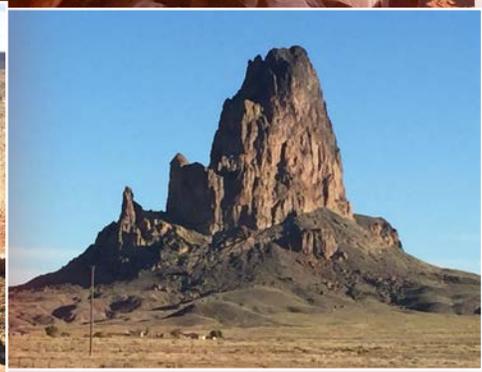
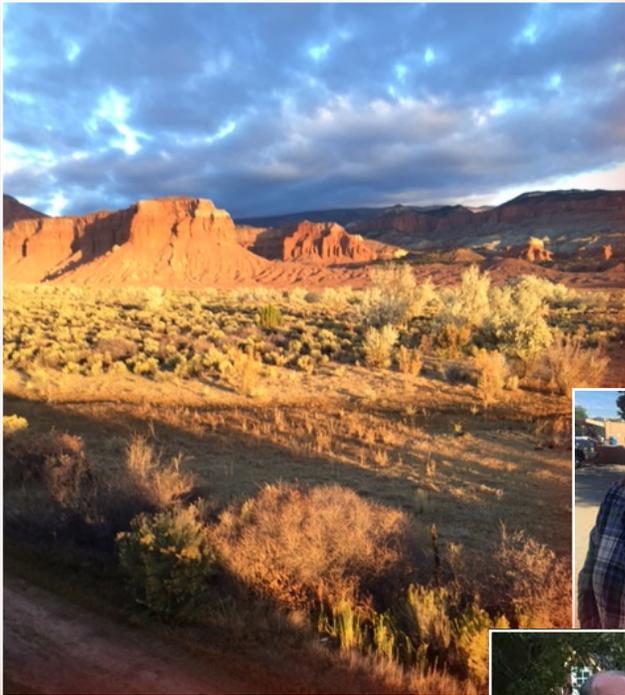


X THE Ford FAN X

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



Harris Tour-2016



Prez Sez—Our November general meeting will be held as scheduled, Wednesday, November 16, 2016. Our October meeting was cancelled due to members being out of town for both the Jay Harris tour and/or the EFV-8 Western National Meet. This issue of the Ford Fan should hold some interesting photos and reading of another spectacular Harris Tour.

We had two club members volunteer to join the Board of Directors. At our November meeting, we will be presenting the proposed 2017 Board for approval. The officer positions will then be announced at our annual Christmas party, to be held at the Coronado Golf Course on December 11, 2016. Barbara Martin will be the primary coordinator for this event. Please look for the notice in this issue of the Fan for Barbara's contact information to make reservations and send in your payment.

As you read this, it will be very close to our annual Oktoberfest to be held, Sunday, November 6, 2016 (okay, Novemberfest) at Sweetwater Summit Park. This is the same beautiful location where our Pancake Breakfast was held last June. There will be good food, entertainment and games so bring some family members along and join in on a fun event. We will be entering the busy holiday season from Thanksgiving to New Years very soon. So this may well be our last outing this year as a club. Our November general meeting will find Program Chairperson, Mike Petermann, doing a presentation of his May 2016 drive of Route 66 from Chicago to San Diego. Mike is a very funny, entertaining guy. There may well be some special refreshments and/or snacks to enjoy along with his presentation so plan on coming and enjoying the show. Mike will also be testing out our new computer video projector. This will allow us to make better program presentations using photos or videos from not only the internet, but anything stored on a pc, smart phone, thumb drive and other electronic storage devise.

In addition to my duties as President, I have organized a couple of tours this past year. As a contribution to the club's Ollie Smith Scholarship Fund, I would like to organize a tour or event that can double as a fund raiser for the fund. If you have any fun ideas that **could** make this a reality, please contact me to see what can be developed. Thanks,--*Bill Dorr, Prez*

- President: **Bill Dorr** 619-884-4188
- V.P. **John Dow** 619-302-8376
- Secretary: **Dennis Bailey** - 619-954-8646
- Treasurer: **Ken Burke** - 619-469-7350
- Directors:**
- Duane Ingerson - Prez Pro Tem** 619-870-7732
- John Dow** 619-302-8376
- Dennis Bailey** - 619-954-8646
- Jim Thomas** 619-669-9990
- Ken Burke** - 619-469-7350
- Tim Shortt**- 619-851-8927
- Walter Andersen** - 858-274-0138 619-224-8271
- Mike Petermann** 916-479-3665
- Ray Brock** 619-993-9190



