


THE

FAN


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



Prez Joe and Ace Historian Susan, along with Former Famous Prez, John, fired up the Grill and threw a Dog party. It wasn't a big party, but it was fun. I had two Dogs and that Flag Waving Cake. And I wasn't alone, Russ, Karla, Paul, Mike, Joe, Paula, Bob, Raphael, John and Liz stuffed their faces, also. Ray, Judy, Walter, and, and, and... We also looked around Joe's garage, where a bunch of Award Winning Cars live. Good Party- Thanks Joe



Greetings V8ers!

July 4th is one of my favorite holidays. I have great memories of a visit to Amityville on Long Island when Susan and I attended their 4th of July parade.

Small town July 4th parades with the youth bands, military, fire departments, police and high school bands are the best. Susan and I also attended fireworks a display while standing knee deep in the warm Atlantic ocean at Jones beach. Great memories, and I hope you and your family make some of your own this July.

I hope everyone celebrated this year's drive your V-8 day this past June 15 and had a good time. A bunch of us got together for a sit-down lunch and celebrated the day at the Spring Valley shop we have. We had a nice showing of early Fords in attendance. John Davison manned the Barbeque and grilled up a bunch of hotdogs that were extremely tasty. The condiment toppers were a hit, with the sauerkraut receiving the highest praise. To top off the lunch was a chocolate sheet cake and four different flavors of ice cream. It was a terrific day with good friends, Fords, and food!

Keep in mind that our July 17th Club meeting is at 10:00 AM! We will celebrate our Club's 55th anniversary of its charter. It is remarkable that our Club has not only stayed together for 55 years, but we are still active. Many of the Regional Groups are still around but do not have meetings or do not get together for group activities. It is very cool that we are still going strong!

July is a good month to get out and enjoy driving your old car. Sometimes the day driving your old Ford doesn't go as planned. Like breaking down on an Indian reservation with no spare parts and your tools in the trunk that you can't open. You can read about my adventure in this Fan.

That's it for me this month. Get out there and drive that old V-8!

Joe V

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Remembering old friend, Joe Vidali



Look carefully— There is another woodie just like mine in the back row. And a second Model A with side mounts. What are the chances those similiar cars would be at our breakfast?
And check out that hot new sports car that has snuck into our Ford show.
And Look— a new waitres...



Tim——

About your story on mice, I had a very interesting experience with mice. I blew the engine in my '53 Ford. I found an ad for a '59AB complete engine. The man told me it was rebuilt about ten years ago sitting in his garage. He had been turning it over so it was not frozen. His son had it rebuilt with new parts.

I told him I wanted to pull one head off. If it was what he had said I would buy it. I pulled one head. It was brand new cast iron head. The pistons and valves looked new. I bought the engine. wanted to put on a dual manifold. When I pulled the old one off the valve cover was completely full of a mouse nest.

The engine had a one inch vent to be parallel with the button of the pan, the tube ended in the intake manifold in the valley. Perfect house for a mouse. I pulled almost all of the trash out of that valley.

*I thought I should pull the pan and see what was in it. The pan had the bottom covered with **all kinds of bugs.***

——Carl Atkinson



<u>July</u>	<u>July Birthdays</u>	<u>JULY #of years in club</u>
<u>Anniversaries</u>	7/15 Taylor Miller	Jerry Windle- 54 yrs
7/07 Joe & Susan Valentino	7/17 Judy Grobbel	Penny Williamson-51 yrs
7/08 Gary & Karen Walcher-	7/18 Billie Bonnoront	Ignacio & Annette Casteneda -8 yrs
7/25	7/19 Penny Williamson	Bob & Liz Brow—7 yrs
Tore & Marianne Olsen	7/21 Shirley King	Gregory & Ferol
	7/24 Laura Lusk	Henkels-2 yrs
	7/26 Heather Wiggins	

**San Diego Early Ford VB Club
General Meeting Minutes, June 19, 2024**

President Joe Valentino called the meeting to order at 7:00 pm and led the club in the pledge of allegiance.

