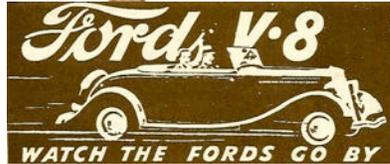


THE Ford FAN

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

Old Fords & Banjos - Aug 14, 2013

I would call this tour a success. I have to admit, my nondescript truck is not easy to distinguish from the other nondescript cars in the parking lot....the only three old Fords on tour went directly to the Car Collection. Next tour I'll tie helium balloons to my antennae.



There was a wide variety of classic cars on display at the San Diego Car Collection including an early '20's Chrysler which had undergone a \$250 K restoration and would take around 1 Million to take it home if it were for sale.

Fuddruckers had reserved a private table for our group and the restaurant provided a casual atmosphere that encouraged conversation and relaxation. When we arrived at Deering's Banjo factory we were introduced to Carolina as our tour guide. She took us through each step of the process of creating a banjo. This factory combines state of the art manufacturing techniques (a C and C wood shaper) and skills of artisans who with patience and experience know how to take selected wood and transform it into a beautiful and vibrant musical instrument. Deering's is the largest banjo factory in North America and it all started with a young kid who purchased his first banjo at age 13 and never looked back.

Deering's first banjo is on display and his factory ships out just over 10,000 instruments yearly. You can purchase their base model that retails at \$600.00 or more expensive models. Custom banjos can be ordered to meet the needs of any individual requirements, preferences in sound or degree of high end finish. One banjo on the wall could be purchased for \$32,000.00. Singer Taylor Swift uses a Deering banjo. There were many questions asked of our tour guide which indicates that

Carolina is able to explain the process of banjo manufacturing in a simple and interesting way that kept everyone involved in the tour. For those who were unable to make the tour visiting the banjo factory on your own is possible in that they take reservations for individuals or groups on any week day.--Jim Thomas



Aloha-- Surfs Up- Treasure Hunt & Ice Cream Social. Cheezy Prizes for winners. Sept 15, 1 pm--RSVP--Barb Martin 760-230-5009

The Prez Sez.

First, thanks to Ken Burke, Dan Prager and Larry Larkin for donating the early distributors used in the demonstration. I hope everyone got something out of the demo. There was a lot of information and I tried to present it in a manner that each of you could enjoy. I know the info was going by real fast, but the equipment should have made it easier to see how the theories are applied in real world situations. I had four different types of distributors at the demo: points (single/dual), Pertronics/Hall effect, magnetic pickup (Accel) and optical trigger (Mallory Unilite). The timing in these can be controlled by the vacuum brake/advance or mechanical or a combination of both. I wanted the group to see what the signal looks like on more than just the normal Dwell/Tach meter. The Sun machine showed us how well the distributor fired (or misfired) on all eight cylinders. It is also a great visual entertainment device. The retro oscilloscope really gives you a look at what the firing signal is doing and if there are any problem that can't be seen on the meters.

We're scheduling Dennis Bailey to do a transmission rebuild demo, in September (alert all gear heads - pun intended) to see how to properly rebuild a trans and not have too many parts left over. If any of you have ideas or would like to see a program or guest speaker on a specific topic please email me at: jhildebr@cox.net and I will try to put it in place. We have a strong club with many resources that can be shared. We'll see if Tim can start a "reader asks" column giving the members a forum to respond with solutions. Some of the old "FAN" newsletter information has been archived on the web site and will serve as a reference for those who need to find info on a previously covered topic. Tim will keep you updated in our wonderful publication "The Ford Fan." I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. These have given some new interesting ideas to those who are not so interested in gear ratios, motor oil and ignition timing.

Keep your spark glowing,

May the Fords be with you,--John Hildebrand



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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 c/o San Diego Early Ford V8 Club, P.O. Box 881107, San Diego, Ca 92168-1107. 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.



V8ers at Del Mar lay bets on original Horsepower.

Sept. 18, General Meeting Program--Dennis Bailey tears down a '39 Transmission with his bare hands--don't miss it.

A new Ford for a penny?

Origins: In April of 1947 the Ford Motor Company was besieged by thousands of inquiries asking whether it was true Ford would provide a brand-new car in exchange for a 1943 copper cent. This rumor appeared to spring from nowhere, but before Ford knew what was hitting them, they were receiving letters from all over the country sent by folks who had heard this tale and now wanted to know if there was anything to it.



Spokesmen for the company pointed out again and again that not only wasn't there such a "lucky find" promotion going on, they doubted there even was such a coin. Because of the critical need for copper during the war, in 1943 the U.S. Mint produced 1,093,838,670 zinc-coated steel cents instead of the usual copper one-cent coins.

The coin world was set on its ear in 1947 when a collector found a copper 1943 penny in his pocket change. Exactly where it (and others) came from has never been determined; speculation is that about forty 1943 pennies were struck on the copper-zinc-tin blanks left over from the previous year's production. Seventeen have surfaced so far, and they've all fetched goodly amounts when they've been sold. The first one was offered for sale in 1958 and fetched over \$40,000. A similar piece was sold for \$10,000 at a coin convention in 1981. The highest amount paid for a 1943 copper cent so far was \$1.7 million in 2010.

(One has to keep an eye out for fakes, however. The 1943 copper cent has been counterfeited by coating steel cents with copper or by altering the dates of 1945, 1948, and 1949 pennies. The easiest way to determine if a 1943 cent is made of steel, and not copper, is to use a magnet. If it sticks to the magnet, it's not copper, and it's worth only about fifty cents. If it does not stick, the coin might be of copper and should be authenticated by an expert.)

