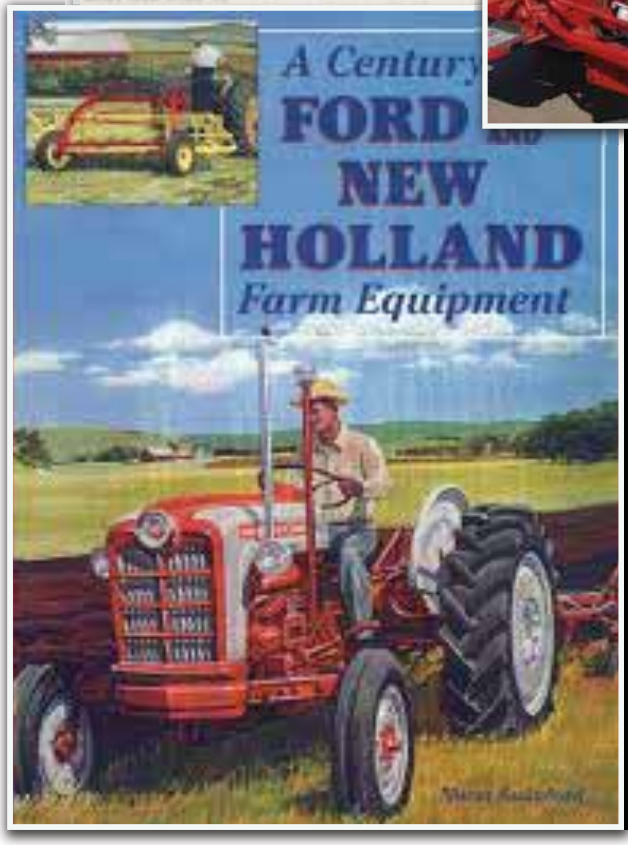
VOL Mar/ 21

THE Ford FAN

DEDICATEDTO TO THE RESTORATION & PRESERVATION OF 1932–1953 FORD MOTOR CAR COMPANY VEHICLES



If you like Girls & Tractors, go to page 4, 5, 6 & 7

Prez Sez

Greetings New Year Early Ford V8 Club Members of San Diego!

With the arrival of March, we have successfully navigated one year of the Covid-19 pandemic. I hope you and your families are all doing well and getting on with life in a way that balances quality of life, your safety and enjoyment. Even though we have not been able to get together as a Club for monthly meetings or close-contact social events, the Ford Fan Newsletter and the V-8 Times made me feel connected to the club and prevented the pandemic from killing the old-car joy for me. I continue to work on and drive my old cars as I usually do. I appreciate, even more since March 2020, the work that Tim Shortt does on the Fan, Jerry Windle does on the V8-Times, and everyone that contributes content to those periodicals. Another hat-tip to them all!

Once the lockdowns are lifted and the pandemic is more under control, I know I will be more appreciative of the little things that might have been taken for granted before March of 2020. I certainly look forward the first monthly Club meeting, when we are finally able to get to have one. Hopefully when we meet as a Club once more, we will be able to resume our meetings at the San Diego Automotive Museum, which arguably is the coolest place to have car club meetings. There have been changes occurring to the area around the Automotive Museum and to its interior. We will need to wait and see if that venue is still an option for us.

At the Club's national level there is work going on to keep the club viable and vibrant. You can look for the announcement of the "2021 Membership Drive" contest in the V8-Times. The contest was planned to kick off one year ago, but the nasty virus caused it to be canceled. The contest is to run from May 1 to July 31. Check out the advertisement for it in the V8-Times, there is a $1,000 prize for the three winning regional groups. Let's win this!

The National is also looking at how national meets are currently planned and managed, from the perspective of the burden placed on the regional groups. The thought is if a chunk of the work and financial risk of hosting a National meet, such as event planning, contracts negotiation, and at-risk funding, is shifted to the National Club, there then may be more meets happening. If that shift in the planning of meets happens, the regional groups would still be involved to provide event support and ensure that the meet has the "flavor" of the region in which it's being hosted. It's just now being considered, but I'm optimistic!

There is also work being done to find a back-up and eventual replacement for the V8-Times chief editor. Currently there is no succession plan in place for the editor and we want to have the magazine continue as the excellent publication it has been, for years to come. If you, or someone you know or you know a company that has the skillset to fill this paid position, please let me know at joeyv@pacbell.net . Our current editor is not going anywhere, we are planning for the future!

That's all for now. Remember your car is in the garage waiting for you, have a great month!

——Best Regards,
Joe Valentino

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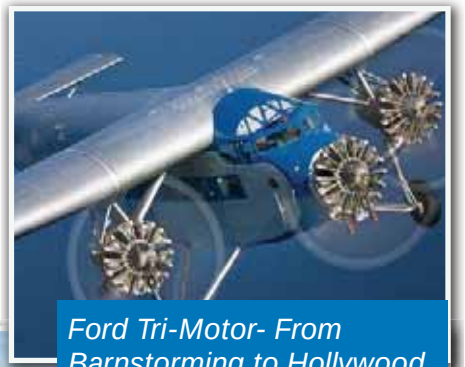
The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and article submissions are welcome. Please send materials to the Ford Fan % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair, 3558 Bentley Drive, Spring Valley, CA 91977.



Ford Tri-Motor- From Barnstorming to Hollywood

Thanks Hooshire V8 Views

Many of the very early cars were not painted at all and the rest were brushed or dipped with black or gray varnish. They were hand sanded between coats; probably as many times as needed. The process took as much as a week.

Ford actually offered 4 or 5 colors between 1908 and 1914. I read somewhere that there was a $25.00 up-charge and, of course, a longer wait. Over thirty types of black coatings were used depending on which part was being painted.

From 1914 until 1925 it appears that FMC did not offer colors. During this *black era* Ford used it's own alkyd baking enamel and was able to assemble T's at the rate of one every 90 minutes. The paint was dry in less than a day.

