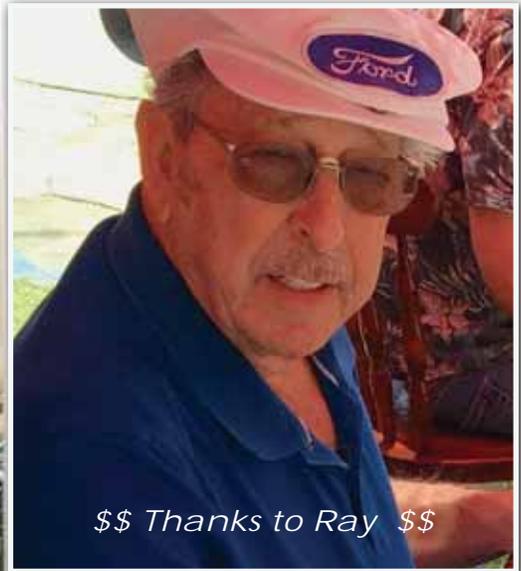


X THE Ford FAN X

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



\$\$ Thanks to Ray \$\$

The exterior of Balboa Park's San Diego Automotive Museum underwent a historic restoration.

Automotive Museum aims to take fundraising to next gear

\$1M gift to update current building as nonprofit looks to raise \$22 million more

BY JENNIFER VAN GROVE

Six months from now, the San Diego Automotive Museum will go to the region's most generous benefactors with a large ask: Give us millions to nearly double the footprint of our second-class facility. It's a substantial request for a nonprofit with a not-so-great reputation in philanthropic circles.

That's why the classic fixer-upper is anxious to prove that it can put to good use more than \$1.3 million in recently donated funds and improvements. This week, the institution said it received a \$1 million gift from Point Loma resident and patron of the arts Dorothea Laub, whose primary aim is to make the overall guest experience better right now.



COURTESY OF S.D. AUTOMOTIVE MUSEUM

An architectural rendering shows the interior of a planned second building for the museum that would add more room for exhibits.

Laub's money will go toward replacing the air conditioning system, redoing the reference library and installing a sound system, museum officials said. Laub made the contribution in memory of her late husband, Richard "Dick" Laub, a Navy veteran who is said to have developed a prosperous commercial real estate business in Anaheim before retiring and taking up sportfishing in San Diego.

The museum also announced that it secured \$330,000 from auto enthusiast Ray Brock for other building improvements, some of which are already on display. The funds, for instance, went in part toward the installation of a lift to the second floor so visitors with mobility issues can finally go upstairs. In addition, Discount Tire helped to underwrite the

SEE GEAR • C4



Prez Sez

After more than a year, it was great to have our first General Meeting in May! The Automotive Museum looks great! When I arrived at the Museum, we parked at the rear of the building, and the back door was unlocked for us to enter.

There have been many changes to the Automotive Museum's first floor. It has a fresh new appearance, with more upgrades to come. We walked through the first floor to the new elevator that is available to take us to the second floor. I took a ride in it and it is awesome (Thank you Ray Brock, for making it happen!). There have not been any changes to the second floor yet. The Museum CEO, Lenny, kicked off the meeting with a welcome back greeting and thanked the Club for our support. Lenny also announced that our meeting place, formerly known as the "Hall of Champions" has been renamed. It is now officially known as "**The Ray Brock Hall of Fame**"! How cool is that?! Lenny also announced that there will be a Museum sponsored celebration, to honor Ray Brock, in the "Ray Brock Hall of Fame" on July 8 at 5:30. I hope you all can attend!

Lenny also pointed out the first exhibition spot in the Museum, when you first walk in. It is designated as the *Car Club exhibit*. It will be where local car clubs, on a rotational basis, will be featured. The featured club will be able to have one of their club member's cars on exhibit for a month. It will be a monthly story featured on KUSI television news. Something to look forward to seeing, Very Cool!

It was great to see our newest member attend the meeting, Eric Hokanson. He is a chef and owns a 1947 Ford Super Deluxe. Welcome Eric!

There are a couple of events you should mark on your calendar, besides the July 8 Celebration:

June 12 – for those that are looking for a long drive – Jay Russell of the SoCal EFV8 Club is organizing a driving tour through the huge Leisure World retirement community in Seal Beach. He has invited a couple of Early Ford Clubs and the Model A & T Clubs. It should be interesting! Call Jay @ [818 203-7001](tel:8182037001) for more information. Please let me know if you are going to attend.

June 19 – Drive your V8 Day – We are putting final plans together for the day. We will send out an email announcement with the details of the Drive your V8 day event...Stay tuned!

June 30 starting at 3:00PM – El Cajon Cruise – It is our annual meet-up at the El Cajon Cruise. We have all of Orange Avenue reserved for our Club! If we have more than 10 cars in attendance, one of our cars will receive a trophy!

That is all for this month. Enjoy June, it will be a great month! Go on, drive that old Ford!

——Best Regards, 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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Tour Co-ordinator - **Monthly**

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Check
out
Page
13
and
14



It's Us Again!

May 19, 2021- The SDEFV8 Club actually held our first regular meeting since the Pandemic shutdown-aka: The Break. There was Prez Joe Valentino at the Helm, Vp Dennis Bailey, Treasurer Ken Burke, Secy Bob Hargrave, Programs, Bill Dorr, Accessories, Ray Brock and Judy Grobbel, Fan Editor Tim Shortt, Webmaster Rick Carlton and v8 e Blasts, Sandy Shortt.

