



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

Trapped Like Rats In The Vault

Petersen Tour, Aug 3.

Like witnesses in a Mafia trial, we were let off our bus at the back door, given wrist bands and maps in the garage and hustled into the Petersen Museum by armed guards. The guides were very much in charge, advising us to start on the 3rd floor and work our way downstairs. By the time we ogled all the big deal cars and stuffed a snack from the Grab and Go Cafe, it was time to descend into the gloom and glory of the secret Vault.

Our guard in the basement was a wiry type of guy with a voice like sandpaper.

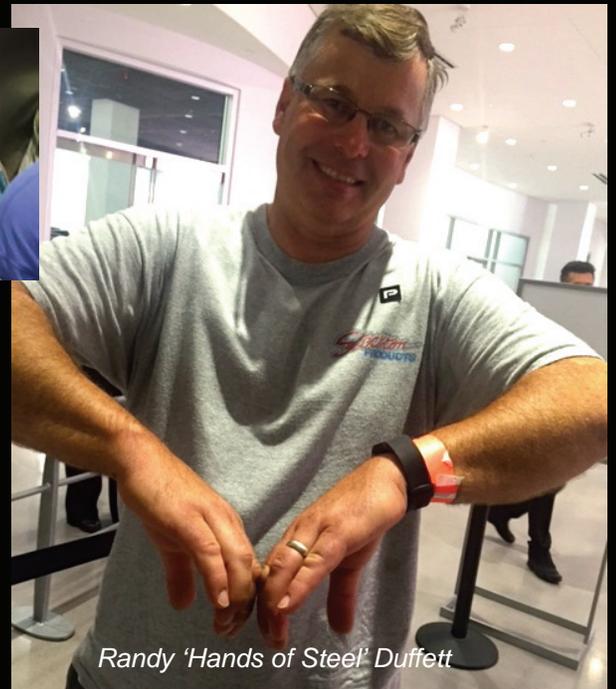
I imagined his mob handle would be "Shifty." He had a prison complexion that hadn't seen daylight for decades, but was very familiar with the one-offs, movie and mobster cars - like he may have ridden in some during a long ago crime spree.

Shifty led us past the neatly arranged vehicles parked in long rows, back to the wall, gangster style.

Chain link fencing and dim lighting added a sinister edge to the place - think Valentines Day Massacre.

After the tour, Shifty led us to the one and only elevator. We were a big group - 22 in all - and when he ordered us all in at once, there was concern masked in gallows humor about the total weight being more than the elevator could handle. No matter, Shifty closed the door and hit the button. The elevator jumped but couldn't move. Shifty mashed the button over and over - same result. He tried the intercom, no answer. He rang the emergency bell. No answer. We were jammed so tight together, when I reached for my cell phone I found Paula Pifer's hands in my pocket.

Turned out our cell phones were useless - 'No Service'. Only the front few people could grapple with the doors to try and pry them open - but no go. Ten minutes went by, we're still stuck. A slow panic was closing in. Randy Duffett, Bill Dorr's son-in-law, pushed forward to the doors. Randy was born strong - a cool, confident contractor who knows his way around - the kind of guy you want on your side in a bar fight. He forced his iron fingers in the rubber between the doors and Samson-like, forced them apart - to cheers, laughter and much hubbub. Shifty disappeared back in the gloom and we were FREE! FREE at last. - More on page 9--TS



Randy 'Hands of Steel' Duffett



Prez Sez—The August 3rd tour to the Petersen Auto Museum in LA appeared to be a success. Thank you one and all for a fun day. It adds so much more to our club when our activities are supported with this kind of participation. We ended up with 32 members and their 21 guests on the bus. That made for a great mix of club members, family and friends. Your time and company for the day was sincerely appreciated. We have some fun events coming up in September, including the Lady V-8'ers tour at a date to be announced and the annual Ice Cream Social Sept 25th, the details of which will be e-blasted and published in this issue of the Ford Fan.

There will NOT be a General Meeting in the month of October:

(Many club members who normally attend the monthly meetings along with all the officers will be out of town on either the Harris Tour from Oct 12th to the 20th and the Western National Meet, Bakersfield, CA Oct 16th thru 20th.)

Volunteers needed for Board of Directors:

We are again at the point where we need to identify members to volunteer their service on the Board of Directors. There will for sure be a minimum of two vacancies. Your participation is not only vital but greatly appreciated. If you will consider giving some of your time and energy toward keeping our club active and interesting, please contact any of the current officers or Board members and let them know you are interested in applying.

Car Show at Grossmont Center:

Channel 6, the CW television channel in San Diego, is having a car club event at Grossmont, Saturday September 24th. The station is running a lot of commercials to promote the event, and we are having a camera crew there to shoot it so it can be aired on our news. Mark Kodesh, Account Exec is looking to get classic cars there and all would be welcome. If you are interested in showing your car, send him an email

Mark.Kodesh@cw6sandiego.com

Take note below: Service for Lane Showalter is Sept 17, 2016.

Look forward to seeing you at our meetings and events. Thank you for your support.

--Bill Dorr, President, Early Ford V-8 Club, San Diego Chapter

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: Thanks to **Chris Cook**

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



A Winner! Dillard Harwell took home the Gold!



**Wear Your Name Tag--
Sept pot is \$25 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 a winner.

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.

