

X THE Ford FAN X

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



Thunderbirds over San Diego... 'Thank You' to Hero front line health workers.



In early March, Americans were warned by health and federal officials to avoid cruises because of coronavirus outbreaks aboard some ships. Among the many ships being mothballed in Southland waters are the three high-end cruise liners that are anchored off Coronado, San Diego: Regent Seven Seas Splendor, and Celebrity Cruises' Eclipse and Millennium. Splendor was just christened Feb. 24 and is considered one of the world's most luxurious ships. In the absence of thousands of passengers, "the crews have been doing a lot of housekeeping, a lot of cleaning, a lot of sanitizing.



Join the Masked Ones—Stay Safe



PREZ Sez- June 2020

Happy June to all V8ers. It has certainly been a bizarre couple of months for us all. Through all of the constraints and restrictions related to travel and visiting family and friends, and the risks of catching the virus, I have become more thankful and appreciative for the good things we do have.

When you look around and see what is happening in other parts of the US, and the world, we have been very fortunate! Hopefully, the bright minds working on a vaccine for COVID-19 will be successful in record time. In the meantime, we all need to be cautious. At this point in time our monthly Club meetings are still cancelled. We are hopeful that there will be changes in the near future to that. Our usual meeting place, the San Diego Automotive Museum is still closed, with no target time set for it to reopen.

I know several members, including myself, still take the opportunity to take out the old Ford for a drive when conducting “essential” travel. The traffic is so light, even during rush hour, that I am reminded of San Diego 40 years ago. It is quite a treat!

The annual “Drive your V8 Day” is on June 20. It is thus far undetermined if there will be an official Club event scheduled. If one is organized an email will be sent all Club members. Regardless of there being an organized event, I will be taking a drive on that day and I will follow all of the restrictions such as social distancing, face masks etc.

The EFV8 National Board of Directors met this month (on a conference call) and the summary of that meeting will be sent out to all Club members in a separate email.

I'd like to commend Tim Shortt for continuing to publish a robust Fan newsletter each month. It is hard to pull together content for the newsletter during the best of times, it takes a really creative person to continue to produce content when we are in this lockdown. My thanks and a hat tip to Tim. Members can help support Tim by providing him stories or pictures for the Fan.

I'd like to close by mentioning again the loss of Club members Jack Clegg and Joe Vidali which occurred over the last month. Losses of these two good fellows remind us that we should appreciate all of our Club members while we can. Jack and Joe will be missed. Hang in there, be safe, and enjoy every day!

It is with great sadness that I inform you of the passing of longtime club member, and good friend Joe Vidali. Joe passed away on Friday May 15, in his home, suddenly and unexpectedly, from undetermined natural causes. Candaus is being provided support at this time by close friends and family. Candaus will most likely have a event to remember Joe once the pandemic situation is less severe. Sometime in the future, Candaus will let us know when and where.

I will miss Joe for his friendship, his sense of humor and the contributions he made to the Club. Anyone who attended one of Joe and Rick Bonnoront's tech sessions at a Club meeting was given a treat that will never be duplicated. Joe was one of a kind. He enjoyed occasionally “stirring the pot”, but he always did so with the best intentions and a good heart. Joe loved cars and always had a great story of one of his many car related experiences. Joe made the Club a more enjoyable experience, and he will be greatly missed.

Please keep Joe and Candaus in your thoughts and prayers. This evening I will raise a glass to toast my friend, Joe Vidali. I suggest you do the same!

Stay safe!—Joe Valentino



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V.P. **Dennis Bailey** - 619-954-8646

Secretary: **Bob Hargrave** - 619-283-4111

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

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Rick Carlton - 619-512-7058

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

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

Programs: **Volunteers**

Tour Co-ordinator- By the month

Car Club Council: **Susan Valentino** - 619-275-1255

Web Master: **Rick Carlton** - 619-512-7058

Lady 8ers: **TBD**

Accessories: **TBD**

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

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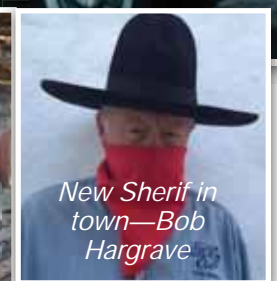
Refreshments: **Volunteers**

Sunshine: **Judy Grobbel** - jgrobbel@san.rr.com

V8 eBlasts: **Sandy Shortt shortsandy@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.



Attached is a nice thank you letter from the S. D. Automotive Museum
—Joe Valentino



May 20, 2020

Joe Valentino
2229 Erie St.
San Diego, CA 92110

Dear Joe & the Early Ford V-8 Club:

On behalf of the Board of Directors of the San Diego Automotive Museum, our staff, volunteers and patrons, I would like to thank you for your very generous donation of \$600.00. Gifts like yours will ensure the continued advancement of the Automotive Arts & Sciences.

Sincerely,

Lenny Leszczynski
Executive Director
619-398-0308
lenny@sdautomuseum.org

*I'm truly grateful for
the support from the
Early Ford V-8 Club.*
Lenny

LL/sh

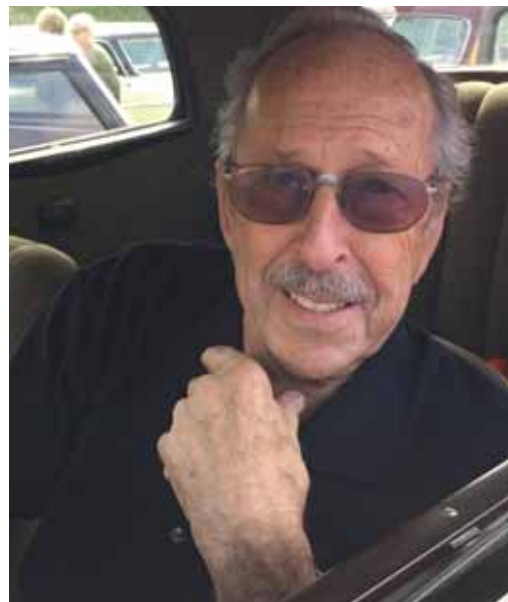
In compliance with IRS requirements, we attest that no goods or services have been provided in exchange for this contribution, or the value of any goods or services provided in exchange for this contribution. The San Diego Automotive Museum's Federal I.D. number is 33-0147359. Our non-profit classification is 501 (c) 3.



