

THE **FAN**

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



Prez Mike and Bob Brown missed the group photo,, but met us along the way.

July 8 tour to Rustic Ramona—

Ramona came alive in the 1860s. Originally Indian land built on by Mexicans and eventually owned by American gold and silver miners, farmers and business men. And more recently, vintners. Our ride north on Wildcat Canyon Road was scenic, but already hot and bound to get hotter. Tour guides, John Dow and Bob Hargrave handed out survival kits: Fans (no, not newsletters) and maps and bottled water. The Guy B. Woodward Museum Docents assembled our 14 V8ers in a reconstructed barn and gave us a quick history of the place, pointing out all the donated furnishings, trucks, wagons, tools, paintings, even the main house and shop buildings around the property. But, most of all he noted all the volunteer efforts to pull it all together and then maintain it all for us to see. The group was split and went separate directions around the place. Our guide was Jackie, who said the other guide Jeff, a former school teacher, was smarter, but she was funnier. Great tour followed by lunch. And a near Heat Stroke ride home. Deep Naps followed. — TS





Another month in the books!

We had three tours this month, every one a winner. Our first was an overnigher to Valley View Casino, next day we tried the zip line but they were closed due to a power outage, our luck! Tour ended at Apple Pie shop-I had mine alamode. Next tour was Firefighter Appreciation day, where we had a wonderful time celebrating with So Cal firefighters and their families including free beer and street tacos. Last we drove up to Ramona and toured the Guy B Woodward Museum, it was a hot

drive up Wildcat Canyon Road, (I'm glad my Early Ford has A/C)! A barn full of vintage cars, trucks, a firetruck, tools from back in the day and then a tour of the house including period furnishings. and out buildings-

Meeting night Parking was at a premium at Balboa Park, I'm sure the concert and Comic Con played a role. At the meeting we covered club finances, minutes from the last meeting, Rick Carlton discussed our upcoming Hillcrest car show, August 11, co-sponsoring the show with The Great Autos of Yesterday Car Club, I'm hoping for a great turnout. Jim Thomas mentioned our ice cream social scheduled on the following day, August 12. Glider Strip lunch and ice cream then a bus tour of UCSD. More particulars to follow.

The hi-lite of our meeting was a 30 min movie presented by Bill Dorr, one of Henry Ford's contributions to the WW11 war effort. Ford built the B-24 Liberator Bombers at the Willow Run Plant. Ford built the planes one every hour using the assembly line methodology. Great stuff!

Of course we mentioned the need for some of you to volunteer for our board, we want your ideas. It's a pretty easy job, the pay is real good and so are the perks! Please approach any of the board members to volunteer.

John Dow made a LOL comedy routine out of the drawings - I won the 50/50— But Sheryl Carlton won the big money name tag drawing, \$100, just like that.

Be sure to keep the shiny side up and the rubber side down! —Mike



Miss This & That followed us - The photos were all about them...



Sandy Shortt, as President of B&B Garden Club, took a Red Ribbon Second in July 4th Parade. That's my hapless '52 Chevy truck disguised as a Patriotic Garden.

Wear Your Name Tag-- Aug 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 winner.

July lucky Winner Sheryl Carlton took home \$100 Bucks!



President: **Mike Petermann** 916-479-3665

V.P. **Bill Dorr** 619-884-4188

Secretary: **Dennis Bailey** - 619-954-8646

Treasurer: **Ken Burke** - 619-469-7350

Directors:

Mike Petermann 916-479-3665

Bill Dorr - Prez Pro Tem 619-884-4188

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Ken Burke - 619-469-7350

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

Dillard Harwell 619-954-9422

Ray Brock 619-993-9190

Rick Carlton - 619-754-6259

Other Chairpersons

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

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

Programs: **Dillard Harwell** 619-954-9422

Tour Co-ordinator- **Jim Thomas** 619-669-9990

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: **Tom & 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.



In the parade, we were behind a loud 110 member marching band from Minnasota and a rowdy gang of Model Ts- all weaving around honking their AHOOGA's..

A Winter Project, New York, 1985.