Did that 1947 discovery spark off the "penny Ford" rumor? It's possible it did. The news of the day must have been full of speculation over what that rare coin would eventually fetch on the auction block, and it's not uncommon to think about large sums of money in terms of what big ticket items they might buy. One can see folks equating the projected worth of the coin with what it would take to buy a car, and from there it's not *that* much of a stretch to see this mental process expressed verbally in a shortened form of "one 1943 copper penny would get you a new Ford." From there it takes but a bit of garbling to star the Ford Motor Company in this whole mess as the ones who are offering a car for a (specific) penny.



Ford wasn't the only entity driven nuts by the rumor; the United States Mint was also flooded with inquiries about the elusive coin. Employees had to be pulled off other work to answer letters and do what they could to combat the "penny car" frenzy. The then administrator of the Mint revealed something telling that might serve to explain why this particular rumor attached to Ford and not to any other auto manufacturer: Some thirty years earlier, a similar rumor had it that the Ford Motor Company would give a new car to anyone who could produce one of four special dimes that had been pressed with the letter F, O, R, or D in place of the mint mark (no such coins were made), or to anyone who could produce a 1922 dime (none were minted that year).

These days, a 1943 copper penny will likely earn you *more* than a new Ford, but not from the car manufacturer. Should you find one of those numismatic rarities in your pocket change, you're going to have to go to the trouble of auctioning it off and then buying your dream buggy with the proceeds in the traditional fashion.

'52 Merc woodie sells for \$135,000-making a cool \$25k profit in a year



With the same exact mileage showing as when it sold a year ago, the Merc wagon sold for a whopping \$134,750, again beating RM's pre-auction estimate, this time revised up to \$90,000 to \$110,000. Current value guides tend to view these wagons as somewhat more modest, ranging between \$40,000 and \$60,000.

One of a number of 1950s American cars to cross the block at the auction, the Mercury certainly had plenty going for it. One of 2,487 steel-bodied and wood-decorated station wagons that Mercury built that year in both six- and eight-passenger variations (Mercury didn't break out production totals for the two variations even though it

assigned them different style numbers), this Hillcrest Green Los Angeles-assembled three-row wagon, went through a \$190,000 restoration in 2006. Former Ford executive Michael Dingman added it to his collection in 2010 and then two years later sold it – via RM Auctions with 84,567.8 miles on its 125hp 255.4-cu.in. flathead V-8 engine and three-speed manual trans – for \$110,000.-*Hemmings Blog*

Save The Oceans-Ban Plastic Bags



"Hell Drivers" Lucky Teter

"Feeling the wind in your face, and hearing the screaming tires and roaring motor, and then knowing that you've mastered a wildly skidding car...all are a big thrill." -Lucky Teter

Earl "Lucky" Teter was an American stunt driver in the 1930s and 1940s who was an innovator and the first to use the label "Hell Drivers." Teter started out as a race driver of both autos and motorcycles and had been a former gas station attendant and weekend test driver. While making his own car polish and selling it at county fairs a passer-by offered him \$300 if he would roll a car...from that the life of a "Hell Driver" was born. Teter along with Robert "Spooly" Hutchinson went on and formed the "Lucky Teter Hell Drivers" in 1934 when Lucky decided to continue to try his hand at the thrill

driving trade. The two men grew to a crew of sixty, and had hubs in Atlanta, Indianapolis and Langhorne, at the Langhorne Speedway. They put the hell drivers on the road and traveled as far as Cuba wowing audiences by flipping cars, leaping through the air on motorcycles and mastering precision driving skills. It was the first time the auto thrill show was conceived as a traveling attraction.

As the show grew larger it consisted of precision driving of new automobiles over elevated ramps, reverse spins, and added stuntmen to the show acting as 'daredevil clowns.' By the late 1930's, Lucky had started performing ramp to ramp jumps over large trucks or transcontinental buses earning around \$50,000 a year.

On July 4, 1942, 41 year old Teter announced it was his last show prior to closing for the war effort. He made 3 jumps over a panel truck that day, each attempting a world record, beginning at 135 feet. His 4th and final jump was 150 feet and was dedicated "to all servicemen everywhere." Some reported they could hear the engine missing in his bright yellow 1938 Plymouth as he accelerated onto the launching ramp while attempting to jump two Greyhound buses, his car came down short at the edge the landing ramp. The crash broke his neck and he lost his life as the jump fell short just a few feet.

The "Teters" Hell Drivers were disbanded in 1943.

After Earl "Lucky" Teter's fatal crash at the Indiana State Fairgrounds in Indianapolis in 1942, the late stunt driver's show equipment was purchased by Jack Kochman, who debuted his World Champion Hell Drivers that summer and the show went on, but that's another story.





'Stolen' shorty Mustang.