The Ray Brock Lift is DONE!

Ray reports the Museum has finished the lift from the Museum Floor to The Mezzanine!

And It Works!



Tours & Things to Come

SAN DIEGO EARLY FORD V8 CLUB
Board and General Meetings CANCELLED
DUE TO VIRUS PANDEMIC

V8 General Meeting cancelled
Auto Museum Closed
Air & Space closed.

Zoo is closed
GOOD GUYS Meet Cancelled
Cars on Main- Cancelled
All Schools closed
The Streak- is off
Sun, May 3- All Ford Picnic
Postponed
ComiCon Cancelled
Etc.

June Anniversaries

- 6/06 Don & Narelle Pettee
- 6/06 Jay & Janet Harris
- 6/09 John & Maria Jarecki
- 6/11 Walter & Jody Andersen
- 6/13 Bill & Sue Dorr
- 6/13 Ken & JoAnne Burke
- 6/14 Dick & Barbara Martin
- 6/15 David & Maryellen Huhn
- 6/16 Robert & Rhea McGehee
- 6/17 Russ & Marty Ries
- 6/26 David & Mary Cuzick
- 6/27 Ric & Billie Bonnoront
- 6/30 Bill & Linda Lewis

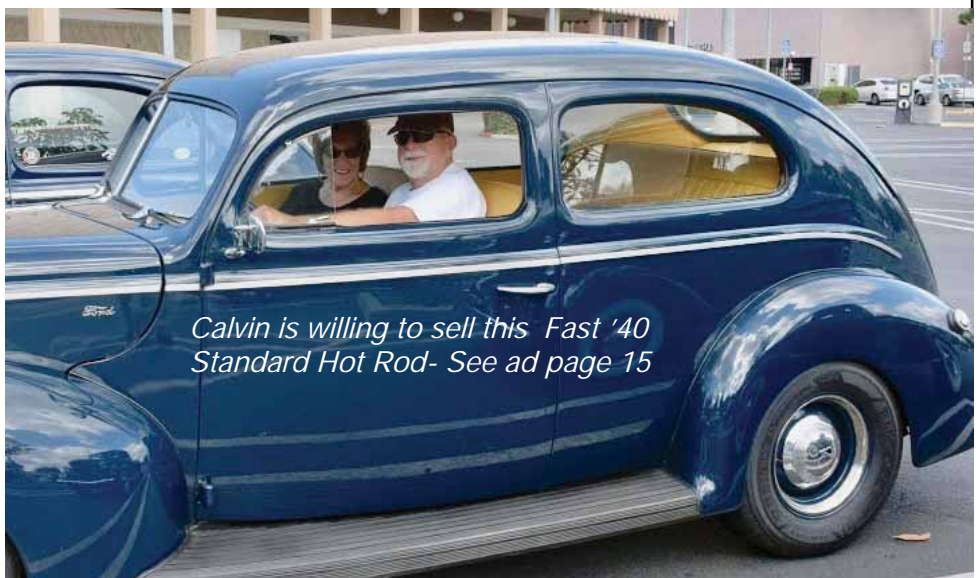
June Birthdays

- 6/06 Paul Mears
- 6/11 Ron Shedd
- 6/12 JoAnne Burke
- 6/14 Frank Swedberg
- 6/14 Patricia Hildebrand
- 6/17 Lynn Silva
- 6/25 Michael Fritz
- 6/28 Jim Thomas

Membership- Paula -
Welcomes new members
Sunshine Judy - Sorry to report,
Joe Vidali has died. Our condolences to Candy.
Ron Shedd reports wife Kathy is sick.

JUNE CLUB ANNIVERSARIES

Gary & Karen Walcher	51 yrs
Dixie Showalter	49 yrs
Louise Croff	26yrs
Dan & Bonnie Krehbiel	26 yrs
Robert & Rhea McGehee	7 yrs



Calvin is willing to sell this Fast '40 Standard Hot Rod- See ad page 15

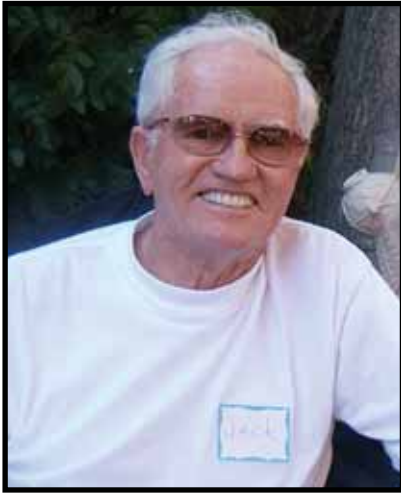


Of all the Cars Bill has owned, this '35 was his favorite



Even Broken down, Tim's '49 Woodie looks good...





Jack Clegg

April 7, 1931 -
April 26, 2020

Jack Clegg, beloved Husband, Father, Grandfather and Great Grandfather passed away April 26, 2020. We will always remember his constant smile and how he made all of us feel so loved. He will be deeply missed. Jack had high moral values that made him the man we all knew him to be. Loving, patient, calm, honest, fair compassionate, ready to help family and friends alike.



He valued common sense and real life experiences above all. The example he set as a husband was admired by everyone in the family and it was only natural for Chuck to want him by his side as his best man. He also officiated at three of his grandchildren's weddings. Jack was born in Denver, Colorado and lived there until age 6 when the family moved to Bell Gardens. After Bell Gardens he lived in LA, then spent some time in Oklahoma before returning to Southern California which he settled in and called home.

Jack had an older brother Bob who shared Jack's love of racing. The Clegg brothers raced Jalopies together. For a while Jack raced without a helmet because they were so expensive. Their father was able to buy him one at half price because it had green in it which was a superstitious color. This never hurt Jack's success. Jack had a younger sister Jean and brother Roger. Jack was almost 10 when Jean was born and Roger arrived later that same year.