My son, Mike had turned 15 and was looking for vintage wheels to get him through high school. He spotted this Barn-Find v8 Victoria in Hemmings Motor News. It was in New Hampshire. The Ford had been in a barn for 16 years with a stuck motor. Mike wrote a very polite letter, offered \$200 bucks and next I knew we were on the road towing the thing home. I was driving and the Ford's face filled my rear view. I remember commenting, the empty grill hole gave it the look of a killer shark about to eat us.

With the extra parts I had in the garage and a mail-order used motor, we put it together. My chain hoist was on loan, so the motor swap was made using an old comealong over a doubled up beam - we probably should have been crushed but it worked out.

After new brakes, tank, bumpers, grill, and some serious body work, it was beginning to look like a runner. Mike really wanted a hot rod, but didn't have the money for the build, so we put it together stock. It ran pretty well - and despite the odds, actually drove it into NYC a few times.

Mike still needed something faster and found a used VW Scirocco. Fast with a big radio. Perfect. Unfortunately, a few months later, he was cut him off and totalled the VW. No one hurt, but his desire for fast and furious orphan cars had stuck- like the '66 Datsun with a Wankle motor and 4bbl that beat all the big HP cars at the local Friday night drags. Go figure.... After a year of hanging around, The Vickie moved on to a new life in Yonkers, NY.



On The Beach, Daytona, Florida, 1956

What do you see here?



Tours & Things to Come

Sat Aug 12 Ice Cream Social & More: Glider Strip lunch & UCSD Tour

Must RSVP jim.thomas15888@outlook.com

Aug 15 General Meeting Race Film & Race Stories with Ray Brock & Jack Clegg

Sat, Aug 18 V8 Co-Sponsor with

Hillcrest Great Autos of Yesteryear

1pm-3:30pm. Coner Normal St and University Ave. Meet at Ca. DMV North parking lot—noon. Bring chairs, coolers, EZ ups. Lunch or plenty of food nearby. etc
RSVP Rick Carlton 619-512-7058

Sept TBD

Thurs Oct 18 Tour

Edlebrock Manufacturing, Hemmit

Ray Brock in charge.

RSVP 619-990-9390-

Barabara Martin reports
The Christmas Party is on

SUN, Dec 9, 2018.

Mark your calendars!

August Anniversaries

8/05 Greg & Debbie Murrel
8/10 Donald & Judy Gladden
8/22 Webb & Avalee Smith
8/24 Jim & Diane Thomas
8/25 Phil & Judith Spaid
Swede & Karen Renberg

August Birthdays

8/08 Dan Prager
8/11 Susan Graves
8/20 Robert McGehee
8/21 Mike Pierson
8/23 Jim Hallsted
8/26 Sandy Shortt
8/26 Vivian Serrano
8/26 Waneo McKinniss
8/27 Sandy Hurlburt

Membership

Paula reports 109.

Sunshine Judy reports-

Carl Atkinson, after his terrible week, showed up at meeting, feeling fine...

Not knowing if Carl would be at the meeting, **Stand Up Comic John Dow** took over 50/50 and Name Tag drawing.

Bill Dorr, with great fanfare and high drama, spun the wheel but the hatch was open, scattering names all over the room. It only got funnier from there....

The Name Tag Draw-until-we-have-a-Winner—\$100 Bucks on the line.

Six names were drawn, no winner...

Dennis Bailey was holding \$20 worth of tickets - moaning with every draw.

The 7th pull was Sheryl Carlton -

Sorry Dennis...

SAN DIEGO EARLY FORD V8 CLUB

General Meeting Minutes—July. 18, 2018

President Mike Peterman pounded the gavel at 7:10

Guests: None

Pres. Report: Mike noted that the Club Board is still finalizing the arrangements and date for the Big Three dinner.

VP Report: Bill Dorr thanked Bob Hargrave and John Dow their work on the Woodward Museum tour in Ramona.

Secretary: Dennis Bailey asked for approval of the minutes from the June General meeting, as published in the fan, and they were accepted and approved.

Treasurer Report: Ken Burke read through the monthly financial figures and they were accepted and approved.

Membership Report: Paula reported 31 Single Members and 47 Joint members.

Sunshine Report: Nothing to report everyone is fine.

Fan Editor: The Aug. Fan is coming together. Note old FAN printed issues available.

Accessories: Sales are slow.

Car Club Council: Bill Lewis is now the new President of the C.C.C.