Other Chairpersons

- 50/50: **Carl Atkinson** - 619-593-1514
- Membership : **Paula Pifer** - 619-464-5445
- Programs: **Mike Petermann** 916-479-3665
- Tour Co-ordinator- **John Dow** 619-302-8376
- Car Club Council: **Bill Lewis** - 619-651-3232
- Web Master: **Rick Carlton** - 619-754-6259
- Lady 8ers: **TBD**
- Accessories: **Judy Grobbel** - 619-435-2932
- Ford Fan: **Tim Shortt** - 619-435-9013
- Cell 619-851-8927
- Refreshments: **Chris Cook**
- Sunshine: **Judy Grobbel** - 619-435-2932

Big 3 Board Members:

- Ric Bonnoront** - 619-669-6391
- Rick Carlton** - 619-754-6259
- Calvin King** - 619-447-1960
- Dave Huhn** - 619-462-4545
- V8 eBlasts: **Sandy Shortt** shortsandy@mac.com
- 619-435-9013

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication.

Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



Wear Your Name Tag--
November pot is \$50 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!**
NEW RULES: Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a winner.



Look!
 What is it--a Blower?
 Nope, it's AC.
 On a Flathead?
 Yep.
 Wow...



So, Rick Carlton heard about this local Barn Find . Rick called Tim. Tim showed a photo to Ray and here it is in Coronado...



Henry's Rubber-For-Tires Plantation Goes Flat

In the late 1920s, the infamous automobile tycoon Henry Ford set out to break the back of the rubbery monopoly. His hundreds of thousands of new cars needed millions of tires, which were very expensive to produce when buying raw materials from the established rubber lords. To that end, he established Fordlândia, a tiny piece of America which was transplanted into the Amazon rain forest for a single purpose: to

create the largest rubber plantation on the planet. Though enormously ambitious, the project was ultimately a fantastic failure.

Ford looked into the possibility of producing commercial quantities of products other than rubber that were grown on the plantations to support the community of workers. These products included teak, balsa, mahogany, eucalyptus, kapok, tamarind, sisal, hemp, jute, cinnamon, ginger, coconut oil, palm, cacao tea, pineapple, citrus fruits, bananas, soy beans, and coffee.

The goal of setting up the Ford Motor Company of Brazil was two-fold: to supply Ford's internal demand for rubber as well as to provide a better way of life for the Brazilians who lived and worked on the plantations. The plantations were testaments to the agricultural innovations and commercial cultivation of the jungle. However,

they were also marked with failures, such as Ford failing to understand native culture and trying to impose a Dearborn-like work schedule and lifestyle on the native Brazilians.

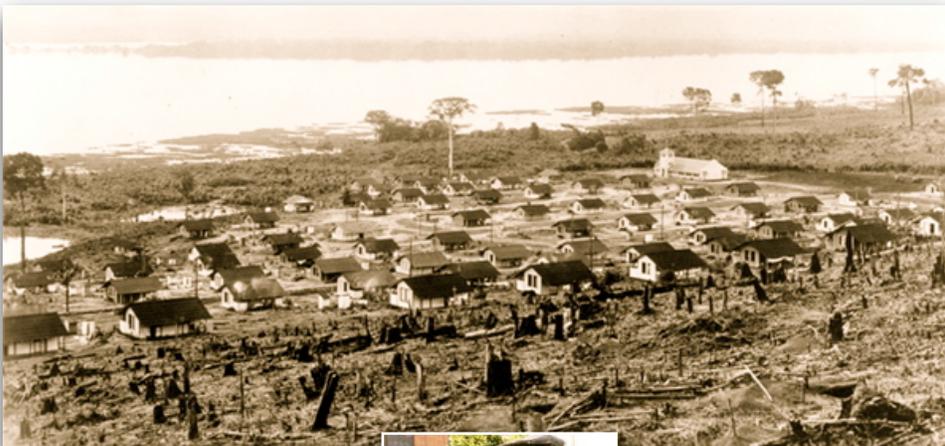
By 1940, Belterra had 7,000 inhabitants, more than 2,000 workers (including 261 women and 60 boys), 844 houses, and wooden barracks that could accommodate 950 men.