Jack loved being a big brother and was always there for them. At one time they all lived in a tent while his parents were building a home in Orland, California. Jack carved out his own racetrack around the property and would drive his old car with Jean and Roger around the track. They felt like they were going 100 mph, but it was probably only 30 mph. He graduated from Montebello High in 1949. He was always so proud of his typing test on the old fashion typewriter where he scored 70 words per minute with no errors for 5 minutes straight. His first official job was at the US Tire and Rubber Factory in LA after a short time selling magazines and working at a gas station. Jack married Phyllis in 1959 and together they moved the family to San Diego. They left Pomona that year with their 1960 Ford truck and a trailer packed up with 3 kids and 1 on the way. They arrived in San Diego

with no place to live, no job and \$100 in their pocket. Having worked as a carpenter previously, Jack immediately joined the Carpenters Union and worked as a carpenter on the first housing community in Rancho Bernardo. Within 2 months they purchased their own home in Santee. Jack would often bring the kids to the job site and they would spend the day collecting soda bottles. Jack and Phyllis created a family that needed one final step, the legal adoption of Chuck, Mike and Suzie. Hiring a lawyer would have been quite expensive so Jack would stop at the SD Law library on his way home to research what would be needed. He prepared all the paperwork himself. The big day came for them to appear in front of the Judge, Chuck spoke to the judge on their behalf. After the adoption was approved they celebrated with a fancy dinner at the Rainbow Inn and went to see the movie, It's a Mad, Mad, Mad World. This step just cemented what was already in place. Jack and Phyllis remodeled the house in Santee, adding rooms and a separate garage.

They then went on to build custom homes in Alpine, Lake Jennings and their current Victorian home in El Cajon. Each home provided a new adventure, living in their motorhome or garages while they built their homes. The Alpine Heights home was built around a HUGE boulder. It was at least 8' high and 6' in diameter. It made quite the statement in the entry with an iron staircase around it up to the second story. A highlight to their home in Lake Jennings was the swimming pool that was built in just 17 days. A large rock was also involved here and brought in to make a statement. This home and pool were featured in Sunset magazine. Jack and Phyllis had a love of Victorian homes that led to them designing and building a Victorian Home with a 180 degree sweeping view of El Cajon Valley. Christmas was a special time in this home, the surrounding neighborhood is known for the extensive Christmas displays and Jack and Phyllis' home was always beautifully decorated. Jack got his Contractors license in 1976 and in partnership formed Muirlands Corporation, a homebuilding company responsible for building over 300 homes in the East County. Jack also served as President of the Santee Chamber of Commerce. Jack lived his life as an example to all whose lives he touched. He was a man of many trades and talents but his career as a homebuilder defined him. He believed in the American Dream of owning a home and strove to make that available to as many people as he could. Jack's first love was race car driving followed quickly by a love for classic cars. Jack was an active member of the Over the Hill Gang San Diego, the Early Ford V-8 Club San Diego and the San Diego Woodies Club. He enjoyed the events and the friendships he made along the way immensely. Jack's love of cars and racing started early. He learned to drive at 13 and bought his first car at 14, a Model A Coupe for \$25, a Ford man from the beginning. He knew he wanted to be a race car driver by the time he turned 16. His highly successful racing career spanned 20 years beginning with his first race at Huntington Beach Stadium at the age of 19. He began racing jalopies and was one of the most successful and well-known drivers in Southern California. Jack then began racing modified race cars winning 4 Championship Races in Omar Danielson's #97, a car also driven by Parnelli Jones. He went on to ski in Colorado, California and u of flowers donations can be made to the charity of your choice....Contd...



Jack, in #3 car wins Championship



RA-37

#22 Jack Clegg

... *Contd...* Jack moved into Sprint cars once roll bars were added and began his next winning chapter. He won many championships driving Jalopies, Modifieds and Sprint Cars. He raced at Ascot, Huntington Beach, Culver City, Orange Show Stadium, Balboa Stadium, Carpinteria, El Cajon Speedway, Phoenix, Sacramento fairgrounds and Tucson. They attended the Over the Hill Gang annual "Streak" weekends at Campland by the Bay held every Mother's Day weekend. Jack brought many of his classic cars to the Streak, most recently his 1948 Woodie. Their kids began to attend and eventually the grandkids and great grandkids started to come. It turned into a time honored tradition for the family and many memories were made. Jack bought his granddaughter a single ticket for the big prize drawing each year and twice she won with just that one ticket. He went on to try his luck again with his great granddaughter. Jack kept a list of every personal car he ever owned. The list of 56 cars included classic cars, trucks he restored and his beloved 1948 Woodie given to him by Phyllis which he still owns. The Woodie was also driven by some of his grandchildren who were so proud to be seen in it. There were many memorable vacations over the years. In 1963 Jack and Phyllis dropped the kids off in Oklahoma with their Grandpa Johnny and headed to the Indianapolis 500. In 1965 Jack and Phyllis put the kids in the truck and camper and headed across country to Washington DC and New York City. The kids remember laying in the top bed of the camper, peering through the window driving down the streets of New York City, definitely country cousins in the big city. A favorite funny memory from that trip was trying to buy tortillas and refried beans in Pennsylvania. Jack was an avid snow skier and said more than once that it was the closest thrill to car racing he knew. He first tried his luck at Big Bear Mountain and broke his leg. It didn't stop his love for the sport and he went on to ski in Colorado, California and Utah. He broke his leg a second time in Utah, but that still didn't stop him, he skied in his 70's. He water skied, jet skied, camped and traveled in his RV. Lake Powell was his most favorite place to go as well as many trips to the river over the years. He was introduced to boating and water skiing by his brother in law Harry. It didn't take many trips before he invested in a boat and off the family went. Jack was an excellent water skier and mastered single skiing with no problem. He truly was good at everything he did. He went on to add jet ski's in and made sure he had the latest and fastest ones. His grandkids and great grandkids began riding grandpa's toys and he was right there alongside racing them. Jack and Phyllis took a total of 7 trips to Lake Powell over the years. Jack is survived by his beloved wife of 61 years, Phyllis. His children include Chuck Clegg (Donna), Mike Clegg (Mary), Darrell Clegg (Diana), Suzie Ek (Carl), Karen Fitzgerald (David). Jack's family includes 17 grandchildren and 13 great grandchildren. He is also survived by his sister Jean Gustafson (Gus) from Pryor, Oklahoma. A celebration of Life will be held once it is safe for all of us to gather. In lieu of flowers donations can be made to the charity of your choice.

