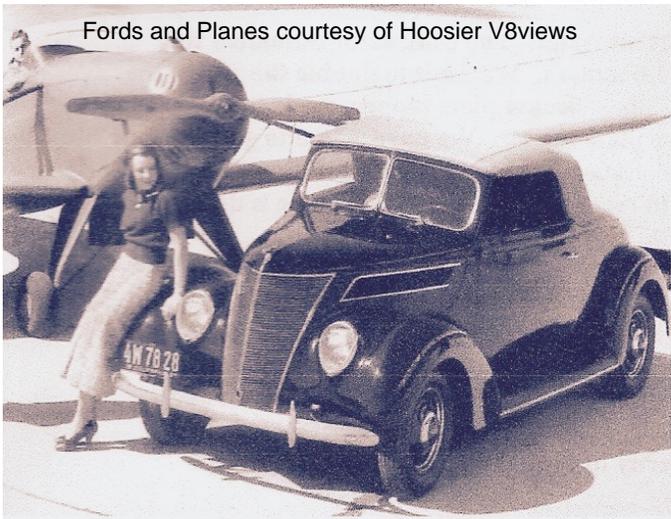


✕ THE Ford FAN ✕

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

Fords and Planes courtesy of Hoosier V8views



MotorCars on MainStreet



2017

Presented By
MAINSTREET LTD
CORONADO

Coronado,
CA

Co-Sponsored By
RON BAKER
Chevrolet
National City
El Cordova
Garage
Coronado

MotorCars On Main St, Coronado.

Coronado MainStreet hosts an annual car show, MotorCars on MainStreet, featuring over 400 pre-73 restored classic, rod and custom cars & trucks. The event is held in downtown Coronado, one block from the beach, at Isabella & Orange Avenues, usually on the last Sunday in April from 10-3 PM. Co – Sponsors Ron Baker Chevrolet, El Cordova Garage, the City of Coronado and the County of San Diego welcome participants and spectators to the grand gathering. There is live music featuring The Cat-illacs and drawings throughout the day. Thousands of spectators are expected and viewing is FREE. Apr 30, 2017

Tell Your Ford Friends- The All Ford Picnic- May 7, 2017- Santee Lakes



Prez Sez

I totally enjoyed our April general meeting. While there were many great topics covered there were two hi-lights. The first was a presentation by Carl Atkins of a sampling of his antique tool collection. Carl went over each tools use and demonstrated several tools at work. I was fascinated by the tool that splits the rim of a Model T wheel. Plenty of questions following the presentation, all handled by Carl with aplomb. Dave Huhn dropped a whopper, challenging Carls description of one tool, claiming he thought that tool was a device to measure spaghetti noodle. And Ignacio Garcia got

the whole place laughing when he described trying to start a Model A in the shop. " You need three hands."

The second hi-light was a short presentation by Ric Bonnoront with a Big 3 update and a large check that funds many of our clubs activities. Thanks Ric! Thanks Big 3 representatives and all volunteers for another successful Big 3.

VP Bill Dorr went over a change that was instituted at our last meeting. For some of our larger events; Pancake Breakfast, Ice Cream Social and Oktoberfest we will ask people to commit to attending these events 30 days in advance. If we don't get 30 people to express an interest the event won't be held. The board wants to do what the members want - let us know!

Our next tour/event will likely be over by the time you get this, Motor Cars on Main Street in beautiful downtown Coronado.

May 7th is the All Ford Picnic, Sante Lakes, it will be my first, I hear it is an awesome event.

Our next general meeting will be 5/17, El Cajon Cruise Night at the corner of Orange and Main. Be there for the comradesy as well as the free Pizza and soda and the opportunity to see lots of great rides. The street is blocked off at 3:00, I'll be there around 3:30, the meeting will start around 6:30. Pizza served before the meeting, bring your chairs.

Jerry Windle announced that the 2018 Early Ford V-8 National Board Meeting will be held in San Diego!

That's all for now, remember to keep the shiny side up and the rubber side down!

—Mike Petermann, President

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** shorttsandy@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.



Wear Your Name Tag-- May 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.