Nicknamed "Dearborn in the Jungle," Belterra was a model community with three major and two outlying schools to serve more than one thousand students. It also had churches, stores, a recreation building, a golf course, a library, radio stations, a power plant, a sanitary department, a water purification plant and more.

The hospitals at Fordlandia and Belterra had over 120 beds and were well-equipped with X-ray and ultraviolet-ray equipment, laboratories, pharmacies, operating rooms, hot and cold water, and dental offices.

By 1941, there were 3,651,500 rubber trees planted at Fordlandia and Belterra. Ford initially invested two million dollars to set up the Fordlandia plantation.

By the time custody of Fordlandia and Belterra was transferred to the Brazilian government, the total investment had been 20 million dollars.



-----Next Tours-----

***Sun, Nov 6 Novemberfest**
Jim Thomas
jsthenomas35@gmail.com

***Sun, Dec 11 Tour** Christmas Party - Big Bay View
Coronado Golf Club
Barbara Martin
858-254-5009
Send Money Now for
Reservation-
\$25 Per Person
1953 Powell Dr, El Cajon,
Ca 92020

Jan, 2017- TBD



(NovemberFest this year)

SUNDAY, NOVEMBER 6

SWEETWATER SUMMIT REGIONAL PARK
3218 SUMMIT MEADOW ROAD, BONITA

CARVAN FROM NATIONAL CITY
ASSEMBLE AT 1200 BLOCK D AVENUE
ALONGSIDE KIMBALL PARK
LEAVING AT 10:30 AM

FAMILY AND FRIENDS WELCOME

WEAR A COSTUME

BRING A DISH

LAST NAME

A-I BRING A SALAD

J-R BRING A VEGETABLE PLATE

S-Z BRING A DESSERT

FUN – FOOD – FAMILY

Questions

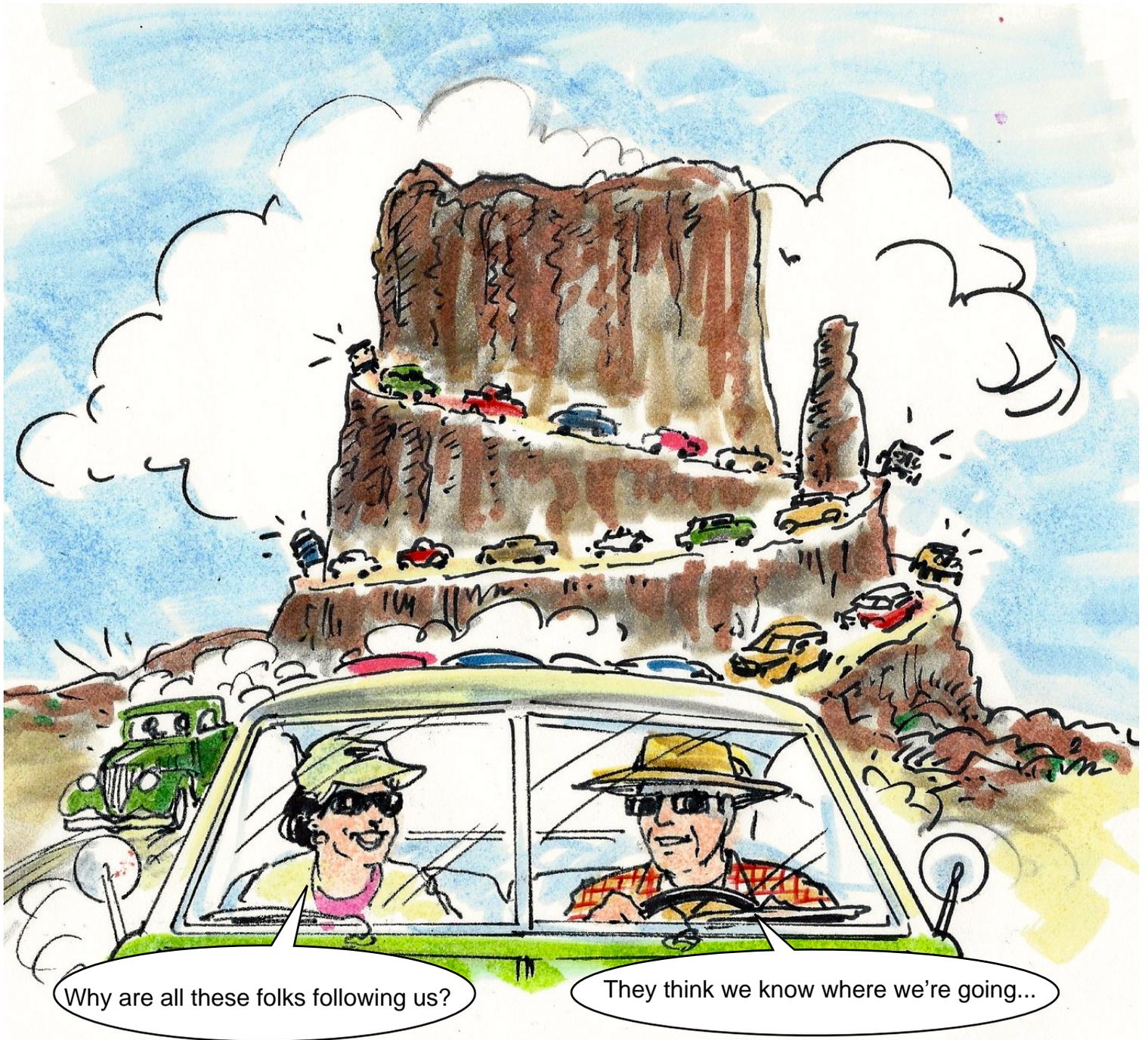
jsthenomas35@gmail.com



*Rich & Chris Cook-
Party Mood*



*Call
Triple A-
Multiple
Problems
with
Linda's
Woody*



The Harris

WILD WEST TOURAMA

2016



27 cars, 58 people. What could go wrong?

The main group left Temecula on schedule, Jay and Janet Harris in the lead. Bill and Sue Dorr led the San Diego V8ers on a scenic two-day ride dubbed 'The Sticky Bun Run'. Our goal was a rolling rendezvous, joining up at the corner of Hwy 74 and Hwy 111 in Palm Desert. We missed each other by minutes - caught up an hour later at a gas stop. Blame it on those sticky Buns.

From then on we stuck to Jay's plan. First night, bucolic Wickenburg, Az.-in the middle of nowhere. Happy reunion after reunion happened as we all gathered at the hotel. We had hardly begun, but secret planning was already underway for Jay's 80th BDay and Tour Wrap Party.