FAMILY

- Phyllis R. Clegg, Wife
- Chuck Clegg (Donna Clegg), Son
- Mike Clegg (Mary Clegg), Son
- Darrell Clegg (Diana Clegg), Son
- Suzie Ek (Carl Ek), Daughter
- Karen Fitzgerald (David Fitzgerald), Daughter
- Jean Gustafson (Gus Gustafson), Sister
- Roger Clegg, Brother (deceased)
- Bob Clegg, Brother (deceased)
- Jack is also survived by 17 grandchildren and 13 great grandchildren.





St. Helens Boom, a Pinto stuck and a guy who saved himself by sleeping in.

1980. A towering plume of ash rises in the distance of the photo, swirling with menace and threat, lightning arcing within it. As if to accent the peril, the canyon of trees that frame the gray clouds themselves have gone dark toward their tops, occluded by unseen looming clouds of ash. One shaft of morning light still reaches the lower branches of the trees, splashing over a cut of greenery and the least probable thing in the photo: a red Ford Pinto with a blue dirt bike hitched to its bumper, angled across a forest road.

To begin with, pretty much all of the Pacific Northwest knew that Mt. St. Helens was about to erupt. Settlers in the area saw it erupt in the mid-19th century, and by early 1980, seismologists were monitoring a massive bulge on the volcano's north slope. Authorities had begun evacuating area residents from their homes as a precaution, though they couldn't keep campers from ringing the base of the volcano, especially over a sunny mid-May weekend.

Richard "Dick" Lasher spent that Saturday night packing some gear figuring he'd head out first thing in the morning to get a look at the mountain before it blew. His plan involved hitching his Yamaha IT enduro bike to the back of his Pinto, driving up to Spirit Lake, then exploring the area via dirt forest roads on the bike. He'd leave before dawn and arrive at the lake right at daybreak. Tired from packing, Lasher slept in an hour or two past his planned departure time. He swore in telling the story many years later that sleeping in that morning saved his life.

Had Lasher made it to Spirit Lake, he'd almost certainly have died. According to [John P. Walsh's description of the eruption](#), Spirit Lake "met the full impact of the volcano's lateral blast. The sheer force of the blast lifted the lake out of its bed and propelled it about 85 stories into the air to splash onto adjacent mountain slopes."

He did, however, realize that he had to get out of there in a hurry. Though the volcano blew out a pyroclastic flow almost due north and Lasher found himself more northeast of the blast, [one map](#) shows that temperatures near where Lasher found himself rose to 680 degrees Fahrenheit. According to the same map, most of the 57 people who died that day were

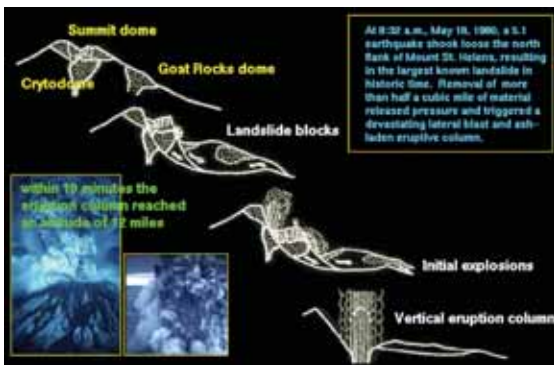
positioned to the north or northwest of the volcano, but at least four of them were in Lasher's vicinity.

He pulled over and attempted to turn around seeing as the ash cloud was heading his way and fast. In his hurry he bent the forks on his motorcycle. He jumped out of the car and ran up the hillside to get some pics, thinking he might just die for it, and hoping someone would find the camera at least as it was a phenomenal sight that filled the sky. The first picture he took was the one with the Pinto cocked in the road and the bent motorcycle still in the back with that HUGE cloud going up in the sky in the background.

He made his way back down the mountain after being quickly overtaken by the ash cloud. He was completely blinded, and had to drive on the opposite side of the road heading into oncoming traffic, but encountered nobody going up. The car choked out after a while and he rode his bent motorcycle out of the mountains back to the room he had rented.

The next day as soon as he could, he rode his motorcycle back up into the now really hot zone with his camera to get what pics he could. He was well into the red no go zone, when a helicopter saw him, and came right down and landed in his path. He was surprised to be arrested on the spot and flown out in the

chopper and to jail. They left his motorcycle lay on the mountain. They also kept him in jail for a few days without letting him call anyone or even plead his case. When he finally got out, he again went back up there. Somehow he was able to get his motorcycle back and later his car as well.