Presidents report: The president reviewed a list of club members' June birthdays, wedding anniversaries, and club membership anniversaries. June 15, Drive Your V8 Day, was a success with a cookout at Joe's garage. July 13 is the club's anniversary and it will be celebrated at the July 17th meeting. The Buena Park Early Ford Swap meet will be held August 24th.

Vice Presidents report: No report.

Secretary report: The minutes from the May meeting were published in the Fan. They were accepted and approved.

Treasurer report: No report.

Membership: No report.

Accessories: No report.

Sunshine report: No known issues. John received a new stent.

Fan editor report: Tim reported that it's "coming along pretty good."

Historian: Susan noted that National Drive Your V8 Day started in 2018. In the past, people simply drove their V8's and didn't need a special day but with fewer people driving them regularly, the national club initiated the day. In 2019 the SD EFV8 club had a "Drive Your V8 Day" that was published in the fan. Several of the people at today's meeting participated in that event.

Refreshments: Thanks to Sue and Bill Dore for refreshments.

Programs: Joe Valentino showed a video about the refurbishment of a 1937 Ford..

Old business: Sandy noted that club member Paul Alvarado, who also volunteers at the USS Midway display ship, gave an outstanding tour of the Midway on Memorial Day.

50/50 drawing: Dave Huhn won \$35.

Name tag drawing: No winner.

New Business: Jerry Windle showed a V8 belt buckle that was given by then club president Dave Huhn to board members in approximately 1992. Jerry presented the buckle to current president Joe Valentino as thanks for reinvigorating the club.

Meeting Adjourned: 8:14 p.m.

Minutes submitted by Brad Nelson.

Candie Land



Once Again Candie's whole neighborhood went CAR CRAZY—All the neighbors turned out. Those of us from out of town had a wild variety of cars and came hungry. A look-a-like mile long Ambulance from The Movie "GHOST BUSTERS" caught everybody's attention. ... "It drove in the yard Lights flashing." Turns out the owner is actually from Ireland and built the Ambulance there by collecting parts On Line. Obviously He's even crazier than the rest of us.



Lunch was great.



Our V8 meeting was held on Juneteenth, officially Juneteenth National Independence Day, is a federal holiday put in place by President Abraham Lincoln. It is celebrated annually on June 19 to commemorate the ending of slavery in the United States. Jerry presented Joe with a Western Belt Buckle as a Job Well Done award.



Joe Brought in a Film :A '39 Ford saved from a dump and mechanically restored in only 25 minutes.



John Presents Dave Huhn with a wad of Cash as Name Tag Winner.



Abandoned Automotive Museum Still Holds Over 200 Classic Cars

Tara Hurlin

Any other headline might call this the ultimate classic car barn find, but technically, the 200 or so vintage cars seen in this video are reportedly stored in an abandoned automotive museum.

The title of the video reads "INSANE 200+ CLASSIC CARS BARN FIND COLLECTION | Abandoned Vintage Cars Left To Rot In An Old Museum," but to say that these classic cars are all "left to rot" is a bit extreme, considering most are under cover and protected by the building. The building appears to be fully closed in and has all of its windows intact. A few clips even show that the old museum still has electricity, so it's likely that someone still owns the building – someone is surely still paying the electric bill.

The first seven minutes or so of the nearly nine-minute-long video is without music, giving us a more realistic experience of what it would be like to walk through such a massive classic car collection. Notice what sounds like air traffic overhead, hinting that the collection is likely located near a big city.

Near the end, the video switches to sharing still photos, showing different views of the vintage cars, with some light tunes playing in the background. The museum looks more like an old warehouse of factory hall rather than a former exhibition area. It's a possibility that this is (or was) someone's private collection. There is no commentary, so information on this collection is extremely limited, but it's still fun to see the unveiling of such a large collection.

