

✂ THE Ford FAN ✂

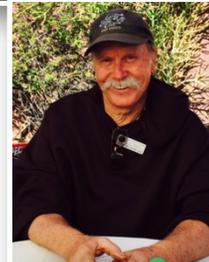
DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMPANY VEHICLES

Oktoberfest-Party On



Oct 24--

How can you take anyone seriously when they are dressed as the Queen of England, Nurse Ratchet, Geronimo, or the evil historical killer with beak nose and chest feathers? You don't. Not everyone wore a costume - some came as themselves - which was even scarier. Thanks to all who helped: Ken and son, Gary Tibbot for their hospitality, Jim Thomas for bringing yet another bunch of crazy games, Barbara Martin and Diane Thomas for decorations and condiments, grandpa Michael Brandon for bringing his cute grand daughter, Madison, and for teaming up with son-in-law Mark Goldman to do the cooking, Pres pro tem, John Hildebrand for trailering the chairs and tables, Ric Bonnoront for embarrassing Billie by wearing his nerd outfit, and, the Queen herself, Sandy Shortt for Chairing the event. One celebrity guest; Bruce Crower and his lovely wife were seen enjoying lunch. Also a rare sighting of Jim and Linda Wells at the table (must have been the free food) --*Game pics* page 2, 10 and 12...





The Prez Sez.—Once again we had a good turn out at the El Cajon Cruise Night. During the car show we held our Board of Directors meeting and our General meeting. And while we were taking care of business, Bill Dorr won a trophy for his '37 fastback. A reminder: It's that time of year to find replacements for many of our current board members. I would like to remain the President for another year but my new job is going to prevent me from attending most of the meetings and events so I will leave the decision up to the Board members.



I hear The Oktoberfest Party & Halloween celebration was a lot of fun. And the food was terrific.

Keep them rolling everyone and I hope to

see you at the next event. ---Duane Ingerson

(PS--For what it's worth, it was noted our meeting was held next to Sharp Lab Services, Specimen Collection Station)

President: Duane Ingerson - 619 870 7732

V.P. Bob Symonds - 619-993-7225

Secretary: Dennis Bailey - 619-954-8646

Treasurer: Ken Burke - 619-469-7350

Directors:

John Hildebrand - Prez Pro Tem 760-943-1284

Duane Ingerson - 619-870-7732

Bob Symonds - 619-993-7225

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Bill Dorr- 619-884-4188

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

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

Rick Carlton - 619-303-3353

Joe Valentino 619-300-4280

Other Chairpersons

Tours: **Jim Thomas** 619-669-9990

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

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

Programs: **Joe Valentino** 619-300-4280

Car Club Council: **Bill Lewis - 619-651-3232**

Web Master: **Rick Carlton - 619-754-6259**

Lady 8ers: **Candaus Green - 619-444-7174**

Accessories: **Duane Ingerson - 619-870-7732**

Ford Fan: **Tim Shortt - 619-435-9013 Cell 619-851-8927**

Refreshments: **Jim & Diane Thomas** 619-669-9990

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

Big 3 Board Members

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-754-6259

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545

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

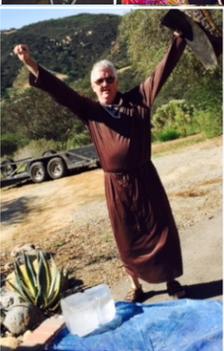


OKTOBERFEST. ICE BLOCK RACE

You had to be there--Despite massive cheating and repeated falling on our butts, we had a winner--Brother Bill Dorr slid to a decisive win over Jim 'Geronimo' Thomas.



Just before the race Bro Bill flashed the crowd leading to a few protests and a movie contract.



Finally, after the main crowd had left, we sent bottle rockets into the air,- powered by the perfect rocket fuel :Alka Seltzer and Pepsi--

Who are these people?

Current Name Tag Jackpot is now up to \$100 Bucks

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

Pot will increase until we have a winner

*****Sorry Ric Bonnoront . If only you had been at the Aug meeting, you would have won \$75.**

Everybody--wear your name tag - it's worth \$100 bucks at our next General Meeting...back at the Auto Museum, Wed., Nov 18, 7 pm



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.



Soap Box Derby 2015

Oct 10. The Alpine Kawanis put on a great meet. The Boy Scouts honor Guard presented the colors. A young girls service club brought out 20 or so volunteers. And dozens of seasoned adult volunteers from Kawanis took on all the officiating, driver's meetings, scoring and traffic control.

It's a complicated event to pull off. Safety is a paramount concern. (even so, three accidents occurred - no one hurt, but cars were damaged and forced to drop out). National Race rules are strictly enforced: Two heats were staged with about 40 cars competing. Time clocks rule the race. Girls and boys competed under the same rules.

Watching from the stands was the International (that's World Wide), Soap Box Champion from 1949. He is still reliving that moment all these years later.

Our Rookie Driver, 8 year old Mathew Bagasairan, had an easy smile, but took his job very seriously. His Dad, Bill did the same. Despite the beautiful job building the car by Jim Thomas, Bill Dorr and Calvin King and lube jobs between races, by Bill Lewis, Tim, Calvin and Bill Bagasariran, it wasn't to be - we won only 1 out of eight races. The losses were close - around a second difference. In fact, the overall winner for the day won by only 1.000th of a second. It doesn't get any closer than that.

One rule requires that competitors switch wheels and run again after each race.

No excuses but, our one win was with our own wheels, which were then swapped to another car for two more heats. They won with our wheels and we lost with their wheels. They were very reluctant to swap back. And, in another loss, the heat loosened the tape holding our sponsorship signs, peeling them back like a parachute, during the race. No excuses, but... Next race: Mar 19, 2016 on the march to The Big Show, Akrin, Ohio. Yeah, it was hot, but we were saved by passing clouds and a steady breeze. -----TS



At speed at the finish line--soo close...





Have you been good?
It's the Christmas Party again, already...
Sunday, Dec 13. 11:30 am
Coronado Golf Club
Restaurant with the
big Bay views.