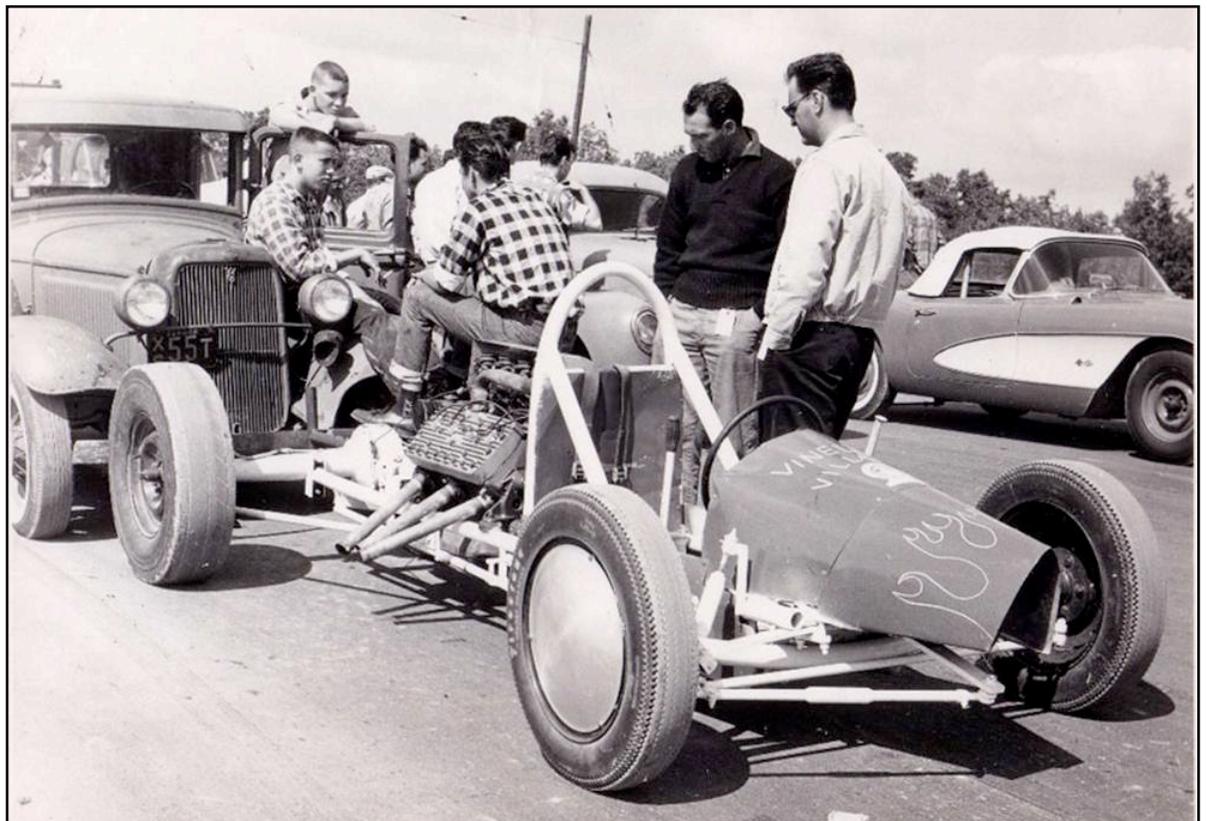
Ford built this experimental two-seat fastback Mustang from a pre-production chassis shortened 16 inches and stuffed with a 260-cu.in. V-8 bored and stroked to 302 cubic inches. Designer Vince Gardner came up with the fastback profile to fit the shortened wheelbase, which Dearborn Steel Tubing – the same company responsible for the Ford Thunderbolt – rendered in fiberglass with a prominent fuel filler above its small ducktail spoiler. Snyder said the Mustang then traveled the country with Ford, which is how Snyder first encountered it, but Gardner apparently felt too strongly attached to the car to let Ford crush it afterward, so he stole it and walled it up in a warehouse in Inkster, Michigan.

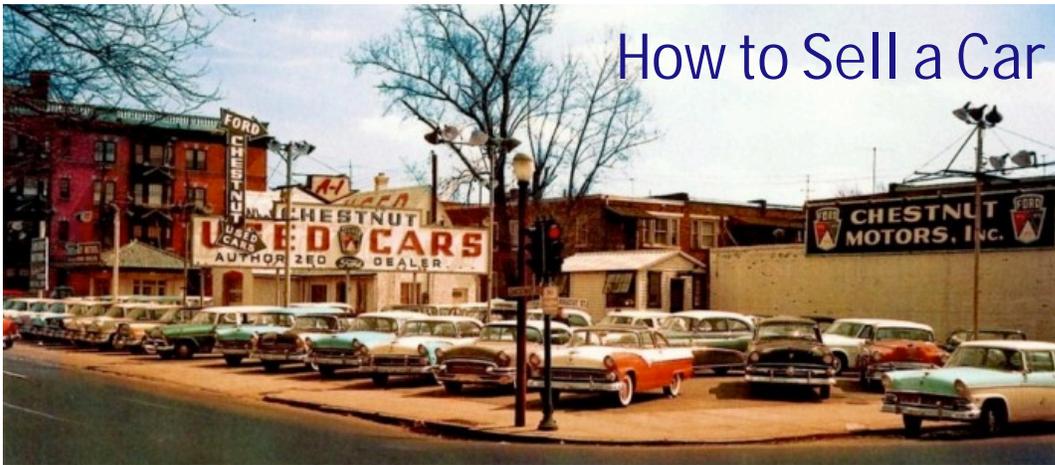
As the story goes, Gardner then didn't pay any rent to the warehouse owner and Ford already filed the stolen car claim and collected the settlement from the insurance company, so the Mustang ended up in the hands of the latter six months after Gardner hid it away. Snyder eventually bought it from an executive with that insurance company after seeing it advertised in a 1968 issue of *Hemmings Daily Blog*.

According to Gary Witzenburg's *Mustang: The Complete History of America's Pioneer Ponycar*, shortened two-seaters almost perennially appeared in the course of Mustang history even though Lee Iacocca and his product planners had settled on a four-seat configuration almost from the beginning. One of the earliest such Mustang-based two-seater concepts came about in 1964 when designers toyed with different implementations of the fastback body style while a more radical fastback appeared in October 1966 as a proposal for the 1969 model year refresh. "We went through a period where we were chopping about six inches off the back," Gail Halderman, the Mustang's design chief at the time, told Witzenburg. "But then we went to two inches and finally back to where we had started because we still had to package a spare tire, fuel tank, and some luggage room back there." None of these other shortened two-seater Mustang design studies appear to have progressed beyond the clay model stage.