In 1926 the spray gun was invented by a doctor named DeVilbiss. In 1923 DuPont had formulated nitrocellulose lacquer which sprayed nicely, dried quickly, and cost less than baking enamel.

With a spray gun and Duco lacquer things changed almost over night. Custom paint shops sprang up every where. In 1925 Duco sold a million gallons at $5.00 per gallon.

Being a former paint man I can really appreciate this: It was very difficult to maintain color consistency from one factory batch to another and even harder to match the other man's color. By the year of the first V-8, American companies had 11,500 different colors in their inventories and some of them had never been sold.

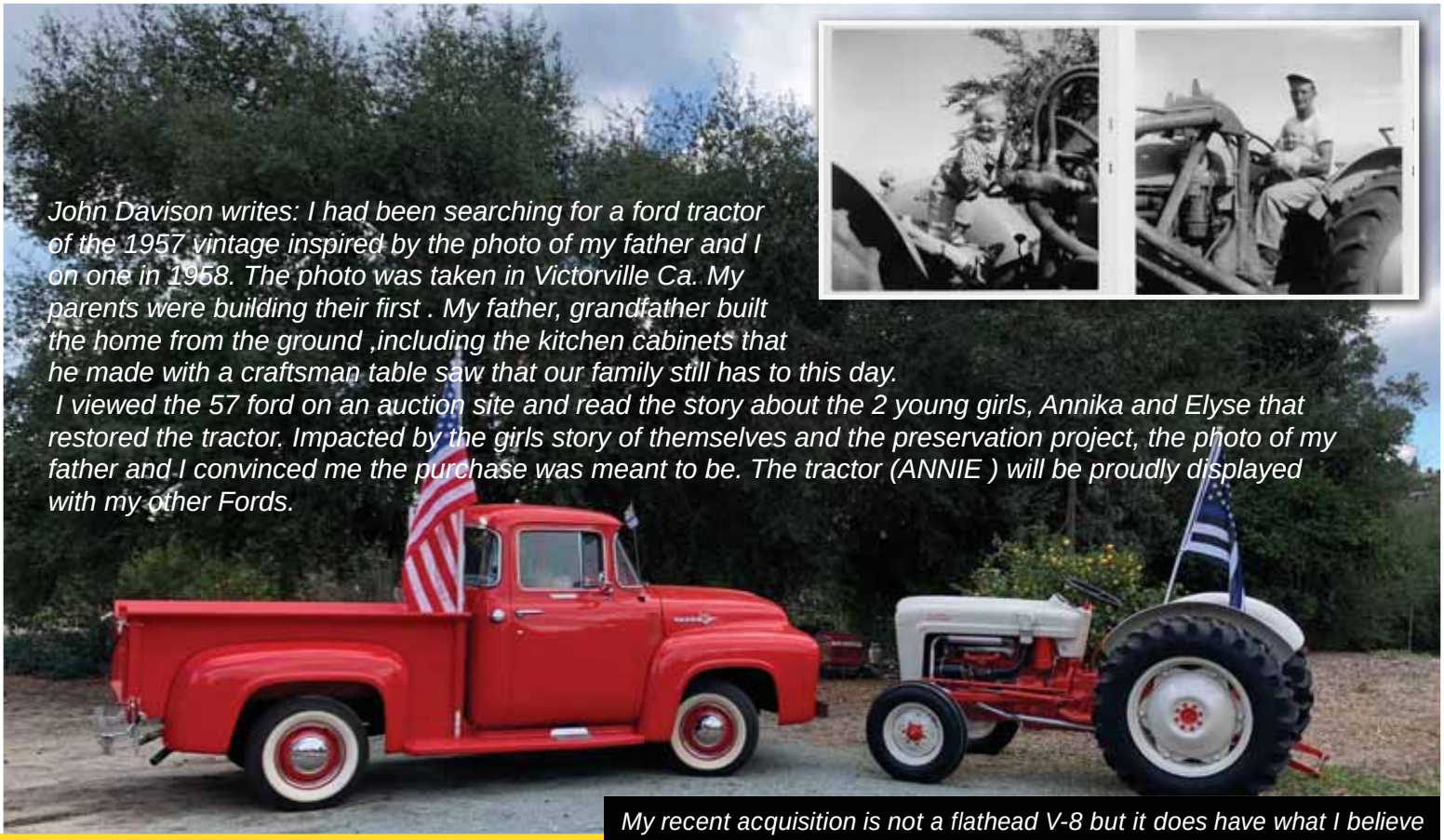
In 1933 Ford introduced a synthetic enamel made from soybean oil. This paint offered superior durability and gloss retention. It was color fast, easy to apply, non explosive (as opposed to lacquer), and less expensive to manufacture. It took 15 pounds of soybean oil to paint a car *and* guess who was the largest soybean farmer in America.

The Great Depression was now coming to an end and Americans were in the mood for bright colors. The two-tone paint schemes (body & fenders) were a big hit at the Chicago Worlds Fair Three years later sales were still sluggish and in 1936 Ford ran a Spring promotion featuring "Easter Colors." It was so successful that they did it again in '37and '38 adding the two most popular colors to the year's customer choices for deluxe models only.

We are now at the "Dawn of a new day". That was the '39-'40 Worlds Fair where Ford introduced the new Mercury and the two tone body colors.

Foot note: In 1937 black was the 4th most popular color in the automobile industry.

—Thanks Hooshire V8 Views



John Davison writes: I had been searching for a ford tractor of the 1957 vintage inspired by the photo of my father and I on one in 1958. The photo was taken in Victorville Ca. My parents were building their first . My father, grandfather built the home from the ground ,including the kitchen cabinets that he made with a craftsman table saw that our family still has to this day.
I viewed the 57 ford on an auction site and read the story about the 2 young girls, Annika and Elyse that restored the tractor. Impacted by the girls story of themselves and the preservation project, the photo of my father and I convinced me the purchase was meant to be. The tractor (ANNIE) will be proudly displayed with my other Fords.

