

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



Merry Christmas

Sunday, Dec 8, The Christmas Party

The Prez Sez.

Wednesday November 20th was our annual Pizza night which always brings out more folks than we usually see at the monthly meetings. It's also the night that the club members elect the new board members. From the existing board of officers that includes Bill Lewis, Dennis Bailey, Ken Burke, Richard Teubner (retired), Tim Shortt, Dick Martin, Duane Ingerson and web master Rick Carlton, Bill Lewis has termed out and will step down. Richard Teubner retired from the board because of health reasons. New, incoming board members Jim Thomas, Bob Symonds and Joe Valentino were confirmed as new board members for the 2014-15 term. The selection of officer positions will be announced at the Dec. Christmas party.

Our special guest speaker was Woody Downing who is a founding member of the Good Old Boys car club and operates the cars & parts sales web site often known as "Woody bay". You can register at:

www.goodoldboys.com and receive emails about the latest items for sale or trade. The service is free and covers more than just the San Diego area. Joe Vidali is sending out the notices to other clubs and we are seeing folks from other clubs showing up to ask question and join in. We will continue our "Tech Tips" section of the meetings during the next year. 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 or Jim Thomas at: jstthomas35@gmail.com and we will try to put it in place.

We are holding our annual Christmas party at the usual Bali Jai restaurant on Shelter Island. See details in this issue of the Fan. This event will be our tour and the tech tip will be to have fun. Make sure you send in your check to Barbara Martin. ALSO, it's time to renew your memberships. Please send your checks to Paula Pifer. I would like to encourage the ladies that aren't so interested in car tech, to join in with the "Lady 8'ers" activities during the normal monthly meetings. May the good Ford get you to your destination,
--John Hildebrand



President: **John Hildebrand** - 760-943-1284

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

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

Programs: TBD

Car Council: **Joe Pifer** - 619-464-5445

Web Master: **Rick Carlton** - 619-303-3353

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Accessories: **Duane Ingerson** - 619-426-2645

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Refreshments: **Sandy Shortt** 619-435-9013

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

Big 3 Board Members

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-303-3353

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545



The Garage Tour group gathers at The Coronado Golf Course Restaurant. They always look this way when they're hungry.



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.



Christmas Party, Sun, Dec 8. 11:30 am--Bali Jai Restaurant
Member Dues are Due before Dec 31, 2013

Despite warnings of rain, Sunday turned out to be a dream day. First stop: the Shortt's Coronado Craftsman home. Everyone was directed down the alley to the garage and side tent where autos of a certain vintage are attended to. My '34 Cabriolet and '50 Convertible were nosed out of their hiding places for inspection. The '49 Woody and '59 Renault 4CV were hiding back in the shadows. I welcomed everyone and gave a brief history of each of the four cars I've held onto for decades - (46 years for the '34). Coffee and miniature muffins were served. I passed out maps and when I announced it was time to head over to the next stop, the whole group took off without the leader, me. I tried leading from behind, but they were already out of sight.

It's not often you get the chance to see the inner sanctum of a true builder of things. Bill Gise is Coronado's Go-To guy. He runs all the major community events around town. For us, he opened his magical under-house workshop that he had hand-dug some 25 years ago (40' x 40' x 10' deep) with the help of a few loyal friends with strong backs. His Shop Of Dreams has all the tools you'll ever need to build precise and complicated mechanical marvels. Normally we would see his original Cobra on the ceiling rack hanging over his original Shelby below - two cars that are currently under complete restorations. Over the years Bill has built other cars in the central work space. The current project is a '27 T roadster body bolted to a mighty high tech chassis that's capable of 200 miles per hour. Over in Glorietta Bay he keeps a 20s vintage 65' two-masted Ketch. Bill also makes his own wine in a corner of his shop labeled Coronado Island Wines. He hosts an annual Grape Stomp party with fresh grapes imported from the upstate NAPA wine fields. Company motto: "From Our Feet to Your Lips."