Next morning we were off. Destination; the red rocks of Sedona, Az. But first, Prescott and the historic mountainside mining town of Jerome (where we found NO PARKING left in the whole town). In Sedona we visited Gail and Clyde Bangliola and John Connell's, homes, garages and new lifestyles. In the evening some gathered on the porch for sunset cocktails, while another group with nothing better to do, went to Blazin' Saddles Music Show and a tiny cowboy town of shops full of trinkets and souvenirs. The C&W Band played a mashup of "Grand Ole' Oprey" and "He Haw"--the kicker for the night was a huge 6-course country meal on one big old plate.

Just up the road we rolled through eye-popping Oak Creek Canyon and on through Flagstaff to the million year old Sunset Crater Volcano and Wupatki Monuments on the loop road. It was here my gas pedal just flopped to the floor. I coasted with the convoy for about two miles down the hill before spotting a wide spot to pull off.

Because of the 'Bear Incident' last year, people had been asking what what I was going to do THIS year -- well, here it is. The linkage had separated under the floor board but up high in the tangle of Shift linkage and exhaust. Could not be reached without jacking the car - which I did with a borrowed floor jack from Walter Andersen. Before I could get under, Walter's buddy, Rich slipped under and sustained some burns sliding his arms up past the hot exhaust to reach the break. Turns out a 10 cent clip had broken at the joint. With no extra clip or room to work, we turned to how else could we rig a throttle into the car. Ray Brock unhooked the throttle linkage and choke cable, wrapped some bailing wire around, and just like that I had a hand throttle in the car. Bill Dorr swapped spaces with Sandy, so she wouldn't get nervous while I learned how to drive all over again.

The new setup worked more or less like cruise control, but you had to stay with it at all times, adjusting constantly as traffic required. Stopping, starting and shifting required three hands.

Back in Flagstaff Bill and I searched out a garage with an empty lift and willing crew. Took 45 minutes to find a matching clip--half hour to fit in car. We had missed the group picnic lunch, so proceeded north to the South Rim of one of the biggest, most dramatic holes in the earth - the Grand Canyon.