Plus one new member, Eric Hokanson, who has a 47 Ford Club Coupe. 20 other Club Ford regulars filled the seats. It was Great to see everyone.

Joe led us in the Pledge, outlined the meeting agenda and introduced The new Auto Museum Director, Lenny Leszczynski, who welcomed us all and announced that the upper mezzanine has officially been named 'The Ray Brock Hall of Fame' in honor of Ray's generous donations and tireless restoration work over the years at the Museum Shop.

Ray donated a 1932 Ford Carburetor to the museum. In his words the problem Carb was a worthless mistake by Ford.

Both Dan Prager and Bill Lewis were recovering from surgeries and using walkers, and actually

Needing to use the new Elevator.

Looking for ideas for Future Tours.



Guess Who this bearded guy is?



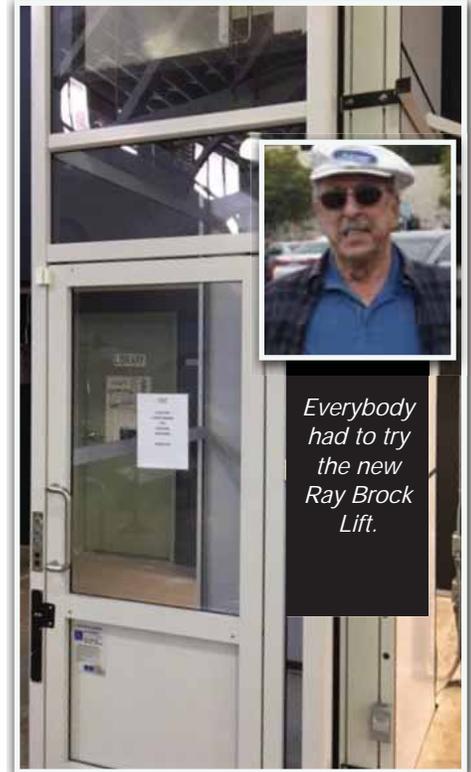
Jim and Rick



Mary and David,



Lenny Dennis



Everybody had to try the new Ray Brock Lift.



Calvin, Ray... and Joe, Still our Leader



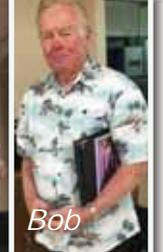
Dan and Susan



Tim,



Ray,



Bob



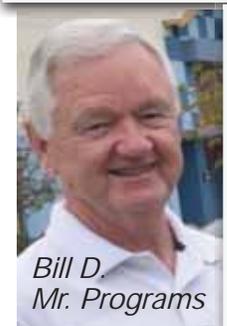
Sandy Cheryl, Maureen, Sue



50/50 Drawing - Cheryl Westra wins



Joe (with beard) Paula, Sandy @ new entrance to Museum



Bill D. Mr. Programs



That Bearded guy again



Ken, Bill, Jim, Calvin, Sandy & Cal

V8 Tours and stuff SDEFV8- Back in Business

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

June Club Anniversaries

Gary & Karen Walcher	52 yrs
Dixie Showalter	50 yrs
Louise Croff	27 yrs
Dan & Bonnie Krehbiel	27 yrs
Robert & Rhea McGehee	8 yrs

Sunshine Judy reports:

Ric Bonnoront reports that his wife Billie, is suffering from Dementia. Joe & Paula visit with flowers

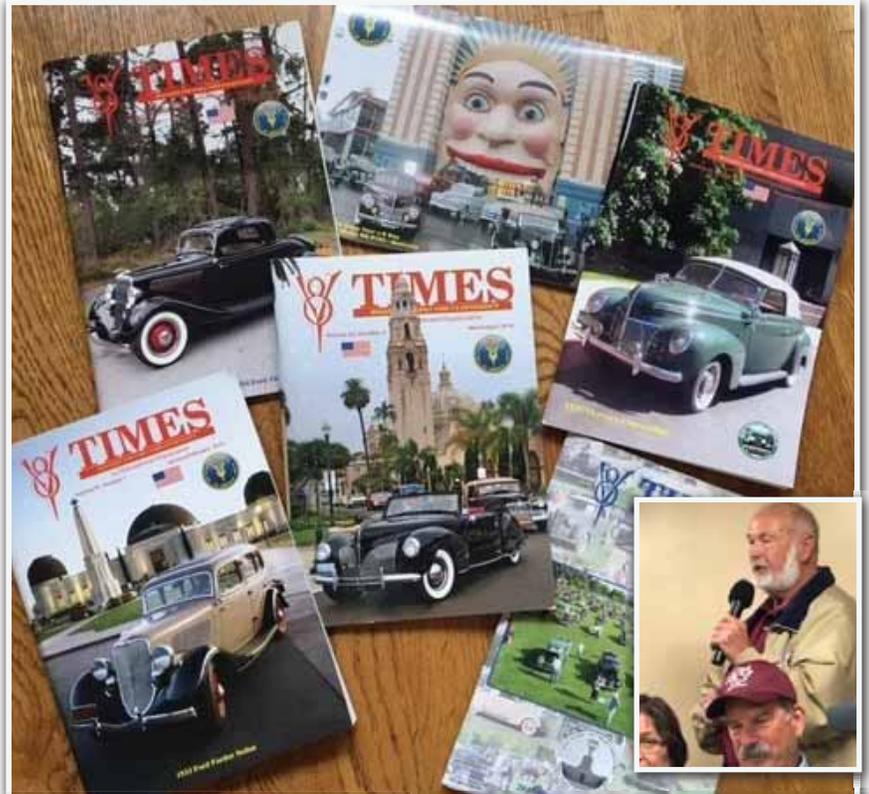


Former Prez Bill Lewis is recuperating from a major heart problem. His doctor determined Bill was right on the brink of an attack.. and sent him into emergency surgery - a 10 hour operation and is home now just beginning a long healing process.