Award Winning
Food, Big Views,
Club Awards
Good Company.

Send Checks by Dec 1, 2015 made out to
EFV8 Club to Barbara Martin,
1953 Powell Dr, El Cajon, Ca 92020
\$25 Each (Refunded at door, if desired)

Installation of new officers and party
'til the cows come home.
Bring a Toys For Tots in original package,
but unwrapped.

Bring your calendar and sign up to volunteer at The
Big 3 Swap Meet-Feb 26-28, 2016



Another V8 Winner
at Cajon Classic--
Bill Dorr

1. Bill looking cool but nervous...
2. Sexy Trophy Girls waiting and waiting
3. Finally, the Call to Winners Circle
4. Bill is shy- but girls grab him
5. Trophy hand off- (Rats, no kisses from girls)
6. Bill and Sue show off 'Lighted Trophy' and
7. rush home to place it in picture window for their neighbors to see.
8. Neighbors complain: "It's too bright!"

30 year old, Clayton Addison of Washington shares this 1952 pic of his Grandad, Thor Sanden Jr, tuning his '29 A-V8 on the beach road.



V8 CLUB EVENTS
Jim & Diane Thomas
619-669-9990



NEXT TOUR

SUN, NOV 15 - BILL DORR'S TOUR OF SILVER STRAND

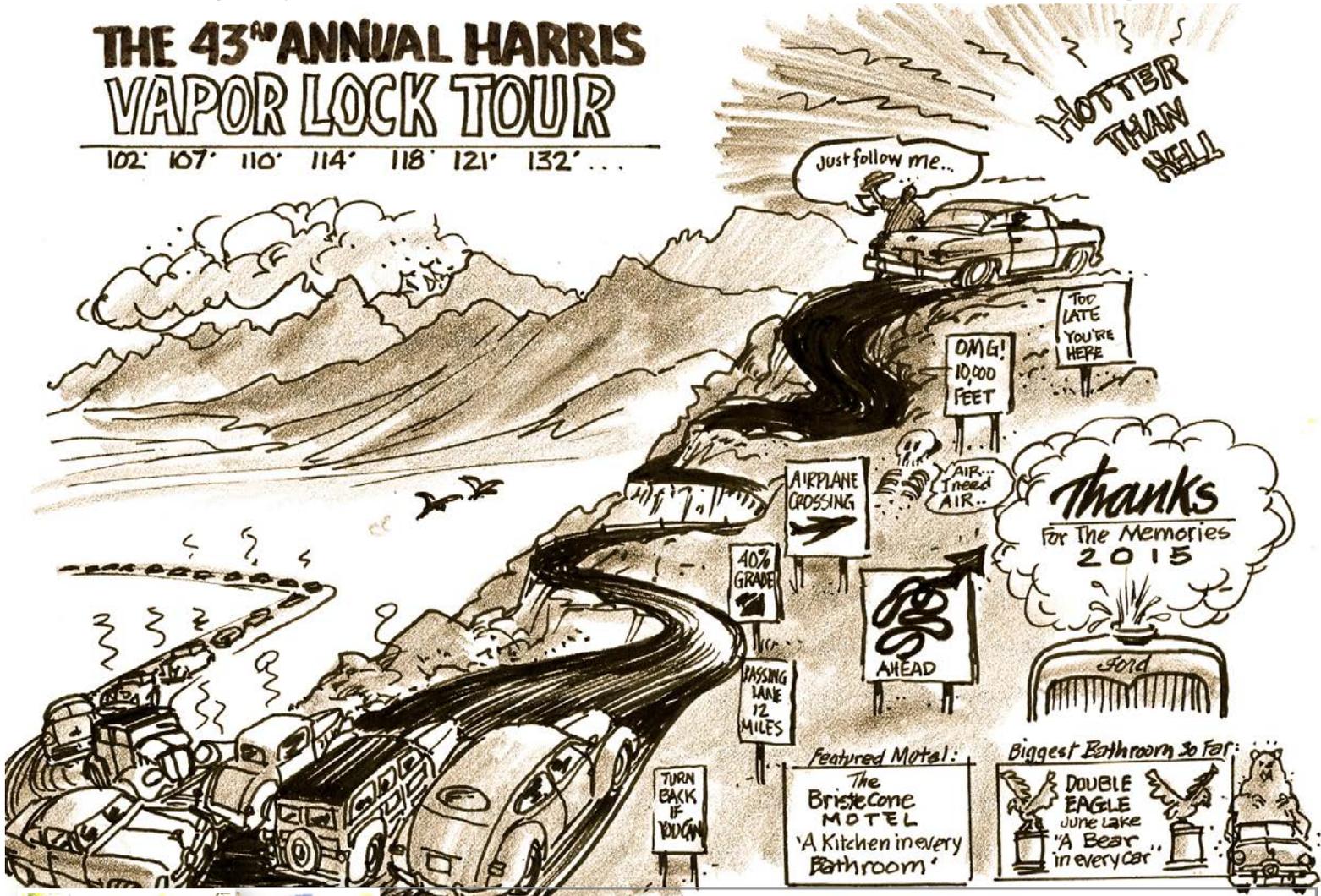
SUN, DEC 13 CHRISTMAS PARTY Coronado Golf Club

JAN--Who knows?