Beyond the dust that has settled across the classic cars, most of them appear to be in exceptional condition. Several vintage car models from the 1930s and '40s are seen, such as old Ford, Auburn, Cord, Duesenberg and Packard models. We also spot several luxury vehicles, including Cadillacs, Rolls-Royces, and a Lincoln limo. A Edsel Citation Convertible is also in the mix, along with a handful of classic Buicks, Pontiacs, an Imperial and Maseratis. The collection is also abundant with classic muscle cars, showing many Ford Mustangs and Shelbys, including the rare Ford Mustang Shelby GT500KR, plus a slew of Chevrolet Camaros. There's even a Jeep Cherokee and a newer Mercedes G-Class Jeep, which further leads us to believe that this collection is likely not abandoned, or if it is, it hasn't been for long:





It was 1957, two days after I had totalled the family 6 cyl Plymouth in a roll over. I was itching for a V8 and my Dad spotted this red '50 Ragtop for \$350 on the back of a used car Lot downtown. It had only 1531 miles on it. And the price was just what the insurance had paid for the unlucky Plymouth. The Ford became my Date Car just in Time for H.S. Graduation & Summer Fun..



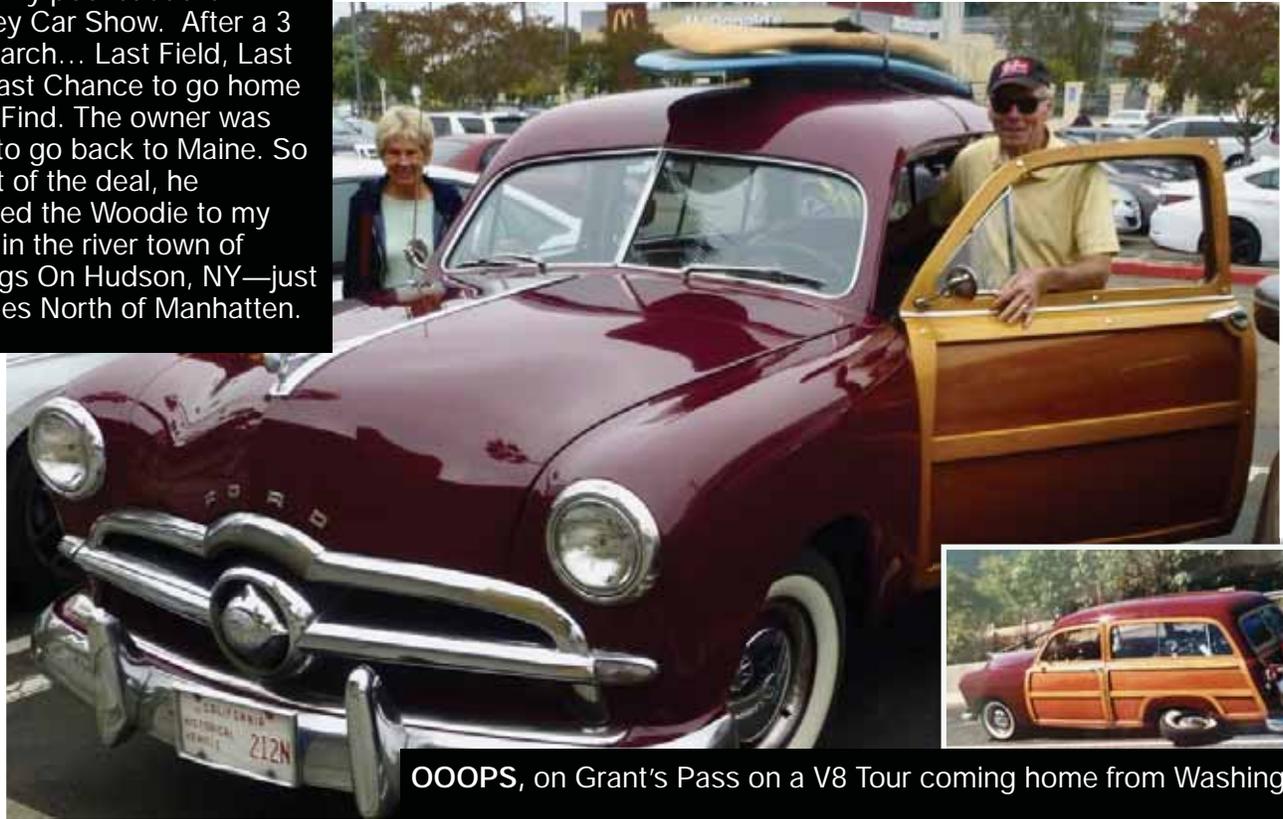
Tim Shortt should no longer be the holder of the coveted Hard Luck trophy; I should! I was driving my 41 Mercury to Jim Hurlburt's house in Ramona on a hot June day at 8:30 in the morning. I was cruising on Wildcat Canyon road on the Barona Indian Reservation when my engine stopped! I coasted to the side of the road and opened the hood hoping to find a loose wire or something easy to fix. I dumped the glass bowl off the fuel pump and turned the engine over to confirm there was fuel pumping. As I worked from the driver's side of the car, I had my backside hanging close to the road, so I had to keep my eye out for oncoming traffic so I could jump out of the way and not get clipped. A SUV pulled over and a nice guy, Nate, who lives on the Barona Indian reservation, stopped to see if he could help. With his help we determined there was no spark. Since I did not have a spare coil or condenser with me, I was stuck. Nate offered to give