Wow, Jerry Windle is Retiring.

After years as editor of RG19 FAN Newsletter and over 25 years of excellent work as editor of the National V8 Times, plus being the Key man on fund raising for building the V8 Museum, Jerry is stepping aside. His dedication and leadership in the National and RG 19 Club has been recognized again and again. Great work, Jerry. Many thanks.

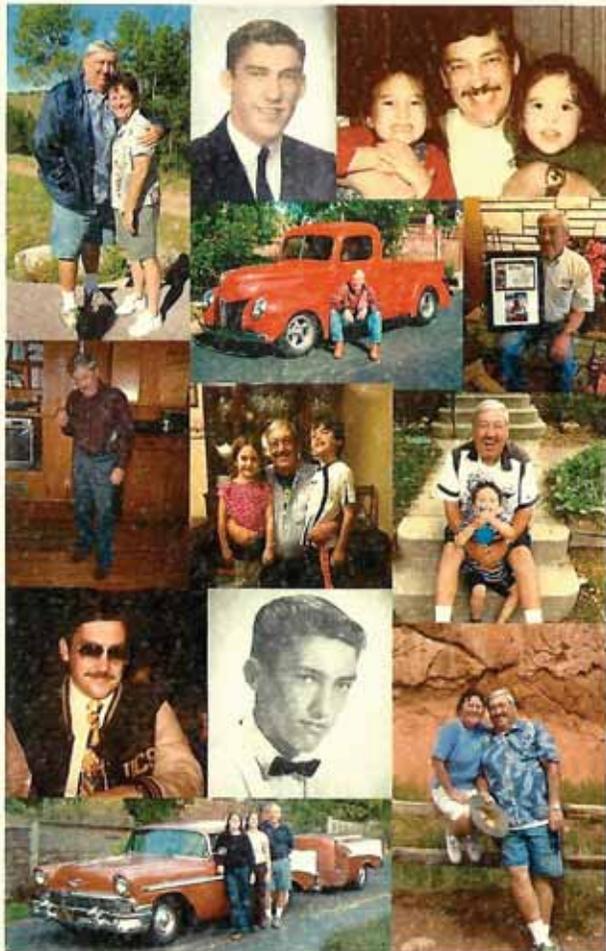


March 31, 1932. Henry Ford introduces the Flathead V8. The most popular Ford ever built.



The Ford Flathead V8 was unveiled to the general public on this day in 1932. While the V8 itself was not new, the way that Ford manufactured it, as a single cast block, and made it affordable to the masses in the Ford Model 18 was. And it ushered private motoring into a new era. Having long produced a four banger for the Model T and its variants, it is said that Ford first tried to build a 6 cylinder engine to compete with Chevrolet, but numerous problems brought the project to a halt. Henry Ford then pushed development of an affordable V8, framing Ford as an industry leader, not a follower.

OOOPS... Problems right away...there were so many stories of overheating and leaking oil issues, it became obvious the V8 wasn't ready to be released. Ford recalled nearly all the first V8s, fixed the problems and quietly reintroduced the motors. The '32 body design and V8 potential captured the soul of collectors everywhere and has remained the most popular Hot Rod of all time. Entire clubs and shows are strictly '32. The 50s song Little Duce Coupe still tops the vintage charts. Values on '32s are through the roof. The most recent DUCE DAYS in Havasu was a sell-out- over 350 '32s made the trip just to show off...



Joseph J. Vidali, Jr.

February 8, 1945 - May 15, 2020



Memorial: May 14, 2021

May 14, 2021—A memorial service (delayed by the Pandemic) for Joe was held behind the Auto Museum.

Speaking at the Service were Candy, Joe's two daughters, and v8 Club Member friends—even a note from Joe's first wife and mom of his daughters.

Joe was remembered for his history, his sense of humor and serious dedication to do things right. As you would expect, there were humorous stories and genuine sorrow expressed.

After the service, the recently renovated Auto Museum was open to the group at no charge.

Unsanctioned Cruise. Ray Leads, We Follow— well, most of us...



So... After 75 miles of steep, twisting mountain roads, Walter pulls into The Pine Valley Ice Cream place, and his faithful pickup...wont restart. Ray, Dennis, Rick, Bob, Bill—all had their way with it, checking Battery, Starter, connections, Fuel, etc, etc—No luck. We go to lunch. An hour later we come back and the truck starts right up. Everybody takes off up the hill to the freeway, including Walter and Grandson, John, waving and smiling, heading for the final 30 mile leg home.

Luckily Bob Brown, Sandy and I took our time finishing our ice cream before pulling out—then Walter and John come coasting back, waving, but not smiling... “She died and won’t restart...again”. Called AAA for a tow. (Note:- forgot to take a photo so I faked it).