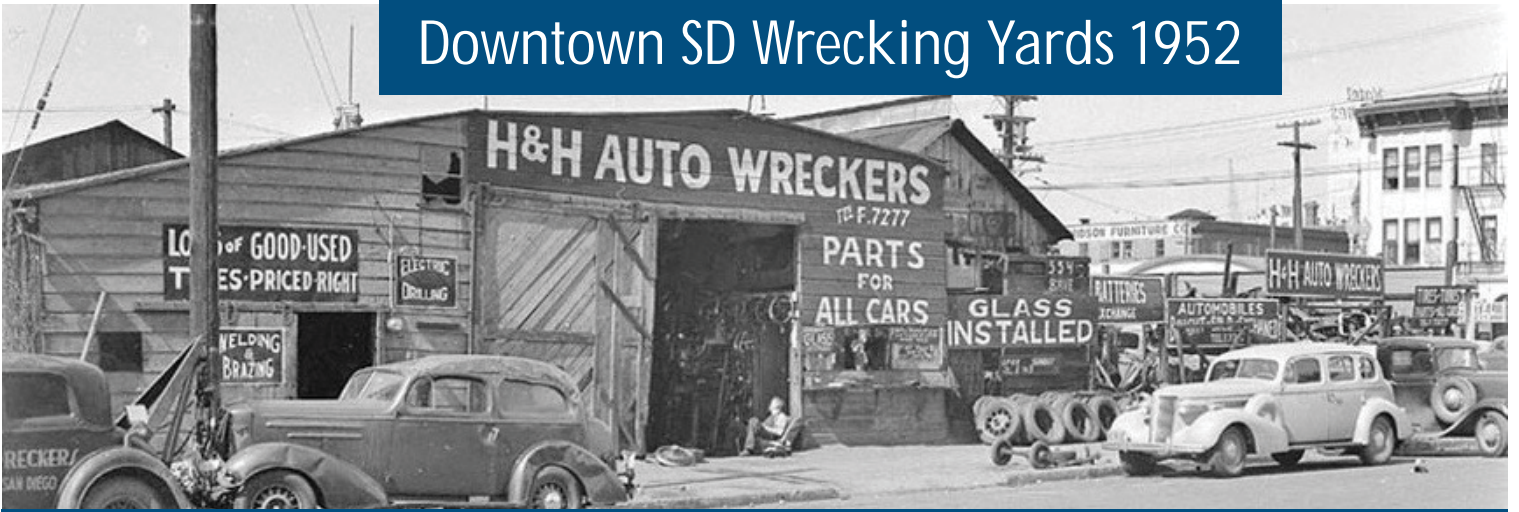
Masked Mansion Tour & Beyond



Looking like bank robbers, this un-named group of v8ers went on a Grand Mansion Tour around the fancy neighborhoods of Rancho Santa Fe. Admittedly, it was a 1/2 day breakout from Pandemic Prison, but we wore our masks and kept our distance - (except for the fast flurry to buy fresh strawberries at the Carlsbad Flower Fields). We stopped for a snack and a TWO-BDAY celebration for Bill & Bill. Back over to the 101 at Encinitas, we swung by the famous Boat Houses and headed south along the beaches of Carlsbad, Solana Beach, DelMar, Torrey Pines and La Jolla. Nice Ride—Thanks to Ray



Downtown SD Wrecking Yards 1952



The photos above and below are from the San Diego Police Museum, and were posted on Facebook by Tom Giaquinto in response to the two Howard Rozelle at the bottom of the page that I had previously posted. I still haven't figured out exactly where H & H Auto Wreckers was located, but in the photo below you can see the Harbor Drive Navy buildings in the background, and the SDG&E generator plant at the right, so you get a general idea where that photo was taken.



My late pal Howard Rozelle took these aerials, but I'm not sure where or when. Some of the cars on the street appear to be from the early 1950s. One person on Facebook hazarded a guess that this was around 12th and Market.



Thanks Bob McGehee

MY 1939 FORD CONVERTIBLE COUPE

Ric Bonnoront born and raised in Chula Vista March 29th, 1942, second generation Chula Vistian, my mother was born and raised on a citrus ranch in Chula Vista. Lived on 6th Ave. for the first 10 years of my life, attended First elementary School then moved to the Citrus Ranch when my grandmother passed attended Chula Vista Jr High where I met my future wife Billie in 8th grade. Went on to Chula Vista High School then attended Hilltop High School in my senior year. Later attended SDSU and Southwestern Jr. College. Played Football from Jr. High on through SDSU and Southwestern. Went on to USC for Pharmacy School and graduated in 1967 with a Doctor of Pharmacy degree.



First vehicle I ever drove was at 10 years of age a 1930 Ford AA stake bed truck on the Citrus Ranch. First Car was a 1941 Chevy Sedan then on to a 1961 Volkswagen purchased new. My first old car was a 1931 Model A Sports Coupe which I sold to purchase a 1931 Model A A-400 Convertible Sedan then the 1939 Convertible and lastly a 1941 Plymouth Woodie.

Lived in Bonita for 28 years upon graduating from USC then moved to Jamul in 1996. Next adventure was to plant a small home vineyard in 1998 and have been making wine ever since entering my wines in judging's both at Orange County Fair and Del Mar Fair. Many of you have had my wines at V-8 functions.

History behind my 1939 Ford Convertible Coupe. In 1998 my good friend Webb Smith and Hershey Swap Meet roommate and travel partner travelled up to the LA Area to visit the garage of fellow Hershey attendee Kim Dobbins who is into original cars with Early Brass T's being his expertise and passion. In his car barn he also had 3 Early Ford V-8's a 1937 Woodie, a 1939 Convertible Coupe and a 1942 Convertible Coupe all in original condition. I fell in love with the 1939 but it was not for sale at that time. Fast forward to October 18th 1999 a week after the Hershey swap meet in which Kim had said he would sell me the car as he was remodeling his house and adding bedrooms and needed some additional funds to complete the project and knowing I would leave it original and not Hot Rod the car.

Kim had purchased the car in May of 1995 from William "Bill" Victor of Victor gaskets. Bill had restored the car and had the engine rebuilt by Jack Mills of Woodland Hills in 1984. Added to it were a Merc Crank and Cam and an Aluminum high compression head and converted to a 12 volt system and a Columbia overdrive with Lincoln Zephyr gears and dual exhausts along with Recaro Seats and door panels. Now Kim being an originalist replaced the head with an original cast iron head and converted the car back to 6 volt, replaced the Ricaro seats with the originals that Bill had saved but left the Merc Crank and Cam in place. With this configuration the engine is believed to develop around 110 horsepower up from the original 85.