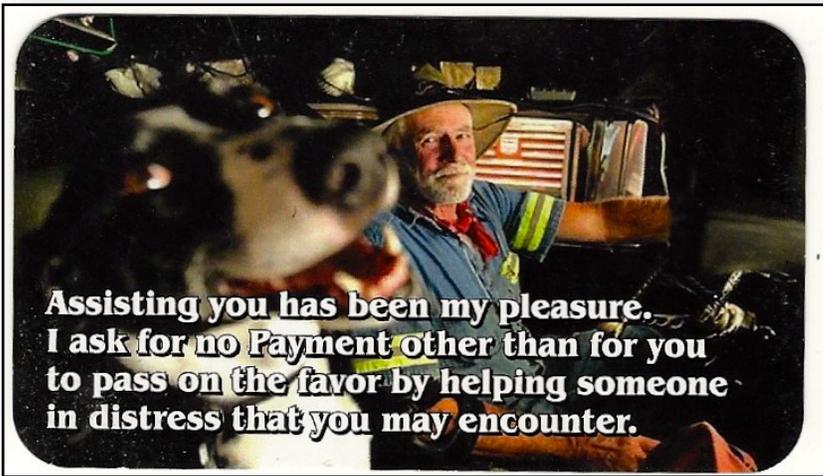
Carl Atkinson was busy with his TOOLS Presentation, so no 50/50, this time.

HIGH DRAMA. For the Name Tag drawing, Sandy Shortt pulled 5 names before the winner wearing a tag and present at the meeting was found. **It was Joe Silva that went home with \$100 Bucks.**



Thanks Greyhound Express





The Highwayman Retires.

'The Highwayman', Tom Weller has retired. For those who don't know, Tom was the last good Samaritan. He has been cruising the freeways around San Diego for 30 Years. He and his little dog (now passed) have stopped to help hundreds stuck on the roadside. He helped change tires, handed over gas and fixed whatever he could to get them going again. And never took a dime for his efforts - he only asked people to pass on the favor to someone else when they could.

He even saved my bacon when I was stuck on the Coronado Bridge about 4 years ago.

His card said it all.

His white '55 Ford and '55 Merc wagons, outfitted with emergency lights and every possible tool to get drivers back on the road have been a reassuring presence on the freeways around San Diego for decades. And will be missed.—TS



Three vehicles from Lane Showalter's collection For Sale

'34 Phaeton-All steel, all original, leather, Former owner; Dickie Smothers (Smothers Brothers) and Harrah's Museum. Excellent car. \$95,000

'34 Vickie-Tudor, All steel, all original. Lebaron Bonnie interior. Survived the Silmar Earthquake. \$45,000

Dixie Showalter 619-677-8422



'77 GMC 26' Elegance low profile Motor Home. Runs good. Extra RB Caddie motor included. \$9k.



----Next Tours----

Sat, May 6
Skills Day Cuyamacha College
Asset Program

Sun. May 7
All Ford Picnic, Santee Lakes

Wed Gen. Meeting, May 17 will be
held at El Cajon Cruise Night,
Corner Orange & Main 6:30pm

June 3
ASSET STUDENTS
GRADUATION

June 24
PANCAKE BREAKFAST

Sat, July 8
Camp Pendleton Tour
Phone or email Reservation NOW.
NOON TOUR.
760-725-5758
(Have Dr Lic of ea person ready)
Lunch after

The 30/30 Plan-
Tours Announced.
Members have 30 days to sign up.
If less than 30 sign up-no tour.

Apr 8 Tour to Jim Hubble's Place
postponed to a later date.



AUTHORIZED SERVICE STATION
USING GENUINE FORD PARTS

Thanks HooshireV8views

In 1946 the Earl "Madman" Muntz car lots were ranked seventh on a list of Southern California attractions.

In 1951 Muntz bought the rights to a Ford V-8 powered Kurtis Kraft sports car. The car had been introduced in 1948 and Kurtis had only managed to sell 36 units.

Muntz renamed the car "Jet" and replaced the flathead motor with a high performance Cadillac. I don't know how many Caddy powered units were sold, but the cost forced Muntz to replace with a Lincoln sidevalve V-8: I guess that's the same as a flathead.