THE 43RD ANNUAL HARRIS VAPOR LOCK TOUR

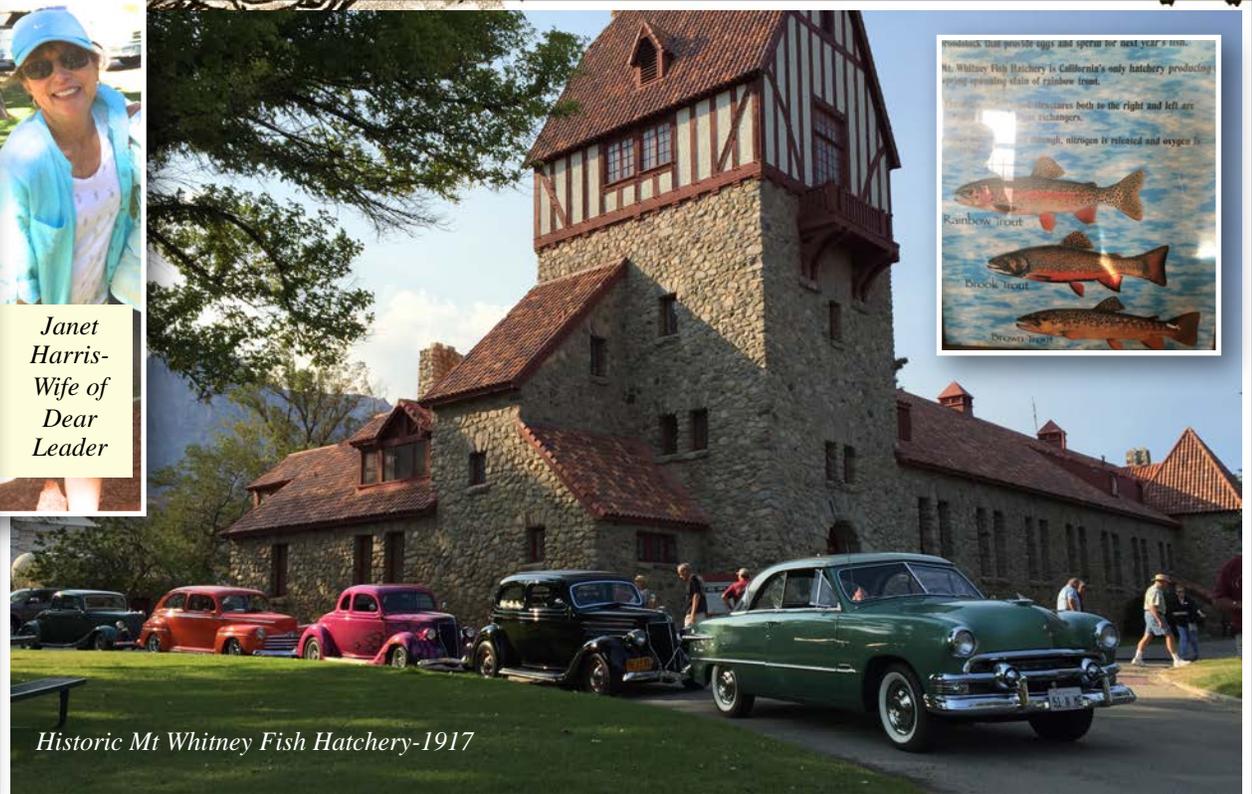
102' 107' 110' 114' 118' 121' 132' ...



Jay Harris
Our Dear
Leader



Janet
Harris-
Wife of
Dear
Leader



Historic Mt Whitney Fish Hatchery-1917

Crime



A BEAR ATE MY CAR...

and other intriguing happenings on the 2015 Harris Tour.

Perp



Sept 20, 2015. Twenty five vintage Fords took a 1,200 mile fall cruise - spectacular mountains, lakes, old mining towns, charming hotels and top of the world views - a beautiful old fashioned scenic ride through the Eastern Sierras courtesy of tour planners Jay and Janet Harris.

Forever known as the ‘Vapor Lock Tour’ because most of the old Fords struggled in the high heat (107 degrees) and higher elevations (10,000 feet) and steep hair-pin turn roads (26% grades).

Right off the bat, before the day even warmed up, Dan Prager’s coupe stumbled and quit. Vapor locked and leaking, it cost us an hour, to get it going again and that was only with the back up electric fuel pump. He and Gary put the Merc on a AAA hook for home. Later they caught up with the tour in a modern van, (with AC, I might add).

Two-time loser: Steve Bento’s ’42 Coupe, tossed it’s fan through the radiator, causing him to truck it back home and return that night in a late model mini van. Steve then had to leave the tour early for a medical emergency, but is now ok.

Our goal for Sunday the 20th was to conquer Cajon Pass and meet up in the little known town of Hesperia, Ca., located smack on the San Andreas Fault line, a town on a strict Water Restriction plan, leading some to believe we would all be showering together.

The old Fords rolled in all afternoon--one little reunion after another from past Harris Tours. Jay’s been organizing these trips for forty-three years - they must be good, because folks keep coming back.

Monday, Jay held a 8am briefing in the hotel conference room where we all traded jokes and he introduced a couple that had been on his first tour four decades ago. Turns out Ralph Hubbard, was a CHP at the time and talked another cop out of a ticket for Jay after he had been pulled over for speeding--speeding in his ’39 Ford leading a bunch of even older, even slower Fords?

We saddled up and headed north on 395 to our first off-the-highway stop, Randsberg, “A living Ghost Town”. A dusty western place surviving on memories and borrowed time - framed against a mountain of played-out gold and tungsten mines. A local self-appointed historian filled in the sordid realities of crowded man-camps, wide open bars, gun fights in the streets, Chicken Ranches and hookers mixing with intolerant townies. A perfect place for old hot rodders and biker gangs to relax and reminisce with the grandkids.

Next stop: The Manzanar Internment Camp in the Owens Valley. Established in the wake of Pearl Harbor and the fear of a west coast attack - Japanese American citizens were unfairly rounded up and imprisoned for the duration of the war. A shameful chapter in US history.

Now feeling completely guilty, we moved on to the Historic Mt. Whitney Fish Hatchery near Independence. This place was so beautiful our spirits brightened with a delightful tour of the imposing 1917 structure. A European design with walls of local stone, walls two to three feet thick, rising three stories and surrounded by old growth trees and fish ponds. Twenty years ago, after a damaging landslide, the state didn’t want to shell out money to get the facility back in shape. It was nearly lost to budget cuts and more modern hatcheries. It was only saved by donations and volunteers. So here it is - the perfect backdrop for photos of old Fords.