The car needed some TLC to get it back to being roadworthy, new master cylinder, rebuilt Carb and fuel pump. I replaced the Ricaro door panels with originals and added Spyder hub caps and at Bill Grosvenor (Webbs master mechanic) insistence

added an electric fuel pump so I did not have to pour gas into the carb when starting it up after extended storage time. Drove the car for 2 to 3 years but always experienced a miss upon full acceleration so eventually sent the Carb to Rick Walker who rebuilt it and modified with #50 Jets (Stock), drilled 0.076" orifice in blade and enlarged The Idle Circuit .0003", car has run perfectly ever since. Installed a new top at Armando's in 2007. Have used the car as a driver ever since and those who follow me on tours comment on how quick it is. —Ric Bonnoront

THE SAN DIEGO EXPOSITION

As a kid, Cal Atkinson walked right here on the 'Round The World Tour'...

No 'Shores' Apartments..

Look, No bridge & Coronado is Separate from N. Island...

Mostly Tall Ships in Harbor...

Check out the Laurel St. Bridge over a canyon and pond. No 163 highway—yet...

No Tall Buildings in San Diego...

Zoo to come...

Where did this lake go? It became Starlight Bowl & Japanese Gardens

1915, My Dad was five years old- In 1928 he graduated from San Diego High. Right after, he ran his '26 T Touring up a telephone pole. — I graduated from SD High in 1958. Right after I rolled my '50 Plymouth in a ditch near Julian.



The first ever speeding fine was given to Walter Arnold of Kent, UK, in January 1896. His speed: 8mph in a 2mph zone. He was caught by a policeman on a bicycle.

1915 • PANAMA-CALIFORNIA EXPOSITION • 1915



Ford Guy goes stir crazy— buys a Chevy —blames it on the Pandemic...

Here's the new toy that has taken up residence in my garage: Arrival 12 May.



I certainly wasn't looking for a 58 Impala to take up garage space that I don't have (the car is HUGE, almost a foot longer than my 57 Bel Air). It's a sad tale really. The car belonged to Liz's brother back in Indiana, and a complete frame off, rotisserie restoration was completed in late Nov 17. The car has basically sat in his garage for 2 years and only had 260 miles on the odom. The Brother has advanced Parkinsons, and then started suffering from severe dementia a few months ago. Finally, his wife was forced to have him put in an assisted living facility where he could get 24/7 care. To make a long story short, she needed to shed assets so she could qualify for assistance, and she asked me to take the car. She offered me a price I couldn't refuse so I took it. It is a beautiful machine, wonderful paint & correct OEM interior, 348 with a 4 speed. The 348 is presently sporting a single 4 bbl carb. The correct tri-power setup is in the trunk and I will probably install that in the not too distant future. My main bitch about the car is brother-in-law wanted everything original so he put a brand new set of Coker bias ply tires on it. What an absolute waste of more than \$1000.

That's my story and I'm sticking to

it. Couldn't transfer the title today because it was titled in both their names, him and her. She signed for him and listed a Power of Attorney. The DMV wants a certified copy of the POA so we called sis this afternoon and she'll be sending one out. I guess it's no big deal anyway since AAA said they weren't allowed to leave the building and come outside to verify the VIN tag (because the governor said so)...my aching a\$\$).

As for road trip plans, I'm still hoping to drive the 59 Vette back to Carlisle, PA in mid August for a SACC convention that will coincide with the huge Carlisle Corvette event/swap meet. So far they haven't canceled the convention so I'm keeping my fingers crossed.

Being sequestered with my bride of 53 years, I'm thanking my lucky stars Liz hasn't tried to take a meat cleaver to me. Stay safe and lavese las manos,—Bob



Here is Bob's other car—a beautiful '32 Ford Coupe-looking right at home among the V8 Club Cars. Bob says, "Built Ford tough with Chevy stuff." Fact is—many of our V8 members have Chevy power these days and that's ok—we like 'em anyway—Editor TS



SHOWROOM

1965 Shelby Cobra

By Peter Bohr + Photographs by David Ricks

The box-office hit *Ford v Ferrari* chronicles Henry Ford II's campaign to wrest a victory at the 24 Hours of Le Mans from his nemesis, Enzo Ferrari, during racing's golden age in the 1960s. Central to the effort was Carroll Shelby, a one-time international racer turned car builder played by Matt Damon. Shelby had created the Cobra, a fearsome sports car that combined a lightweight British AC Ace roadster chassis with a muscular American V8 engine from Ford Motor Company.

Fontana resident Hank Williams became an early Shelby customer when he handed over \$6,390 for a 1965 Cobra powered by a 289-cubic-inch Ford V8, a car he owns to this day. When asked if he had seen the movie, Williams responded, "I don't have to—I lived it!"

In the past half century, Williams has collected more than 400 trophies racing and showing his Cobra. And he forged a friendship with Shelby that endured until the car builder's death in 2012. Shelby literally gave Williams the shirt off his back (the one he wore when he won the Le Mans), a shirt Williams still wears when he takes the Cobra to a car show, including a recent one in San Diego.

Born in 1924 in Louisiana, Williams street-raced an old 1937 Studebaker as a teenager. After returning from the military and moving to California, he went to performing arts school and became an accomplished drummer, playing with the likes of Charles Brown and Ray Charles. His success allowed him to indulge his passion for racing, driving an MGA, an Austin-Healey 3000, and, eventually, his beloved Cobra. Does Williams see a time when he'll sell the car? "Not as long as I'm alive."