The good news was that the turnout for the unsanctioned ride was good. The ride was beautiful...except for poor old worn-out Jacumba in ruins. But then the picnic in Pine Valley was great. Thanks to Ray and Judy for planning it all for the rest of us.



Note—Ken Tibbot showed up in a new-to-him Rare 1950 Crestliner Ford—(Always thought the first Crestliner was 1951). It was running good, but having a grinding issue getting in gear.. once he shifted out of OD he was OK.

And Walter sends me this Up Date this morning...

Ok guys,
I go to the nursery about 10:00 this morning. Put the key in flipped the switch and she started right up and ran smooth, like it usually does. And it cranked over well. Now I’m afraid to drive it in the Midway area traffic. I think I will buy a modern 6 volt coil, I’ve never done anything with the coil, ever, I’m thinking it is probably from the ‘40’s.—Thanks for all your “Brain Power”—Walter





Overall a good ride, beautiful scenery and it was great being on the road again with our old gang.

Good Warmup for the next one.
Thanks Ray —TS





When a Master wooden boat Builder makes a hot rod, you get this 1931 Ford Model A Highboy V8 Roadster

By [Terry Shea](#)

Mahogany, oak, and poplar are not the sort of sources most people think of when getting parts for a 1931 Ford Model A highboy roadster build. But most hot-rodders don't have "a long history of award-winning wooden boat restorations" either.

This [1931 Ford Model A highboy roadster](#) currently offered on Hemmings Auctions appears to be the fruits of labor of a master class on woodwork, a veritable Chris-Craft for the asphalt.

The results of that master craftsman's work, however, truly speak for themselves. One of the great aspects of the hot-rodding hobby is the idea that a builder is creating something unique. While every hot rod probably is unique in some aspect, we've certainly seen plenty that meet a certain formula. This car? We're pretty sure the "unique" label qualifies here.

It's got all the right hot-rod mechanical bits, too, with a later flathead V-8 that features Offenhauser heads and an Offy twin-carb intake—topped with a wooden air cleaner housing, too, for good measure. The engine install looks as clean as the rest of the build.

Why not take a look at the listing over on [Hemmings Auctions](#). Get lost in the grain. Drool a little. Then tell us what you think. There aren't many 1931 Ford Model A highboy roadsters quite like this one.

From the listing:

Ford made woodie station wagons in 1931, but not woodie roadsters. That didn't deter the builder

of this one-of-a-kind custom mahogany highboy 1931 Ford Model A Roadster street rod. The builder has a long history of award-winning wooden boat restorations, so those skills were used to fabricate this unique Model A Roadster. To say that a wooden Model A street rod attracts attention is a huge understatement.

The accompanying photos show some of the intensive fabrication work that went into building the wooden body. The seller states that only the choicest mahogany was used for the "hero" planking. Choice white oak and poplar were used to build the underlying framework. All the mahogany planks were precisely cut to match grain patterns. Traditional vintage boat construction techniques were used, but with modern adhesives and stainless steel fasteners. Time consuming hand sanding was performed between all twelve coats of satin Swedish Epiphany marine varnish.





HEMMINGS MOTOR NEWS

Can you spot all the different influences on this 1935 Ford custom car once known as the Duck?

By [Daniel Strohl](#)

When Danny Ramm first saw the Duck in 1973 or 1974, near the newly opened Royals Stadium in Kansas City, it sat in a patch of tall grass and weeds, neglected and nearly forgotten. Plenty of people probably passed by it on game days, more interested in finding their seats before the first pitch than in some old, abandoned car. But not Danny.

"Right after I identified it, I then moved to Tennessee and the car disappeared," Danny said. "But I drove truck at that time, so anytime I passed through Kansas City, I put up flyers around town to try to find it again."

The flyers paid off: Sometime later, he got a call from Doug Thompson, [who'd been building custom cars in Kansas City](#) since the late Fifties. Doug recognized the car in the flyers because he'd built it for the show car circuit. Even better, he knew where the Duck, as he called it, had disappeared to.

"He told me it was stored in a barn and had a mannequin sitting in it," Danny said. "I told him I'd like to build a replica and needed measurements, so I asked him to put me in touch with the new owner."

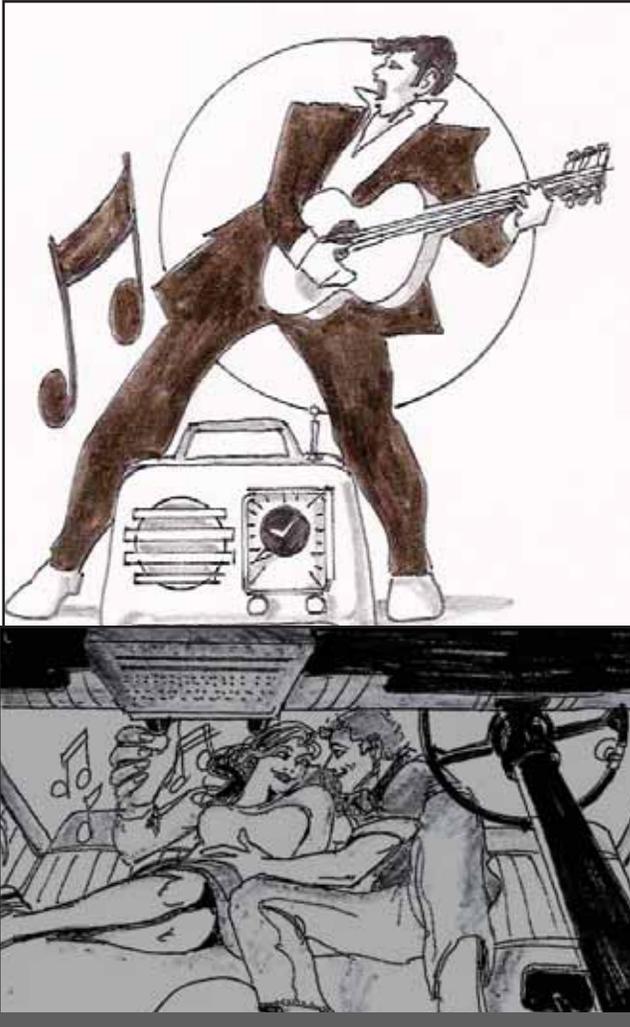
Thompson did Danny one better: He arranged for the then-owner of the car to sell it to Danny, who's now had it since the early 1980s.