Programs: A special visual presentation on racing at Balboa Stadium by Jack Clegg, Ray Brock and Carl Atkinson scheduled for the August Meeting.

Tours: Ice cream social and Campass Tour 8/12 and the Edelbrock tour on Oct 18.

Program: Documentary Video on Ford Motor Company Willow Run Plant during production of the Liberator B-52's during WWII.

Old Business: Still need volunteers to sign up for the Board of Directors.

New Business: None

Tech Tips: None

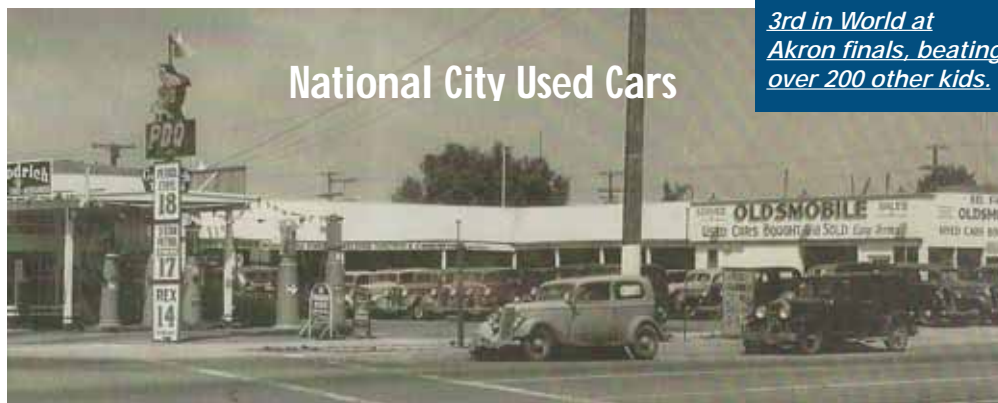
50/50: Mike Petermann won the 50/50

Name tag drawing: Sheryl Carlton was the \$100 winner

Mtg. Adj. 8:46

Respectfully submitted: Dennis Bailey Secy.

*Big Breaking News:
Bill Lewis tells me
Kiwanis Soap Box
Derby Kid, Nicholas
Kaderabek has won
3rd in World at
Akron finals, beating
over 200 other kids.*



Interesting:

*Everybody
is stuck,
but the
only car
overheated
is this 1946
Ford*



GREAT RACE

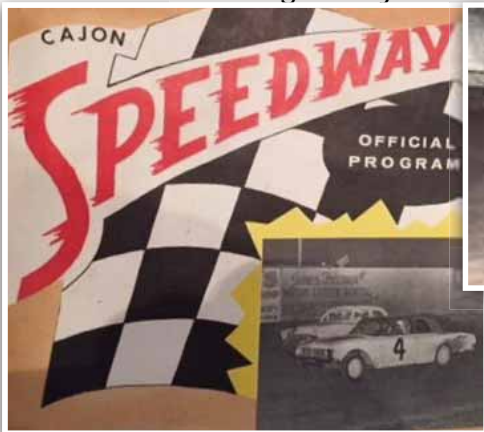
West Coast route announced for 2019 Great Race

The *Hemmings Motor News* Great Race presented by Hagerty has visited the West Coast numerous times in its 36-year history, but the event has never started and finished there. That changes next year, when the 2019 Great Race begins in Riverside, California on Saturday, June 22, and ends in Tacoma, Washington, nine days and 2,300 miles later.

