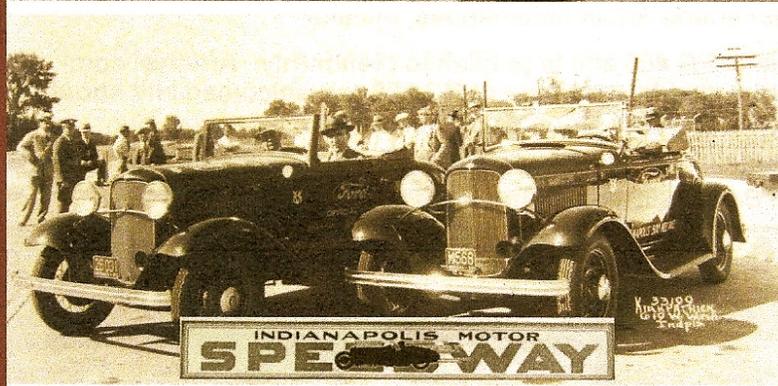
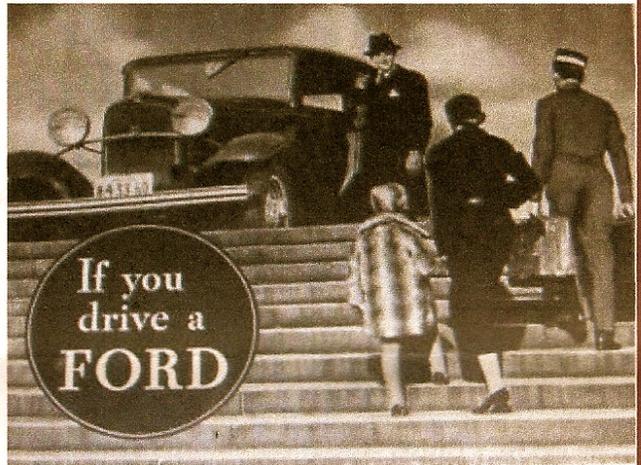
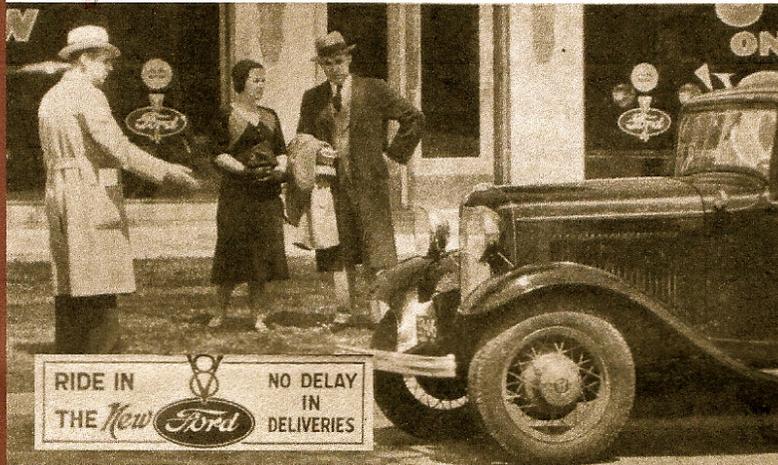
Dennis Bailey has owned this '39 Standard Tudor since 1988. Over the last 28 years he has moved it from one storage to another, and another, which guaranteed he would never work on it. Finally, five years ago, he moved it to his home in Claremont, determined to do the restoration. Since then, the body work included major rebuilding of a rear fender, rust repair to Cowl vent and rear quarters, creating inside garnish moldings, hundreds of hours spent straightening, sanding and blocking the entire body. working every trim piece straight, new wiring loom, brakes, shocks, running boards, etc. Modifying the suspension gave the car the right rake as a 50's style original. And finally the paint and chrome. A 59AB motor was rebuilt 7 years ago and has waited on an engine stand like a museum piece staring at a tempting Chevy 350 resting in the corner. Den had to make up his mind: Hot Rod it? Or Flathead it? Even though he says, most Flatheads are only good for anchors, he decided drop the flatty in. When I arrived the other day, he met me at the garage raging about a long list of things gone wrong since installing the Ford - Fuel pumped leaked, Carbs leaked, cracked distributor, front main leaked, radiator leaked, etc, etc. No doubt it will be a beauty when finished, but, he hears the Chevy Motor whispering from the corner, over and over, "I told you so, Dude..."



1988



THE THRILL OF EIGHT CYLINDERS

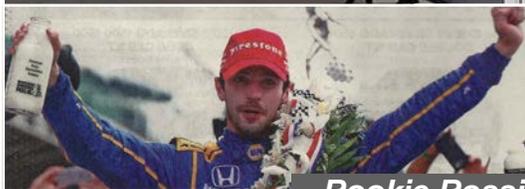


One of the later, larger Airstream trailers from the late 1930s early '40s, parked in Tombstone, Arizona.