Checking into the famous El Tovar Hotel was complicated because it was near sunset, when busloads of folks come to watch the changing light play across the canyon rim - All parking usually reserved for the hotel was gone. After registration, we moved into our small room, like everyone else - well not everyone...While the rest of us were crammed into tiny rooms, where if you opened a suitcase, you had to stand in it, Dennis Bailey and Maureen scored a grand suite at the last minute for the same price as our tiny spaces. And not only did they get a big room, but also a separate huge bedroom (with a King Canopy Bed and separate entrance/ exit - so no embarrassing encounters with extra girlfriends.). So, of course that became the Pre-Party space before dinner and the natural place to pose the whole gang on the Canopy Bed.

The Grand Canyon morning included a shuttle tour of all view spots along the South Rim. It was beautiful, awe inspiring and even pretty nice. Of course every day included a mandatory gas stop, stretch and snack stop. It was here our dear leader, Jay was seen sneaking out of the Ladies Room. Hey, when you have to go, you have to go.

That afternoon, our ride astride the Kabob National forest, passing Cow Springs, Black Mesa and onto Kayenta gave us hints of the spectacular Monument Valley to come.

Later, we encountered an surprise three mile 8% dirt grade with memorable switchback turns that was not noted on the map. Jay led, kicking up dust, and we all followed. And we all made it. I followed Dan Prager who was leaking coolant all the way. (Turns out his overflow bottle blew its cap).

At the next gas stop, a clanking noise was noticed coming from Jay's rear wheel. Upon inspection, we found all the lug nuts were loose - one had already come off and was rolling around inside the hubcap. Loose nuts are never good.

Steve Bento had the first of two flats on his '42 Coupe. And then a third on the tire that was just repaired. The tires and tubes were new, but defective.

---- (Contd on pg. 7)



Contd... from page 6

Linda Souder and her friend, had an ongoing worry with her beautiful 1946 Woody. A persistent miss has been with them from the start and now seemed worse. A new coil, plugs, fuel filters and carb adjustments had not solved the problem. The car got through each day without a breakdown, but there was that miss. She soldiered on and everyone had a guess as to what was happening- but no solution. Finally, on our way home, the woody quit just 7 miles from Prim, our destination for that night. Everyone was sure the gas tank was filled at last stop. But Ray checked everything and declared, "This car is out of gas." Triple A came out with 5 gallons and the car did start, but quit right after the tow left, just two miles from the exit. So the mystery deepened. Happened she was just at the 200 Tow mile mark from home, so she decided to take it home on a hook.

Nothing can prepare you for the heart stopping vistas of Monument Valley. No matter which direction you look there is a remaining pile of stones that resemble ancient cities and towering guardians of culture from millions of years ago. Hard to fathom that this 6,000 foot elevated plain was once a sea bottom. Ride highlights included the towns of Mexican Hat, Hanksville and the Dirty Devil River. Continuing on we passed Gooseneck State Park, Natural Bridges, the Hite Bridge crossing the Colorado River and finally Capital Reef Natural Park surrounding the town of Torrey.

In the Resort Jay's 80th Birthday came alive at 5:30 as planned. Janet, the gracious hostess, and several life-long-time friends filled the head table. Many BDay cards, memories from school days and later from the 43 years of tours were shared. Bill Harvey is the kind of friend who can find a fond memory and roast you with it. He shared the story of seeing Jay at age 15, drive off from school in a '38 hot rod coupe with a girl by his side. Thinking that was so cool, and that a car like that could maybe get him a girl too, and then realizing the girl in the car was actually Jay's mother. (after the laughter, Jay explained, a licensed driver was required to ride with a 15 year old when the kid only had a Learner's Permit).



We had an early start the next day. A sight to behold as we climbed the scenic byway along the spine of a mountain ridge separating the Dixie National Forest from the the Grand Staircase - Escalante National monument, We crested the 9,600 foot summit, stopped for photos before descending to the small town of Escalante. On from there to Kodachrome Basin State Park just south of Cannonville. Ahead, Bryce National Park beckoned with many big views to experience.

Next morning we ate a hearty breakfast and geared up for the 235 miles to reach Zion, Utah. No easy ride. But worth it. I was

hurting all over by the time we entered the Park. But once in, the scenery was all encompassing. A winding narrow two lane road with monstrous mountains teetering at radical angles on either side of the road. Each looked like a single textured rock ready to crush the other.