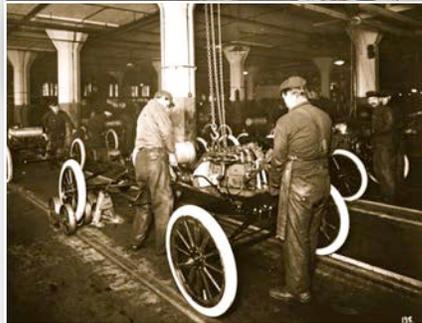
Harry Jackman brought along his reborn 1932 'Jackman Coupe' that had been featured on every hot rod magazine cover in the '60s. The original Cherry Red custom Ford with glass floors and 70s styling had grabbed the imagination of gear heads across the country. He eventually sold the car, but years later, under the driving force of nostalgia, he began a quest to find whatever was left of his dream car. V8 member Gary Walcher had owned for a while. Rumor had it the body had been separated from the chassis and was lost in the mid west somewhere. Undaunted, he found another body and Un-chopped it to match his original. The beautifully restored clone is now on the show circuit as a Significant Car of it's Time. The third scheduled Garage stop was cancelled, which was ok, considering we had no time.

I took the group on the scenic route around town, along Mansion row on Ocean Blvd, (including the recent Murder Mansion, which just sold for a mere \$27 million), a drive through the historic Hotel Del entrance and a ride past Glorietta Bay along the golf course to our lunch destination. The Golf Course Restaurant serves up the best views of the bay and bridge, and a pretty good meal to boot. --TS





The Highland Park assembly line, 1913.
courtesy Ford Motor Company



Henry Ford's moving automotive assembly line turns 100

When [Ford's Highland Park, Michigan, assembly plant](#) opened in 1910, it was a wonder of the industrial age. Initially covering some 60 acres, the plant gave Ford the room it needed to increase production of the Model T, and in time the Highland Park complex would contain everything from a foundry to administrative offices. On October 7, 1913, Highland Park achieved one additional milestone, when Ford installed the plant's moving automotive assembly line.

Assembly lines and even moving assembly lines were not developed by Henry Ford or his staff. The first automotive assembly line is [credited to Ransom E. Olds](#), who, according to Helen Jones Earley and James R. Walkinshaw in their book [Setting the Pace: Oldsmobile's First 100 Years](#), implemented a system of wheeled carts, fixed stations and repetitive operations to construct the Curved Dash Oldsmobile as early as 1901. In addition, moving "deassembly lines" had been used in the meat packing industry for years, as far back as the 1860s. By moving pig carcasses via a pulley system past waiting butchers, each tasked with processing a specific part of the animal, the time between slaughter and packaging was greatly reduced. Such efficiency did not go unnoticed by other industries, and in April of 1913 a Ford production engineer set up a new type of assembly process for flywheel magnetos, applying the conveyor-style moving assembly line to automotive production. By 1914 Ford was turning out a [Model T](#) in just 93 minutes. --[Hemmings Blog](#)



Pomona Drags 1952

The Fairplex in Pomona, California, opened in 1952, and hosted the first NHRA event a year later. The biggest names in drag racing have all passed down its 1,320 feet, but when the *Los Angeles Examiner* sent out a photographer to capture the action at what appears to be the very first event at the dragstrip, things looked a little more grassroots. Dated Sunday, April 27, 1952, the file on the [USC Digital Library photo archive](#) doesn't indicate that this was any particular event, but we know that the dragstrip opened in 1952 after Pomona Police Sergeant Bud Coons and the Pomona Choppers car club worked with the city government to lease a section of the fairgrounds parking lot. Unlike many authorities at the time, Coons supported hot rodding and took note of the airport drags then proliferating across the country; he saw these organized events as a way to prevent hot rodders from street racing, and thus saw the value of a permanent drag racing facility. So given the early 1952 date, this could conceivably be the first drag racing event at Pomona. A few noteworthy early hot rodders appear in these photos, too. Above and below we see the Bean Bandits' dragster, a single-purpose car built from car hoods (for the body), water pipes (for the frame), and a quad-carb Evans script head-equipped flathead V-8. From left to right above, Carlos Ramirez, Mike Magem, and [Joaquin Arnett](#) work on the dragster. Top, Magem makes a pass in the car; that day he'd run 118 MPH, the top speed of the meet.



Want a V8 Name Tag? Call Duane Ingerson 619-426-2645

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1956 Ford F5 COE Tilt Bed Rollback, Power Winch, Bucket Seats, Custom Storage Lockers, Aux Fuel Tanks, Aux Generator, E Lights, AC, 390 cu Ford motor, AT. \$40,000.