me a ride to Jim's house where I hoped to find someone with spare parts I could use. On the way Nate told me that the Reservation Traffic Control tows any cars left on the side of Wildcat Canyon Road. He said he would call to tell them I had car trouble so they might not tow my car. This information was not that comforting. He dropped me off at Jim's and I asked several of the guys if anyone had spare parts with them. No one did, I was out of luck. Bob Hargrave offered to take me in Dan's van, along with Dan Prager and Jerry Windle back to my car to see if we could get the 41 going. We found my car had not been towed. When I turned the engine over, it started right up. The coil or condenser must have cooled to the point that it would provide enough spark. Bob followed me in the van to make sure I would make it to my shop OK. Two miles from my shop the 41 died again near a fire station. Bob helped push the car to the rear driveway of the fire station. I told Bob I would wait for the car to cool off and there was no need for the three of them to hang around. One hour later, the car still would not start. Two hours later, still no start. During the time I was waiting for the car to cool I opened the trunk for a drink from a bottle of water I had in the trunk. My bag that had keys for the car I would drive home from the shop, along with my house keys and other things I needed were also in the trunk. When I shut the trunk and pulled out the key, the lock cylinder popped out and the springs and pins it contained went all over the place: now I could not open the trunk! I decided to call Hagerty for a tow. The guy (who sounded like he was in Mumbai and definitely had English as an almost second language) said it would be two or two and a half hours before I could get a tow. I then called Triple A, and they had a tow truck to me in fifteen minutes. When I got to my shop, I spent over an hour trying to get the trunk opened. I called around for a locksmith and finally found one that would work on an old car and would also drive to the shop, Ellis Locksmith. During the hour I waited for the Locksmith I changed out the coil and condenser and the car started.