My recent acquisition is not a flathead V-8 but it does have what I believe to be an inspirational/ interesting back story. Read all about the two girls who the did this beautiful Restoration. Pg 5, 6, 7.

TOURS Not Happening

March Anniversaries
3/11 Rick & Sheryl Carlton
3/26 Dan & Cathie Robertson

March Birthdays
3/04 Diane Thomas
3/13 Louise Croff
3/15 Sue Houlihan
3/19 Jim Miller
3/23 David Cuzick
3/25 Bob Hargrave
3/25 Carl Atkinson
3/29 Ric Bonnoront

March Club Birthdays

Russell & Marty Ries	26 yrs
Don & Narelle Pettee	6 yrs
Dan & Cathie Robertson	1 yr

Sunshine Judy: Joe Valentino reports: It is with great sadness that I inform you of the passing this Saturday morning of Sandy Hurlburt. Sandy and Jim are long time San Diego and Palomar Mountain V8 Club members; you couldn't find nicer people than the two of them. Both contracted Covid 19 and fortunately Jim recovered, sadly Sandy did not. **Despite some good news re Covid spread, it's still with us - still killing people we know. Don't let your guard down. Mask Up, Wash Often and Keep Your Distance.**

V8er John Davison sent this interesting story of lifetime buddies and their interest in vintage Ford Tractors

Our Story

Elyse and I (Annika), first met in seventh grade at Grace Church in San Luis Obispo. A mutual friend introduced us when she brought Elyse to youth group. Little did I know she had just introduced me to my most superlative friend. In the beginning Elyse and I didn't know each other very well and we were somewhat distant until Freshman year of high school. Ever since then we've been inseparable.

I wasn't raised in an agricultural family, but I was slowly introduced to it as I got older. In seventh grade I began to see more of agriculture in my daily life from Elyse, and knew it was something I wanted to be a part of. I was always jealous of how well she knew her animals, and this just pushed me to learn more and do my best. When I was six years old I went to the California Mid State fair for the very first time and loved every minute of it. One of my fondest memories was placing second in mutton busting, while my four year old sister won first place by one second. It was amazing and I will never forget it.

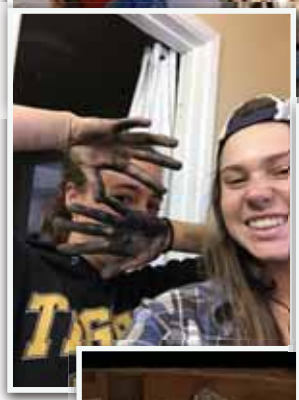
I have always been the kind of person who loves a challenge and isn't afraid of hard work. I play any sport that keeps me moving in order for me to hold still throughout the day. My three favorite sports are soccer, waterpolo, and roller hockey. Ironically, I play goal keeper for all of them. Elyse and I have played soccer for SLOHS for the past three years. Though we may not be the stars of the team we manage to have a great time goofing off with one another. I have many photos proving that. I also love creating things such as jewelry and other crafts. Amongst these hobbies, I enjoy a range of artistic mediums and other agriculture related activities.

Throughout my high school career, I've thoroughly enjoyed being a part of the San Luis Obispo High School Agricultural department and the classes that they offer. The constant hands on activities and projects captivated me from the start. So far, I have taken all of the agriculture science classes and an additional Pre-Veterinarian course. They were all amazing experiences and taught me skills which I can use in my future careers.

Before I was involved in the agriculture department, I didn't have a solid idea of what I wanted to do or who I wanted to be. I was the quiet girl in the corner reading just about any book I could get my hands on. To some extent, I am still that person, however I have changed, and as far as I know, for the better. As soon as I got involved in raising animals and other hands on projects, I found my niche.

Throughout my three years in high school, I have gained leadership skills along with improving my general social skills. This program, along with FFA, has helped me further develop my love for animals and mechanics. From my experiences, I now hope to pursue ranch and farm management with a focus on mechanics. I am still undecided on the colleges that I would like to attend, but am beginning to contemplate a few which are within my areas of interest.

Elyse and I decided to join the SLOHS Farm Power Team with Kevin Jess and Ty Evans during our sophomore year. At that time, they were constantly working on their Farmall B tractor in the Ag Department for the JB Dewar Tractor Restoration Program. Through Elyse and me watching the processes of the tractor being put back together, along with helping clean it, we thought that it would be an incredible experience. After the 2019 California Midstate Fair, we decided to check out the possibility of restoring a tractor. We are extremely excited to be part of this amazing program and can't wait to do it again. *...contd next page*



Contd... Although Annika and I [Elyse], met in seventh grade, my earliest memory of her comes from a Missions trip with Grace Church, which took place one year later. We went to Tiawanna, Mexico, to build houses for those who needed homes. It was a very humbling experience. Annika and I were assigned to the same work site, where I would briefly get to know one of my, now, dearest friends. There, I remember being jealous of her, and how everything she did, she did with ease. Little did I know how much her strengths with my weaknesses, and vice versa, would help create our strong friendship in the years to come.

I would assume my first introduction to agriculture would be in elementary school where classes would work in our school garden. I had many encounters before then, however I believe I started to take my passion for agriculture as something I could make a life out of around this time.

Though I've never had a "green thumb," I have always been active in the animal side of agriculture. I've been riding horses since third grade and it has been a consistent part of my life from that "horse lover" stage as a kid, which I never grew out of. I've taken this ambition with me throughout my school career and truly capitalized on it my Freshman year. Taking courses such as small animal pre-vet and becoming a member of the San Luis Obispo High School FFA Veterinary Science team cemented the idea of animal science being a large focus in my future. Since Freshman year, I have traveled up and down California with our veterinary science team and even gone to compete, and win, Nationals at the 2019 National FFA Convention.