"Already sold out for 2019, wow. I didn't see an entry fee, when we went (1988) it was \$500.00, BUT you also got a 'free' Interstate battery. I think I might still have it! Anyway ours was from L.A. (Anaheim) to Boston, about 4,400.00 miles. (they didn't travel on a straight line) it was fun for sure, but the problems were tiring. Many did not complete, I think about a 25% dropout, might have been more. We did make it to Boston, but we were not competing any more. For our class they had only one DNF. Sacramento Area was a killer for us, we broke down about 30 miles (?) from that finish (towed in). We worked on the car all day the next day and trailered most of the next night to Elko Nevada, just in time for the early start. But the two DNF (day 2 and day 3) disqualified us as far as competing for points. All those disqualified run at the end of the pack. I told my daughter "I just want to get to Boston!" Most of our issues were day 2 and day 3, the car ran pretty well the rest of the race, but was difficult to start when it was hot. Late June early July through the center of the U.S. is pretty hot! I tried to find a hill to park on for lunch stops, pretty much left it running at gas stops. Kansas has no hills! If it would not start there were always others to help push, but I HAD to be IN the car, you can't 'jump in' with suicide doors! Think about that. Very expensive trip. I had a support vehicle (nursery truck and nursery employee) gas for both. Rented 2 rooms each night (they don't stay in Motel 6) breakfast maybe every day for 3, dinners too. I sent my son home from Sacramento - the heat almost caused heat stroke. My wife actually drove up before we left Sacramento—— but ended up in the Laramie WY hospital with an ear infection, vertigo, could not stand up.. I flew my sister in law to Denver to pick Jody up, they drove home in the Honda. First five days were really BAD! Many flights to and from the east coast - my son and his wife flew in for the finish, my wife and brother in law also. Trailered the car home with my brother in law." What a trip! —Walter



Walter's 1988 Great Race Ride.
Nothing but trouble. Still got it.



Carl is a man drivers turn to when trouble arises that cannot be solved by ordinary channels. By trade he is a tool and die maker for Rohr and has been with that company for 17 years. Carl was born in National City and graduated from Sweetwater High.

Atkinson has built Dick Guest's cars for the past three years, and this season has worked on suspension problems for Car #115; #61, Odie Robertson; #117, Cactus Henyan; #3 Jim Hitt; and #177, Chuck Douthitt. Here's the story of suspension '66 in Carl's words.

"Dick was having trouble with his car this year (three wheel special) and I told him I would try to make it handle. I rebuilt all suspension under. On the first lap Guest drove the car he set fast time for the night, finally on four wheels. Burnie Burnworth quit driving #3 because of handling problems. Guest told Mummet I could fix #3. The last three cars I have set up have come looking for me.

The main problem in setting up a car is to know what to do when the suspension isn't working right. You watch what the car is doing in the turns, tires rolling, body lean, picking up wheels and then you have to determine what to do to correct these things. When I set a car up and change all the suspension to my own, then I stay with the car until the driver is satisfied with the handling.

The first race car I worked on was in the first year of the Claimers. I started out with E St. Auto Wrecking who were Dick's sponsors. The second year we went through 9 cars claimed from us the first year of Super Stock racing. We won first place in stocks and claimers!!

The drivers are most grateful to have a man like Atkinson who really knows what to do, as he has saved many a driver from throwing in the towel.

When not underneath stock cars, Carl enjoys water skiing.



CARL ATKINSON

Speedway Action Resumes

Stocks Race
On Saturday;
Cycles Tonight



Carl has a history of radical modification - (note his current low, long red hot '40 Buick, recent '32 Ford roadster and award winning chopped, channeled on the wild side '39 Chevy coupe)—During the 50s, 60s and 70s he was the key builder and modifier for BIG E WREACKING race cars on the

1/4 mile dirt at Cajon Speedway and Ascott. Even served on the Board of Directors. The crew ran \$200 Claimers.