After battling a brain tumor for months, **Lane Showalter** slipped away in July, 2016. Our deepest condolences to Dixie and Family. Lane was an Air Force Veteran, who received the highest score on record for an electronics speciality, a career at Cubic Electronics, and a United Air Lines Pilot. He was a long time member of the SDEFV8 Club, serving as President in 2008 and helped bring back the popular ALL FORD PICNIC.

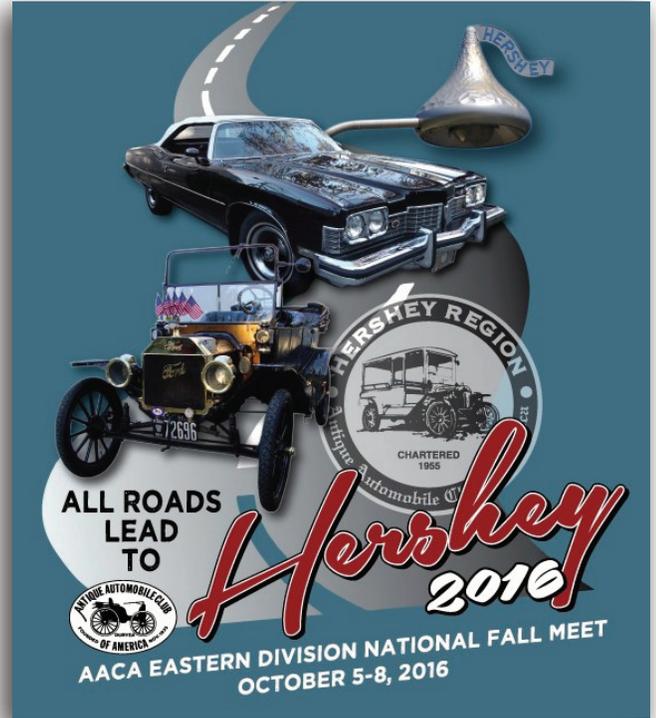
**A Celebration of Life for all of Lane's friends will be held at
840 Grove View Rd, Oceanside, Ca 92057
on Sept 17, 2016. 1-4 PM -Appetizers served
760-845-9194**

Thank you for coming, Dixie and daughters, Linda and Stephanie and their families





Ken Tibbot tells me he is donating a box trailer full of NOS parts to The Ford V8 Foundation. He is even delivering it to the 2016 Fall Hershey AAAC Swap and show meet in Hershey Penn. All proceeds from parts sales will go to the Foundation. If you attend the Hersey Meet, you'll find Ken at **Space 535, Oct 5-8, 2016**. When Ken returns home, he hopes to focus on a Cord he is restoring for The Pebble Beach Show.



FIVE THINGS I LIKE

ALMOST AS MUCH AS DRIVING MY CAR

1. Looking at my car
2. Talking about my car
3. Movies and TV shows about cars
4. Websites with cars
5. Bacon

Re: Shawn's '38 GMC COE at Quality Powder Coating, I heard the same thing, 'almost finished'. Who is he kidding? NOT ME! Still an amazing amount of work to do. I think the beautiful seat in his office was for the GMC, but not sure. If so, that is the **ONLY** part finished. I also 'heard' he was going to clear coat it to 'preserve the patina'. Not my style, but it's his toy and he can do as he likes. I think it will be a head turner for sure and would definitely like to see it on the road. With the extended bed, his will be one huge truck when he is finished. The photo here is what my '42 looks like today. We still need to put on doors and four fenders, bed wood and a few other odds and ends, maybe for Christmas? I got the registration started today, I told the lady 2 1/2 months, dreaming. But I wanted her to get the ball rolling.-Walter Andersen