What Danny didn't get with the car, however, was a drivetrain or any solid information on exactly what Thompson did to the car. He sectioned it, obviously, and Danny said Thompson shortened the wheelbase by about nine inches. Danny also recalls that the car had a Chevrolet 350 V-8 in it at one point. But that's about all he knows about its history.

Danny has no plans to sell the Duck, even though he's now realized he'll never get around to restoring it to the way Thompson had it originally. However, he'd certainly like to determine what other cars may have contributed parts to this custom.

We'll leave the partspotting to the readers, but we're rather curious about the four-lug rear wheels with short rear tires and the five-lug fronts with taller tires, similar to another radical and unidentified custom car from about the same era, which Ken Reiger spotted in the Pacific Northwest and which we covered [Lost and Found](#) in the [January 2021 issue of Hemmings Classic Car](#) (see above). We don't see enough room in back there for a Volkswagen or Corvair engine and transaxle, which would be a likely explanation for the mismatch. Did somebody along the way nab the car's original five-lug rear axle and replace it with this less desirable one to allow the car to remain a roller? Makes sense, given how the rear wheels and tires don't nearly fill the wheelwell. Or was that how Thompson built the car?





Rock On Down The Road.

Back in the day, the easiest way to take the music with you when you left the house was in a car. Portable radios were around for the beach and picnics, but it seemed they always needed batteries when you needed the music. Plus the car radio was part of the car that fit your personality. It was a package; you, your tunes and your car.

Today's drivers can suck music and information in from an endless number of AM, FM and satellite-based stations. They can play hundreds of songs from CD stackers in their trunk and thousands more from an iPod, no bigger than a box of Chicklets, plugged into their 14-speaker quadrasonic surround-sound system.

In earlier, simpler times, a car's wood-grained dash housed a factory-installed 6 volt Philco or Motorola vacuum tube AM radio that you controlled by turning ivory colored knobs. The reception was sketchy, stations faded in and out when you turned the wheel, and the programming was heavy on big bands, crooners, and novelty songs.

The radio in my 1950 Ford Convertible took about 30 seconds to warm up, casting a dusty glow and comforting hum. There were three settings for sound quality: treble, base and, my favorite, mellow. The few moments it took for the radio to fill the single six-by-nine inch speaker with sound didn't seem long, but reassuring. The music slowly faded up, gathering strength and volume as if it was coming through the long dark tunnel of the past into the daylight of the present.

My generation tuned to the forbidden and dangerous late night Rhythm and Blues from the progressive big city stations in Los Angeles. Church ladies, censors and office-seeking moralists warned that the devil was calling through the relentless beat of that "Jungle Music" and commanded us not to listen. There is no surer way to

land a teenage audience than to tell them something's not for them. I remember pulling a table radio under my covers late at night so my parents wouldn't hear me listening to the Forbidden Music. All that parental worry about their kids getting sexually worked up to a good beat was wasted energy. We were already worked up.

In time, the sensual rhythms and relentless beat of the Blues fused with Country Western guitar licks to become Rock 'N' Roll. Every afternoon, kids across the country danced in their living rooms to "American Bandstand" on the black and white TV. When "Rock Around The Clock" was used as the opening song to the movie "Blackboard Jungle," a dam broke. Rock 'n' roll was mainstream, and a tsunami of hormones soon swamped every teenager on the planet.

The world shook to the melodies of "Blue Suede Shoes," "Tutti Fruitie," "Hound Dog," "Blueberry Hill," "Whole Lotta Shakin' Goin' On," "Party Doll," "Great Balls Of Fire," "Good Golly Miss Molly," "Shake Rattle And Roll," "Queen Of The Hop" and thousands of other tunes.

The fact that many of those hormones were expended in cars, both moving and parked, inspired hundreds of songs like "Little Duce Coupe," "Hot Rod Lincoln," "409," "Maybeline," "No Particular Place To Go," "On The Road Again," "Mustang Sally," "Leader Of The Pack," "Head Out On The Highway" and "Freeway of Love" to mention just a few. Thanks to those songs – plus lesser-known tunes like "Two Dollar Ford," "Bucket Truck," "My Amazing Chrysler," and "Road Kill on the Highway of Love" – a new generation of sit-down dancers was born. Carloads of kids bounced to the beat on car seats all over town.