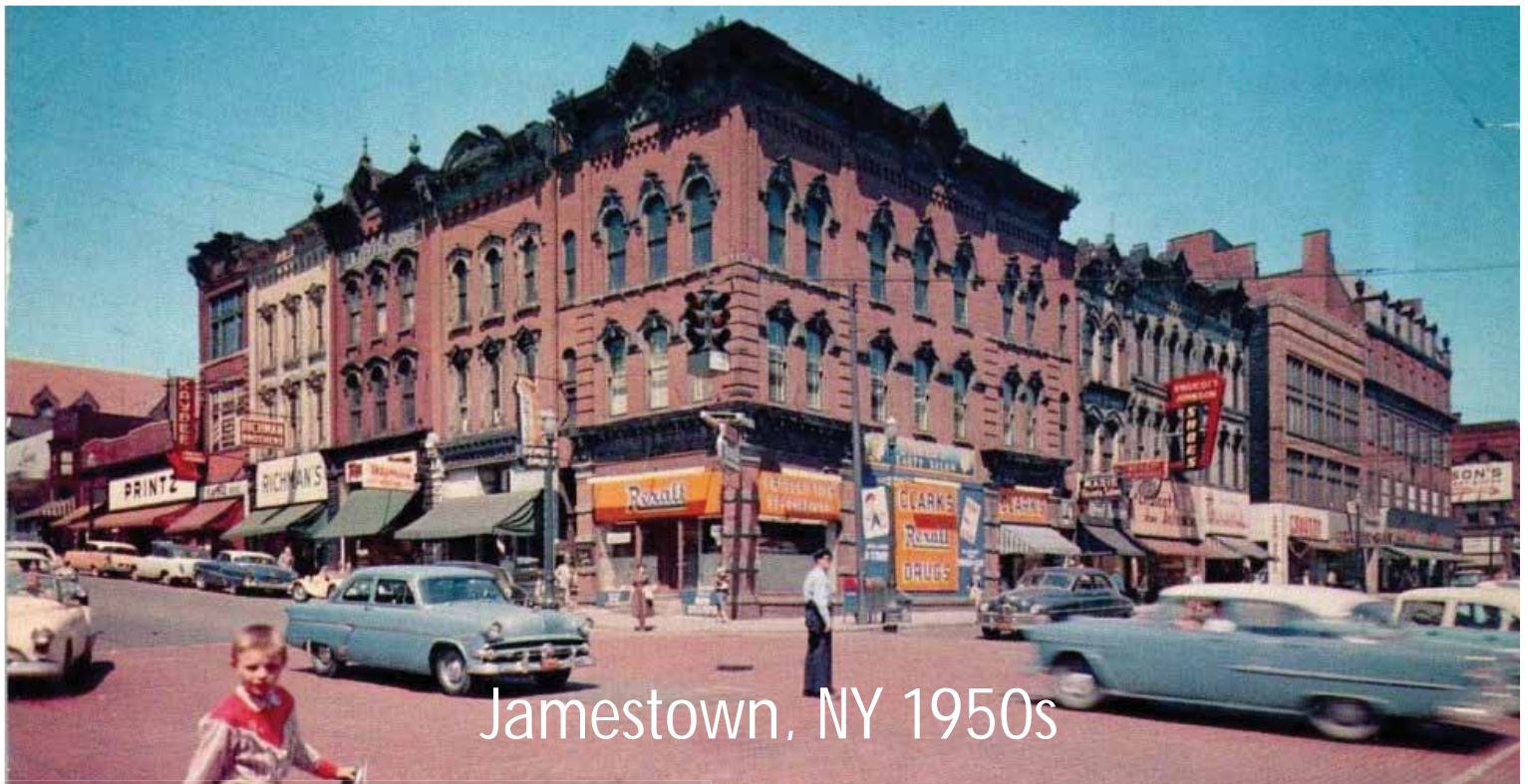
They often rolled 3 or 4 cars a week, got them back on their wheels, but, just for fun, never pounded out a dent. Carl always pushed the rules, modifying suspension and drive lines to win races. He had several cars that won every race they finished. And at 92, Carl's not done yet. He's planning an open wheel roadster with that 6 carb Buick straight 8 up front, radiator in back and who knows what else.

—TS



the BANNANA BOAT-'57 Ford with shortened and curved frame to keep the bumpers out of the dirt (painted yellow, of course).