Shawn's "Almost Finished" COE vs Walter's "Almost Finished" COE



SDEFV8 CLUB TOURS

Sun, Sept 25 Tour -

Mad Hatter's Garden Tea Party, Luncheon & Ice Cream Social

Costumes Appreciated, Mad Hats Expected

***Time to get your costumes ready *Time to get your hats made**

***Time to get your 1951 Alice in Wonderland trivia under your belt**

When: Sunday September 25th, 12 Noon sharp

Where: Down the Rabbit Hole at 542 Camino el Dorado, Encinitas

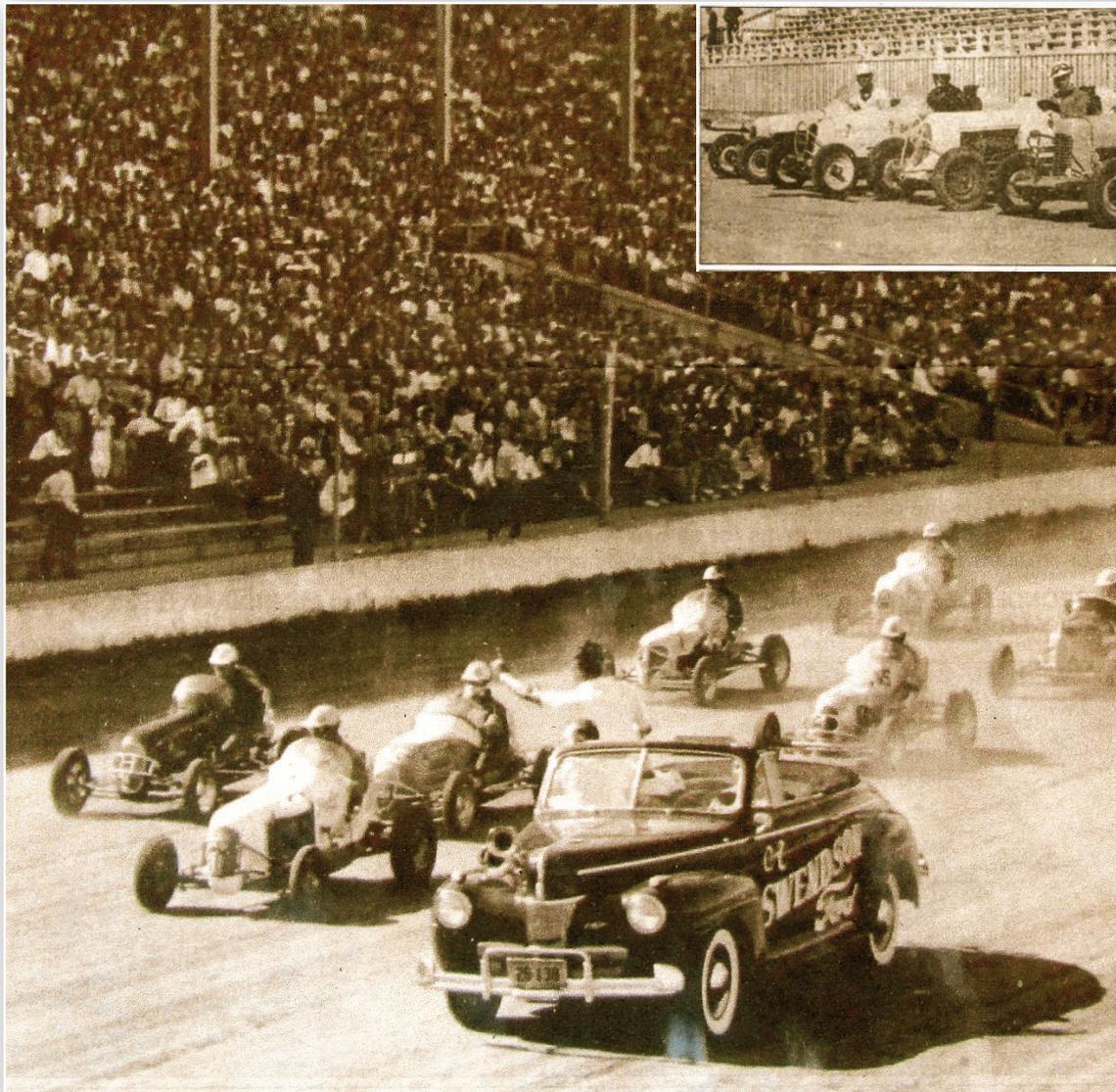
Fee: Free with Mad Hat

\$5.00 without Mad Hat

RSVP for lunch count

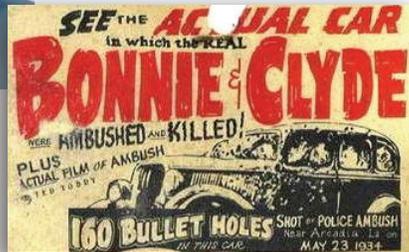
Barbara Martin (858) 254-5009

DON'T BE LATE !!!

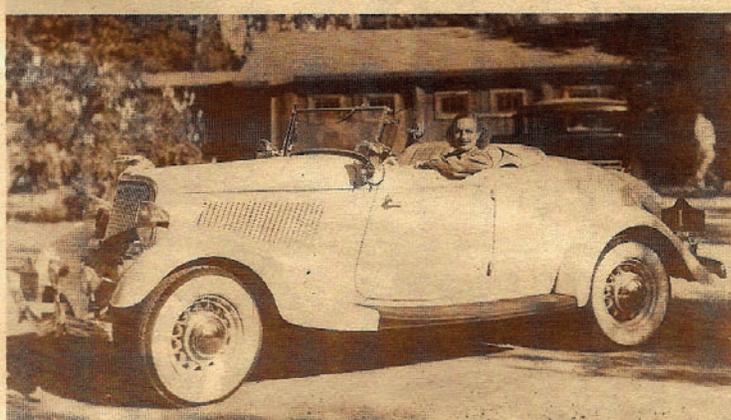


The Larger photo was taken in 1941 at the famous Milwaukee Mile. The smaller photo at the Indianapolis Speedrome. Some of these cars may be in both photos. Did you notice the large chrome horns on the Ford Pace car? --Thanks Hoosier V8iews