And then the tunnel - I had remembered it as a one-way tunnel. Traffic had to wait at one end until it cleared from the other. Today it was two way. Inside you could see the scrape marks from busses trying to pass and deep gouges from cars careening off each other into the rock sides. It looked dark and dangerous. Then, my lights went out, flickered and went out again. Sandy yelped and gripped her seat. I hit the switch over and over, but no luck. Cars flashed their lights at us, but all I could do is hold my cell phone out the window with the flashlight on... no place to stop or even slow down with the narrow lanes and fast traffic. Suddenly we were out the other end, no damage. I've owned this car 14 years - never any problems with the lights, what a time to go dark.

We turned into the valley - green meadows and golden fall leaves along the river. Simply spectacular. Small cabins sprung up, clustered on the right into little neighborhoods. Walls of sheer rock rose to the heavens dwarfing everything below. Larger buildings with multiple rooms were next. At the main lodge, Sandy jumped out, and registered us. I searched for loose connections at the light switch - none found. Lights working just fine ...now.

Ray Brock and Judy Grobbel secured a large suite and hosted a party. Sandy and I set up camp in one of the cozy cabins with a fireplace. Home sweet home. After dinner we all wandered to the front lawn to mingle with the dozens of Deer peacefully munching grass.

In the morning, the deer were gone. In their place the lawn was full of wild turkeys - the boys in rut, the girls playing hard to get - just like teenagers. After breakfast we set off across the river and up the mountain trails about a mile to the three ponds created by runoff. Back down we lunched, then rattled around the valley on the shuttle, hopping off and on as we wanted. Bill Dorr and myself took the river walk (along with hundreds of others). When we reached the narrows, the path ended and we chose to turn back rather than wade further up river.

Zion delivered the best dinners (two in a row) of the trip - preparing us for our long ride home. Endless thanks to Jay and Janet for planning this whole shindig.--TS

More Harris Tour-2016



*Top of the world, gasping for air at 9,600 feet.
Dixie National Forest-Grand Staircase-Escalante Summit*





From Beast to Beauty

Former V8 member Ron Hall now lives in Scottsdale, Arizona.

As soon as he settled in, he bought this good running, shabby but solid '48 Woody.

He wavered back and forth whether to restore it or just clean it up and celebrate its patina. Well, check it out just a year later--New everything and ready to start collecting trophies. Beautiful Job!

AND
It's For Sale--\$85-95k or possible TRADE.
Looking for a '58 Resto Rod Corvette, but will consider others. Ron
480-473-3450

--TS



I Don't know

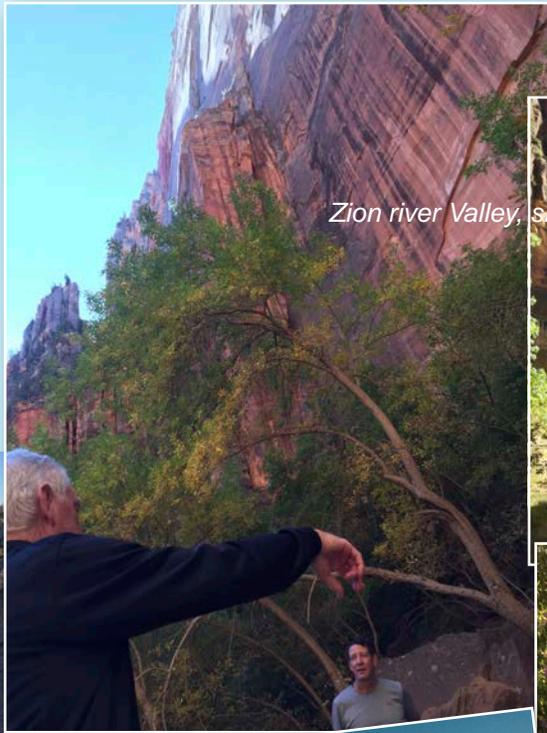


SDEF V8 CLUB-- Oct Meeting Cancelled - all officers out of town., Next Meeting Nov16, 2016