1949 Ford F5 COE Dump Truck. All original. Flathead V8, 4-Wheel Marmon-Harrington, Power Brake Booster, Power Take Off. 29,755 Miles. \$32,500.



1949 Hudson Commodore Coupe. Original modified to '51-'54 Hornet specs. Sun Visor, skirts, WWWs, 3 Speed w/ OD, High compression Head, Dual carbs. 52,217 Miles. \$35,000



1940 Lincoln Zephyr Club Coupe. Original V12. 3 speed/ Borg Warner to install. \$55,000



1941 Lincoln Continental Cabriolet. Original V12. 3 Speed Columbia OD-2 Speed rear Axle. AM Radio. 7,735 Miles. \$85,000



1937 Cord Sedan with trunk.E.L. Cord, Gordon,Buring Design. Supercharged 170 HP Lycoming. Pre select 4 speed, front wheel drive. 87,750 Miles.Long Wheel Base. Beverly Fog Lights. WWW. AM Radio.\$98,000.



1929 Lincoln. Model L. Touring 7 Passenger. Dual Windshield, Pilot Ray road light.Leather Interior. Trunk & Original Rack. Original 364cu V8. 77,495 Original Miles. \$110,000.



1956 Lincoln Continental. MK Coupe. Original V8 360cu. AT. Miles 39,924. AMTown & Country original. Modern AC & Electric Fuel Pump. \$55,000.



1951 Muntz Jet Convertible. Original Flathead. Automatic. 63,690 Miles. Modern AC & Heater. Hallibrand Magnesium Wheels. 12 Volt Conversion. \$80,000.



1966 Thunderbird Convertible.Original V8. AT. Power Steering, brakes, Seat & Windows. 98,970 Miles. AM after market CD. Kelsey Hayes Wire Wheels. AC. \$37,000.



1932 Ford Model 18 Station Wagon. Dearborn Winner. Baker-Railing Wood. Original V8. Jump Seats. Side Curtains. Deluxe Trim with Passenger Car Grill, head Lights, Cowl Lights, WWW. \$95,000

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Memories of Mitch

*Following are memories from a letter written by my dad's high school friend Charlotte Taylor.
She sent the letter after dad passed away in 2005 --Sheryl Mitchell Carlton*

I met Mitch after my family moved to Jacksonville Illinois in 1938. We lived about 2 blocks apart and spent lots of time at each other's homes. Mitch had a special friend, Kenny, whose mother had just died. My mother felt sorry for Kenny and his brother Archie, so she frequently invited them to our home. Mitch always came too. My dad loved to listen to the fights on the radio. When Joe Louis was fighting, the brothers and Mitch would show up.

Mitch's high school buddies were Bull, Bill, Kenny, Archie, Bud Walker and Bud Dodsworth. Eventually the guys got steady girlfriends and the group grew. We gathered at Hamilton's Café after school, sat in a large booth at the back of the shop, ordered nickel cokes and discussed what to do that evening. We bicycled everywhere: The movies, school activities or someone's home just to hang out. Ice skating at Nichols Park in the winter or swimming in the summer were popular things to do. On summer nights we attended the Nichols Park dances. The swing music of our era made dancing fun and we were all good dancers. On Tuesday nights, we gathered at someone's home to drink cokes, eat chips and listened to Red Skelton on the radio. My goodness, did we ever think he was hilarious. We laughed our heads off! We also went to the Sea Scout Cabin on Lake Mauvaisterre and sailed up and down the lake for hours.

Riding around in Bull's Model A Ford Roadster was the BEST fun! It was amazing how many kids piled into that little car. One night, while driving down Mound Road hill, we heard a loud thud and saw one of the back wheels rolling down the hill in front of the Roadster. Major problem! What to do?? This was a deserted country road and we had no one to call for help and no money to hire a wrecker. Finally, we decided we should all get out and Bull should stay in and drive while the rest of us held up the back side that had lost the wheel. We thought by lifting the car and moving forward we could keep the axel from dragging on the road and we could get it back to town. That's exactly what we did! Laughing all the way! The filling station owner was so amazed we got the Roadster all the way up that hill, he fixed the car for free.