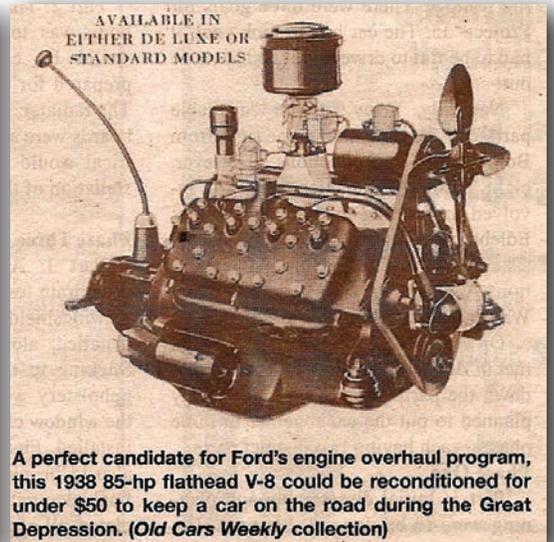
RACING THE BULLETRIDDED DEATH CAR



In 1987 the car belonged to Clyde Wade, curator of Harrah's Automotive Museum. It was put in running condition. The only thing changed was the windshield, because it would not pass inspection. The steering wheel was half rebar and half plastic. The seats were all shot up and there were bullet holes throughout. Because all of the side windows still had holes through them, they were covered with Plexiglas to keep out the weather. Bruce Gezon and Virginia "Ginni" Withers raced the death car in 1987 in the Interstate Batteries Great Race. Wade, who is a friend of Withers and her husband Newt, entered the car in the Great Race because he wanted to sell it and he believed that the publicity would increase its value. Eventually The death Car was sold for \$250,000 and was displayed at several different casinos for the next few years. It currently is on display at Terrible's St. Jo Frontier Casino in Saint Joseph Missouri.



While new in this photo, a 1934 Ford Deluxe V-8 roadster such as this one could eventually have its engine reconditioned through a program Ford Motor Co. began in '34 to keep its cars on the road during the height of the Great Depression. (Old Cars Weekly collection)



A perfect candidate for Ford's engine overhaul program, this 1938 85-hp flathead V-8 could be reconditioned for under \$50 to keep a car on the road during the Great Depression. (Old Cars Weekly collection)



Two of twelve Projects at our NY farm- 1982--TS

My Life Story In 800 Words Or Less

I was born in Ft. Worth, Texas (I'm a "Texican".) My father was a railfan. Ever since day one, I always got a Lionel train something or other for birthdays and Christmas. Eventually we graduated to real trains and began chasing and photographing them. That's where I developed an interest in photography and decided that would be my profession. I attended Sam Houston State Teachers College (Sam Houston Institute of technology (SH*T) as my friends called it and got a Bachelor's in Journalism and Photography. At the time (1960s) if you were 1A, no one would hire you, so I did ROTC and received a commission. Figured if I was gonna go, might as well go as an officer.

That got me to Ft. MacArthur in San Pedro, California. From there, I got a job in the Copley Newspapers Training Program eventually going to work at the DAILY NEWS POST in Monrovia, California. A year later, I transferred to San Diego and a job as a staff photographer for the SAN DIEGO UNION/EVENING TRIBUNE where I spent the next 42 years.

In addition to photographing Richard Nixon at a state dinner at the Hotel Del, Queen Elizabeth in San Diego, Ronald and Nancy Reagan at their ranch, LBJ at El Toro seeing the troops off to Vietnam, I covered everything you can imagine from horse racing to brush fires – even hockey which I had never seen in Texas! One day I met Ollie Smith and he introduced me to the San Diego Early Ford V-8 Club. In fact, he let me drive his 1935 Ford Phaeton on the very first V-8 Club Tour to The trolley museum in Perris, California. I had a reporter along and we did an entire page in the TRIBUNE on the tour.

That got my interest going and I bought a 1935 Ford Pickup to restore. Unfortunately I waited until it was almost finished to join the San Diego RG. The Pickup restoration was followed by a 1934 1 1/2-Ton truck, a 1948 Ford Coupe San Diego Police car and a 1942 Ford Sedan restored as a military car. A 1952 Sedan Delivery was on the waiting list but it was not meant to be.

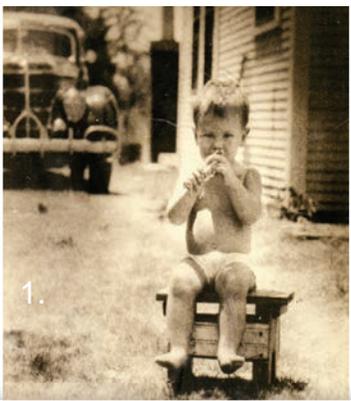
Starting in high school, I was always involved in newspapers and yearbook photography and reporting. In the Army, I published a newsletter. In San Diego, in addition to teaching college classes in photography and journalism, writing a photography column "Shooting Stars" for the San DIEGO UNION and offering photo tips as "Captain Camera" on television, I published a newspaper called the SAN DIEGO PHOTOGRAPHER. For the San Diego RG, I was actually editor of the FORD FAN several times! Being involved in the National Early Ford V-8 Club, I started writing articles for the V-8 TIMES. In 1988, I became a National Director and in 1991-1992, I served as the National President. In 1992, I helped establish the Early Ford V-8 Foundation, probably my best accomplishment.

In 1995, when beloved V-8 TIMES Editor Bob McCoppin passed away, I helped finish his last issue. I later decided to put my name in the hat for the job as V-8 TIMES Editor promising to take production of the magazine into the computer age. I was the underdog, but somehow convinced the board I could do the job and in June, 1996, I published my first issue.

Looking back over the past 20 years as V-8 TIMES Editor, I've had my share of mistakes and boo-boos, but I love the job. In some perverted way, I believe my past experiences with newspapers, newsletters, yearbooks, teaching, etc. prepared me for the job as Editor.