UPCOMING TOURS

***Sun, Nov 6 Novemberfest**
Sweetwater Summit Park -
Costumes-
Come as you want to be.
Jim Thomas 619-669-9990

***Sun, Dec 11 Tour** Christmas
Party - Big Bay View Coronado
Golf Club **Send \$25 @ now for**
Reservation. 1953 Powell Dr.
El Cajon, Ca 92020
Barbara Martin
858-254-5009



Zion river Valley, sheer cliffs & Cabins

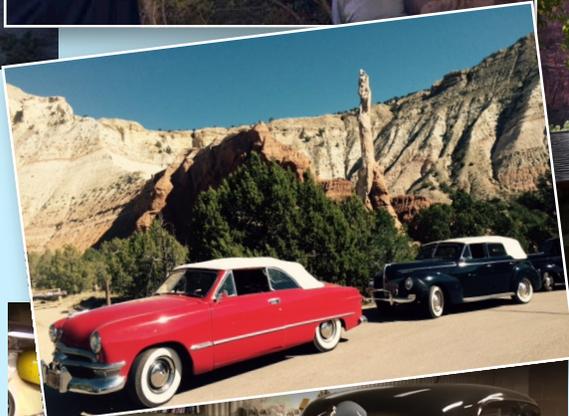


Oct 10, 2016

Stranded on the strand.

Cruising along, the Model A seemed invincible - then BOOM -- The complete exhaust system, pipe, muffler and all crashed to the pavement. The sudden wide open loudness knocked me back. I pulled to the shoulder (which on the Strand is a sand dune), unaware that the pipe had swept to the right like a side plow, sticking out some 6 feet, scooping up ten pounds of sand.

Once stopped, I hopped out to survey the damage. The pipe had blown off the header clamp and was only attached by a single clamp at the rear. Triple A towed me to a shop, where everything was welded back on, so I could continue to the Upholstery shop. For Sale- '29 Leatherback Sedan. With new seats and exhaust.



Ray Brock wouldn't be thinking of jamming that blown and worked 500Hp Flathead into that tiny timid Little Crosley... would he?

Nov Anniversaries

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

Membership Paula:
Membership Count 141. Welcome all new members:

Sunshine Judy-- Rick Storrs continuing treatments, but feeling good enough to play in his band.

Nov 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
- 11/18 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



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

**Next Meeting : Wed. November 16, 2016
Auto Museum 7 pm**

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. Sell all for BO. Margaret Bartlett 619-466-5475

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

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**

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



'37 Deluxe Coupe. My Dad's car is very nice, but hasn't been driven for a few years. John Murphy is 95 now-so I'm selling car for him. **BEST OFFER Patricia 858-248-2952**

'55 TBird. Nice shape, 292, auto, 2 tops, Black and white. **\$17,500.**

'39 Deluxe and '40 front fenders. Nice. **\$250 Pair.**

'35 steering mast, jacket, lock & key \$35

'52-54 Ford & Merc OD Trams w/ pull cable & solenoid \$300. -- Dan Krehbiel, Temecula 951-302-5922



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



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



'34 Ford Convert. 21 stud V8. Nice shape. **\$60k 619-204-1190**



V8 Times magazines (complete 1999-2007 + 84 issues between 1975-1998).

'53 Victoria 2-door hardtop. 62k Orig miles. V8-overdrive. Excellent interior. Many accessories, Detailed, Literature. **\$22k John in AZ. 928-517-8137. jander4390@gmail.com**

Tom Cook has FIVE really nice cars for sale 619-200-8114

Jeep CJG Trans, Transfer Case. Everything from flywheel to Drive Shaft. **\$500. Carl 619-593-1514**



1989 utility trailer 5 ft. X 10 ft. inside dimensions, great "easy-tow trailer", new tires, new Calif. registration and license. **\$700-Dillard 619-825-8025**

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



'65 Mustang Coupe. PS, PB Auto, AC. New 302 V8. Show Quality Restoration- **BEST OFFER -619-466-5475**



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



'29 Briggs Body Leatherback. Rust free straight body. Old restoration, with Trunk, wings, sidemount, Borg Warner Over-drive. New seats, . top tires, tubes, radiator, tune, water pump,. Drives well. **\$14,500. 619-851-8927 Tim**

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

'30 Ford Coupe. All steel and totally stock. Some issues are: dome switch and speedometer don't work, battery acid burns on front seat. Located in the LAs area. Area Code (213). Selling for my uncle. No trades. Appointments only. **\$12,000.00.Rick**