The locksmith took amount 30 minutes to get the trunk open. It was \$115 well spent! By the time I drove back to my home from the shop it was 8:30, and I was sun-fried, hungry, and exhausted. I believe I earned the coveted hard luck trophy!

NOTE: Trophy currently in Brad Nelson's Possession



In 1978 I bought this Barn Find 1949 Woodie for the \$2,200 I had in my pocket at the Hershey Car Show. After a 3 day search... Last Field, Last Day. Last Chance to go home with a Find. The owner was ready to go back to Maine. So as part of the deal, he delivered the Woodie to my house in the river town of Hastings On Hudson, NY—just ten miles North of Manhattan.



OOOPS, on Grant's Pass on a V8 Tour coming home from Washington State.



Restoration started the day it arrived. Took nine years. Paint was finished two days before moving to Coronado, 2010

Hello again, everyone! Continuing the monthly accounts of the HARRIS TOURS to Western National Meets in years gone by, here is the story of the 1997 tour to Rohnert Park, Ca. I want to thank editor Tim Shortt for publishing these 'stories' of our V8 adventures. They bring back memories of long lines of Early V8s out on the highways and byways of the western United States and Canada ever since the first one in 1972.



First of all, let's take a look back at the folks who joined the tour to Rohnert Park

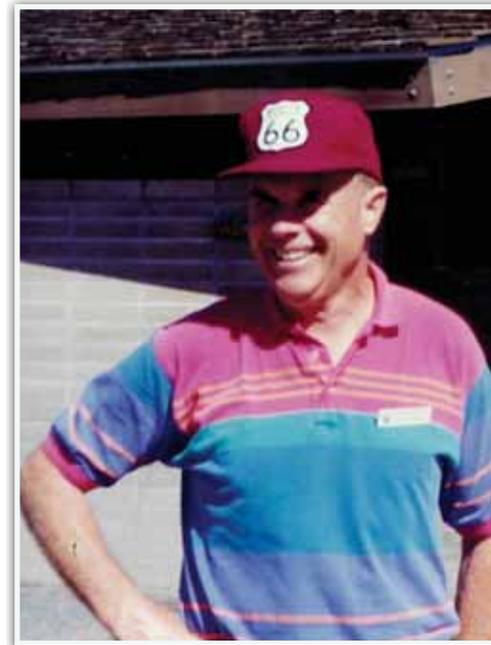
Clyde & Gail Bangiola 40 Ford coupe
 Len & Jo Ann Barbieri 50 Ford 4-door
 Bruce & Mary Blackwell 40 Ford Conv
 Dave & Mary Caperone 36 Ford coupe
 Glenn & Barbara Davis 40 Ford coupe
 Rob't & Mary Jane Teitsworth 40 coupe
 Jim & Daphne Ledgerwood with Bill Harvey, convertible,

Jerry & Jo Veley 46 Ford wagon.
 Gary & Karen Walcher 35 phaeton
 George Watts 39 Ford convertible
 Bud & Barbara Williams 34 phaeton.
 John & Virginia Wolf 40 Ford tudor.
 John & Liz Dow 36 Ford tudor.
 Bill & Mary Anne Matz 36 Ford cpe.
 Al & Ruth Spencer 40 Ford wagon.
 Jay & Sylvia Harris 46 Ford conv.

Jim & Diane Little 51 Ford coupe
 Chuck Mair 41 Ford coupe
 Jim & Elaine Miller 41 Ford pick-up
 Dick & Partti Smith 50 Ford coupe
 Don & Irene Sutherland 41 Ford 4dr
 Bill Harvey, 47 Ford convertible.

Richard Vallery 40 Ford
 Jerry & Lee Hoffman 46 Merc wagon
 Weston & Elona Hook 34 Sed Delivery
 Royce & Louise Hulsey 36 Ford coupe
 Jerry & Jill James 50 Ford Crestliner
 Dick & Mary Jeffers 39 Ford conv sed
 Dennis & Vickie Keene 40 Ford coupe
 John & Lin Kemmerer 40 Ford tudor
 Dan & Bonnie Krehbiel 39 Ford wagon
 Harry & Dee Kudsk 34 Ford tudor

Notice anything missing?? Yes - not a single modern car appears!



Day one: We departed our tour assembly hotel in Agoura at 9:00 am, with a planned stop at the Santa Paula Union Oil Museum where we were treated to a private tour of the facility. The displays of vintage oil drilling machinery and tools was amazing. Then it was on to Ojai for lunch in Soule Park and some time to explore this little town. Our stop for the night was Santa Maria, and everybody was pleased with our 182 mile day - no mechanical problems reported **so far**

Contd next page

Contd ... **Day Two:** Today's first stop was in Arroyo Grande, where we met up with Bill Harvey and his tour guests Jim and Daphne Ledgerwood, V8ers from New Zealand. They joined Bill in his '47 Ford convertible as we all made our way north on SR 227 to re-join US101 in San Luis Obispo. Two exciting stops were planned for today: 1) A stop in Cholame, the tiny metropolis where a Japanese business man had a memorial erected in the memory of actor James Dean, who died in a car crash at this very spot. 2) We proceeded on to Parkfield for lunch at the Parkfield Cafe, followed by a guided tour of the Earthquake Research Center. Fascinating details about our California earthquakes were provided by scientists working at the center. Our day ended at the Adelaide Motor Inn in Paso Robles.



Day Three: We were in for a real treat this morning in the form of a stop at the Caparone Winery, located in the outskirts of Paso Robles, and owned and operated by none other than Dave and Mary Caparone, long time V8ers and HARRIS TOUR participants. We learned a lot about the art of making wine. Also, Dave treated us to some current Lincoln V8s he's restoring. From the winery it was on to Pinnacles National Monument (now Pinnacles National Park), where we enjoyed a picnic lunch before heading north to San Juan Batista for a tour of Mission San Juan Batista before settling in at the San Juan Inn Motel for the night.