However, I don't do the job alone. The V-8 Club members provide me with great stories and photographs of their cars. All I do is put the magazine together. I love history and enjoy stories about the 1932-1953 Ford era in addition to the stories of member's cars. I try to create a "balanced" magazine with something for everyone.

As I said before, I love this job. Although I enjoy it so much it doesn't seem like a job! --Jerry Windle, Editor, V8 Times



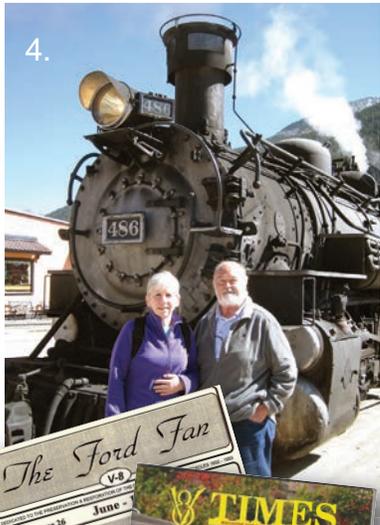
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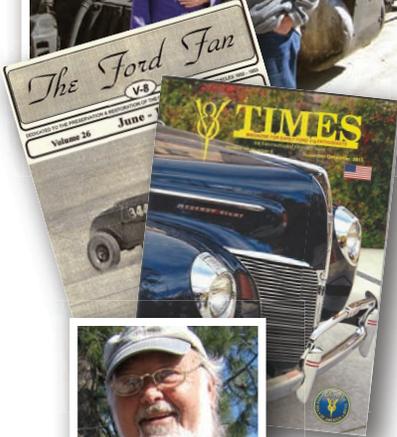
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3.



4.



5.



6.

1. YOUNG WINDLE Young Jerry with the family Ford V-8, a 1938 Tudor Sedan decked out with many accessories.

2. 1935 PICKUP First Ford V-8 restoration. Did paint and body work. Made it a Railway Express Pickup.

3. COP CAR– 1948 Ford Coupe restored as a San Diego police car. (Yes, they did have ONE)

4. DRGW – Jerry and Sidney at the Durango and Silverton RR in Colorado.

5. 1942 FORD – Fordor Sedan converted to a WWII military Sedan. Still in the works.

6. 2013 GRAND NATIONAL – Jerry photographs the late Bob Dupont, former National President at the 2013 Grand National Meet at Lake Tahoe.

Preston Tucker's prewar debacle: The 1935 Miller Ford V-8 Indy Car--[Kurt Ernst](#)

1935 Miller Ford V-8 Indy Car. Photos by Maggie Pinke, courtesy Mecum Auctions.



--Thanks, Walter Andersen



In 1935, genius race car constructor Harry Miller entered into a deal with Preston Tucker and the Ford Motor Company to produce 10 innovative racing cars that would dominate the Greatest Spectacle in Racing, the Indianapolis 500. Miller created arguably the most beautiful and advanced racing car of the day, but victory wasn't in the cards, and Ford's subsequent public humiliation at Indy kept the automaker out of racing for decades and nearly bankrupted Miller (though Tucker emerged unscathed). A reminder of what might have been, one of the 10

[Miller Ford V-8 Special Indy Cars](#) constructed for the 1935 race will cross the auction block on Friday, August 19, at Mecum's Monterey sale.

Time has a way of altering both perspective and in some cases, remembered facts, and that certainly applies to the tale of the Miller Ford V-8 Indy Cars. Some sources report that Henry Ford himself sought out Preston Tucker and as a result, Harry Miller, to create a race car capable of winning at Indy. Others say that Tucker reached out to Miller with the idea of creating a stock block race car in a fully modern chassis, then pitched the idea to Edsel Ford, not Henry. Even the reported source of the project's funding differs, with some attributing it to the Ford Motor Company and others crediting a group of Ford dealers.

What is certain is this: In February of 1935, a contract was signed between the Ford Motor Company and a Dearborn supplier named Miller-Tucker, Inc., to design and build a quantity of 10 race cars for the 1935 Indianapolis 500, each priced at \$7,500. The needed equipment and parts didn't arrive at the Miller-Tucker shop until March of 1935, giving the business the near-impossible task of designing, building and testing 10 potentially race-winning cars in less than 60 days.

Miller's design called for front-wheel drive, which he'd utilized in a 1924 racing car based upon the successful 1922 Miller 122. The Miller Fords would also debut four-wheel independent suspension, and in an early attempt at minimizing drag, would use wing-shaped cast aluminum suspension pieces and a (somewhat) streamlined body that ended in a tapered boattail rear. The lack of a driveshaft meant the Miller Fords could be lower to the ground as well, dropping the center of gravity and enhancing stability in corners.

To use a 21-stud, 220-cu.in. flathead Ford V-8 (rated at roughly 150 horsepower in race trim), Miller spun the engine and two-speed transmission 180-degrees. The layout also moved weight rearward to create a better balanced race car, and on paper, the Miller Fords had everything needed to prove competitive on the track.