Flatheads & crew cuts

Note the '32 V8 pickup pressed into service as push truck for early 60's back yard built rear-engine dragster. Those were the days.





How to Sell a Car

Vehicles have a way of generating lasting emotional attachments among owners. This inexplicable bond can make selling a car as painful as parting with a close friend. Still, no matter how beloved a vehicle may be, few of us are blessed with an unlimited amount of garage or storage space, and sooner or later selling an unneeded or under-utilized

vehicle becomes a reality. Once you've made the decision to sell a car, consider the following:

Detailing– Perhaps it's best to sum this step up as follows: The amount of time spent cleaning and detailing the vehicle being sold should be proportional to the car's condition. That said, no one wants to dig out 10 years worth of fast food wrappers from the car they're buying, no matter how much of a bargain it may be. A little bit of housekeeping will likely make an unfinished project car easier to sell, even if it won't add to the selling price.

Repair or maintenance records are important. If it's a sports car badly in need of tires and the budget doesn't allow for fitting OEM or better tires, perhaps it's better to sell "as is" than buying the least expensive set of tires at Pep Boys. Buyers will only swap inexpensive tires out anyway, and it's unlikely that cheap tires will net a higher selling price. On the other hand, a set of four inexpensive all-season radials on a family sedan or commuter car may indeed enhance its value, so our advice here is to know the type of buyer likely to shop the car being sold.

Next, assemble all documentation on the car. Skip the unnecessary stuff. Focus on anything relating to the vehicle's regular maintenance or repair. A receipt with mileage (i.e., "changed six spark plugs and air cleaner at 36,000 miles" works. Better still is a maintenance log, like the kind found in the owner's manual packet. Which brings us to the next point: Just because you've spent serious money on aftermarket upgrades to enhance performance or appearance, don't expect to recover the cost when the car is sold.

Once you've established a fair asking price, be sure to include it in all ads. Potential buyers will already have a value in mind, and it only wastes your time and theirs to require buyers to contact you for a price. Avoid using terms like "Or Best Offer" in regards to pricing, as it tells the buyer that the listed price is far from firm.

Include current and correct contact information in all ads, and respond promptly to buyers' inquiries. Also include a series of well-lit photographs depicting the car. At a minimum, include a front three-quarter image, a rear three-quarter image, a front shot, a rear shot, a few images of the interior and an image of the engine. If the car has damage or abnormal wear, a shot of any damage is helpful to prospective buyers. Keep in mind: but nearly every car on the road, no matter how pristine, has the odd scratch or ding.

Just as buyers are told to not get emotionally involved in a purchase, the same holds true for sellers. Expect to receive offers well below the asking price, and these should not be taken as an insult. It's human nature to want the best price on what we're buying, and low offers can be refuted with a polite, "Thank you, but I can't sell the car for that price." Don't be surprised if the same buyer that just tried to "steal" the car with a lowball offer counters with a price that's much closer to the desired amount.

Scammers, sadly, are everywhere these days. Beware of any [offers that don't sound right](#),

Remain patient. Unless the vehicle is highly desirable or priced well below market value, connecting with the right buyer can be a lengthy, trial-and-error process. If the vehicle is priced correctly, however, patience will likely pay dividends in both achieving the targeted selling price. As any of us who have had to part with a beloved four-wheel friend can attest, finding the right home for a former ride is sometimes more important than getting the highest dollar amount.--*Hemmings Motor News*--Submitted by Ron Hall

Gen. Meeting Sept 18-Dennis Bailey tears down a '39
Transmission with his bare hands--don't miss it.



Martha Raye, *Movie Star, Comedian, Army Nurse-Vietnam Special Forces*

The most unforgivable oversight of TV is that her shows were not taped.

Somehow I just can't see Brittany Spears, Paris Hilton, or Jessica Simpson doing what this woman (and the other USO women, including Ann Margaret & Joey Heatherton) did for our troops in past wars.

Most of the old time entertainers were made of a lot sterner stuff than today's crop of activist bland whiners.

The following is from an Army Aviator who takes a trip down memory lane:

"It was just before Thanksgiving '67 and we were ferrying dead and wounded from a large GRF west of Pleiku. We had run out of body bags by noon, so the Hook (CH-47 CHINOOK) was pretty rough in the back.

All of a sudden, we heard a 'take-charge' woman's voice.

There was the singer and actress, Martha Raye, with a SF (Special Forces) beret and jungle fatigues, with subdued markings, helping the wounded into the Chinook, and carrying the dead aboard.

'Maggie' had been visiting her SF 'heroes' out 'west'.

We took off, short of fuel, and headed to the USAF hospital pad at Pleiku.

As we all started unloading, a 'Smart Mouth' USAF Captain said to Martha.... " with all these dead and wounded to process, there would not be time for your show!"

To all of our surprise, she pulled on her right collar and said"Captain, see this eagle? I am a full 'Bird' in the US Army Reserve, and on this is a 'Caduceus' which means I am a Nurse, with a surgical specialty....now, take me to your wounded!"

He said, "Yes ma'am.... Follow me."

Several times at the Army Field Hospital in Pleiku, she would 'cover' a surgical shift, giving a nurse a well-deserved break.