My car radio was always turned way up and set on full base for the Top 40 countdown. The car's passenger compartment is a perfect sound studio on wheels. The melodies and rhythms resonate around the inside curves while the suspension even seems to catch the beat. Music makes any ride seem faster, smoother, or more fun. And with the mere turn of the dial, a peppy two-seater could become a romantic lair. In my hormone impaired mind at least.

Excerpt from Tim Shortt's book, "Chasing Cars (And avoiding Infidelities)"



New to us
1948 Ford Club
Coupe



1974
911 Targa
Porsche



1972
MGB
With
Supercharger



1965
Austin Healey
3000



1936 Ford
Tudor
Humpback

Gotta Love 'em..

My 1954 Singer (think MGTD with a tiny back seat), is not the best first car. It had right hand drive, mechanical breaks, no side windows, it was unsafe at any speed and was a blast to drive. That car set me on a path to a string of British and German sports cars with a smattering of old American iron, '41 Chevy coupe, '55 Chevy and more currently a '36 Ford humpback tudor, and a '48 Ford coupe. Recently Mary and I went to Pleasanton, CA to look at the 1948 coupe. It was a beauty and in great condition, so we bought it. I thought that we could drive the untested 73 year old car, modern drive train, back to San Diego; It would be an adventure, it probably would make it. We spent the night at the Rose Hotel in Pleasanton, they have a covered garage, so after checking, in I went out to move the Ford into the garage, it wouldn't start, we'd driven two miles so far.

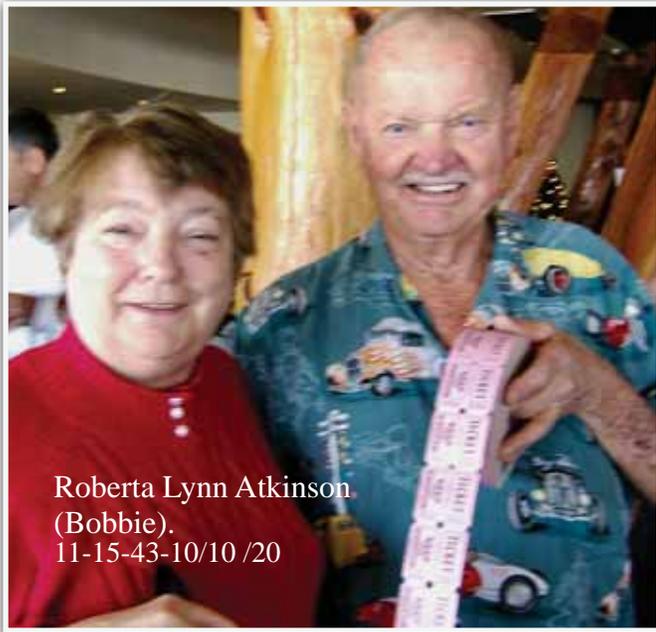
I called the seller, we fiddled, he called his mechanic, we fiddled some more and got it started. Easy fix really, the key turns the opposite way of my '36, silly mistake. We took off the next morning, we were going to stop in San Louis Obispo, four miles to go we ran out of gas, the gauge said 1/4 full, now I know where empty is. We called AAA, got gas and filled up in Obispo. I thought that the two minor mishaps were great fun, part of the adventure, Mary thought I was crazy and let men know what she thought in no uncertain terms. That's the beauty of owning and driving old cars, your wife can be certain you are crazy and you can have an adventure.

—David Cuzick

We've all had affairs.... Those European babes were just too cute. I toyed with a couple of MGBs and two Austin Healeys, but they seemed to shrink after only a couple of weeks—couldn't carry anything bigger than Bird Cage and of course no back seat. Turns out there is a difference between love and lust.

I've always come back to a Ford. —TS





Roberta Lynn Atkinson
(Bobbie).
11-15-43-10/10 /20

My wife, Bobbie died in a nursing home from Alzheimers. She had two daughters Julie and Katie, six grandchildren and one great grand daughter. She worked in the mortgage business. She was a vice president running an office and over seeing several other offices.

I met her at Cajon Speedway. She worked in the photo booth. She told the photographer to take lots of pictures of my car as I was a good customer.

She liked all kinds of racing - short. track, nascar and off road racing. She loved all kinds of cars.

We were at Riverside Race Track for the Grand National. She was in the pits. Our driver told her to go to the Woods Brother's pits. When they saw her coming they closed the hood.

We were at Daytona for the Grand National 500. She was on top of our truck taking times for Mark Stone. A couple of drivers asked if she would take times for them.

She called her office from the track. Richard Petty's car was next to the phone booth three feet away. The man at the office asked her where she was. She told him she was in the pits at Daytona. He said "no way". At the time Richard Petty started his car and raced the motor, she opened the phone booth and held the receiver down. The guy said "Ok, you ARE there!"

During the Baja 500 and 1000 she was with us in the chase truck. Mark was driving the pit truck with all the parts and gas - but had no way of knowing where the pits were. Bobbie's job was to stand in the middle of this race course. When mark was coming, he would honk the horn so she knew he was coming and wave her red

hat and point. He would lock up the brakes and slide into the pits.

We moved to Kentucky for her job. She was a VP for Countrywide, wholesale division. She came home from work and told me she saw this roadster in town. I went to look. It was a rough car but the price was right so I bought it. Didn't matter that I already had a radical Baja bug that I had built.