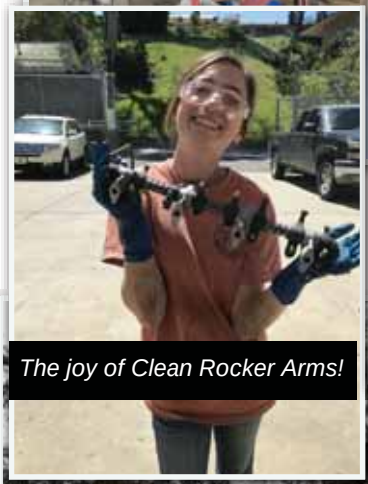
I became especially close friends with Annika, when we began to raise pigs together for the 2018 California Midstate Fair. We were both constantly at the farm and began to bond through our love for animals. As my spotted gilt, Rooney, was as difficult as a toddler with the opinion of a teenager, she helped me grow the amount of patience I had and made me more compassionate towards others. On the contrary, Annika's dark cross gilt was the sweetest pig that could exist, giving me only one more reason to become her best friend.

FFA has taught me so many things in my three years as a member and given me so many opportunities that I never would have had. My freshman year, I participated on our chapter's Novice Parliamentary Procedure team where I gained my confidence in public speaking, which is one of my greatest fears to this day. I have spent many weekends competing and many hours practicing with my teammates to create well knowledged teams and numerous memories. All of this has now led me to take a leadership position on our chapter's 2020-2021 officer team, which will allow me to inspire others.

As a Junior, I've begun to consider my career options and the educational path that I want to take. From being part of FFA and raising livestock, I have decided to focus on animal sciences, specifically in the livestock or equine specialties. Additionally, I have narrowed down my college plan to either go to Cuesta Community College for two years before transferring, or going straight into Cal Poly, Colorado State, or Texas A&M.

As part of being an active member of San Luis Obispo's FFA, I chose to become a member of the San Luis Obispo High School Farm Power team at the end of my Freshman year when our chapter held their Public Speaking Banquet. I sat at one of the numerous tables and watched the farm power team give a short presentation about what they do. The only difference between them and the rest of the teams was that they were laughing the entire time. I joined the next year with Annika and since then I have progressed slightly in my knowledge of mechanics and have learned how to backup trailers amongst other useful skills....*Contd*

Safety Glasses are cool.



The joy of Clean Rocker Arms!

Showing off our work… The Best!

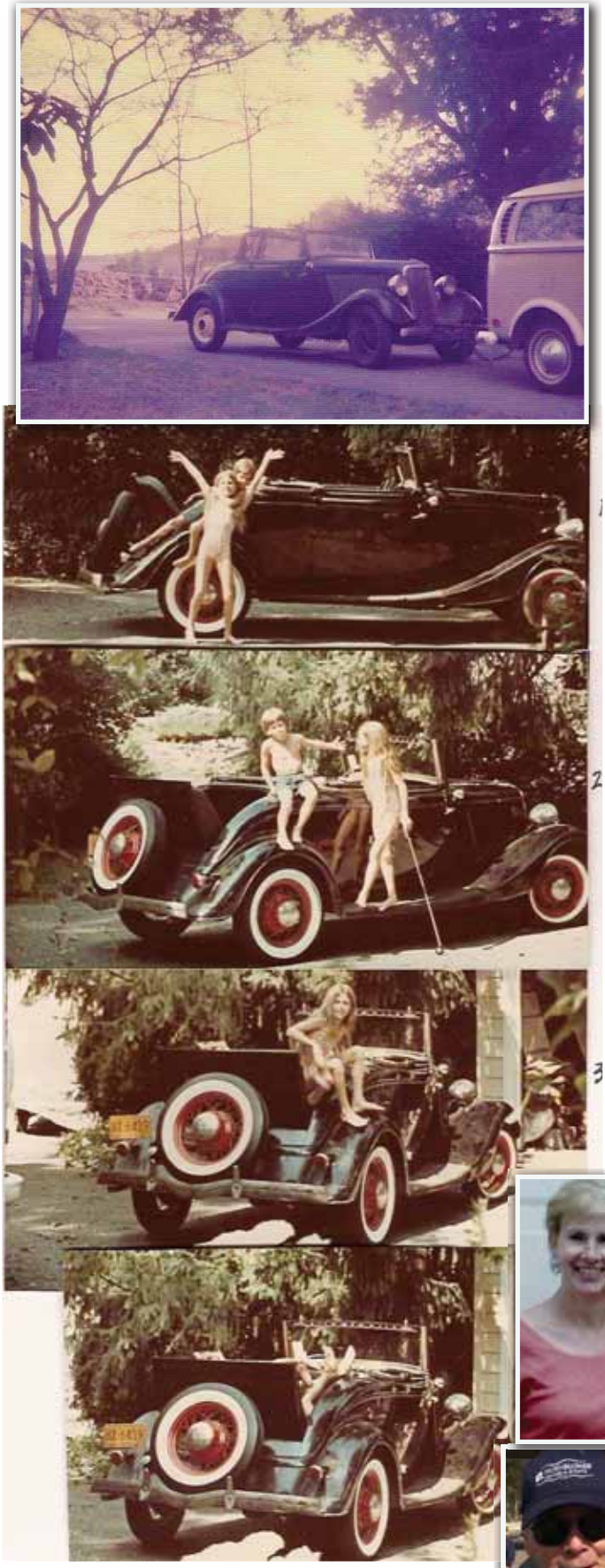
Just photobombing and goofing around

Annika and I decided to take part in JB Dewar's restoration program during the 2019 California MidState Fair. We had watched and helped Kevin Jess and Ty Evans with their 1947 Farmall that year and were super excited to see it get to fair. Being a part of their story helped us decide to take on a tractor of our own. My father suggested we also restore a tractor the week of the 2019 California Mid State Fair and we took it to heart and began to look for a tractor.