Thanks Hoosier V8iews



The Greatest Spectacle in Racing Turns 100

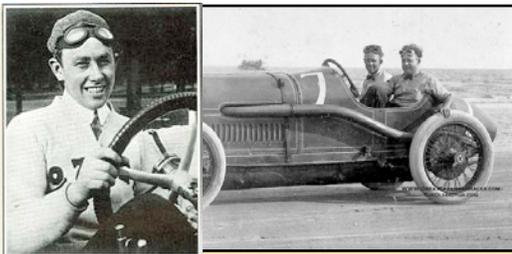


Rookie Rossi coasts to win!



As Rookie driver Alexander Rossi came down the home stretch, it seemed he would not make it. But he did. This was the crazy-huge 100th running of the most famous race in the world. A crowd of 350,000 was at Indianapolis Motor Speedway. Many times more than that were watching on live television, even here in Indianapolis, where IMS

lifted the traditional local blackout after selling every conceivable ticket. Alexander Rossi, Indy 500 rookie, won. A California-born and European-trained racer, the IMS was just the second oval he's ever raced. Florence Henderson, the Indiana native who served as grand marshal and was waiting to congratulate the winner. She had to wait longer than normal, because this winner had coasted to the far side of the track. In fact, Rossi had run out of gas coming out of Turn 4, a half-mile from the finish line. He was going fast enough to coast past the checkered flag less than five seconds ahead of Munoz, and kept coasting until his car came to a stop nearly a mile down the track. The victorious car of the prestigious 100th running of the Indy 500 had to be towed back to the finish line, where Rossi sat behind the wheel for a full minute, crying into his hands, before mustering the emotional strength to stand in the cockpit and accept the winning trophy.



In the early years of the 500, when the winner crossed the finish line, the race would continue until all cars capable of completing the 500-mile distance had done so. Given the lower speeds of the era as compared to today, this process took some time. Which is how it came to be that Ralph Mulford, known in the racing circles as Smilin' Ralph, set a record in the race of 1912 that still stands today. In 1912, prize money was available only to the top ten finishers, and the rules further required competitors to complete the full 500 miles in order to earn the cash.

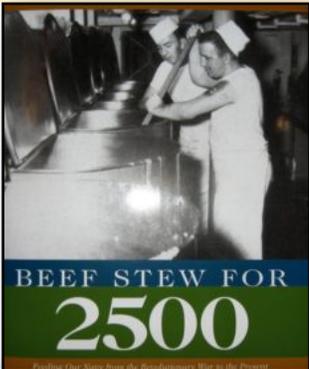
Mulford, whose car was suffering mechanical problems that made numerous pit stops necessary but well-aware of the high rate of attrition, was determined to be one of those ten. So he persevered, continuing to drive long after winner Joe Dawson had taken the checkered flag, and long after virtually everyone had gone home. So lengthy was Mulford's journey to the finish that one of his pit stops was for a quick dinner, widely reported to have been fried chicken and ice cream. A dinner break would seem a necessary stop, because Mulford finished 8 hours and 53 minutes after the start of the race. He finished his 500 miles in front of grandstands that had once been packed but were now empty, and under a sky that was once bright with the noonday sun but was now tinged with the last rays of sunset. Mulford's race speed was an average of 56.285 mph, a record which will remain unbroken: The slowest finishing speed in Indy 500 history.



Next Tour:

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 (*Which means No July General Meeting 3rd Wed Night, Jul 20.)

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 Comfortable AC Bus to Newly renovated Peterson Auto Museum & LA Art Museum Reserve NOW.
Your payment of \$50 must reach Bill Dorr prior to July 20, to hold your seat We want a Full BUS!!
 Bill Dorr
 22 Kingston Ct, Coronado, ca 92118



Join us with the Culinary Historians of San Diego and Rudolph Shappee, author of *Beef Stew for 2500: Feeding Our Navy from the Revolutionary War to Present*. Mr. Shappee will discuss the challenges and the joy of feeding our military forces.-July 16. Coronado Library-10am-Noon

Dennis Bailey has projects lined up like Lindberg field...

After offering to give some of his antique cars to his own grandkids IF they do the work to make the cars road ready - work that Den would teach them...
 So far, no takers...

So, Den is hiring an apprentice this summer. A 15 year old kid who is so excited to learn, he will ride his bike miles each way to learn from the Master. According to Den, he'll start with the basics: "Sort all the bolts in that bucket. Clean and organize the tools. Find out what each tool does." And, from there learn to plan out a project, find your parts sources, rebuild a transmission and a motor, weld, fabricate, rewire, rebuild, repair, do body work, prep for paint, set up for paint, paint, etc, etc.

And be prepared for occasional outbursts of AFL-CIO Language.