On to Big Pine for the night, we filled the only Motel--the one with “a kitchen in every bathroom” and check-in at the gas station next door. **After a restful night we heard the call** of Jay’s horn, lined up and proceeded up SR 168 into the White Mountains some 10,000 feet into thin air. The old Fords struggled in the heat and altitude - same with the drivers. At the top, nearly all the flatheads were left to rest with their hoods open, gasping for air. We were there to see the oldest living thing on the planet - no, not Jay Harris - the Bristlecone Pine tree of Schulman Grove.

This ancient high-altitude tree, ravaged by harsh winds, bad soil and sparse water has survived by growing slowly, adapting to changing conditions and preserving itself by creating strips of bark to it’s twisted extremities. The tree has become a standing witness of weather patterns and human development as chronicled in it’s growth rings. The oldest tree found so far is named Methuselah - 5,062 years old. A very enthusiastic woman Ranger nearly talked our ears off, imploring us to hike the fourteen miles to see the gnarly old Methuselah tree up close, but luckily Jay had a schedule and we were able to excuse ourselves gracefully. Down the mountain we came, the smell of exhaust going up, replaced by the smell of burning brakes going down.

Back on 395 we topped off the tanks in Bishop, sniffed the pastries at Schots Bakery and continued to Convict Lake for a picnic lunch in a shady grove overlooking the lake named for a police manhunt of an escaped prisoner long ago.

The Double Eagle Hotel on the June Lake Loop Road was our goal for the day. We all rolled in early, registered and relaxed. I got busy on a thank you card for Jay and Janet, Sandy went off to a Yoga class on the lawn aside a pond. We were to meet at dinner in the hotel restaurant, but the place was in complete chaos - the hotel did not staff up for our crowd. Many people dressed in costumes appropriate to their cars - 30s, 40s, 50s period costumes lent a real party atmosphere to the gathering. Steve Bento came as General Douglass McArthur in an authentic uniform, complete with medals - very convincing except for his raggedy-ass sneakers. Some folks waited over an hour and a half as the one overwhelmed waiter and a few bus boys worked at a dead run delivering what they could when it was ready. Surprisingly, the food was good, But some left in a huff before it was delivered.

I was bone-tired from the hot day arm-twisting **the** old steering up and down the mountains so I fell asleep by nine.

It was about 7am when I slid back to consciousness. Sandy was calling, “Uh, oh - Tim, come look.” She was at the second floor window overlooking our car parked near the trees at the back of the hotel. I was alert enough to figure something had happened during the night, but I wasn’t prepared for what I saw...

My '50 convertible was ripped wide open, it's contents mauled and spread all over the trunk and surrounding grounds. What's that broken triangular glass next to the car? Oh, that's the decapitated wind wing...

A bear had eaten my car.

When I got downstairs a small crowd was gathered around. "I'm so sorry" they said. The bears had ripped the left wind wing off the car, then climbed up on the top, crushing the main rear top bow, breaking the swivel bolt that held it up. And ripped through the canvas to get at a bag of trash and two quarts on Rice Milk in the back seat. There were big and little muddy foot prints all over the car. A Mom giving her baby a 'learning moment.' Inside bear snot, Rice Milk, granola and garbage ground into the seats and rug. Claw tears everywhere in & out. I went to breakfast.

Everyone was so concerned at the restaurant. But mine wasn't the only car damaged... Dan Prager's van was also ripped up, side mirror pulled off, door side glass broken out and signs of a bear party all over the interior. Other cars had been investigated, but the hairy perps only left footprints--that is, except for Garry and Kathie Watson's spotless '34 sedan--there the bears had paused to poop on the running board - the ultimate insult.

Unexplained were Dan and Bonnie Krehbiel's '49 convertible--unmolested. Why had the bears ignored the open cookies and crackers inside their car? Must have been full after the party in my car...who knows?

Following breakfast, a crowd surrounded my car. I had begun the cleanup and inventory of tools and supplies in my trunk. It felt like the day after a Frat party--knee-high trash and plenty of jokes and laughter, but also everyone ready to work on putting the car together so it could continue the trip. Within minutes, Norm had the rear top bow back in place using a replacement bolt donated from somebody's tool box. Cal Westra and Dan Krehbiel secured the tattered canvas with bailing wire. Rips and tears were closed with duct tape and, for a final finishing touch, a cheap blue tarp was stretched over all the damage, courtesy of Norm and Peggy Petrucci--we all stepped back-- "Red, White and Blue", we exclaimed,"How patriotic!"

The line of cars looked more like a 4th of July parade with my newly decorated rag top second in line as we followed the loop road back to the 395 northbound. At Lee Vining we stopped for a ranger presentation on the checkered history of salty Mono Lake--the remnants of an ancient inland sea that LA has been sucking water from for decades - until a court order stopped the pilfering. Mono is not a dead lake, but the smaller it gets, the saltier it gets. The tiny microbes and large fly populations will not survive for much longer, which would deprive migrating birds a resting and feeding place on their long annual journeys. Interesting how the food chain operates, hey?

A picnic lunch at Twin Lakes was a welcome break from the heavy driving. It's been a one-family owned property for the last hundred years and do they do a good job of managing the summer rentals, fishing boats and camp spots. A beautiful, restful spot. One note, they have built an entrance gate reminiscent of the Village gate in the King Kong movie - not to keep people in, but monsters out - any bears listening take note.

We passed through Bridgeport and onto Walker River Canyon for a chance to dip our hot feet in the cold water. Later, we checked into a sprawling old motel along a lazy section of the river. When Linda Souder and her friend, Ellen Tessidore drove through in the '46 woodie we all noticed the annoying squeak coming from under the hood. Both Ray Brock and Dan Krehbiel (our resident experts) listened and determined it was a shot bearing. It was already dark, so they agreed to a sunrise 6:30am start in order to make the 8:30am tour departure. The generator would have to come off and be torn down. Turns out, Dan was carrying an extra generator - who does that? Which just-in-case-part should you carry in your trunk? I know, a forty pound generator.