Working with such a compressed time frame, Miller had just hours, not days, to test his bold new design. Initially, things looked promising, but in qualifying the Miller Fords proved significantly slower than the competition, and just four of the cars qualified for the 1935 race. Had the cars occupied the front row and the start of the second row, perhaps the pressure on Miller would have been reduced, but instead the Miller Fords began the race in 26th, 27th, 29th and 33rd place, meaning that no car qualified higher than the ninth row, and one qualified dead last.

It would prove to be a moot point, as three of the four Miller Fords retired by the race's halfway point, while the last dropped out on lap 145, ultimately finishing in 16th position thanks to the attrition of other cars. All Miller Fords shared a common fault, one that likely could have been remedied with additional pre-race testing: The steering box, located too close to the engine, heated to the point where the grease melted and the gears expanded, locking the steering wheel in driver's hands.

Regardless of which Ford family member was ultimately behind the failed effort, it was a black eye for the automaker. Perhaps convinced of a guaranteed victory, Ford promoted its presence at the speedway in 1935 extensively, even providing a Ford V-8 (driven by Harry Mack) to pace the field. In the aftermath, Henry Ford reportedly ordered all 10 race cars back to Detroit, where they remained locked away in a warehouse for the next several years. Some would later surface in the hands of privateer teams, reappearing at Indy (usually with Offy power) with limited success (and modified steering boxes).

The Miller Ford in question isn't described as having raced at Indianapolis, though it is said to be one of the 10 originally built by Harry Miller. Shown at Amelia Island in 2013 in the "Cars of Harry Miller" class, the red over white race car has been awarded an AACA Senior and Race Car Certification, and is eligible for a variety of vintage oval track events.

The last Miller Ford to sell at auction was the 1935/41 Miller Ford/Winfield V-8, which sold for a hammer price of \$410,000 at a 2008 RM Auction. Given the rarity of Miller Fords and the scarcity of their auction appearances, Mecum is predicting a selling price between \$450,000 and \$550,000. Mecum's Monterey 2016 sale will take place from August 18-20 at the Hyatt Regency Monterey Hotel.

ALL FORD PARTS, 1974-2016

At age 15, Bill Perry bought his first Model A Roadster pickup and was hooked on old Fords ever since. While at a swap meet one weekend Bill managed to buy out a vendor, keep the parts he needed for his pick up and sold everything else the same day, not bad for a young kid. He knew then this was what he wanted to do.

Bill worked for Pan American Airlines full time but continued to sell old Ford parts on the side. Eventually he and his wife Betsy bought out the inventory of a local Model A shop and started All Ford Parts on April fools day 1974 specializing in Ford parts between 1929 and 1948.

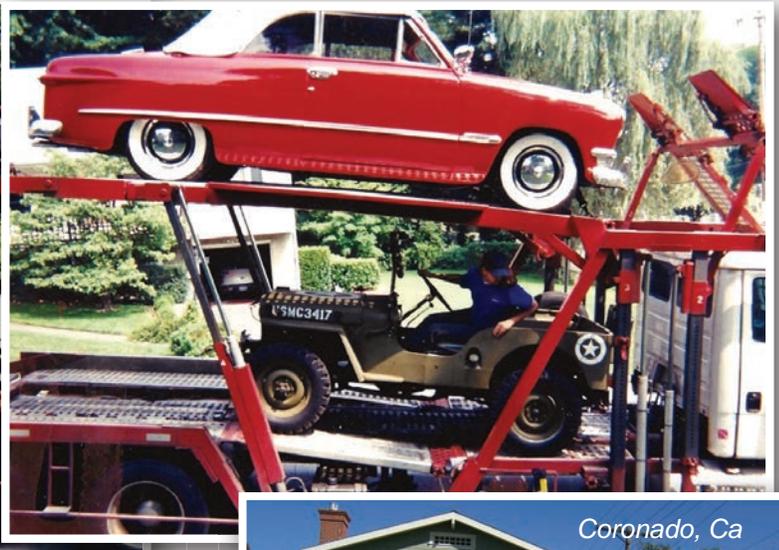
They moved into their own building in 1989 and over the years continued to acquire several more shops as their owners retired, a trend that continues today. More and more of the few remaining parts shops have become parts counters with sales people who are not familiar with the old Fords.

All Ford Parts continues in the same manner that has made then successful, that is to be reachable with knowledgeable key employees who have been with All Ford Parts from the beginning, some for 40 years and some for 30 years.. They are well respected as experts on old Ford's. Bill Perry continues chasing down original, used and NOS parts for old Ford parts as well as stocking all the remanufactured parts for old Fords, replenishing the more than 15,000 parts in inventory.



With over 15,000 NOS, Used, & Reproduction
Campbell, California 95008 U.S.A.

408-378-1935 - Fax: 408-866-1934
allford@jps.net - www.allfordparts.com



Hasting on Hudson, NY



Coronado, Ca

Moving Day, June, 2003

Sandy and I had worked two years to prepare our 250 year old Farm House...to be sold. It had been our New York home for 34 years, but now we were moving back to San Diego, leaving behind a roomy acre of grass, trees and gardens, a 6 car garage and all our New York history.