When we moved back to San Diego she told me we were going to Escondido. I asked why, she told me to shut up and drive. We went down a road. The garage door was open with a '38 chevy coupe. She told me that was my Birthday present.

A while later we were at an antique car swap meet. On the way out we saw a '40 Buick sedan. We looked at it and bought it. One day she called from work. She said I saw the cutest car. "Buy it!" I said "Can I look at it first?". It was a 1940 MGA 4 door sedan. It looked good so we bought it. It was a right hand drive. She was scared to drive it. She saw a 1923 Model T Speedster for sale. She said let's go see it. We bought it. She wouldn't ride in it with me, because she didn't trust that 3 pedal set up and the hand throttle.

When I would look at a tool or equipment she would say "You don't have one of those". I would tell her "No, I don't want it." I looked at a car lift. The same story — I bought it.

Bobbie became a VP With Countrywide Home Loans and when they had a National Convention in San Diego they rented the Aerospace Museum. Bonnie's boss was CEO Angelo Mazilo. I picked him up from the airport and drove him around town in my Flathead powered '53 Ford sedan. The one with the Flames painted on the hood. Later, at another convention I met Angelo again. He remembered me and greeted me with "Hello Carl!"

Later he asked Bobbie. "Who is the man you work for?" She answered, "He was a Regional Vice President." Angelo didn't know his name, but remembered Me and my '53 Ford with flames on the hood. Years later I blew the motor and went shopping for another. (See page 16 for the "Mice" story)

We had a good life together for forty years. Our whole life was around cars. We were very active in the Over the Hill Gang, SD. She started the Little Mr. Streak and Mr. Hot Rod. We put on a Mother's Day breakfast.

Chorizo and carne asada, also a red rose for the ladies. We served about 200 people. We did this for about ten years.

Our favorite vacations were thru the Indian Reservations in Arizona and New Mexico. She loved Chicano dolls. We have a large collection of them.

She also collected bisque figurines, mostly pre 1900.—*Carl Atkinson*



Soap Box Derby 2021



Riley in V8 Blue Car Comes from behind to WIN!...again



On The Ramps- Rarin' to go...



The competition lineup



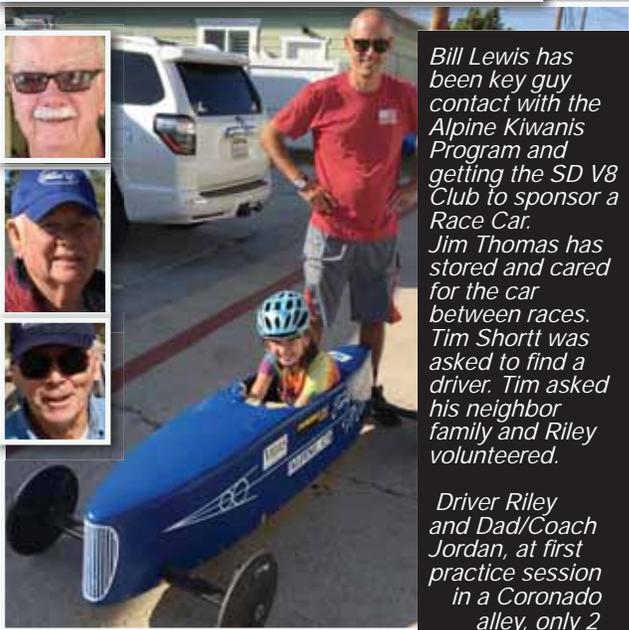
Soap Car in Truck at Car Show-draws crowd



V8 Soap Box Driver, Riley Takes First and will go to Akron, Ohio for the National Race & celebration!



New friends by end of day.



Bill Lewis has been key guy contact with the Alpine Kiwanis Program and getting the SD V8 Club to sponsor a Race Car. Jim Thomas has stored and cared for the car between races. Tim Shortt was asked to find a driver. Tim asked his neighbor family and Riley volunteered.

Driver Riley and Dad/Coach Jordan, at first practice session in a Coronado alley, only 2 weeks before race.



Icy cold 8am morning weigh-in

The Soap Box Derby has been held annually since 1934. Originally it was a race of boy-built cars. The first 1934 race was held in Dayton. In 1936 it moved to Akron because of its central location and hilly terrain. Each year, with the exception of the time around WWII, youngsters from all over the US and several foreign countries have come to Akron with the racers they have built and driven to victory in their home towns. The goals of the Soap Box Derby program have not changed since it began. They are to teach kids the responsible spirit of competition.

Before the race there was a Pledge of allegiance to the flag, we were welcomed by three dolled-up Teen-Age Princesses from surrounding towns and the Race Director Greg Fox, who made a terrific speech right to the kids about the value of this small town competition and the chance to be recognized nationally.

Now days the cars are not built by the competitors, they are Pro-Built to be Just Alike. Most are owned by The Kiwanis Club. The V8 Club owns and maintains our car and pays the entrance fee.

Scoring The races is complicated. There are two Lanes, a launch ramp with a connected release that sends both cars off at the same moment. It's one car per lane for the length of the course.

Then the same two cars race again, but on opposite lanes and with their wheels exchanged to prevent any secret modifications.

Timers at the finish line relay times to the Race Director.

This process is repeated all day until all racers have had their runs.

The times for each run are recorded and added up as the day goes on. The winner is announced at the end of the last race.