Like a couple of surgeons discussing a heart transplant, Dan and Ray talked though the situation: both generators were 6 volt and the '49 should work on the older car if they break the generators down and switch armatures and mounting brackets. They got right on it, using a piece of cardboard as a work bench, the two experts disassembled both to make one. Forty minutes later, they mounted it in the car, hooked up the wires and called, "Fire her up." When the motor sprang to life and showed a charge, the two wrapped up their tools, exchanged a high five and swaggered to their respective rides in time to catch Jay pulling out of the driveway. Dan said "That was fun."

Waiting ahead for us was Sonora Pass - 9,624 feet almost straight up - the pass that kills old cars.

So many switch backs I lost count. I had to down shift to low what seemed like 45 times and then could only crawl up the grade with my usually snappy V8 screaming for oxygen. The views were worth the pain. And just doing the pass gave us bragging rights and was worthy of a in-your-face bumper sticker.

After the mountain the day was easy. Only sad part - the number of dried up lakes and rivers we passed. But, we move onto old town Coulterville for lunch and some stepping back in time at the Hotel Jeffrey saloon - where Charlie Butler banged out a Dance Hall song on a way out-of-tune piano. The hotel has the distinction of burning down three times since it was first built in 1851. Last hot time was 2014. While we hung out at the bar, a loud and funny tattooed lady gave us the lowdown on all the crazy history of the town.

As the sun settled, we drove into our last stop for the trip - the town of Oakhurst and the South Gate Yosemite Hotel. A Mexican meal at the El Cid roadside bar & grill and friendly groups of old Ford Friends having a drink or two, going over the highlights of the trip.

Now, a plan for the 360 mile trip home. Ray suggested going down the 41 to the cooler coast and work our way south on 101 and Hwy 1. Sounded like a plan. Unfortunately, Cal Westra's '50 motor fried and was shipped home. The rest of us took a memorable fast ride out of Pismo Beach towards Buellton, passing woods lining agricultural fields along the coastal mountains at sundown - beautiful. At the hotel we took a swim, had dinner at Pea Soup Anderson's, and hit the hay. We woke up ready to slog on through LA traffic and get home by dinner Saturday.

It was a grand Tour. Only hiccup, the hungry bears in the woods. Good hotel, but late - after dark, the wild ones came around... My car used to have an ordinary white top - now, a cheap, bright blue tarp, held together with bailing wire and duct tape. With the red paint, it's a moving patriotic statement. A bear eating your car might ruin some trips - not this one, everyone on the tour jumped in to help with temporary repairs and moral support. We finished the ride in high style - our duct tape flapping and lots of people asking questions at every stop. --Tim and Sandy (PS--My insurance covered New top, paint & interior--Thank you Mr. Bear)





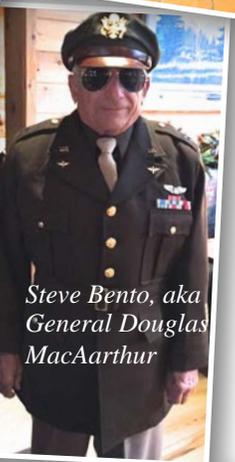
*The Morning Briefing,
Hesperia Departure Day*



*High Class
Saloon Girls*



*Oldest living thing on
planet - 5,062 years old*



*Steve Bento, aka
General Douglas
MacArthur*



Norm & Peggy



The Usual Suspects Rounded up at BearGate



Twin Lakes Talent Show



Dan the Generator Man



Bill Havrey-chick magnet

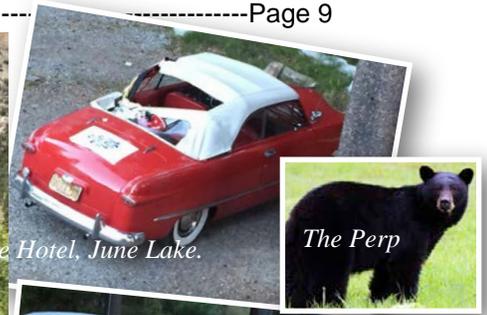


The Watson's make the grade





Scene of the crime- Double Eagle Hotel, June Lake.



The Perp



Charlie Butler bangs out a tune



NAME	CAR
Tom & Gail Anderson	'47 Ford Tudor
Steve & Sheila Bento	'42 Ford Coupe
Ray Brock & Judy Grobbel	'34 Ford Coupe
Charlie Butler	'51 Mercury Sedan
Tom & Chris Cook	'36 Ford Coupe
Bob & Letrice Davis	modern
John & Liz Dow	'36 Ford Tudor
Michael & Maureen Fichera	modern
Bill & Nancy Greening	modern
Jay & Janet Harris	'51 Ford Victoria
Bill Harvey	'64 1/2 Mustang Conv
Ralph & Linda Hubbard	'53 Mercury Monterey
Royce & Louise Hulsey	'63 Falcon Sprint Conv
Jerry James & Barbara	'50 Ford Crestliner
Jon & Lin Kemmerer	'40 Ford Coupe
Dan & Bonnie Krehbiel	'49 Ford Convertible
Jim & Diane Little	'51 Ford Club Coupe
Gregg & Linda Lowry	modern
Norm & Peggy Petrucci	'40 Ford Coupe
Dan Prager & Gary Huckins	'47 Mercury Coupe
Tim & Sandy Short	'50 Ford Convertible
Linda Souder & Ellen Tessitore	'46 Ford Wagon
Ric & Betty Storrs	'48 Ford Coupe
Ted & Dory Thompson	'36 Ford Tudor
Gerry & Kathie Watson	'34 Ford Fordor
Jim & Linda Wells	modern
Cal & Cheryl Westra	'50 Ford Fordor
Bud & Cassandra Williams	'40 Ford Coupe



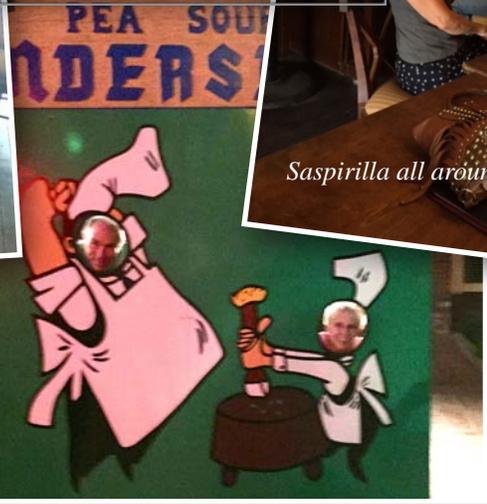
Bar Flies at Hotel Jeffrey Saloon



Saspirilla all around!