Martha is the only woman buried in the SF (Special Forces) cemetery at Ft Bragg.



Project Drive-In launches to preserve nation's drive-in theaters

Invented by Richard M. Hollingshead, the very first "Automobile Movie Theater" opened in Camden, New Jersey, on June 6, 1933. From a single location, the drive-in theater concept soon spread across the United States, fueled by the country's love for both cinema and the automobile. At the height of the drive-in's popularity in the 1950s, more than 4,000 screens catered to mobile

moviegoers from coast to coast. Today, just 368 screens remain, but a new and imminent threat has arisen for those still in business: Digital projection, soon to be the only way feature movies are released, requires expensive upgrades to equipment priced beyond the means of most drive-ins. By launching Project Drive-In, automaker Honda hopes to do something about that.--*Hemmings Daily Blog*



In every issue of the "Merchandising Bulletin" there were pictures featuring various Ford dealer's most striking delivery trucks. Anything from special paint, decorative accessories, and custom trailers. This trailer was a suggestion offered in a 1935 magazine. *Courtesy Hoosier V8views*

THE BELLY TANK LAKESTER STORY



REGULAR GUYS WITH NO SPONSORS PUSH TOWARDS 200 MPH IN CARS MADE OUT OF WAR-SURPLUS FUEL TANKS, MODEL A AND MODEL T PARTS

Necessity bred home-grown ingenuity as these early rodders sought to improve performance within the constraints of their limited finances and resources. If they couldn't afford something, they'd try to make it. They were figuring it all out as they went along--experimenting and improvising with whatever used parts they could get their hands on. The route was to be determined by their creative ability, but the destination was always clear and simple--to go faster.



Amelia Island 2010- There, on the concourse, among the fastest, most prestigious race cars of all time, was Bill Burke's bellytank.

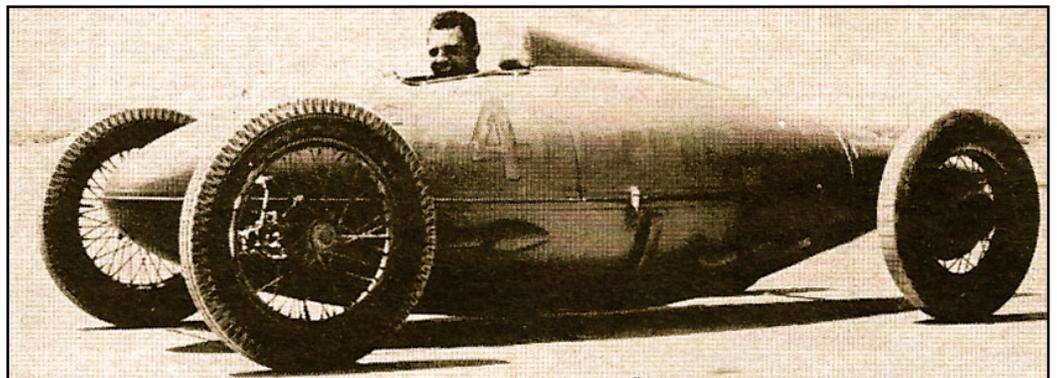
Of course, accustomed to making the most out of what little they could get their hands on, one hot rodder figured out a way to make a streamliner dry lake racer at scrap yard prices.

Bill Burke had raced a '32 Ford roadster on the dry lakes of Southern California in the 1930s and early '40s and still had racing on his mind when he headed to the Pacific to serve as a PT boat pilot during W.W.II. While in Guadalcanal, he noticed some teardrop-shaped P-51 Mustang fighter plane belly fuel tanks being unloaded from a freighter. Instantly impressed by their aerodynamic design, he got close enough to measure one of them. Knowing the dimensions of a Ford rear end and an engine block off the top of his head, he was sure it was feasible to use one of these tanks to make a dry lake racer.

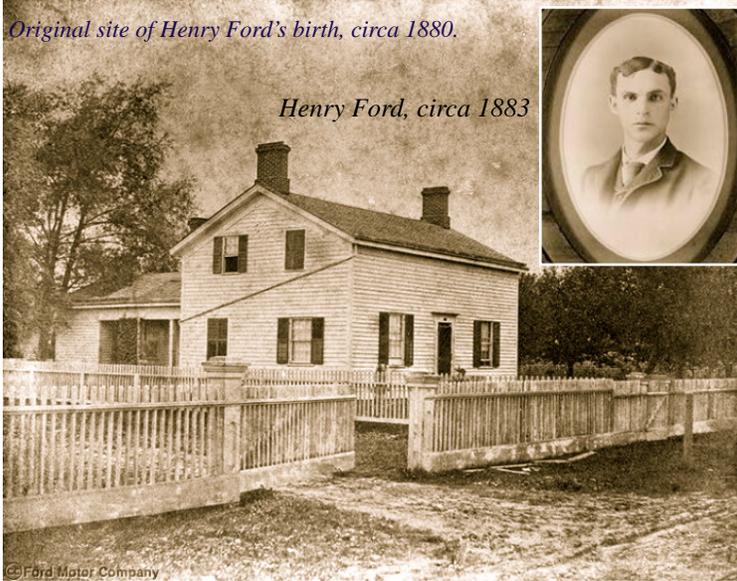
After the war, Burke returned to Southern California and picked up his hot rodding pursuits where he had left off. While looking for car parts, he found that airplane belly tanks were plentiful in surplus yards. They could be bought for about \$35 apiece--just a fraction of the cost of designing and building a streamliner body from scratch. The U.S. government and aircraft engineers had spent a lot of time and money

designing these tanks to be lightweight and optimally aerodynamic at very high speeds. Now all of Uncle Sam's war-time engineering efforts were going to pay dividends to hot rodders.