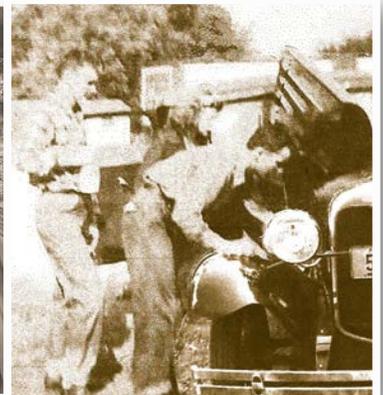
After the high school graduations of 1942 and 1943, the boys received draft notices. They all chose to join the Navy. Bill was the first to get the call and we had a big farewell party for him. Since he had been on the football and basketball teams, we never dreamed he would be classified 4F. To be declared 4F during WWII was a terrible blow. Within a year Bud Dodsworth was dead. He was a gunner on a Navy plane in the South Pacific that was shot down.

Mitch and Kenny saw duty in the South Pacific. Mitch was on the USS Hopkins Minesweeper with wartime maneuvers in the Guadalcanal, Lingayen Gulf, Iwo Jima, Okinawa, and Tokyo Bay. Both of their ships were hit by kamikaze pilots. One sailor died on Mitch's ship. Kenny's ship sank and he was severely burned and spent a great deal of time in the ocean before being rescued. After he recovered, he was given a 30 day leave to go home. He arrived home in his summer white uniform, as he had no winter blue uniform. It was a bitterly cold winter and Jacksonville registered the coldest temperature in the nation at 24° below zero! It was hard on Kenny with all his fresh scars and it bothered my mother terribly. My mother found my brother's old Sea Scout uniform and modified it to look like a Navy uniform for Kenny. He wore that uniform and my brother's old pea coat while on leave.

The fellows left for service as boys and came back young men. As before the war, our fun times and friendships continued. But now we were old enough to go to nightclubs! We frequented those clubs a lot! In Springfield our favorite club, with a great dance floor, was *Harbor Lights in New Berlin*. It is still there today.

Your parents met after your dad was discharged from the Navy. It was love at first sight and your dad was as much in love with your mother (Paula) the day he died as the day they were married. I was an attendant in their wedding. Your mother's gown was a gift from her big brother, Bull. Your parents were married on a shoestring and could not afford to foot the bill for a reception. So my mother planned a small reception for them and bought the food and the wedding cake.

---Charlotte Taylor





South Dakota farmer Robert Malsom nearly went broke in the 1980s when corn was cheap. So now that prices are high he has plowed sensitive prairie to meet ethanol demand. ASSOCIATED PRESS

Here's something both Republicans & Democrats should agree on.

Ethanol is bad for cars, bad for the economy, bad for the environment and bad government policy.

First, the primary job of the Environmental Protection Agency is, dare it be said, to protect our environment. Yet using ethanol actually creates more smog than using regular gas.

Second, truly independent studies on ethanol show that ethanol is a net energy loser.

Third, all fuels laced with ethanol reduce the vehicle's fuel efficiency, and the E85 blend drops gas mileage between 30% and 40%, depending on whether you use the EPA's fuel mileage standards (fuelconomy.gov) or those of the Dept. of Energy.

Fourth, forget what biofuels have done to the price of foodstuffs worldwide over the past three years; the science seems to suggest that using ethanol increases global warming emissions over the use of straight gasoline. Just these issues should have kept ethanol from being brought back for its fourth run in American history.

Don't let anybody mislead you: The new push to get a 15% ethanol mandate out of Washington is simply to restore profitability to a failed industry. Only this time around those promoting more ethanol in our gas say there's no scientific proof that adding more ethanol will damage vehicles or small gas-powered engines. With that statement they've gone from shilling the public to outright falsehoods, because ethanol-laced gasoline is

already destroying engines across the country in ever larger numbers.

REPORT SLAMS ETHANOL POLICY

Investigation claims push for green energy has created an environmental nightmare

DINA CAPPIELLO & MATT APUZZO
ASSOCIATED PRESS
Nov 12, 2013
CORYDON, IOWA

The hills of southern Iowa bear the scars of America's push for green energy: The brown gashes where rain has washed away the soil. The polluted streams that dump fertilizer into the water supply.

It wasn't supposed to be this way.