In 1954 after managing to sell about 400 cars at a loss of \$1,000 each, Muntz gave it up. Ever hear of a Muntz TV? Look up "Madman Muntz" on Wikipedia: his is a very interesting story.

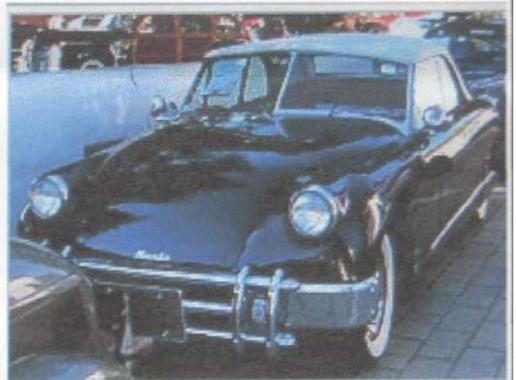




PHOTO: The cloned engine successfully installed by Grant Cowie. (ABC Radio Melbourne: Fiona Pepper)



PHOTO: The original engine block is scanned, a 3D-printed sand mould is created, and the new engine block is cast. (Supplied: Philip Guilfoyle)



PHOTO: Grant Cowie, the pre-war motorcar engineer who cloned and installed the new engine block. (ABC Radio Melbourne: Fiona Pepper)



Australia is home to the only surviving 1914 Delage Type-S grand prix car in the world, and thanks to a world-first feat of technology this much-loved centurion is still on the road.

Delage Type-S: The 103-year-old grand prix car saved by a 3D printer

In 2014, when the engine block cracked and water met oil, the Delage ground to a halt and was consigned to a mechanic's workshop in Castlemaine, 130 kilometres north-east of Melbourne.

With no replacement parts or original drawings to go by, and with few people having the traditional manufacturing skills, pre-war motorcar engineer Grant Cowie looked for alternative ways of rebuilding the complicated 16-valve engine.

"I knew that to use the traditional method, which involves a wooden pattern, would be prohibitively expensive and with such a complicated casting it was possible it would take several attempts to get it correct," Mr Cowie said.

The history of the Delage- In 1914 just three Delage Type-cars were made for a premier race in Lyon, France

- World War I began a month after the race and racing in Europe came to a halt

- The Delage Type-S cars were sold to the US, then in the 1920s one of them was brought to Australia to race

- The car was driven by some of Australia's earliest race car drivers and was owned by motor racing legend Lex Davison

He decided that using digital technology to clone the original block would be the most accurate, efficient and non-destructive method to get the car back up and running.

The trouble was, a repair this complex had never been attempted before.

Recreating the engine block

Using powerful lasers, the engine block was scanned inside and out, saving thousands of hours of pattern making, with months of work done in a few days.

The scan data was then used to digitally repair the cracked engine on a computer before a sand mould was created using a 3D printer.

A local iron foundry cast the engine using the 3D-printed mould, before it was finished with traditional manual machining.

After the engine was installed, there was an enormous sense of relief when the Delage turned over successfully.

"It's one thing to finish machining it, then you've got to put it all together," Mr Cowie said.

"And just the relief when it first started — and it's been great since the moment we started it."

While many modern car parts are 3D printed, project manager Philip Guilfoyle said a repair of this scale was unique.

"To my understanding this hasn't been done before in car restoration in the world," he said.

Car owner Stuart Murdoch was determined that any repairs done remained true to the original, so when this unique restoration technique was suggested to him he responded: "Boldness, be my friend." "I had faith in them and I wasn't disappointed," he said. A feat of engineering

And now that the 103-year-old car is back up and running, Mr Murdoch is a very satisfied customer.—*Hemmings*



Ford B24's Liberator at Willow Run

The long hanger at Willow Run, Michigan has a 90 degree turn in it so Henry Ford would not have to pay taxes in the next county. That short end is being saved and restored today as a museum. The big hanger doors are still operational after all these years.