Burke's first belly tank lakester was made from a 165 gallon P-51 Mustang tank, just like the ones he'd seen during the war. Burke ran the car in 1946, reaching a speed of 131.96 mph, powered by a Mercury V-8. The next year, Burke returned with a car made from the wing tank of a P-38 Lightning. At 315 gallons, the P-38 tank was much larger than the P-51 tank. He placed the driver in the front and the engine in the rear. This time, everything fit inside the tank except for the wheels and a small windshield for the driver.
--Hemmings Daily Blog



Original site of Henry Ford's birth, circa 1880.



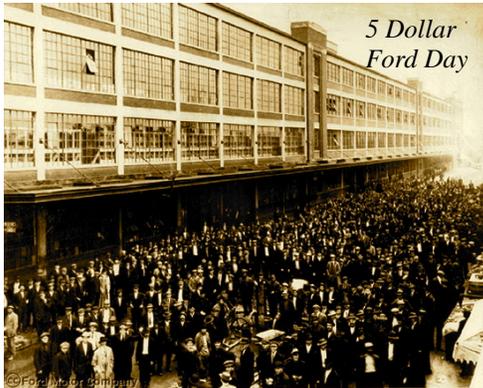
Henry Ford, circa 1883

©Ford Motor Company

Ford Celebrates 150th anniversary of Henry Ford's birth.

Born July 30, 1863, Henry Ford had an incredibly profound effect on industry and society that reverberates even today. More than just an automaker, he was an innovative industrialist who changed the course of world history simply by putting it on wheels. So with the 150th anniversary of Henry Ford's birth fast approaching, both the company and the museum that Ford founded have [planned a number of celebrations](#) to take place all year long.

This Saturday, the Henry Ford Estate is open to the community at large; organizers promise a family-oriented event with cars, music, dancing, farmers and artisans. Historic vehicles from the Ford Motor Company collection will be on display, including the world's oldest Ford Motor Company vehicle, the [1903 Ford Model A that Bill Ford bought late last year](#). There will also be a farmers market with locally sourced products, a reflection of Ford's famous support of farming.



5 Dollar Ford Day

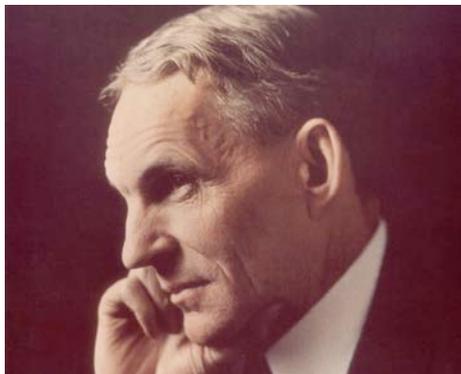
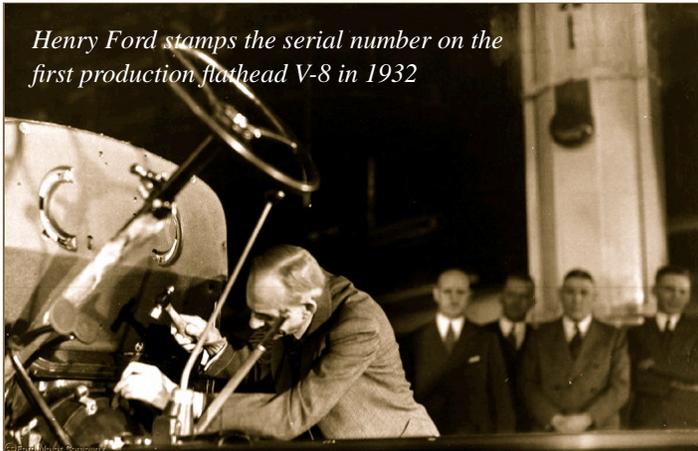
©Ford Motor Company

The event also marks the formal transfer of the Henry Ford Estate, aka Fair Lane, from the University of Michigan to the Edsel and Eleanor Ford House, a non-profit entity dedicated to education. All year long, The Henry Ford museum, also in Dearborn, has a [slate of events](#) – including an exhibit focused on [Young Henry and His Machines](#) and a 15-minute play on the Ford Model T – that celebrate the legacy of the man who looms so large over the American auto industry. The [Maker Faire Detroit](#) will also take place this weekend on the grounds of The Henry Ford Museum be a part in the festivities.

Born and raised on the family farm in Dearborn, Michigan, Ford left home at 16 to apprentice as a machinist and soon learned to service steam engines. In the early 1890s, he joined the Edison Illuminating Company as an engineer. His talent and drive earned him the title of chief engineer within three years and when he presented his boss, Thomas Edison, with his plans for a car, Edison encouraged him to start his own endeavors. It wasn't until he had failed twice that he established the Ford Motor Company in 1903 and five years later introduced the Model T.

More than just an inventor, engineer and fabulously successful industrialist, Ford was a complicated man, paternalistic with his employees and anti-Semitic to the point of distributing ludicrous propaganda with his cars. He was as admired by Hitler as he was by the average American. Anti-union, he also did care deeply for his employees, instituting a \$5 daily wage and a 40-hour work week in the United States long before anyone else. By 1920, more than half the cars on the road in the country were Fords. Ford's influence on American industry, which experienced exponential growth in the early part of the 20th century, can not be overstated. Henry Ford died in 1947, but the Blue Oval remains. ---*Hemmings Daily Blog*

Henry Ford stamps the serial number on the first production flathead V-8 in 1932



Sept 15 Tour

To convoy to Surf Tour, gather at Mission Valley Macy's East Parking lot. Meet at 12:15. Look for Jim Thomas in his silver PU with color balloons on antennae. **Leave at 12:30.** North on 5 to Via de la Valle. West to 101 North to Encinitas (Martin's house Directions below).