With the Iowa political caucuses on the horizon in 2007, presidential candidate Barack Obama made home-grown corn a centerpiece of his plan to slow global warming. When President George W. Bush signed a law that year requiring oil companies to add billions of gallons of ethanol to their gasoline each year, Bush

predicted it would make the country "stronger, cleaner and more secure."

But the ethanol era has proven far more damaging to the environment than politicians promised and much worse than the government admits today.

As farmers rushed to find new places to plant corn, they wiped out millions of acres of conservation land, destroyed habitat and contaminated water supplies, an Associated Press investigation found.

Five million acres of land set aside for conservation — more than Yellowstone, Everglades and Yosemite National Parks combined — have been converted on Obama's watch.

Landowners filled in wetlands. They plowed into pristine prairies, releasing carbon dioxide that had

been locked in the soil.

Sprayers pumped out billions of pounds of fertilizer, some of which seeped into drinking water, polluted rivers and worsened the huge dead zone in the Gulf of Mexico where marine life can't survive.

The consequences are so severe that environmentalists and many scientists have now rejected corn-based ethanol as bad environmental policy. But the Obama administration stands by it, highlighting its benefits to the farming industry rather than any negative consequences.

All energy comes at a cost. The environmental consequences of drilling for oil and natural gas are well documented and severe. But in the president's push to reduce greenhouse gases and

curtail global warming, his administration has allowed so-called green energy to do not-so-green things.

The administration believes it must encourage the development of next-generation biofuels that will someday be cleaner and greener than today's.

"That is what you give up if you don't recognize that renewable fuels have some place here," EPA Administrator Gina McCarthy said. "All renewable fuels are not corn ethanol."

But next-generation biofuels haven't been living up to expectations. And the government's predictions on ethanol have proven so inaccurate that independent scientists question whether it will ever achieve its central environmental goal of reducing greenhouse gases.

Some Local Ethanol Free Gas Stations:

- Geneses Auto Care-4304 Genesee Ave, SD 92117
- Convoy Tire-4425 Convoy st, SD 92111
- Miramar 76-5726 Miramar Rd, SD 92121
- Apro 6839 Imperial Ave, SD 92114
- Song- 6953 Navajo Rd, SD 92119
- Shell- 3060 Carmel Valley Rd, SD 92154
- North Park 76- 3154 El Cajon Blvd,SD 92104 Chevron-
- 2290 Camino Del Rio N, SD 92108
- Arco- 2502 Imperial Ave, SD 92102
- Mission Valley Mobile, 5494 Mission Center RD, SD 92108
- Aztec Unocal, 5040 El Cajon Blvd, SD 92115
- Exxon-4388 Thorn St, SD 92105
- Pacific Beach Gas- 4404 Ingram St, SD 921909
- CVM Inc- 3795 6th Ave, SD 92103

- Sunrise Market & Gas- 4689 Market St, SD 92102
- Sullivan's Arco, 8820 Claremont Mesa, SD 92117
- Ranch Bernardo Arco- 11891 Ranch Bernardo, SD 92128
- Hazard Center Auto Mart- 7698 Frairs Rd, SD 92190
- Phillips 66- 6936 Linda Vista Rd, SD 92111
- Shell-9490 Mira Mesa Rd, SD 92126
- Shell- 2435 Otay Center Dr, SD 92154
- Shell-9205 Twin Trails Dr, SD 92129
- Hillcrest 76- 3795 6th Ave, SD 92103
- Exxon- 898 Broadway, El Cajon, 92021
- Arco- 2295 Harbor Dr, Sd 92113
- Thrifty- 401 Telegraph Canyon Rd, Chula Vista 91910
- Qwick Corner Gas- 9663 Campo Rd, Spring Valley 91977

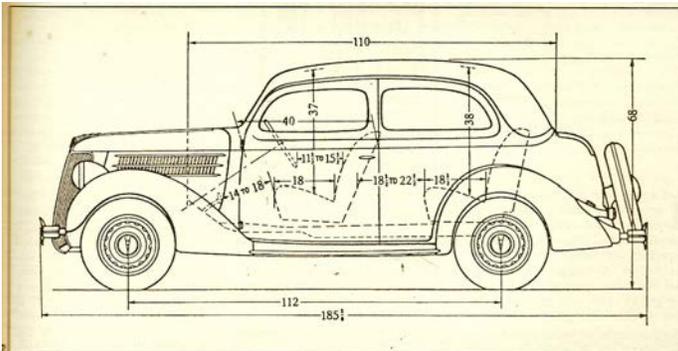
To find in your Area- search, No Ethanol Gas