Homeward bound stop in Beulton



Next Tour:

Sun, Nov 15 - Bill Dorr's In-Depth Silver Strand Tour-619-884-4188

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

Overview: Points of interest include:

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

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

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



OKTOBERFEST -Olympic Calf Roping- a Lost Art...



SDEFV8 Club, General Meeting, Oct 7, 2015

President Duane pounded the gavel at 6:05 PM. The meeting was held at the El Cajon Cruise nite.

Guests: None

President's Report: Duane reported that he has a new job and won't be able to attend Club or Board meetings regularly. He also stated that it is time to elect new board members for 2016.

Program Speakers: VP's Report: Bob noted that there is only one regular meeting left before the Christmas Party so if anyone would like to be on the board please step up.

Secretary's Report: Dennis asked if there were any additions or corrections to the Sept.. minutes published in the fan, and a motion was approved by a vote of the membership.

Treasurer's Report: Ken Burke detailed the Sept.. 2015 monthly financial report, including the Ollie Smith Scholarship Fund, which was accepted as submitted.

Accessories Report: None **Sunshine Report:** No Report **Fan Editors Report:** Tim Shortt reported the Nov Fan is packed with activity reports and will include a story on the Jay Harris tour.

Tours Report: Jim Thomas reported that the Octoberfest would be held at Ken Tibbot's House. Also a tour to the C&G barbecue will be on the 17th of Oct.**Programs:**

No report

Old Business: A driver for the soap box derby car has been selected. **New Business:** None.

Miscellaneous: Thanks went out to Rick Storrs for the great show he and his group put on.

Name Tag Drawing: No one won the drawing

Meeting adjourned: 6:36 PM--*Respectfully submitted:* Dennis Bailey

November Anniversaries

- 11/07 Jim & Linda Wells
- 11/08 Jim & Cindy Hallsted
- 11/11 William & Paula Brents
- 11/20 Ron & Nancy Hall
- 11/21 Dan & Lani Prager
- 11/25 Norm & Phyllis Burke
- Jerry & Sidney Windle

November Birthdays

- 11/02 Vincent Geroche
- 11/05 Donald Gladden
- 11/12 Dan Krehbiel
- 11/12 Calvin King
- 11/12 Tiffany Murrell
- 11/15 Bobbie Atkinson
- 11/16 Larry Larkin
- 11/16 Linda Wells
- 11/16 Barbara Martin
- 11/17 John Dow
- 11/17 Nancy Hall
- 11/18 Narelle Pettee
- 11/21 Jim Carnahan
- 11/21 Eloise Kowal
- 11/21 Walter Andersen
- 11/25 Wally Crawford
- 11/25 Michael Brandon
- 11/29 David Huhn
- 11/29 Dick Martin
- 11/30 Bonnie Krehbiel

Membership Paula: Welcome all new members

Sunshine Judy-- Larry Larkin took a fall & broke a vertebrae. He's in the hospital doing rehab and getting better,



HERSHEY'S PARTS SWAP IS BIG.

Jim & Diane Thomas Report

How big is it? Well, they have three large parking lots into which our Big Three would fit snugly inside. The planning and organization at Hershey reflects many years of experience by those in charge. The car corral offered everything from VWs to Rolls Royce's and when that area was filled, the car corral spilled out onto adjacent parking areas. One surprise that turned into a game was counting the number of totally restored cars from the 30s, 40s and 50s with original mileage in the teens.

Another surprise was to find out that Hershey moved their chocolate factory to Mexico a few years ago, and that the 'factory tour' is part of the theme park and is a fake factory.

Still another surprise was to discover Tomato Pie served in nearby Litiz, PA. in a little cafe with an old fashion soda fountain. This cafe sits across the street from Wilbur's Chocolate Museum where they have a small kitchen on site making specialty items for special events.

The weather in Hershey frequently brings rain this time of year and it fell on Friday. By luck we read the paper and used that day to visit the Gettysburg National Park. Bus Tours available

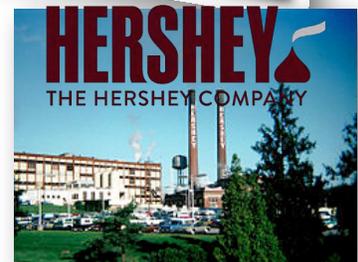
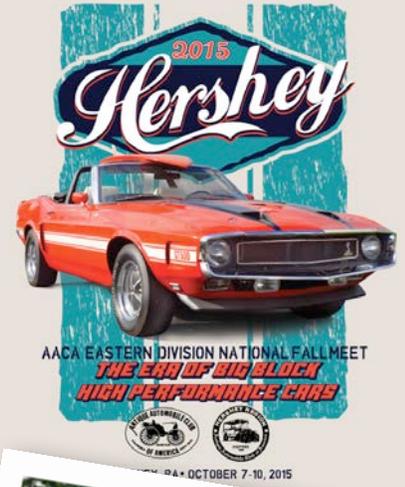
but for a few more dollars (5) we hired a personal guide and that was a good decision. The whole picture of the battle forms in your mind as the guide points out battle lines while you stand there visualizing being a participant.

The town of Gettysburg is beautiful and you could spend an entire day walking the old section, some of the buildings still have bullet marks.

On the opposite side of Hershey is Lancaster, home of an Amish enclave. Horse drawn buggies are available for hire and puts you in touch with the very slow pace of life the Amish would enjoy if they were not working so hard. With no radio, TV nor power equipment they lead a very insular but healthy life.