Aloha-Surf's Up. Sun, Sept 15. 1pm sharp

Wax up your wheels, get out your best Hawaiian Shirt and head to the beach for a treasure hunt and ice cream social. **Directions:** From the 5 take the Encinitas Blvd.exit. Turn east, go past the Smart & Final and turn rt. on Westlake. At the top of the hill turn left on Requeza. Where the street dead ends, turn left on Camino el Dorado. Down a long block on the left is a 2 story gold house with a big Canary Island Palm in the front yard. 542 Camino el Dorado Encinitas 9202 **PLEASE RSVP Barbara Martin (760) 230-2582**

September Anniversaries

- 9/14 Don & June Timm
- 9/19 Frank & Loyce Swedberg
- 9/22 Jim & Ella Carnahan
- 9/29 Tom & Chris Cook

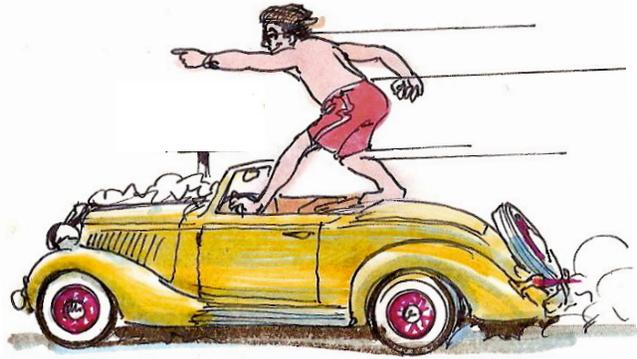
September Birthdays

- 9/01 Maryellen Huhn
- 9/04 Rhea McGehee
- 9/10 Judith Spaid
- 9/11 Jack Dickenson
- 9/14 Greg Murrell
- 9/17 Lynn Crawford
- 9/18 Betty Storrs
- 9/20 Gary Walcher
- 9/20 Dottie Fritz
- 9/20 Jake Murrell
- 9/21 Susan Walters
- 9/21 Lorraine Seibold
- 9/24 Jim Hurlburt
- 9/24 Kathy White
- 9/25 Skip Braden
- 9/29 Cindy Hallsted

2013 Tour Schedule

Oct 27- Oktoberfest- John Hildebrand- 760-943-1284
Nov- We're working on it
Dec 12, Sun - V8 Christmas Party

Sunshine: Richard Teubner home recovering from heart attack. He will get stints in near future. **Tom Cook** painfully waiting for the stone to pass... Former V8 member **Jerry Brennan** has passed, following his best friend, **Mel McKay** who died a year ago. They shared several Big 3 spaces for years along V8 row. Good news: **Linda Lewis** enjoying her new knee.



Minutes from General Meeting, Sept 21, 2013

Prez: John Hildebrand pounded the gavel at 7:04pm. **Guests: Tony Smith and Walter Barzap. Presidents Report:** John reported on Banjo Tour, the board discussion of Programs for General meetings & **Sept program: Dennis Bailey** explores the workings of a '39 Transmission. John asked for volunteers for future programs. **VP's Report- Bill Lewis:** Bill commented on his day at the Del Mar Races. His Grand Nieces made the pics and Bill took home \$179 in winnings. Auto museum is putting together a display of old car club jackets and is looking for loaner Original V8 jackets. Board voted to donate old EFV8 sign to Cafe 67, El Cajon. **Secretary: (Tim Shortt) for Dennis Bailey:** The minutes for last months General Meeting were approved for July as written in the Fan. **Treasurer: Ken Burke** gave the financial report and noted the Ollie Scholarship fund is growing. Report was approved. **Ric Bonnoront** cautioned that just because we did well at the Big 3 this year, doesn't mean we will do better next year. Expenses are rising and The Q Parking lot might not be available if a new stadium is built. **Membership: Paula Pifer:** Reported 3 new members making 38 single and 55 joint members- a total of 148 voting members.. **Accessories:** Duane Ingerson No Report. **Sunshine:** Richard Teubner recovering from heart attack and stint implants. Former member **Jerry Brennan** has passed. **Fan Editor: Tim Shortt.** The Sept Fan is coming together. Send in your stories and get famous. **Tours: Jim Thomas** has stepped up for Richard Teubner. Jim led the Tour to Deering Banjo and reported that on Sept 15, he will lead a convoy from Macy's Mission Valley to the **Ice Cream Social and Treasure Hunt-** themed 'Aloha. Surf's Up!' at **Barb & Dick Martin's** home in Encinitas. **Oktoberfest at Hildebrand house Oct 27-** Costumes encouraged. **C.C.C.:** Joe Pifer reported on several upcoming events for the San Diego area. **Programs:** Jim Thomas suggested a Programs Committee be set up to plan ahead for interesting programs that will draw more members to the General meetings. **Old Business:** Club award voted for **Carl Atkinson** to honor his service in WWII. **Joe Valentino** has volunteered for the Board - completing the members needed. **New Business: Sandy Shortt** retired as Refreshment Chairwoman- Thanks to her & a replacement is needed. **Tech Tips:** Program. **50/50:** No drawing as **Carl Atkinson** was absent. At 8:15 The meeting was moved to the Testing bench where John explained the advantages of points vs electronic distributors.
 -- **Tim Shortt for Dennis Bailey**



Balance 'em right. I am making these adapters for spin balancing 1936 -39 Ford wheels and tires. They are manufactured on a CNC water cutting machine --Royce Hulsey Royce36@aol.com



OPTIMA Batteries- Cheaper by the dozen.