Our friend Ben Foxford, who is also taking part in this year's competition, recommended we talk to Rachel Dewar in order to find a tractor. Annika contacted Ms. Dewar and set up meetings to look at tractors that J.B. Dewar's program specifically had for students to restore. We selected our tractor, a 1954 Ford 600, through pictures that Ms. Dewar showed us. From there, the tractor was brought to us on October 12th, 2019, and our project began.

Throughout this project, we have been given so many memories, and are always left with our safety goggles on the top of our hats at the end of the day. With a good portion of the time spent throwing sockets at each other when we can't determine the size of a bolt, we have highly improved our catching and throwing skills as well as our ability to know what size the bolt actually is. This program has allowed us to expand our skills to an area which we weren't very comfortable in, and although we aren't brilliant in this area, we have gained more basic and expansive knowledge which can be transferred over in the years to come.

A Nap in the tire…



1972.1934. A friend moved next a NY Farm and went over to meet his new neighbors. While there he noted the old tarp covering a car shape deep in the barn. Knowing I would be interested — he went home and called.

He was about 10 miles north of my house. I got there in under 10 minutes.

We walked over to the neighbors place, but the guy had left. And had closed the barn door. The building sat on a hill. The only windows were around the back side. To see in, my friend first stood on my shoulders. He was disappointed as he descried the car as NOT a Bugatti—but was definitely a convertible sitting on flat tires. I said, “let me up there…” I looked and saw that distinctly curved door handle sticking out a tear in the tarp…"That’s a ’34 Ford! And I’m buying it” .

I went back early the next morning. As the owner pulled the tarp off, he gave me the history.

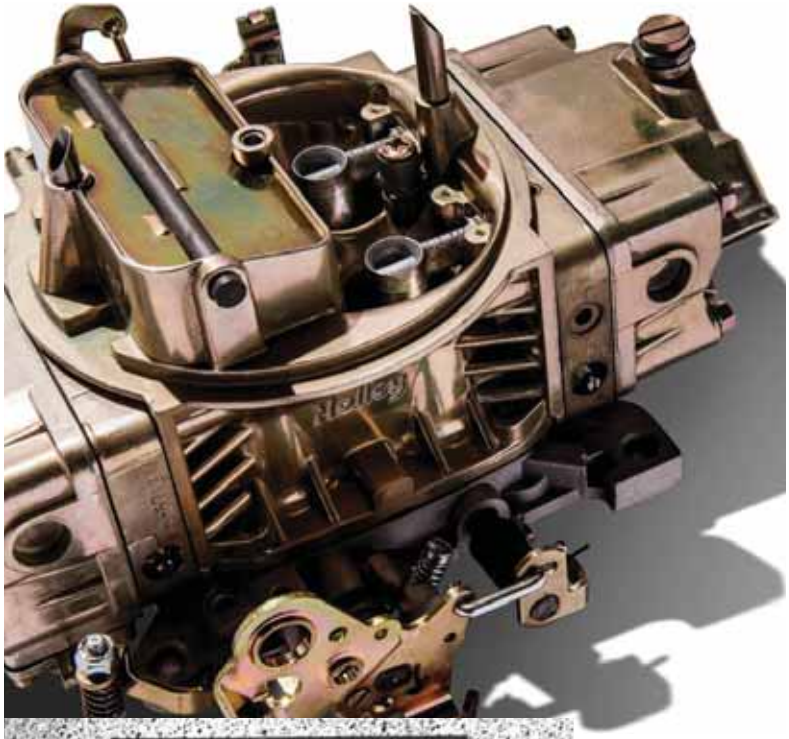
He bought the farm ten years before. The Ford came with the place, like a forgotten shovel in a corner. It had been parked there since 1942 - left behind when the kid who owned it went off to War and never came home. He had left the key and title in the glove box…just in case…

The farm had actually been sold twice since 1942. Each time the Ford just went with the place.

We made the deal and I went home to borrow the tires off my ’35 Woody, so I could tow my new prize home-with my powerful (?) VW Bus (luckily a mostly a downhill run on a two lane road)

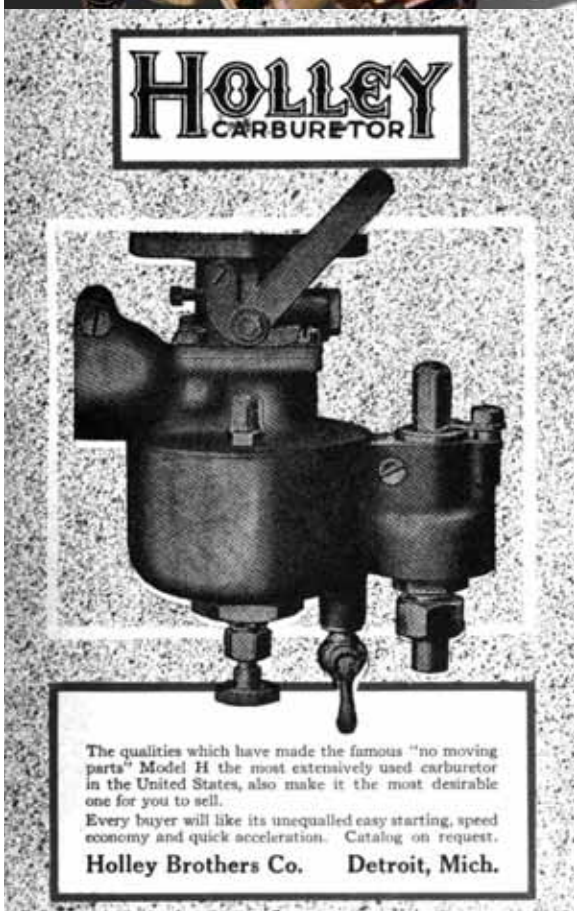
The original v8 was stuck hard so I checked the Old Ford Parts place - they were selling new old stock 1936 military v8s from Brazil. The 1936 V8 was a better motor than original ’34 V8s—so I bought one. $180 bucks and after swapping the carb, heads and distributor from my ’34, I had a running driving Ford.