WHAT HATH 40 YEARS WROUGHT

FoMoCo officially compares a 1936 Tudor and a '76 Granada Ghia
Courtesy Ford Motor Company

Interior body dimensions of the '36 were not calculated in the manner that they are for '76, but they were relatively spacious—especially in rear seat legroom. The new Granada comes the closest of Ford's current products to the '36 Tudor, in terms of engine size, exterior dimensions, relative cost, and fuel economy.



---Petersen Complete Ford Book 1976

	1936 FORD Deluxe Tudor	1976 FORD GRANADA Two-door Sedan
Wheelbase	112 ins.	109.9 ins.
Overall Length	185 1/2 ins.	197.7 ins.
Overall Width	69 1/2 ins.	74 ins.
Overall Height	68 ins.	53.3 ins.
Front Seat Width/ Hiproom	50 1/2 ins.	55.9 ins.
Rear Seat Width/ Hiproom	47 ins.	50.4 ins. (51.2 in 4-door)
Luggage Space	NA but small	14.4 cu. ft. (1.5 feet more with Space Saver tire)
Fuel Tank	14 gallons	19.2 gallons
Engine	221-cu.-in. V-8	200-cu.-in. Six; 250-cu.in. Six 302-cu.-in. V-8; 351-cu.-in. V-8
Compression Ratio	6.3:1	8.3:1 (200 cu.ins.) 8.0:1 (302 cu.ins.)
Horsepower	85 @ 3800 rpm	81 @ 3400 rpm (200 cu.ins.) 134 @ 3600 rpm (302 cu.ins.)
Rear Axle Ratio	4.11:1	2.79:1 (200 cu.ins.) 2.75:1 (302 cu.ins.)
Transmission	3-speed manual	3-speed manual (automatic-optional)
Brakes	4-wheel, mechanical, drum	4-wheel hydraulic, disc front, drum rear; power assist and four-wheel disc optional
Electrical	6 Volt	12 Volt
Curb Weight	2800 lbs.	3259 (200-cu.-in. Six) 3442 (302-cu.in. V-8)
Inertia Weight (EPA Test)	3000 lbs.	3500 (Six) 4000 (V-8)
EPA Fuel Economy		
City	15	200: 22 City, 30 Highway
Highway	20	302 V-8: 15 City, 22 Highway
Emissions		
Hydrocarbons(HC)	12.4 grams per mile (gpm)	EPA 49-State Standard: 1.5 gpm HC
Carbon Monoxide (CO)	86.8 gpm	15.0 gpm CO
Oxides of Nitrogen(NOx)	2.8 gpm	3.1 gpm NOx



ACCC Legislative Alert

Hello Car Guys & Gals, November 2013

The legislative session for 2013 is now in the history books and all things considered we, the collector car hobby, fared pretty well. We're still able to drive and enjoy our cars and there wasn't any legislation that directly threatened the car hobby.

There were some extensions on vehicle license fee increases that the ACCC opposed but all in all we survived yet another year of the liberal California legislature, California regulators, and California bureaucrats.

That's the upside...the downside is that we must continue more now than ever to be vigilant and alert to legislation & regulations coming in 2014 that may be harmful to the car hobby. Listed below are several legislative bills that the ACCC had interest in or downright opposed that lacked support in the 2013 session but were turned into 2-year bills and will be back in 2014.

AB 168(Wilk R) Local finance: license fee revenues: allocations. (ACCC SUPPORT)

Current Location: 5/10/2013-A. 2 YEAR

Summary: Under existing law, the Controller is required to allocate vehicle license fee revenues in the Motor Vehicle License Fee Account according to a specified order, with moneys allocated on or after July 1, 2004, but before July 1, 2011, first to the County of Orange, next to each city and county meeting specified criteria, and on or after July 1, 2011, to the Local Law Enforcement Services Account in the Local Revenue Fund, for allocation to cities, counties, and cities and counties. This bill would make technical, nonsubstantive changes to these provisions.