This is one of the best and most informative clips about a great

American accomplishment, thanks to the Ford Motor Company during WWII. A Ford Airplane! AMAZING!

Production began here 6 months BEFORE Pearl Harbor! Henry Ford was determined that he could mass produce bombers just as he had with cars, so he built the Willow Run assembly plant and proved it. This was the world's largest building under one roof at the time. This film will absolutely blow you away -- one B-24 every 55 minutes! -- and Ford had its own pilots to test them. And no recalls!

ADOLF HITLER HAD NO IDEA THE U.S. WAS CAPABLE OF THIS KIND OF THING.



French military using winged warriors to hunt down rogue drones

Following incidents of drones flying over the presidential palace and restricted military sites – along with the deadly 2015 Paris terror attacks – the French air force has trained four golden eagles to intercept and destroy the rogue aircraft.

Aptly named d'Artagnan, Athos, Porthos and Aramis – an homage to Alexandre Dumas' "The Three Musketeers" – the four birds of prey have been honing their attack skills at the Mont-de-Marsan in southwestern France since mid-2016. The birds are first taught to attack in a straight line before graduating to diving from heights. Soon they'll be patrolling the skies over the Pyrenees Mountains in southern France and could possibly be deployed at airports and special events, such as political summits and soccer tournaments.



The Ford Piquette Avenue plant, one of the beneficiaries of the MotorCities National Heritage Area.

HEMMINGS CLASSIC CAR

MotorCities National Heritage Area under risk of defunding in proposed federal budget

A decades-long effort to preserve some of southeastern Michigan's most significant remaining automotive landmarks and historical sites may soon be forced to cease operation under severe funding cuts proposed in next year's federal budget.

The MotorCities National Heritage Area, founded in 1998, exists to "inspire residents and visitors with an appreciation for how the automobile changed Michigan, the nation, and the world" and to "encourage revitalization through conservation and preservation," according to its stated mission. In addition to grants for preservation projects such as the [Cherry Hill Ford factory renovation](#) and restoration work on the Henry Ford Estate in Dearborn, MotorCities also provides support for educational programs at the Automotive Hall of Fame and for the [park commemorating the 1932 Ford Hunger March](#).

As one of the 49 National Heritage Areas across the country affiliated with the National Park Service, the MotorCities National Heritage Area is eligible for federal grants in addition to revenue from donations and other sources. However, the [proposed \\$1.6 billion in cuts to the budget of the Interior Department](#) – which oversees the National Park Service – includes the elimination of the entire National Heritage Area grant budget of \$20 million.

In a letter to supporters, MotorCities National Heritage Area Executive Director Shawn Pomaville said that the organization "has been targeted for elimination" under the 2018 budget cuts.

"As the coordinating entity of the heritage area, MotorCities has helped Michigan preserve our important auto and labor past, while helping our current economy prosper through revitalization and increased heritage-related tourism," she wrote in the letter.

"MotorCities National Heritage Area Partnership provides an outstanding example of how to leverage taxpayer investment with public and private resources, something the (2018) budget specifically calls for."

According to Pomaville, the return on investments from MotorCities over the years has averaged \$5 to every \$1 spent.

Oklahoma Representative Steve Russell, who supported the National Heritage Area cuts with a bill ([H.R. 1768](#)) he proposed last month, [claimed in a press release](#) that "this program is not about preserving history, but rather has become an 'earmark' in a Trojan Horse. National Heritage Areas (NHAs) are large segments of land that are generally not owned by the federal government, and yet receive numerous grants that are not available to the rest of the country." [No National Heritage Areas exist in the state of Oklahoma.](#) H.R. 1768 has been referred to the House Committee on Natural Resources.

In its [2015 annual report](#), the latest available on its site, MotorCities cites a study that determined the organization's activities – which have supported more than 220 programs over 18 years – have generated more than \$410 million in economic impact, supported more than 4,500 jobs, and led to tax revenues of more than \$35 million. About 40 percent of the organization's \$1.3 million in revenue in 2015 – almost \$507,000 – came from National Park Service grants.

"By linking together the largest concentration of automotive and labor related sites in the world, we are bolstering an important sense of pride and positively impacting our region's future," MotorCities noted in the annual report.