Day Four: Today started off with a visit to the Great Mall, which in the 60's and 70's was a huge Ford factory producing Falcons, Mustangs, Comets, and Escorts. It's interesting to note that four streets providing access to the plant are named Falcon, Mustang, Comet, and Escort! Our next stop was for lunch in Saratoga, followed by a visit to Hakone Gardens, a simply beautiful Japanese garden, known as the 'finest hill and water garden outside of Japan.' Soon it was time to head north, with Millbrae our destination for the night. But first, a stop at the Crystal Springs rest area. After reading an article in the newspaper about a gentleman named Jerry Morissette who had taken up permanent residency there, I just had to investigate. We stopped, and sure enough, Jerry was there to greet us, and we spent some time learning about his life as an un-official 'rest-stop missionary'.

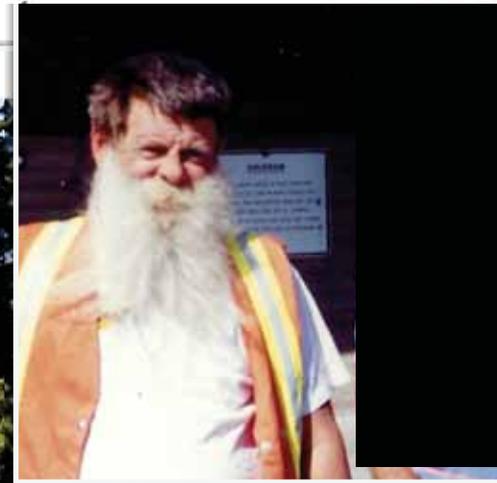
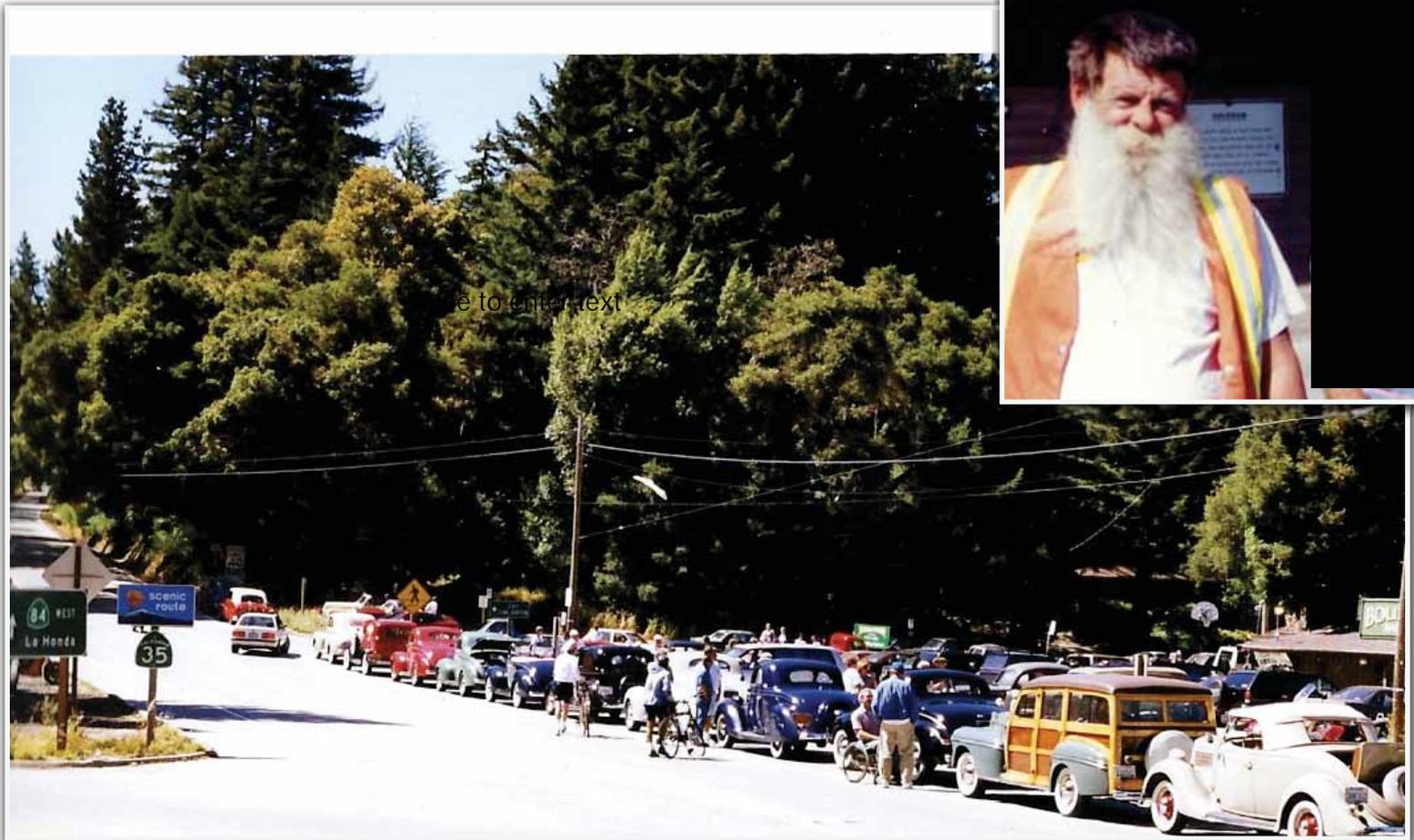