On the last day of our trip we visited another nearby town. York, PA is home for one of the Harley Davidson motorcycle factories. This is worth the trip. This factory is highly automated with not only many robots performing mundane work but an area is set aside for workers to sit down on company time and write out suggestions on how to improve production procedures.

The factory's middle name could be 'progressive'.--*Jim & Diane*



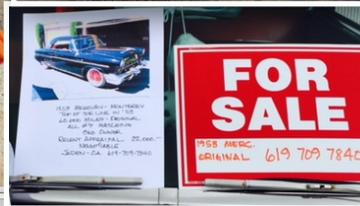
1946 Farm Truck dug out of weeds, completely restored with parts found at Hershey Swap during 3 day event





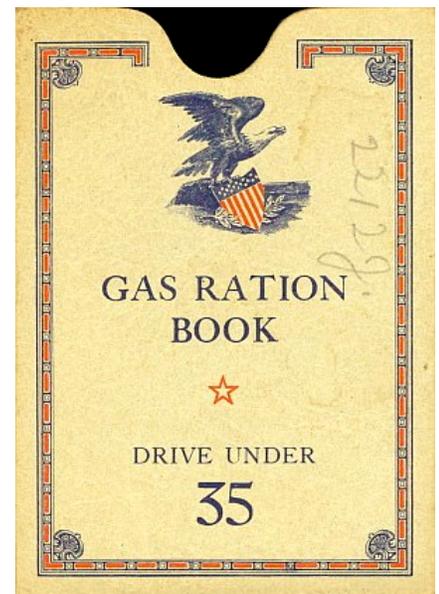
C&G knows how to throw a party.

Oct 17, Despite a drizzly morning, Commercial Street was brimming with cars and hungry car folks. C&G was wide open and sale discounts were in effect. Plenty of old Fords on hand - including many with for sale signs.

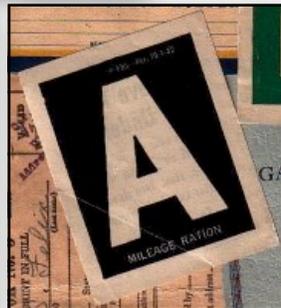
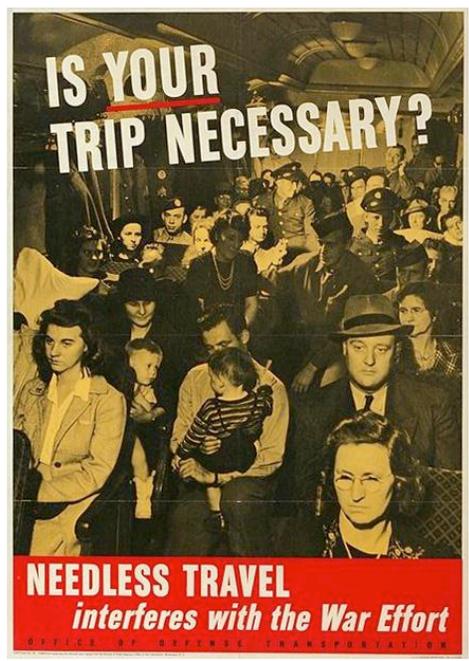
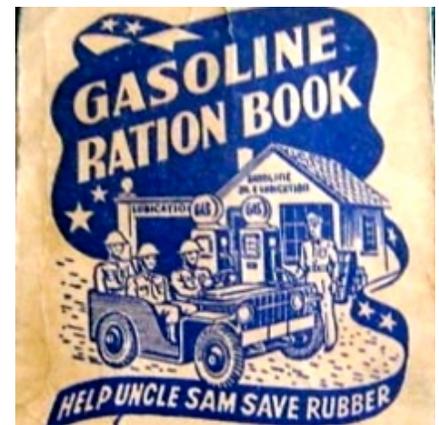


Who's Shoes?

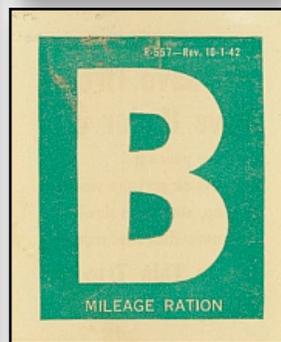




The OPA established the Idle Tire Purchase Plan, and could deny mileage rations to anyone owning passenger tires not in use. Voluntary gas rationing proved ineffective and by the spring of 1942 mandatory rationing was needed. To get your classification and ration stamps, you had to certify to a local board that you needed gas and owned no more than five tires.



By the end of 1942, half of U.S automobiles were issued an 'A' sticker which allowed 4 gallons of fuel per week. That sticker was issued to owners whose use of their cars was nonessential. Hand the pump jockey your Mileage Ration Book coupons and cash, and she (yes, female service station attendants because the guys were over there) could sell you three or four gallons a week, no more. For nearly a year, A-stickered cars were not to be driven for pleasure at all.



The green 'B' sticker was for driving deemed essential to the war effort; industrial war workers, for example, could purchase eight gallons a week. Red 'C' stickers indicated physicians, ministers, mail carriers and railroad workers. 'T' was for truckers, and the rare 'X' sticker went to members of Congress and other VIPs. Truckers supplying the population with supplies had a T sticker for unlimited amounts of fuel. --TS

Rick Carlton V8 Webmaster

I am a rare native San Diegan.

I grew up in OB on Sunset Cliffs in a house that Dad built. Dad was into cars and car racing so I attended races at dirt ovals, road courses and drag strips. Remember Riverside Int'l Raceway, Orange County Int'l Raceway, Del Mar, North Island, and El Cajon Speedway? He took me to a lot of races and I thank my Dad for my interest in cars.

My first car was a 1959 Triumph TR-3. I flipped it over on Carmel Valley Rd., but I had my seatbelt on. I had it towed to the Shell station, put in 3 quarts of oil and drove it home sans windshield. That incident cured me of squirrely driving early on.