SDEF V8 CLUB-- June 15, 2016

Prez. Bill Dorr pounded the gavel at 7:05 pm.
Guests: None
Presidents Report: Bill Dorr noted that it was the clubs 47th Birthday and a cake will be served after the meeting. ,
VP's Report: John Dow : No report
Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for May as written in the Fan.
Treasurer: Ken Burke gave the financial report and it was MSC to approve.
Membership: Paula Pifer: No report
Accessories: Judy Grobbel: No report
Sunshine: No report
C.C.C.: Bill Lewis noted that new board members have been elected.
Fan Editor: Tim Shortt. The June Fan is coming together and Tim is always looking for more stories.
Tours: Jim Thomas: pancake breakfast June 25th
Programs: Mike Peterman: No report
New Business: New rules for the name tag drawing will start after this meeting. Names were drawn this evening until someone wins and after this - each time the fund reaches \$100, names will be drawn until someone wins.
Old Business: Peterson Museum trip will be on Aug 3, 2016 after July 20th deposits will not be refunded. Paula Pifer presented her audit on the assets of the club as of 12/31/15
Program: Mike Peterman presented a video on the 32 Ford
Misc: After the meeting everyone enjoyed the Birthday Cake
Tech Tips. None
50/50: Joey Valentino won the 50/50.
Name tag drawing: Sandy Shortt won the name tag drawing (I think she said something about taking the entire club out to dinner with her winnings...)

The meeting was adjourned at 8:14. -**Dennss. Bailey, Secy**

July Birthdays

- 7/03 Dave Sohr
- 7/06 Tom Hurley
- 7/07 Dixie Showalter
- 7/07 Susan Symonds
- 7/14 Nancy McDonald
- 7/16 Fred Meyers
- 7/17 Judy Grobbel
- 7/18 Billie Bonnoront
- 7/19 Penny Williamson
- 7/20 Jose Serrano
- 7/21 Shirley King
- 7/28 Sue Dorr
- 7/28 Lynne Miller

July Anniversaries

- 7/07 Joe & Susan Valentino
- 7/08 Gary & Karen Walcher
- 7/15 Walter & Jody Andersen
- 7/19 Michael & Teri Brandon
- 7/24 Tore & Marianne Olsen



Membership Paula: Membership Count 139.
 Welcome new members
Jack & Charlotte Hunt
 1951 Ford Custom Convertible
 9528 Pratt Ct.
 Santee, CA 92071



At the Lincoln/Zephyr Show, Ken Tibbot & Bob Cole grabbed a First for their Lincoln

Sunshine Judy--Dan Prager recuperating from a hard fall.

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

General Meeting, MOVED to Sat, July 16, 9AM, Auto Museum, Balboa Park (No General Meeting July 20)

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

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

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

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

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

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



'35 Deluxe Coupe. Car complete.-Motor out-cleaned and checked out as good. Re-cored Radiator & patch panels for minor rust. **Best Offer Gary 619-463-4068**

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

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



'46 Convert. Good Shape. Columbia Rear, \$30k OBO Les Higers **619-318-0904 or 08**



'48 COE-restored & modified Long Hauler w/ roll back & sleeper. Mrs Gardener 760-947-3509



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Dedicated enthusiastic Ford Owners offer their expertise and experience to help you with your Ford needs.



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

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



CAR DOLLIES: Constructed of sturdy steel, these car dollies are designed to support the weight of your car and provide easy mobility even when the drivetrain is disabled. Each car dolly individually can hold up to 1000 lb. Four heavy-duty swivel casters for mobility in all directions. Rugged formed steel construction, Reinforced sides, Each dolly has four swivel casters to hold up to 1000 lb., each dolly, Heavy duty polypropylene wheels with 360° ball bearing swivels. HARBOR FREIGHT sells \$49.99 for TWO. Set of FOUR only \$60 - Never used. **JERRY WINDLE (619) 283-8117 E-Mail: jvwindle@cox.net (CA)**



'65 Mustang Coupe. PS, PB Auto, AC. New 302 V8. Show Quality Restoration-**\$22k OBO -**

Also '71 Merc Full size Park Lane Wagon. One Owner. Rebuilt 390 Motor & Trans. Ralley Rims, new tires. Ready for long Haul. And sleepovers. **BO--Margaret Bartlett 619-466-5475**



'32 Roadster Project. Roller. Brookfield Body, Drop axle, Walker Radiator, RB 59AB Flathead plus extra complete Flathead. Tank, seat springs, Dash, etc. \$20k or may trade for '32 5 window Coupe. **Dave Inversion 605-645-2573, El Cajon.**



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

Hello From Cincinnati, Ohio. Looking for a 1933 Ford 5 window Coupe- project or older resto-or hot rod. Private buyer. Please call **513-607-1981, Greg Von Luehrte**

WANTED: '33 or '34 stock Roadster Or Cabriolet. Trade '32 5 window coupe or '37 Zephyr Coupe. **Merv Adkins 909-224-8562**



So, Lowe's Hotel invites me to a big Corporate Beach Party, to display my '49 surf wagon along with the palm fronds, surfboards and tiki lights. The other vehicle there is a '66 VW Bus like one I owned in NY. From one side it looks original, but on the other it's a retro 'Photo Bus' with lighted sign, camera and instant developing - perfect for souvenir photos of a fun evening. Cool.

Cut to my ride home about 9:30 along the Strand, a young cop chases me down and pulls me over. Takes him a couple of minutes to flip on the Criminal spot lights, run my plate and check me for illegals.

Then he swaggers up to my window carrying his ticket book, one hand on his gun, and, with full authority, says, "You only have one tail light." I answered, "Yep. That's the way they made these in 1949. He hesitates, stutters... "Wha...REALLY..? Uh, ok, then..."



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



July/16