AB 281(Donnelly R) Registration: late penalties: waiver. (ACCC SUPPORT)

Current Location: 5/3/2013-A. 2 YEAR

Summary: Would require the Department of Motor Vehicles to waive delinquent registration fees and penalties when a transferee or purchaser of a vehicle applies for a transfer of registration if the department determines that the fees became due or the penalties accrued prior to the purchase of the vehicle.

AB 1002(Bloom D) Registration fee: sustainable communities strategies. (ACCC OPPOSE) Current Location: 4/24/2013-A. 2 YEAR

Summary: Would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill contains other existing laws.

AB 1324(Skinner D) Additional registration fees: vehicle theft crimes. (ACCC OPPOSE)

Current Location: 7/12/2013-S. 2 YEAR

Summary: Would, until January 1, 2018, authorize the County of Alameda to increase the motor vehicle fee from \$1 to \$2, would provide that the service fee on commercial motor vehicles would increase from \$2 to \$4, upon adoption of a resolution of its board of supervisors, and would require the resolution to be submitted to the Department of Motor Vehicles at least 6 months prior to the operative date of the fee increase. The bill would make an appropriation by depositing the increased fees in a continuously appropriated fund.

Please feel free to contact us with comments, concerns, questions, or suggestions...



Rex Roden President-ACCC accpres@gmail.com

The ACCC...Representing the California Collector Car Hobby Since 1972



Dec 8, Sun, V8 Christmas Party

Bali Jai, Shelter Island. 11:30am. Lunch at noon. \$38 per person. Send Checks made to San Diego Early Ford V8 Club by Nov 25 to Barb Martin, 1953 Powell Dr, SD, Ca, 92105. (Checks refunded at door or donate to scholarship) Raffle prizes . Bring unwrapped toy for Toys for Tots- RSVP Barb Martin 858-254-5009



V8 General Meeting, Nov 20, 2013

Prez: John

Hildebrand pounded the gavel at 7:17 pm.

Guests: Woody Downing, Dan, and John.

Presidents Report: John reported on the garage tour last weekend and what a success it was. the new board members will start next month and they will be introduced at the Christmas Party.

VP's Report: No Report

Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for Oct. as written in the Fan.

Treasurer: Ken Burke gave the financial report and it was MSC to approve.

Membership: Paula Pifer: No new members 38 single and 55 Joint members.

Accessories: Duane Ingerson has a good selection of hoodies, t-shirts, hats, and license toppers for sale.

Sunshine: Richard Teubner was under the weather.

C.C.C.: **Joe Pifer** No report

Fan Editor: Tim Shortt. The Dec. Fan and the Roster are coming together. Tim is always looking for more stories.

Tours: Christmas Party on the 8th of Dec. Jan 11 is The Truck Museum in Campo. Many more Tours in the making for next year.

Programs: Joe Vidali introduced Woody Downing from the "Good Ole Boy's Car Club. Woody gave a presentation on his "Woody Bay" website: goodoleboysandiego.com. He explained how to sign up on the website to receive car related items for sale, the latest in car gatherings and shows and how to post items on the website for sale. You can also contact him at "woodys57@pacbell.net."

New Business: Ric Bounorout and Mike Pierson brought the sign up sheet for the Big Three Swap Meet. They also noted that it was sold out for this year. Barb Martin needs your checks for the Christmas Party.

Old Business: New board members were voted on and accepted at the meeting. Details on the officers will be presented at the Christmas Party.

Tech Tips. None

50/50: Vito Adragna won the 50/50 and Bill Dorr won a V8 cook book donated by Jerry Windle
The meeting was adjourned at 8:16.

Dennis Bailey Secy.

Membership- Paula reports 158 total Joint members.

Welcome all new members. Sunshine: Judy Grobbel reports: No problems that I know about.



Jan 11, Sat-10 am Truck Museum VIP Tour

Meet at Edwards Theater 2951 Jamacha Rd corner of Campo Rd. Arrive by 10 am and leaving 10:15. Distance from parking lot to museum is 37 miles and worth the trip. Docents stationed at exhibits to give history and significance of each truck.