Used tires with painted WWWs, rattle can red painted wheels, Mech brakes adjusted and a new tank—things were looking up. I drove the kids everywhere, ball games, the river beach, ice cream, the works for two years before I went for real paint, interior chrome and factory WWWs. Once installed and for the next year, I was a little crazy trying to protect the new stuff, until a small wheel from a bed frame stored in the rafters above, fell, putting a tiny dent on the LF Fender. My reaction? I smiled, “C’mon! We’re going for Ice Cream!” All the neighborhood kids piled in and it’s been used like a family car ever since. Including a few weddings, a couple of 300 mile back-road trips, one two night camping trip with 200 old cars to the Baseball Hall of Fame, Cooperstown, Ny— Kids in the rumble with portable radios and sleeping bags tied on the fenders like “Grapes of Wrath”.



One of the granddaddies of rodding (and now the owner of 40 other brands), Holley forged an empire with bolt-on horsepower. Today, it offers a huge range of carbs ($300–$900) offering more power and better throttle response. Josh Scott

In 1897, only a year after Henry Ford enjoyed a test drive in his experimental Quadricycle, George Holley built and drove a three-wheeler near his Pennsylvania home, topping 30 mph. Two years later, Holley and his brother Earl established the Holley Brothers Company to build and sell motorcycles, followed by the Holley Motorette, a 5.5-hp two-seat horseless carriage. In 1904, this budding enterprise introduced its "iron pot" carburetor for use on curved-dash Oldsmobiles. That fuel-air mixer worked so well that it was soon found on Buick, Ford, Pierce-Arrow, and Winton automobiles.



After selling 600 Motorettes, the Holleys stopped building cars to focus their energies on carburetor production. Legend claims that Henry Ford backed that move, saying, "If you stop making cars, I won't build carburetors."

To burn all the fuel during each combustion stroke, engines require 14.7 parts of air for one part of fuel (by weight). Providing that ideal mix throughout the full operating range from idle to the redline and at every throttle setting is no small feat. One could make the case that the carburetor was the auto engine's hardest-working and most sophisticated component before it was replaced by fuel injection.

The Flowmaster exhaust

The Super Flow 44 ($90) uses "delta flow" technology, which substitutes insulating material such as fiberglass with longer-lasting delta-shaped steel baffles that slow the exhaust gas to quiet the boom. Josh Scott

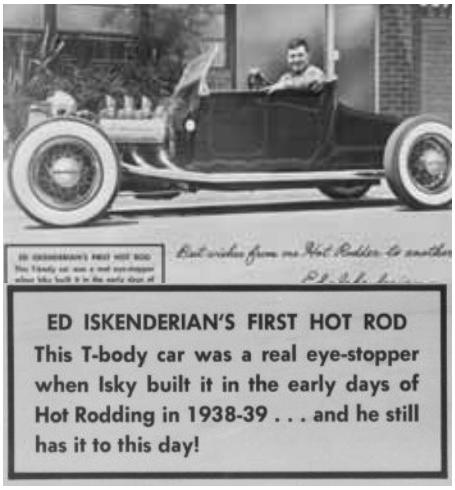
Self-taught engineer Ray Flugger launched Flowmaster in 1983 to create a more efficient motorsports muffler capable of reducing noise at racetracks surrounded by residential neighborhoods. Stock mufflers, which are necessarily inexpensive, inhibit exhaust flow to curb the rumble—to the detriment of horsepower. More creative designs with internal chambers and/or sound- absorbing material such as fiberglass cut the din without impeding flow at high rpm.Building on experience he gained making mufflers for Volkswagens, Flugger invented several chambered, laminar-flow, and straight-through silencers that allowed customers to fine-tune their performance and sound levels. He followed his motto, "Hit the gas till you see God, then brake!" until he died at age 79 earlier this year. Flowmaster was purchased by B&M, the automatic-transmission specialist, in 2011. That enterprise merged with Holley in 2018.

The Isky camshaft—For roughly $170, the Isky Mega Racing Camshaft can boost horsepower and torque through revised valve lift and duration in older applications of the small-block Chevy. Josh Scott

Ed Iskenderian is showing signs of immortality. At 99, he's still toting his trademark stogie and still making camshafts under his trade name, Isky Racing Cams. Beginning with the Ford T-bucket he assembled in 1938 to race across the dry lakes north of Los Angeles, Isky has experienced enough speed and power for three lifetimes.

Swapping camshafts was a favorite mod in the flathead days from the 1930s to the 1950s because it was a cheap and effective means of upping power. This shaft opens intake and exhaust valves on cue by means of an egg-shaped lobe aligned with each valve stem. Lifting the valve higher and holding it open longer allows more fuel-air mixture to enter the combustion chamber while also providing a more expeditious exit for exhaust gases.

While car manufacturers configure their camshafts for quiet running, smooth idle, and peak torque at moderate rpm, racers give no hoot about those concerns. What matters buzzing across a miles-long lake bed or around an oval track is peak power during the last few hundred rpm, so wilder cam timing is always better.



Camshafts are manufactured by spinning the shaft while an abrasive wheel is rocked closer—then farther—from the shaft's centerline, which grinds one lobe at a time to the desired shape. While sophisticated mathematics and automatic controls are used today, trial and error was common practice in the flathead days. In Isky's words, "Cam grinding is some part science, some part math, some part luck, and a big part educated guesswork."

After completing his World War II Army Air Corps service, Iskenderian set up in the back of a friend's shop and modified a $600 grinding machine to manufacture camshafts. Inspiration for how to shape his cam lobes came from studying an Offenhauser racing engine and, later, the pointy end of an egg. When his first $30 "fast action" cam proved successful on the dry lakes in 1946, Iskenderian was off and running. He was also one of the first recipients of the new small-block Chevy V-8 in 1955 to accelerate that epic engine's adoption by hot-rodders.