Dave Huhn can get a reduced price if he orders a dozen at a time. **12Volt or 6Volt**
 Dave- 619-392-4545



Aloha-Surfs Up-Treasure Hunt & Ice Cream Social. Cheezy Prizes. Sept 15, 1 pm--RSVP--Barb Martin 760-230-5009

Send Joe your email address- Joe Pifer will update you for any last minute event details.

**General Meeting- Sept 18,, 2013.
Auto Museum, Balboa Park. 7pm**

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 then to: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



'46 Deluxe Coupe. Rebuilt flathead. Radial WWW. fogs. 12V. Columbia. \$22k. Joe Pifer 619-464-5445

Sale: Pair of Black reproduction fiberglass fender skirts for '36-'40 Ford. \$60 Kerry: kjkowal@cox.net

'59 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner. 361 eng, 305 hd, AT, PS, PB., Total frame-off resto.. Only 6 known to exist. **REDUCED PRICE-** \$49,900 OBO. Dick, 760-230-2582

'51 Ford Victoria Hardtop. All original. Fresh paint, chrome, interior, New flathead & Auto Trans. All repairs made with OEM parts, factory AM radio & clock. **Reduced to \$17k.** 619-981-0117, or 619-594-6748. mpenalosa@mail.sdsu.edu

'37 Ford sedan. Solid, great running car with flathead V/8. 18k obo. JIM MORAN 541 948 0997 cell

SALE: '46 Ford parts. Would consider selling individual parts but I would like to sell everything to one buyer. New running boards, glass, Lincoln stainless window trim, bumper guards, hood ornament, window divider (outside), bumper wings, window stainless, new tires and wheels original radio. **16X4 Kelsey-Hayes -\$400 obo.** And MUCH MORE-Dennis at htrod@cox.net or 619-593-0109

'48 Ford Coupe \$17k OBO. Frame-Off Restoration. Engine has only 200 miles (760) 723-9802

Sale- Misc Model A Parts. John 619-302-8376

Sale- New Edelbrock Alum heads. Block letters, in the box, 24 stud. '38-

'41 style. Incls new studs-\$450. **New Disc Brake set up for '35-'48 Ford.** Complete less calipers- \$200. Dan Krehbiel-951-302-5922

Gil Buxton Collection: Cars, Collectables, Memorabilia For Sale-- Call Meg at 619-579-7680

Rebuilt 59AB V8 Motor-zero miles. Good '50 Radiator. New pumps, Upper hoses, 3 speed Truck trans, & '35 Flathead core. \$3,200. fordtrk56@gmail.com



'41 Lincoln Continental/Zephyr Coupe. Late '40s Lincoln flathead V-8. Body good, one dent LF fender. Orig interior complete. Minor rust.. \$5800. OBO. Contact Jim 760-433-5931



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



Sale '40 Ford Dash-(with ash trays that move up) \$400. Greg 858-483-3998

'42 Business Coupe. Original car-owned 30 years. Apart, but much done- New 85 hp flathead, powder coated frame, interior, buffed trim. Solid, straight body. Want V8 member to buy & finish. Asking \$3,000. David Garcia 619-520-9811 Lakeside

'40 Ford Rear end center section ring & Pinion & axles. Ray 619-993-9190

'36 Ford Tudor. 2 Rouge Awards.- One repaint. One engine rebuild. 63k miles. No rust. Garaged for 76 yrs. \$22k. Dillard 619-825-8025. **Also '40 Chevy RB 216 motor** \$100.& parts for sale or trade.



Wanted: '54 F100 Grill. Jorge, 619-405-0805

My Dad's '31 Victoria w/ sidemount & trunk. 55k orig miles, Older resto on good original. Recent brakes, tune,- good driver. Nice interior \$24k. Kathy Day 858-254-5908



'53 Ranch Wagon- Fresh resto of orig car. Flat V8, 12V. New everything. Beautiful. \$19,500- Hemmings Classifieds



'36 Coupe New pair of Running Boards. \$500. Tom 619-482-2642

'35 Slant back sedan, mostly all original. Seats recovered, Engine is a 59ab flathead, new www tires. Runs and drives great. \$17k or trade. Located in Escondido. Cliff 775-340-4488 cliffs35ford@cox.net



'40 Merc Tudor. Excellent shape. New tires. 59ab flathead, New brakes Chrome and seats 6 volt original. \$8,500. Oak Conner- 310-993-3589 AZ

Wanted: Spare Tire Mounting bracket for '41 Ford PU. Also gauges and panel for same. Norm or Phyllis 619 4628956



Sale- L & R mirrors for truck-\$45 Pr. Front & Rear Frame Spreaders-\$45 Pr. Jack Rabell 619-

Wanted-Front Spring- 9 Leaf for 1940 1/2 ton PU. Jim Thomas 619-669-9990



600x16 WWW Ford Script Tires, New, still in wrappers. \$800. Greg 760-717-1995



Working at the car wash.

In High School I worked weekends at the wash on El Cajon Blvd at 60th St.
Eighty cents an hour.

In College it was Fraternity? Sorority Fund Raisers - one worthy cause after another.
For fringe benefits.

San Diego Early Ford V8 Club, P.O. Box 881107, SD, Ca 92168-1107



Sept/13