We had raised our kids there, I wrapped up a 36 year career as an advertising Art Director and Illustrator. Knowing we were moving into a smaller house at the beach, we sold and gave away half our belongings. For the 12 cars I owned, it was a hard choice moment - only 4 could go. Originally I planned only 3 to go, but I couldn't find buyers for the '63 Dodge or the '46 Jeep. So I gave the Dodge with the house (which clinched the house sale) and loaded up the hot rod Jeep with my keepers: the '34 Cabriolet, '49 woody and '50 Convertible. The cars had a rough trip across country - through rain and dust storms - arriving two weeks late in San Diego. By that time I had already bought and sold a couple of California cars and was adjusting to our smaller property and our new town.

I arranged storage for the NY cars until our new garage was finished (took a year). Like fish, we've adjusted to our new bowl and to the disappointment that we had no more grass to mow... TS



Usual Suspects, plus some muscle from out of town



Caroline,
Our Wheel
Man



Petersen
Crime Scene

John Dow is Tour Co-ordinator, but it was Prez Bill Dorr who stepped up to lead this ride, organize the bus, the two pickup points, the lunch, the tickets, the Vault Tours, the snacks, and the return food stop. Sandy presented a 'Thank You' Card and Krispie Creame Donut Hat to Bill for all his efforts.

53 V8 Members and friends filled our bus to the brim.



Lavish Awards Ceremony



Next Tours:

**Sat, Sept 3-
Poway Cruisers Night-
Mike Petermann 916-479-3665**

**Sat, Sept 17-Lane Showalter
Service See pg 2**

**Sun, Sept 25 Tour -
Mad Hatter's Garden Tea Party,
Luncheon & Ice Cream Social
Costumes Appreciated
Mad Hats Expected**

**Time to get your costumes ready
Time to get your hats made
Time to get your 1951 Alice in
Wonderland trivia under your belt
When: Sunday Sept 25th, 12:00 sharp
Where: Down the Rabbit Hole at 542
Camino el Dorado, Encinitas
Fee: Free with Mad Hat
\$5.00 without Mad Hat**

**RSVP for
lunch
count
Barbara
Martin
(858)
254-5009
DON'T
BE
LATE !!!**



****NO OCTOBER GENERAL
MEETING!**

**Sun, Oct 12 Harris Tour.
One Week Tour of National Parks.
Jay Harris 760-728-0311**

**Thurs, Oct 17 -
Western National Meet-
Jay Harris 760-728-0311**

**Sun, Nov 6 Novemberfest
Jim Thomas 619-669-9990**

**Sun, Dec 11 Tour
Christmas Party - Big Bay View
Coronado Golf Club
Barbara Martin
619-858-254-5009**



**Aug 10-Cajon
Cruise Night**

*New Ride-1929 Tudor-
Bob & Suzan Symonnds*

*Winner- 1940 PU-
Norm & Phillis Burke*

*Winner- 1946
Coupe-Rick & Betty*



SDEF V8 CLUB-- Aug 17, 2016

Prez. Bill Dorr pounded the gavel at 7:05 a.m.
Guests: Bob Brandon and his friend Linda
Presidents Report: Bill Dorr discussed the he Peterson Museum trip and noted that it was a huge success and lots of fun
VP's Report: John Dow : No report, but also enjoyed the Museum trip.
Secretary: 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 it was MSC to approve.

Membership: Paula Pifer: 31 singles and 55 joint members
Accessories: Judy Grobbel: Judy received more hats and some jewelry for the ladies.
Sunshine: Lane Showalter passed away.
C.C.C.: **Bill Lewis:** No report
Fan Editor: Tim Shortt. The Aug Fan is coming together and Tim is always looking for more stories.
Tours: Jim Thomas: Sept 25th Ice Cream Social
Programs: Mike Peterman: No report
New Business: There are two spots available on the board for next year. If you are interested please contact anyone who is currently on the board. **There will be NO OCTOBER GENERAL MEETING** due to the participation at the Western National meet in Bakersfield and the Jay Harris Tour. An email reminder will be sent out.
Old Business: None

Program: No program
Misc: Sandy Shortt has raffle tickets available for the western National Meet. 2 carburetors and a V8 clock are being raffled off at \$5 per ticket.

Tech Tips. None
50/50: Joe Vidali
Name tag drawing: Dillard Hartwell won the drawing.
The meeting was adjourned at 7:55 clock are being raffled off at \$5 per ticket- 3 for \$10.

Tech Tips. None
50/50: No drawing
Name tag drawing: Gary Tibbot would have won the drawing. Meeting adjourned 9:34.

-Dennis Bailey, Secy

Sept Anniversaries

- | | |
|-----------------------------|----------------------|
| 9/19 Frank & Loyce Swedberg | 9/10 Elizabeth Fritz |
| 9/22 Jim & Ella Carnahan | 9/10 Judith Spaid |
| 9/22 John & Sibyll Rex | 9/11 Jack Dickenson |
| 9/29 Tom & Chris Cook | 9/14 Greg Murrell |
| Sept Birthdays | 9/17 Lynn Crawford |
| 9/01 Maryellen Huhn | 9/18 Betty Storrs |
| 9/03 Tore Olsen | 9/18 William Brents |
| 9/04 Sibyll Rex | 9/20 Gary Walcher |
| 9/04 Rhea McGehee | 9/20 Dottie Fritz |
| 9/10 Elizabeth Fritz | 9/20 Jake Murrell |
| 9/10 Judith Spaid | 9/22 Jody Andersen |
| 9/11 Jack Dickenson | 9/24 Jim Hurlburt |
| | 9/24 Kathy White |
| | 9/29 Cindy Hallsted |



Membership Paula:
Membership Count 141.
Welcome new members:
Ignacio Garcia, 1720
Summertime Dr,
El Cajon, Ca 92021

Earl & Jeffrey Itrich,
7938 Camino Kiosco, SD Ca,
92122

1951 Ford F1 PU
Sunshine Judy--
Judy has sent herself a card because of a painful Bone Spur.
Linda Lewis seen walking comfortably on new knee!