Trophies are handed out and the overall winner is told they'll be going to Akron for Celebrations and the Big National Race for winners from towns all over the country.



First Place Trophy nearly as tall as Riley



V8er Jim Thomas, Dad Jordan, Riley and Kiwanis Race Director, Greg Fox make plans for July trip to Akron for the National Race & Celebration



Local Alpine Queens & Race Director Welcome Racers



**SDEFV8 General Meetings- Auto Museum,
Balboa Park-~~MEETING MAY 19 !!~~**

Ford V8 Swap Corner...

SDEFV8 Club c/o

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

619-851-8927

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 858-776-6508.**



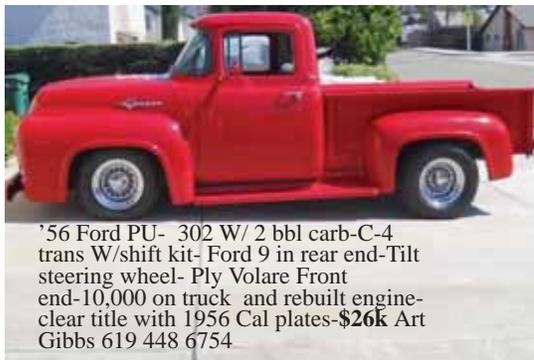
'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then HarrahMuseum. Good condition. Side-mounts, Luggage Rack. Runs great. New lower price...**\$83k . Dixie, 619-677-8922**



1931 Ford Model Victoria Leather back. Rare production Victoria Leather back Starts and runs has not been driven on the road in about 3 years . \$12,900 obo. Any questions Call **928-710-7566 i39i38@yahoo.com.**



1934 Ford Cabriolet, Fiberglass Body, custom chassis, Mustang II front end, 4 wheel power disc brakes, 350 cu. in., 700 overdrive, new Vette independent rearend, Walker radiator with electric fan, Weber carburetor, new starterand battery, new chrome bumpers and brackets, new paint,new tan leather interior, including trunk, power windows and trunk.Registered as a 1934 Ford. \$29,000 obo. **projectmikes@aol.com**



'56 Ford PU- 302 W/ 2 bbl carb-C-4 trans W/shift kit- Ford 9 in rear end-Tilt steering wheel- Ply Volare Front end-10,000 on truck and rebuilt engine-clear title with 1956 Cal plates-\$**26k** Art Gibbs 619 448 6754

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

1936 Ford 5 window coupe-Columbia rear - LeBaron Bonnie interior RB trans-Clock-Radio All Ford steel Beige body. Brown fenders LB engine **\$33,000 or best Tom 714-998-4528**

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

'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver-needs minor stuff. .**\$20 Ken Van Wormer 619-302-5714**



Kwik-Lift For Sale. - Adjustable Length 13'-3" to 14'-9"- Adjustable Width- 5,000 lb Capacity. 20" Creeper Clearance Under Ramp. Cost New = \$1,499 + Tx and \$495 Shipping, **Asking \$800 OBO.**

'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 Paul Alvarado



'37 rust free- v860 Fordor. New paint, chrome, interior. New motor. Tires, brakes Very clean. \$24k OBO -Dr. Tom Sytko 619-829-1678

FOR THE SERIOUS MECHANIC. I have three bare V-8 blocks. I don't know the condition of them. I also have four crankshafts including a Mercury one. In addition, I have some heads and various other engine parts. I'm asking \$1,000 for everything. You pick up and load.

1952/53 TRANSMISSION WITH OVER-DRIVE. Rebuilt. Bought several years ago. Still in crate. Cost over \$900. Asking \$550. Pickup only.

JERRY WINDLE (619) 283-8117 E-MAIL: jwwindle@cox.net



'47 Merc Steering column w/ Ignition switch & key \$150. And Trans Case with side plate. \$60. Should fit any flathead V8. In storage 29 yrs. Jim Hallsted 858-672-0167

'47 Merc Coupe- Orig Barn Find. Solid, Rust Free-Complete. Columbia Rear, Motor stuck. Clean Calif Title. Car in AZ. John 928-710-7566

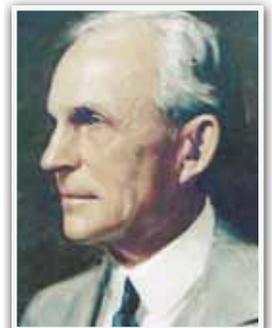


My Truck load of
Anti depressants
has arrived.

FORD

About last months article on Ford NOT WASTING ANYTHING: Ford had a company to build his transmissions, and the shipping crates were actually the Model T floor boards.

About last months story on mice: I had a very good experience with mice. I blew the engine in my '53 Ford. I found an ad for a '59AB complete engine. The man told me it was rebuilt about ten years ago and was now sitting in his garage. He had been turning it over so it was not frozen. His son had it rebuilt with new parts. I told him I wanted to pull one head off. If it was what he had said, I would buy it.



I pulled one head. It was a brand new cast iron head. The pistons and valves looked new. I bought the engine. I wanted to put on a dual manifold. When I pulled the valve cover it was was completely full of a mouse nest.

The engine had a one inch vent tube parallel with the bottom of the pan, the tube ended in the intake valley. Perfect house for a mouse. I pulled all the mouse trash out of the valley, but then thought I'd better check the pan. The pan bottom was covered with all kinds of bugs. —*Carl Atkinson*