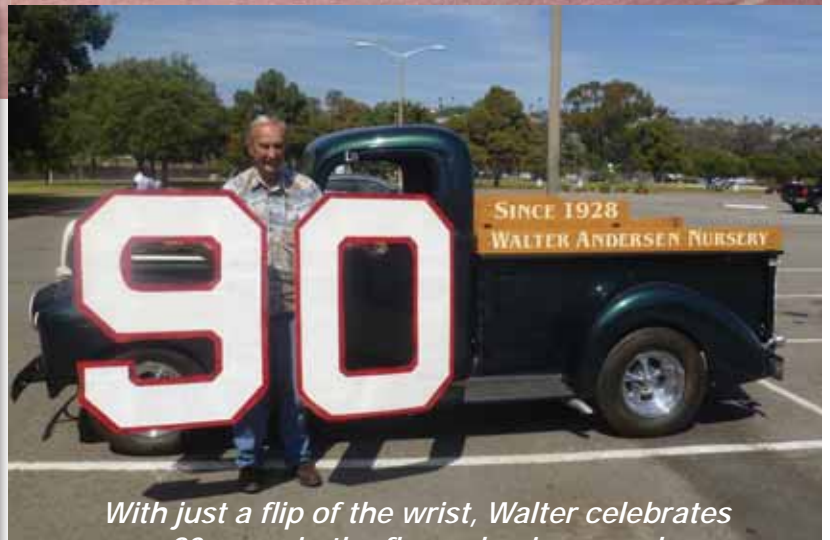




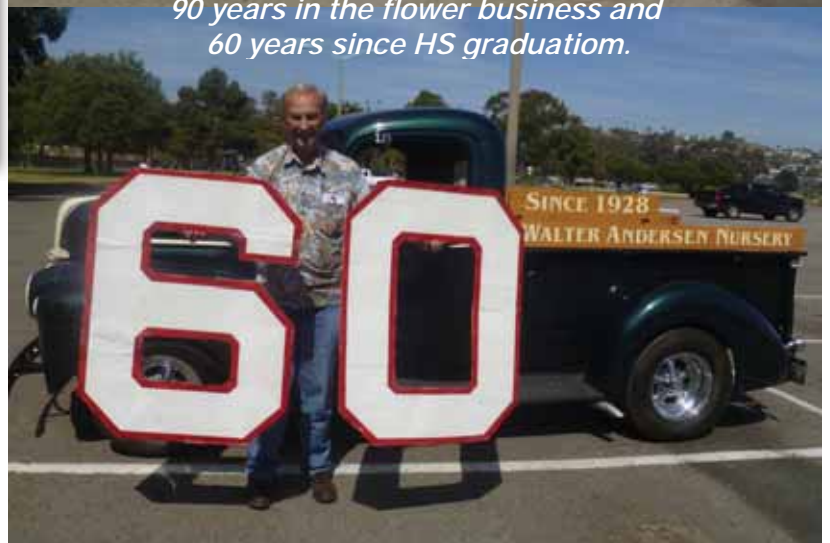
Jamestown, NY 1950s



Coronado
4th of July
Parade—
Chauffer
to the
Flamingos
of the B&B
Garden
Club



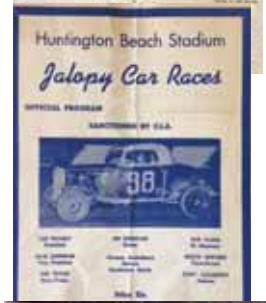
With just a flip of the wrist, Walter celebrates
90 years in the flower business and
60 years since HS graduation.