Lane Showalter has died. Service details page 2.

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

**General Meeting, Wed, Sept 21, 7pm
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

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Sell the lot for best offer. 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)



'35 Deluxe Coupe. Car complete.-Motor out-cleaned and checked out as good. Re-cored Radiator & patch panels for minor rust. **Best Offer Gary 619-463-4068**

'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 & Mrec OD Trams w/ pull cable & solenoid \$300. -- Dan Krehbiel, Temecula 951-305922

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



'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 magazine (complete 1999-2007 + 84 issues between 1975-1998). Free. Must pick-up in Poway. kjkowal@cox.net Kerry

5x10 Utility Trailer. New Tires, New Ca Registration. **\$1,000. Dillard 619-825-8025**

'97 Mustang Cobra. \$10k Tom Cook 619-200-8114

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



Dearborn Winner '36 Tudor. Only 63k original miles All original V8 that's ready to tour. **\$18k dillardharwell@cox.net**

1950 Deluxe Convert. V8, Overdrive, 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. **\$20k (Best offer).Margaret Bartlett 619-466-5475**



CAR DOLLIES: Constructed of sturdy steel, these car dollies are designed to support the weight of your car and provide easy mobility even when the drivetrain is disabled. Each car dolly individually can hold up to 1000 lb. Four heavy-duty swivel casters for mobility in all directions. Rugged formed steel construction, Reinforced sides, Each dolly has four swivel casters to hold up to 1000 lb., each dolly, Heavy duty polypropylene wheels with 360° ball bearing swivels. HARBOR FREIGHT sells \$49.99 for TWO. Set of FOUR only \$60 — Never used. **JERRY WINDLE (619) 283-8117 E-Mail: jvwindle@cox.net (CA)**



'65 Mustang Coupe. PS, PB Auto, AC. New 302 V8. Show Quality Restoration-**\$22k OBO -**

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



'32 Roadster Project. Roller. Brookfield Body, Drop axle,Walker Radiator, RB 59AB Flathead plus extra complete Flathead. Tank, seat springs, Dash, etc. \$20k or may trade for '32 5 window Coupe.**Dave Inversion 605-645-2573, El Cajon.**



1940 Merc Coupe. All Original. Great Shape.Much new & rebuilt. Very good driver. \$24,500. OBO.**Mel Figon (707) 544-6421. Santa Rosa, Ca**



'40 Fordor. Good shape. Runs good. (New brakes need work from sitting). Nice shape in & out.. **Only \$5,300 Don Quant 315-776-5195. Western NY**

Hello From Cincinnati, Ohio.

Looking for a 1933 Ford 5 window Coupe- project or older resto-or hot rod. Private buyer. Please call **513-607-1981, Greg Von Luehrte**

WANTED: '33 or '34 stock Roadster Or Cabriolet. Trade '32 5 window coupe or '37 Zephyr Coupe. **Merv Adkins 909-224-8562**

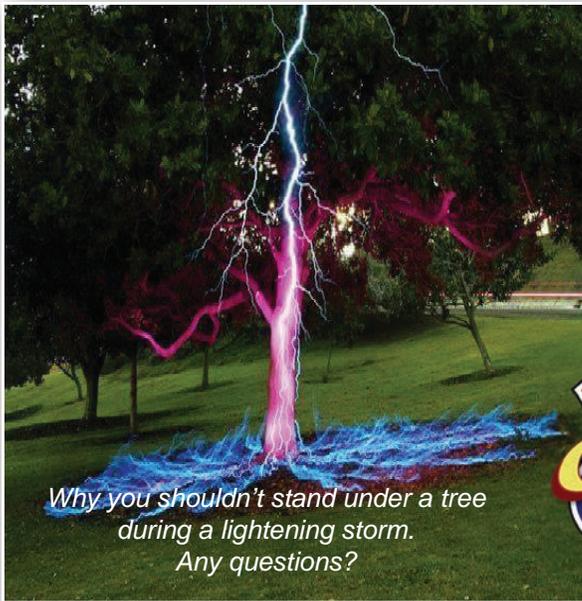


DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMPANY VEHICLES



Australian Bird Crossing

Sept/16



**CAJON
CLASSIC
Cruise**

Cajon Cruise Night, early arrivals found our reserved street (Orange) had been captured by Christians - (Christian Rods & Customs, that is). They were set up with tents, chairs and cars in place. So the V8ers moved to Sunshine Street, one block away-no problem. It was a busy night at the cruise. The restaurants buzzing and DJs working the tunes.

The Symonds showed up in a new ride - a '29 Tudor - nicely finished- with a few hundred extra horses under the hood.

Rick and Betty Storrs and Norm and Phillis Burke won awards.

Thanks to Mike Petermann and Susan who showed up with the drinks and pizza.

It was a beautiful night.