Advertising in *Hot Rod* magazine, artful T-shirt designs, and sponsoring successful racers shot Isky's name recognition skyward. Isky cams remain in high demand in part because this brand's distinctive sticker is essential equipment for any contemporary hot rod.

The Edelbrock intake The Performer EPS ($150) manifold shows the detail work Vic Edelbrock was known for. The dual-plane design splits the feed from the four carb barrels to increase low-speed throttle response. Inside, cast-in ribs prevent fuel from puddling below the carb. Josh Scott

Imagine running a marathon with one or both nostrils pinched closed. If you're fit enough to finish, your time will still be far off the mark. Engines must also breathe freely to reach their power potential. The more air and fuel that enters the combustion chamber during each intake stroke, the more power is produced by combustion. In pursuit of better breathing, hot-rodders resorted to multiplying the number of carburetor throats feeding their engines.

Vic Edelbrock wasn't the first to bolt on extra carbs, but he soon became one of the best at tuning engines capable of setting speed records on the dry lake beds of the Mojave Desert. By 1940, his '32 Ford roadster equipped with high-compression heads and a 2×2-barrel intake manifold was crowding 120 mph. When manifold maker Tommy Thickstun refused to incorporate improvements suggested by the Los Angeles racer and shop owner, Edelbrock combined his ingenuity and notoriety to manufacture and sell his first Slingshot manifolds, which adapted a pair of Stromberg 97 two-barrel carburetors to the Ford V-8.

Step two was adding cast-aluminum cylinder heads to the Edelbrock product portfolio. Squeezing the air and fuel mix tighter during compression intensifies the bang upon ignition and extracts more energy from the charge during the power stroke. A popular expedient was simply bolting on factory heads Ford intended for high-altitude locations such as Denver, where more compression was needed to compensate for the performance loss attributable to thin air. Taking that idea to its logical end, Edelbrock raised the Ford flathead's compression further, improved the combustion chamber's shape, and cast his new heads in aluminum to trim weight. The addition of cooling fins and an attractive Edelbrock product logo made these cylinder caps the ideal accompaniment to a Slingshot manifold.

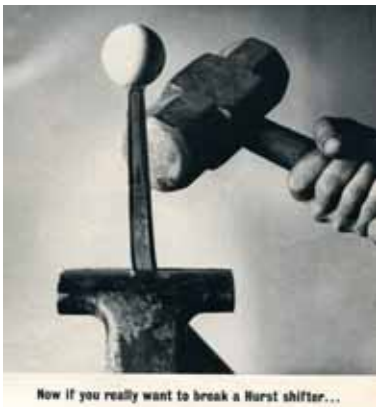
Twin carbs led to three-in-a-row carbs. After World War II, Edelbrock began servicing drag, oval-track, road-course, and Bonneville racers as his business grew. When the small-block Chevy V-8 arrived in 1955, GM dispatched early production engines to Edelbrock's shop to give him a leg up making aftermarket speed parts.

Vic Jr. took over when his father died from cancer in 1962. Under his watch, the company grew exponentially by adding carburetors, fuel injection, valvetrain components, superchargers, and exhaust systems to its product range. Unfortunately, Vic Jr. died three years ago, leaving three Edelbrock daughters to keep this revered brand name kicking.

The Hurst shifter

George Hurst sealed the look of slick pro shifters. Underneath the Competition Plus ($409), the less glitzy bits are better machined than the factory gear to provide precise movement and positive engagement, important to avoiding explosive miss-shifts in the quarter-mile. Josh Scott

America's whirling dervish of the 1960s, George Hurst never allowed his eighth-grade education, 11 years of military service, or three wives to slow him down. In 1958, after founding Hurst-Campbell with Bill Campbell, the engineering brains of the organization, Hurst burst into the hot-rod business with three-and four-speed floor shifters engineered to replace the clunky factory equipment. He helped Pontiac become America's hottest car brand with Hurst shifter and custom wheel adornments. His wild Hemi Under Glass Plymouth Barracuda traded drag-strip speed for quarter-mile-long wheel-stand spectacle. In 1964, he partnered with Smokey Yunick to race a bizarre Indy car with the driver seated in an offset pod positioned between the left-side wheels, and Hurst's four-engined Goldenrod set a Bonneville record of over 409 mph. By the end of the '60s, Hurst had partnered with Olds and American Motors, producing the Hurst/Olds 455 plus some drag specials and off-road ventures.


Now if you really want to break a Hurst shifter...

Hurst's most memorable promotion was appointing Linda Vaughn as his Miss Golden Shifter. She and her 40-or-so accomplices became royal drag-strip queens grasping 10-foot-tall Hurst shifters towering over a custom convertible's decklid.

After going public in 1968, Hurst-Campbell bought the Schiefer clutch, Gabriel shock absorber, and Airheart brake companies. Appliance maker Sunbeam purchased Campbell's stock in 1970 to seize control, but Sunbeam and Hurst were oil and water. When the new management expressed disinterest in Hurst's innovative Jaws of Life car-crash-victim extraction equipment, Hurst walked out in December 1970. Some 35,000 Jaws of Life tools were built and sold, and they saved thousands of lives. Many are still in use today.

Charged with tax evasion, Hurst spent time behind bars in 1971 and served an 18-month prison sentence in the early '80s. He finally eluded the taxman for good in 1986 while sitting behind the wheel of a car with its engine running inside a closed garage….*Contd*

The Hooker Header

Besides looking gorgeous, equal-length tubular exhaust headers build power by easing gas flow and leveraging the exhaust pulses to assist the breathing of all cylinders. Tuning the pipes for the engine application, here for late-’60s Chevy small-blocks ($880), further refines the power delivery. Josh Scott

Within two hours upon arriving home in his new 1962 Chevy 409, Gary Hooker had stripped the heads off his engine. Since he couldn’t afford to buy headers to hot up his 409, Hooker decided to make his own replacement pipes using longer and larger-diameter tubing than was common practice in the ’60s.