I sold the wrecked TR-3 and got my first Ford, a 1960 Falcon.

I always had an eye for 1956 Ford F-100s and I owned a nice one with a 272 cu. in. motor and an electric overdrive in 1972. A sign of things to come, I actually painted "V-8" on the grille because I couldn't afford the real emblem. The first gas crunch came (up to .679 a gallon!) and the truck was replaced by a VW bug.

I graduated from Point Loma High in 1969 and went to SDSU where I earned a BS degree in Marketing and a MBA in Information Systems. In the mid 1970s, I worked at Fedmart stores and had a company car (Dodge Omni, big deal) when I worked at the corporate office. After I earned my MBA, I worked as a programmer and senior system analyst and traveled to all the Naval bases where aircraft carriers were stationed. In 1989, tiring of travel, I worked for the San Diego Unified School District installing multi-user computer systems and was a database administrator. I retired as the Assistant Business Manager of Sweetwater Union High School District in 2007. I've been retired for 8 years and I don't miss working a bit.

I've been a member of the Board of Directors of the EFV8 club for the last 6 years and I'm on the Board of Directors of the Big 3 swap meet. Dennis Bailey and I have organized the All Ford Picnic for the last 4 years. I maintain the EFV8 club website (so send me a picture of your car for the website)!

I joined the Old Mission Beach Athletic Club (OMBAC) over 20 years ago and I was on the committee to select "Miss Emerson" for about 10 years. I was chairman of the Emerson committee for 3 years and dealing with the Emersons is actually a lot harder than you'd think (Really)! Besides cars, my hobbies are traveling in our RV, camping, fishing and bodysurfing.

I've always owned "a fun car" of some type. I had a 1969 El Camino SS 396 when I met and married Sheryl twenty years ago. We've owned the '37 Fordor Slantback for about 10 years. Its been a great car, but it has to go now that I found another '56 Ford F-100. You'll see it soon. We've met a lot of wonderful people and we've made a lot of new friends since we joined the EFV8 club.



Inauaural Alaskan Season - Sapphire Princess 2004



*The Rick only
Sheryl knows*



*Loyal '37 to say goodbye.
Hot '56 moving in new garage.*



Webmaster at home-where he belongs

Rick as Over The Line Official- Tough duty



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

General Meeting- Nov18-- 7 pm, Auto Museum, Balboa Park

FORD V8 SWAP CORNER...

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

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

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

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

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

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

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



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

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



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

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

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

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

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



'36 standard Tudor. 63k miles, all orig, Award Winner. dillardharwell@cox.net 619-825-8025

WANTED-'41-48 Studebaker M5 PU. should be complete, running & driving. **Joe Vidali 619-444-7174 or samegan@cox.net**



'37 Ford Slantback Fordor. Tour Proven hot rod. 350/350. Ready to roll. \$25k Rick Carlton 619-512-7058

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



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

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



'52 Ford Sedan 8BA, Ford-O-Matic. New tires..Solid.Driver.. Bob Symonds 619-993-7225



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

-An original radiator for the V8 which should be good to rebuildable condition,
--Anti-chatter bars for the engine. That's the best name I can think of as they go from the the bell housing to the frame.
-Throttle and choke linkage.
Any other parts that are required changing from a 4 to V8---
CALL Don Pettie 619-838-09867

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



'50 Ford Custom convert- Restored 2015 Flat 8 w/Merc crank. 12V, LB Top. \$35k. Ron Dreher 541-592-6994 So, Oregon



Marshal Scotty Amusement Park Cars-Die cast & weigh approx. 100 lbs ea.. Great condition- \$250 ea.. Mike 619-977-9777

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

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



Next General Meeting Nov 18, Auto Museum--7pm. Be there to nominate your next V8 Board of Directors



*I think Judy
just told
Ken to
"Watch it!"*

*Bob
traveled
360 miles
for this!?*

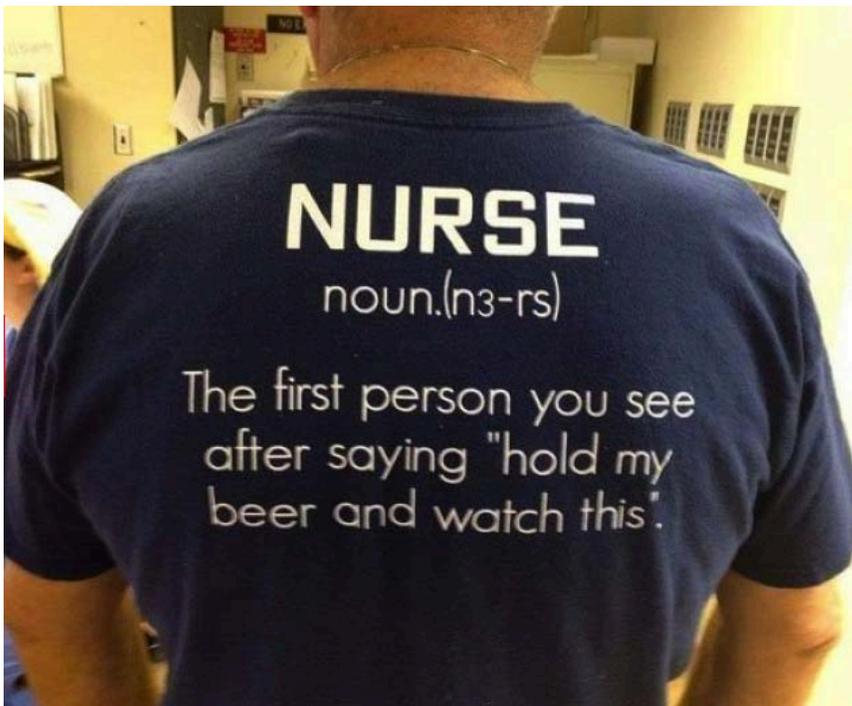


OKTOBERFEST---Team Pumpkin Carving Event



*Only
known
photo of
Geronimo
wearing
socks*

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



Nov/15