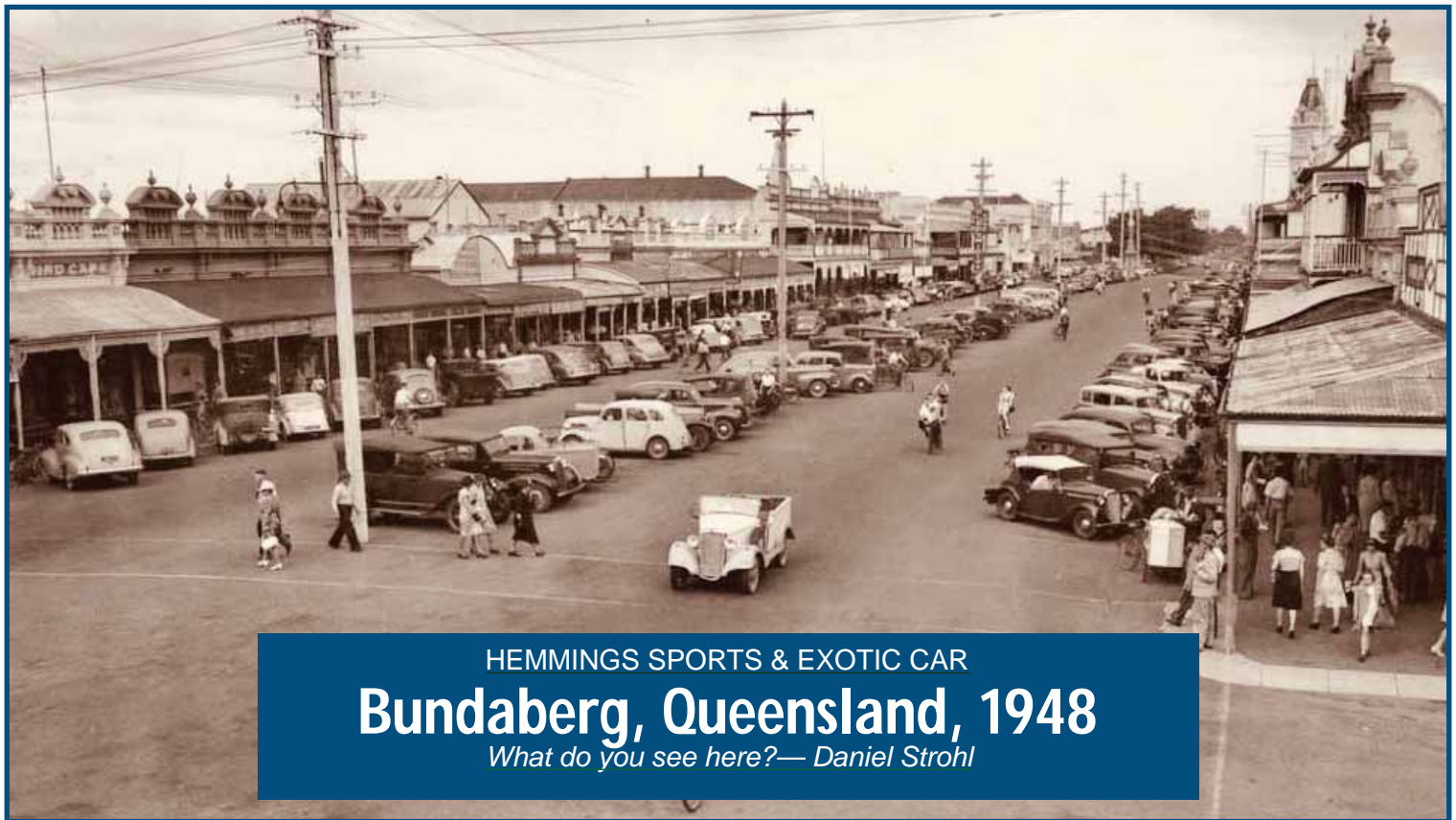


Some old Dudes are still ready to rumble...

1949. Jack Clegg and his older brother Bob, went in on a \$35 '33 Ford Coupe, stripped off the fenders, trashed the interior, and tuned her up for their first official run on the rough dirt of the Lakeland 1/4 mile track in El Monte. No safety equipment was required, no seat belts, no roll bar, no experience - just a bone-stock car and you were in. They were both hooked.

Together the brothers and thousands of other young guys everywhere, got into cheap old cars and drove the wheels off them on small tracks around the country - learning as they raced. They had no money, just interest. Cars from the 30s were dirt cheap and they traded parts as needed. Jack drove his first race when he was just shy of 19. He had his dad's permission, but might have done it anyway, because he was ready. The Huntington Beach 1/4 mi. Track, and Lakeland's 1/4 mile dirt loop. By this time, there were two requirements, a seat belt and a reinforced Tie Rod-which they forgot about. The stock steering rod bent on the first turn, driving Jack into the fence. By the next race that night, Jack had straightened the bar and slid a length of plumbing pipe over it. It held and he finished the race. His Dad had also bought him a helmet—a slightly shelf-worn CROMWELL Leather job with chin strap - on sale for \$20 Bucks. Jack began winning races, taking trophies and gaining a reputation. It was a 3 hour run to San Diego, But Balboa Stadium was calling. So one or two times a week the guys would hook a tow bar and jalopy to the rear of an old beater tow car. 101 or old 395 were the only options to get south. The 101 tows required going up over the Torrey Pines grade and the tow car couldn't make it without help. So Jack would fire the Jalopy on the tow bar and push the tow car while it strained up the hill. Once they got to the stadium, of course there were a few races to run, repairs to make and then tow the wreckage back home to go to work next day. The destruction Derbies were a tempting diversion. The guys bought a \$15 buck beauty. It ran great mashing the opponents, so they won the event. To celebrate they tossed some gas into the rear seat and set it on fire. The track crew put out the flames. The boys towed the smoldering wreck home and salvaged all they could before junking the remains. Track management wasn't happy but let it go as 'boys will be boys'. Jack later won the Sanberdo Championship. In 1959 he married Phillis and moved to San Diego. Between them, Jack and Phyllis had three kids from a previous marriage, Jack had two and then one more together, making 6 kids to raise. Smiling, Jack says it's become a perfect life filled with many grand kids, great grand kids, a beautiful home overlooking El Cajon and best of all- at 87, good health.-TS





Introduced 1942- Gunk was made from grease & a dirt digestive solvent-no strong solvents. Could be washed off with water.