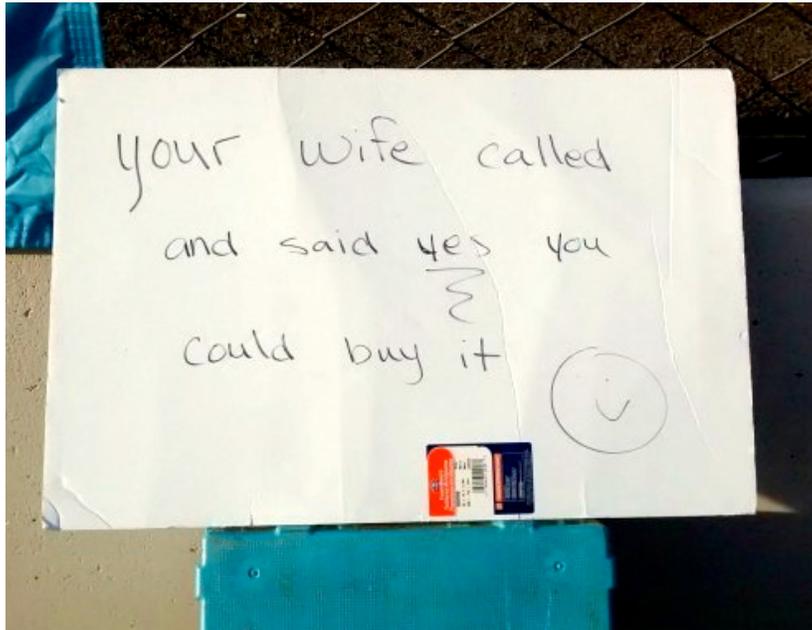
'40 Merc Coupe. All Original. Great Shape. Much new & rebuilt. Very good driver. **\$24,500. OBO.Mel Figon (707) 544-6421. Santa Rosa,**



1948 Mercury Convertible an original Refurbished in the mid 2000. Stored in a heated garage Until 2012. Needs a LittleTLC. **\$39,750 OBO John 928-710-7566**

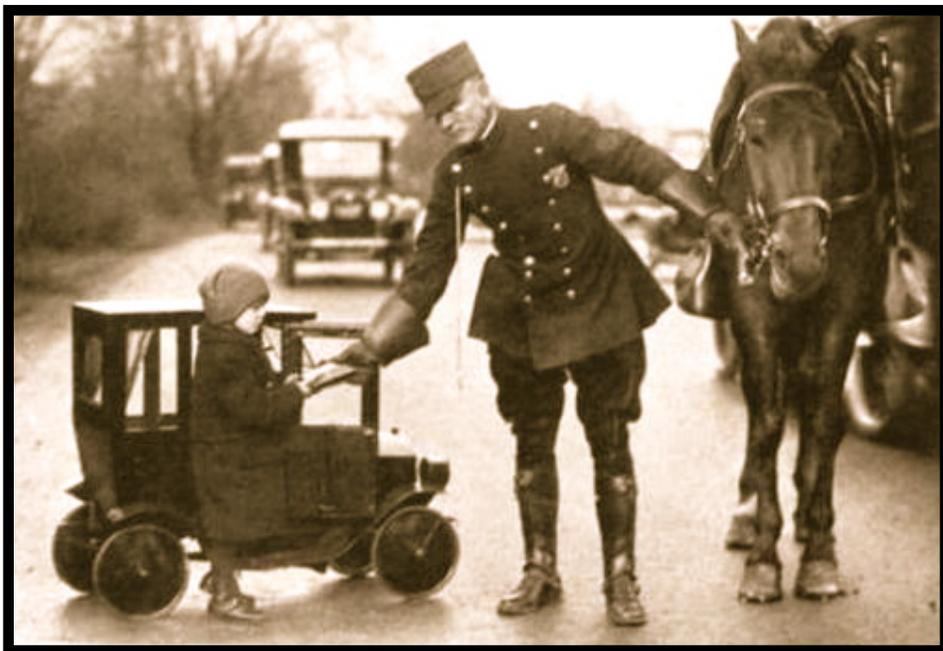
'36 Coupe Running Boards-NEW--\$400. Tom Cook 619-200-8114

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



If Only...

Nov/16



Miniature twin leg sedan and a young motorist who finally finds a cop who will arrest him



The end of the trail, Glacier Point, Yosemite Park- or what we do for a thrill