Take your time. Food service is available--club subsidizes lunch \$5 bucks. **RSVP- Jim Thomas - 619-669-9990**



December Anniversaries

12/06 Jake & Tiffany Murrell
12/21 Dan & Susan Walters

December Birthdays

12/09 Phyllis Clegg
12/15 Joe Valentino
12/10 Lani Prager
12/10 Linda Lewis
12/13 Candaus Greene
12/13 Donna Barbee
12/14 Barbara Clark
12/17 Tim Shortt
12/25 Steve Seebold
12/30 Paula Pifer
12/31 Fred Lobello



2013-14 Tour Schedule

**Dec 8, Sun, 11:30
V8 Christmas
Party-Bali Jai**
RSVP Barb Martin
858-254-5009

Jan, 11, Sat-10 am
meet to convoy at
Edwards Theater
parking lot. 2951
Jamacha Road corner
of Campo Rd.
**Campo Truck
Museum**
RSVP-
Jim Thomas -
619-669-9990

Feb 21, 22, 23
Big 3- Sign Up
Barbara Martin
760-230-25821

Ban Plastic Bags--Save the Ocean

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

**General Meeting- Jan 18, 2014.
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 them 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- Misc Model A Parts. John 619-302-8376

'50 Custom Coupe. Red, Customized, Flathead out-389 Ford V8 in. AC, Continental kit, WWWs, Skirts \$20k -email- lee3d@cox.net

'51 Ford Auto Trans. Working order when removed \$150. OBO. '51 Ford OD Trans-Good shape. complete with kick down and solenoid-\$300 OBO. Jim Hurlbert 760-789-0220



'36 Ford Tudor. 2 Rouge Awards.- One repaint. One engine rebuild. 63k miles. No rust. Garaged for 76 yrs. \$19,900k. Dillard Harwell- 619-825-8025.

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

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

Wanted- '34 5 window coupe- Quarter & back window Inside Mouldings. Richard Teubner 858-748-2849

'32 Ford Four Door. No rust ever .All Garnish moldings. Window regulators. Original Seats. Original Hood. Original wood. Original 32 Chassis. New Brookville fenders/grille shell/frame horn covers/ grille splash/firewall. New Bob Drake Running Boards/headlights/cowl lights. \$23k Steve Legens- 731-514-1355 ducedude@cablone.net.



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

'36 Tudor trunkback. Looks stock in and out except for American Racing wheels and its been lowered. 4" drop axle .350 V8 Goodwrench Crate motor. 400 Turbo Trans. New Power disc brakes in front, drums in rear. Painless wiring, 12V, New steering box, turn signals, Thermostatic Radiator fan. Original look with plenty of power. \$29,500. Bill Houlihan 619-917-9896. Email-svsunbaby@gmail.com



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

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



Gill Buxton's Private Collection.

Selected Cars and Trucks for sale.

1929 Lincoln. Model L. Touring 7 Passenger. Dual Windshield, Pilot Ray road light. Leather Interior. Trunk & Original Rack. Original 364cu V8. 77,495 Original Miles. Meticulous Restoration. Fresh, all original, award winning car. Ready to go. Appraised at \$110,000.

Sat, Jan 11, VIP Tour Campo Truck Museum- Lunch during Meet at 10am-Edwards Theater 2951 Jamaica Rd corner Campo Rd- RSVP-Jim Thomas 619-669-9990

Tom Buxton 619-937-0001
tom@buxconsheetmetal.com

Sat, Jan 11, VIP Tour Campo Truck Museum- Lunch during
Meet at 10am-Edwards Theater 2951 Jamaica Rd corner Campo Rd-
RSVP-Jim Thomas 619-669-9990



JFK in SD. June 6, 1963. A Day to Remember.

In this whirlwind visit, Kennedy touched on foreign policy and domestic affairs, enhanced San Diego State's stature by speaking at the Graduation, flexed his political muscle and flashed his charisma.

"MSNBC's Chris Matthews calls June 1963 "Kennedy's greatest month," noting that the

president used those weeks to back a nuclear test ban treaty; introduce what would become the Civil Rights Act of 1964; assure Berlin's citizens, cut off from the rest of West Germany by the Berlin Wall, "Ich bin ein Berliner."

By the time the motorcade hit El Cajon Boulevard, thousands lined the sidewalks, straining to glimpse Kennedy over the 300 police officers and 1,500 Marines guarding the route to San Diego State College.



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



You want what for Christmas?

Dec/13