Hank Williams
Fontana
65-year member

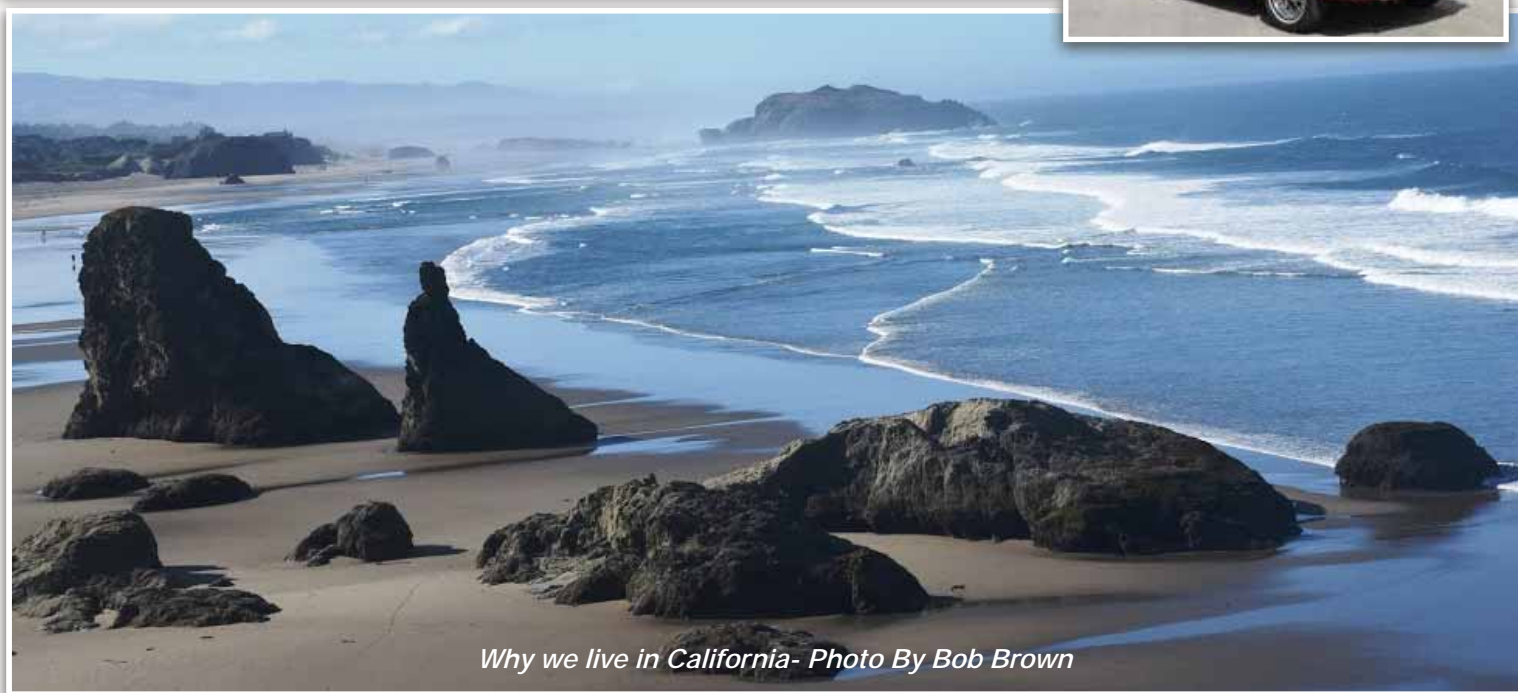
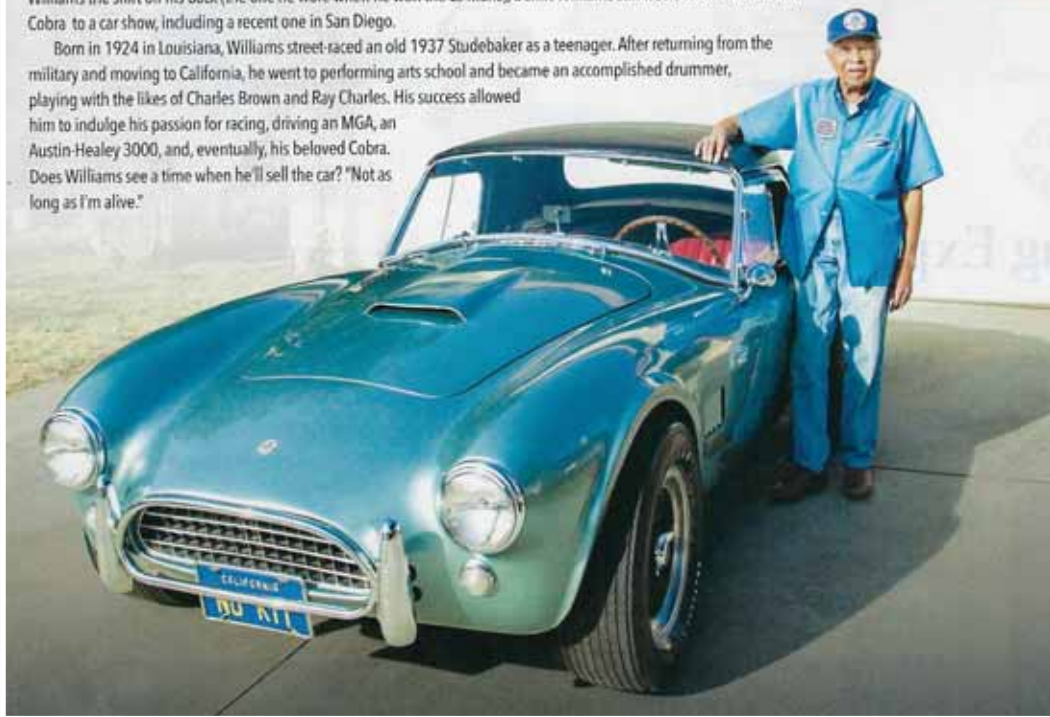
Gale Halderman 1923-2020

Gale Halderman, a man known to classic car historians as the artist who sketched the original Ford Mustang, died April 29 at a hospital at age 87 after suffering from liver cancer.

"Sad news for Mustang fans everywhere," said Matt Anderson, curator of transportation at The Henry Ford museum.

"Lee Iacocca will always be remembered as the father of the Mustang, but he was merely the driving force behind a team of talented designers, engineers, and marketers — with Mr. Halderman prominent among them."

Halderman is credited with proposing the long scoop on the Mustang's side, Anderson said. "Some 55 years later, that scoop is still a defining featu



Why we live in California- Photo By Bob Brown

Dennis Bailey's '35...

In October of "61" I was a senior at Clairemont High and was tired of all of my 6 cylinder Chevys. I soon became the proud owner of my first V8, it was a cool "35" Ford Std. Tudor.