Ford
sets the
PACE
1952



IOI A. WISCONSIN 54945 • APRIL 6, 1976

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

**Next Meeting : Wed, Aug 15, 2018,-
Auto Museum, Balboa Park**

Ford V8 Swap Corner...

The Ford Fan will publish ads relating to 1932-1953 Ford

FOR SALE: Pair of '34 Ford Tudor Bucket Seats, complete springs, Need reupholstery. \$450.00 OBO. **Todd, Speedo Shop 619-258-8195**

'39 Deluxe Coupe. Good shape, runs good. Fresh interior and more. In storage. \$22,500. **Also several Large Metal signs and gas pumps Dixie 619-677-8922**

'40 Deluxe Opera Coupe. Beautiful shape. Drive anywhere. **Terry Johnson 303-888-8231 Englewood, Colorado.**



'56 TBird. V8, auto. Porthole Top. New Pearl paint. Very clean \$20K? John Hildebrand 619-850-4099

'59 Edsel Ranger. All original, green & white, 4 dr, Needs TLC. \$1900-Cheap. **Rick 619-512-7058**

Wanted- Two Wheels-16" x 4.5" **Mike Pearson 760-729-4645. m.piereson@roadrunner.com**

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

'37 Fordor. Good shape. New V8 60 Motor, radiator & everything else under hood. Solid body, good interior, WWW tires. Runs & drives great. \$29,900-OBO **619-829-1678**



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Side-mounts, Luggage Rack. Runs great. \$92k OBO. **Dixie, 619-677-8922**



'35 Ford Pumper Fire Truck. 21 Stud Orig Flathead. Runs, needs TLC. Body, paint, Lyle Fisk gold leaf pin striping all good. \$15k OBO-Rick Carlton 619-512-7058



'32 Tudor. ready to go hot rod. Real Nice Car. \$28k.Or close offer **Tom Cook 619-200-8114**



'36 Coupe Hot Rod- Proven Tour Car. Best Offer. Extra set new running Boards \$400. **Tom Cook 619-200-8114**

Wanted: '49-'51 Ford Tudor Basket Case. **Carl 619-593-1514**



'48 Ford Deluxe Bus Coupe. New motor. Everything else NOS. \$16,500 OBO **Norm Burke 619-462-8956**

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



'37 Ford ---Good Gas Tank, Radiator, Front Seat, Box of extra V8 stuff- All \$300. -Joe Silva 619-224-2645

'37 Ford Tudor Fastback, All Steel Hot Rod. Beautiful. **Karen Renberg 619-413-5054**

Milling Machine- Ray 619-993-9190

9" Ford Rear End--- 2.70:1 Ratio \$100-Bob Brown 619-890-6988

265 Chevy V8 Motor- Total Rebuild, Best Offer 619-247-6525



'46 Victory Fords -First Fords after the War.



*49 Fords Coming Off New
Assembly Line
Ford River Rouge Plant
DEARBORN, MICHIGAN*



Early 1940's- Typical Room Rates

Aug/18

The Language of the Fan

I desire your acquaintance	Carry fan in left hand in front of face
I wish to speak to you	Close fan
Follow me	Carry fan in right hand in front of face
Wait for me	Open fan wide
You are too willing	Carry fan in right hand
Kiss me	Hold handle to lips
We are watched	Twirl fan in left hand
I love you	Draw fan across the cheek
Yes	Rest fan on right cheek
Do you love me?	Present the fan closed
No	Rest fan on left cheek
I love another	Twirl fan in right hand
You have changed	Draw fan across forehead
I wish to get rid of you	Place fan on left ear
I hate you!	Draw fan through the hand
I am sorry	Draw fan across the eyes
You are cruel	Open and shut fan several times
I am engaged	Fan very quickly
I am married	Fan slowly
We will be friends	Drop the fan

The crafty women of the 1800s found a way to communicate with any potential suitor— just a flick of their fan said it all.