Drawing again on our reference to the challenged marathon runner, headers work on the exhale side of aspiration. In engines, they raise power by diminishing exhaust restriction at high rpm. Headers provide a separate flow path for each cylinder with smooth bends, larger inside diameters, and longer lengths before the individual tubes ombine into a common exhaust pipe. When properly designed, the flow from one cylinder helps suck exhaust out of another bore. They are also typically lighter and more attractive than factory exhaust manifolds.

Hooker, an electronics technician at General Dynamics in Southern California, combined his fascination with cars, his drawing ability, and his mechanical insights to outdo existing header makers in the 1960s.

Dynamometernd drag tests proved his first 409 design delivered a significant power gain. Only a few months after Hooker had established his first manufacturing shop, six of the top 10 Super Stock drag racers were using his equipment. By 1970, Hooker Headers was a $3 million business.

Without forgetting his racing roots, Hooker shifted his focus to customer satisfaction to foster growth. In 2000, he sold his business to Holley, and he was inducted into the Specialty Equipment Manufacturers Association (SEMA) Hall of Fame in 2012.

Thanks in part to this hot-rod pioneer’s painstaking effort, original equipment makers have upped their game; a case in point is the 2020 Chevrolet Corvette Stingray’s stock headers, which sweep majestically upward before connecting to the catalytic converters. Another advancement in this field is cost-no-object designs such as those by Ultimate Headers, which employ cast stainless-steel flanges

Evening Star Newspaper , Feb 3. 2021 —Chula Vista, Bonita, National City. Ray Brock- Still Famous

More Heads Under Hood in expanded Auto Program

By Albert H. Fulcher
MANAGING EDITOR

Southwestern College is expanding its Automotive Technology program is getting a huge boost to its program with its new Automotive Technology Center construction at the Otay Mesa Higher Education Center. The 59,000 sq. ft. one-story building will include offices, classrooms, high bay labs, student project spaces, workshops for welding and areas of storage for project cars. Its design includes flexibility for the evolving technology industry. This project is funded by Measure 2 at an estimated $2 million and construction is scheduled to start this year with the facility opening in spring 2022.

Students that enroll in the program are already getting another boost into learning about the industry, with a $500,000 endowment set up by Ray Brock which provides two scholarships a year to qualifying students.

Brock has worked in the car business his whole life, working in the auto repair business until 1998, sold his business and retired. Not liking retirement, he continued to work another 15 years rebuilding racing engines. Brock said that at this point in his life, it was time to give something back.

"Kids these days cannot learn the way we did," said Brock. "Years and years ago we could get a position learning on the job. Nowadays cars are much more complicated, so you must go to school first and get educated in a lot of these systems before you can attempt to understand and work on them.

Living in the South Bay, he decided to do something about it. In talking with the SWC Foundation, he gave $500,000 and his partner added to that.

"It is finance in such a way that it should be ongoing long after I am gone," he said. "We are hoping to give away scholarships in a way that it will come out of what the endowment will earn. As it earns money every year, we will give away the earnings."

Erica Johnson, Southwestern College Foundation development coordinator said it has been so much fun working with Brock and his scholarship is like a personal legacy.

"Brock has this lifelong passion for automobiles, working with his hands, fixing things, and he really wanted to create something that would support students who are looking to follow a similar career path and have the same joys in life that he has been able to have in that industry and working with cars," said Johnson.

Johnson said this scholarship is the first of its kind specified for the automotive program and is set up to live in perpetuity.

"He will be supporting students for decades to come, I imagine for as long as the automotive program exist," said Johnson. "Right now, it is set up to award about $20,000 every year."

Johnson said Brock is awarding scholarships for both fall and spring semesters. The first is a $500 bookstore scholarship so students have access to get anything they need to help them with their studies. The second scholarship provides six students with a toolkit valued at $1,250. Partnering with Snap-on local rep Dennis Spring, winners of the scholarship can create a custom toolkit, as many of the students already have some tools that they own.

"Instead of saying everyone gets these four things, many of the students have been working in automotive and personally have their own tools at home, so they are able to pick and choose to whatever is most helpful for

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AUTOMOTIVE

CONTINUED FROM PAGE 3

them," she said.

Johnson said before the pandemic, Brock came to the main campus to speak with automotive technology students and said it was fun to visit the various classrooms and give them a little insight to how this business works.

"In addition to that, I chatted with John Ball, the Ball Auto Group in National City and he is going to participate at some level, maybe being able to acquire a car occasionally for the school and engines and transmissions that they might be able to use in the education program so that the kids have something to work on," said Brock.

Johnson said Brock is involved in a committee to work on the new facility at Otay Mesa as an industry expert to ensure the facility is exactly what it is supposed to be.

"I was invited to participate in this advisory committee that is helping to decide what the floor plans look like, and the layout," said Brock. "We visited the site. I was in the business forever so I have some ideas on how the building should be laid out."

Southwestern College Automotive Technology Professor David Preciado said this program has existed at the main campus for many years and offers a complete automotive program designed to create the innovation of being professionally education as a technical automotive technician to service today's technically advanced vehicles.

Preciado said the program offers bumper to bumper classes that encompasses the entire vehicle, beginning with the most basic courses. From the basics, the program goes all the way to teaching computer and emission failure diagnostics following the nationwide automotive excellence certified program.

"Our main objective is to prepare these students for gainful employment or employment advancement," he said.

Preciado said new site is being designed to cater to electric vehicles, hybrid vehicles and will continue to address current mechanical technology while still looking into the future.

Currently the automotive department offers an associate degree in automotive technology, learning the trade courses along with academic education. In addition, it offers different degrees of certification where a student can choose to focus on a certain area of a vehicle.

To donate to the Automotive Tech Scholarship endowment, contact the Southwestern College Foundation and earmark your contribution specifically to this scholarship program.

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