I was the happiest guy on the planet, couldn't wait to turn it into Hot Rod. Then my Dad came on the scene, he had had a Model A in High School and had gotten into a serious accident all due to bad brakes. Needless to say the car had to go, so I traded it to a friend for a "53" Customline and was back in good graces with Dad. As time went on I always had in the back of my mind that I would get another "35".

Fast forward 1988, a friend called me about a "35" for sale in Crest, so I went out and looked at it and bought it that day. It was a real barn find from Council Bluff and was in pretty rough shape. It was all original but it had been used as a hunting car, after pulling out the back seat the trunk was full of shell casings. It also might have been used as a moonshine car also as it had an additional 1/2" leaf spring and 6" shackles to make the car look level.

Soon the process of renovation began; I bought a 76 Chevy Caprice 9 passenger wagon (the Family Truckster) from my cousin for \$300 to be used as my donor car. I was able to use the engine, transmission, drive shaft, steering column, wheels and rear axle. The rest of the car when to a friend's wrecking yard in exchange for a front clip off of a 76 mustang II.

After a complete body off disassembly the process of transplanting all of the components onto the Ford chassis was the first thing completed. Next was the body which turned out to be the most labor intensive part of the build.

After years of cutting, welding, grinding, priming and sanding the car was ready for paint.

I enrolled in a one semester paint and body class at Southwestern Community College. There I was able to use the facility to do the final body prep and ultimately painted the car in the downdraft booth. As a student I was able to get a discount on all the paint at Tri City paint in National City.

Then the car was back to the shop to complete the final assembly, wiring, glass, Upholstery etc.

During this entire project I was able to work with my best friend Mike who had an office in Kearney Mesa. We had a shop area which was perfect for working on our cars. The whole project took 6 years and was a labor of love, and the car has held up well after all these 32 years.



SDEFV8 General Meeting- Auto Museum, Balboa Park-Cancelled due to Virus .

Ford V8 Swap Corner...

SDEFV8 Club c/o

Tim Shortt, 1211 5th St, Coronado, Ca 92118

1936 Ford Standard 5 Window Coupe

4 time Emeritus Winner.

Black with Tan LeBaron Bonney Interior. Trunk model with roll down back window. Aluminum Heads , Ford Script Battery. **\$39,000 OBO**
Ron Shedd 858-485-8967
Poway. ronshedd@hotmail.com.



'37 Fordor. Good shape. RB V8, carb, fuel pump, radiator, trans, clutch, pressure plate, starter , alt, 12v, hydraulic brakes, E Brake, Bumpers, Glass and rubber, Solid body, Good Paint. good interior, WWW. Clean in and out. Drives great. **\$29k-OBO - 5% of sell price goes to V8**



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah-Museum. Good condition. Side-mounts, Luggage Rack. Runs great. New lower price....**\$83k .**

Also '34 Roadster- Needs Resto. call for details—Dixie, 619-677-8922



'49 Tudor. Custom Deluxe Restored in and out. Strong running Flathead V8. \$25k invested. Asking \$18k. Drex Scott 678-346-8404

'50 TransWorks good. T5 Trans 5 speed **\$600 OBO- 714-490-0613-cell 714-906-1644**

'32 Cabriolet-all steel, pro built street rod-Don Shankin 954-898-9304

Paul Alvarado has many '34 Parts left after hot rodding a '34 5 window Coupe— Rear steel fenders, Front seat and rumble cushions in excellent shape, new ashtray, light stanchions, Running Boards, etc, etc No shipping- must pick up locally. **619-846-7012**

Enclosed 28' Car Trailer-with toilet, sink and wood interior. **\$3,000 Sheila Rabell 619-977-3152**

'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver-needs minor stuff. **.\$20 Ken**

1935 set of spindles, new (less than 100 miles on them) and hubs. (I changed to disk brakes- so you can have them cheap.) Extra trunk lid handles not sure of the year. **Need 1 door handle, I have 3 that are straight so the one that I would like to get rid of is rounded.**

Greg Murrell 858.997.3432
lyncamping@gmail.com

'36 Model 68 Convert sedan. Palomar member Judd Lynn passed. His son Chip is selling dad's car. Nice stock original with flathead. **Located in Murrieta, Ca. 323-744-7060**



'40 Tudor (Standard) hot rod.

Excellent sheet metal, paint, Interior. 307 V8 small block. Auto w/ dummy shifter and clutch pedal. New Borgeson Steering box. Front Discs. New Firestone Radials. All Gauges. New stainless. Built by Larry Braga.

\$28,000 OBO
Calvin King
619 -247-6525



1940 Ford Deluxe 5-Window Coupe. Fully restored with black exterior and tan cloth interior. 2012 Dearborn Award winner. 3500 miles on V-8 flathead engine since overhaul. All gauges, heater and fog lights work. Car runs and drives great. Stored in humidity controlled garage. \$49,500. **Bill Chaney, (804) 776-7597, flihi@va.metrocast.net. (07/19)**



1936 Ford Fordor Deluxe Touring Sedan: Color Córdoba Tan; red wheels with pen-stripping; LeBaron Bonnie cloth interior; rebuilt LB block; 12-v alternator system; hydraulic brakes; CD deck and stereo speakers (unit in trunk); radial white-wall tires. Call or email **Dick McIninch** for more information at 434-981-4349 or olcarfn@aol.com. (04/20)



50 ford flathead V8 engine equipped with rebuilt 5speed trans. Also included: new water pumps, radiator, MSD ignition, 12v coil, ceramic coated headers new plugs and plug wires. The engine has good compression, no oil leaks or smoke. I drove the car from San Diego to Colorado with no problems. I have paperwork on the transmission. Asking **\$2,900 OBO for all. 619 -339- 0902**

9" Ford Rear End— 2.70:1 Ratio **\$100-Bob Brown 619-890-6988**

265 Chevy V8 Motor- Total Rebuild, Best Offer 619-247-6525

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



OK...I push the button here...

Truck Replicas Built from stone- Say What..?