Day Five: Once again, today was packed with interesting stops, beginning with a two hour tour of Alcatraz, followed by lunch at Fisherman's Wharf. After lunch we made our way over the Golden Gate Bridge and out to the Golden Gate National Recreation Area and Pt Bonita Lighthouse. This area features an old fort and gun emplacements from World War II not to mention a fantastic view of the Golden Gate Bridge with San Francisco in the background!! Our final stop was in Yountville, where a display of our cars had been arranged at the local Veteran's Home, where veterans from WW II, Korea, and Vietnam reside. They seemed to really enjoy our cars, and we enjoyed their smiles and comments. Then it was on to St Helena for the night.

Day Six: Today consisted of a very scenic, 30 mile drive on Spring Mountain Rd over to Santa Rosa, then south to the Doubletree Hotel in Rohnert Park.

One final note - Meet Chairman Jerry Emery who lost his entire vintage Ford collection to a tragic fire just a few weeks before Vintage Ford Heaven in '97 got under way!!

—Jay Harris



Rag Top Fords with over size tires were rented as Dune Buggies in 1939



Angel Sandy
skated up tp The
Pope and the
Brothers for a
surprise Hug...



'37 Buick Roadmaster Sale in Coronado, Solid car, New seats, Runs good.\$28k or Offer.— Tim- 619-851- 8927



1949 Ford Convertible. Ford Guru Dan Krehbiel's Car. All-around excellent. \$35k 951-300 4280

For Sale:

1932 Ford Pickup

Restored like new, 1936 V8, Mitchell overdrive, fog lights, beige (light tan), red powder coated spoke wheels, new upholstery.

Asking \$33,000 or reasonable offer.

Fred Selensky, Oklahoma City
selenskyf@sbcglobal.net

405-550-6503



FOR SALE

1941 Ford Super Deluxe Coupe. Complete rotisserie style restoration was completed several years ago. The car is absolutely flawless with nothing overlooked. The frame/suspension and drivetrain was either powder coated or nicely painted. Has a flathead V8 with 3 speed,Columbia Overdrive rear end, MSD Electronic ignition that is still 6V. The upholstery is perfect with no tears or stains, brand new tires, all stainless trim is polished and in great shape. The body and paint are a 10 out 10. Comes with skirts that need to be painted the color of the car. The trunk is complete with matching spare tire, trunk mat and side panel. **\$30,000-**



1941 Ford Coupe: Engine overhauled several years ago but never installed. Most all the parts are there but in boxes. \$5000 neg. Gary Werner, 303-808-3519, calls only, no text or email.



\$4,K- or offer

1936 Ford Deluxe Fordor

Tim Shortt SDEFV8 Club—1211 5th st, Coronado, Ca 92118



Hard to find Parking anymore



Typical Rush Hour around my house