The MotorCities National Heritage Area covers 10,000 square miles over parts of 16 counties, an area that includes hundreds of museums, factories, historic homes, motorsports venues, car shows, and other locations and events of importance to automotive history. For more information on the MotorCities National Heritage Area, visit [MotorCities.org](#).

HEMMINGS CLASSIC CAR

Henry Ford Museum changes its name to reflect focus on innovation

Daniel Strohl

Photo by [OZinOH](#).

Ol' Henry's name remains in that of the museum he founded, but now he shares it with a few more words, as museum officials revealed last week.

The decision to rename the Henry Ford Museum to the Henry Ford Museum of American Innovation came from a desire to "better serve our visitors," according to a [video statement](#) released by Patricia Mooradian, president of The Henry Ford.

"The museum has always been about ideas and innovations that changed the world," she said.

"The name of the museum now directly reflects its focus. Innovation comes in many forms, whether it's a technological idea, a social movement, or a new way of thinking. The museum's core promise has always been to activate people's imaginations and ignite that spark that is in each and every one of us to make a difference."

The overall name of The Henry Ford – the Dearborn institution which includes the museum, Greenfield Village, the Rouge factory tour, and the Benson Ford Research Center – will remain the same.

No other changes to the museum were announced alongside the name change.



Founded in 1929 as [the Edison Institute](#), Ford's intention for the museum was to present "a true picture of the development of the country... and we'll show the actual development of American industry

from the early days, from the earliest days that we can recollect up to the present day."

The institute, which initially comprised the Henry Ford Museum, Greenfield Village, and Greenfield Village Schools, opened to the public four years later and eventually became known as The Henry Ford. Among its collections are the Lincoln Continental limousine in which President Kennedy was assassinated, the city bus in which Rosa Parks refused to give up her seat, a Chrysler Turbine car, a Weinermobile, and the 1906 Locomobile known as Old 16.

For more information, visit TheHenryFord.org.



50

Motor Service

The Stout Mobile Home

A Complete Bungalow On Wheels

Stream-lining sacrificed for utility, as a home. Extra rooms unfold from central one

NOT content with a single room, "Bill" Stout, designer and builder of the Ford tri-motored airplane, is developing the Stout Mobile Home—a regular bungalow on wheels. And in spite of the fact that it contains sev-



One of the rooms of the Stout trailer

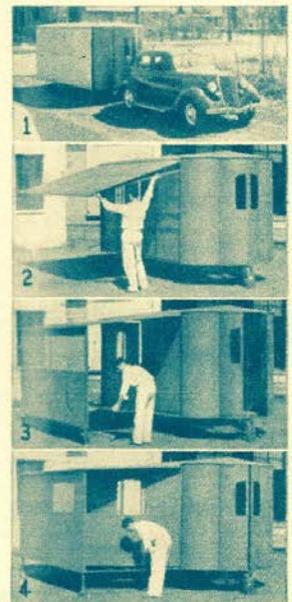
eral rooms, it folds up into the space occupied by the conventional trailer when being towed from place to place.

With a first model completed, a second one is being developed which utilizes inside space to better advantage, allowing room for



bath-room, larger closets, larger space and two or even three double studio couches.

Furniture fits into definite spaces when the vehicle is ready for the road, and the weight is such that the load on the tow car is reduced to a minimum. On test, speeds of 60, 65, and 70 have been attained behind a Ford car.



Above: The extra rooms are quickly "added" to this bungalow on wheels.

Left: Exterior view of Stout Mobile Home. The center position is formed by the trailer itself while wings are added on either side.

This from Nov. 1936.

Wm. Stout also created the rear-engined Ford-Powered Scarab

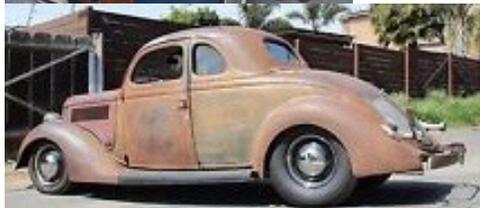
Thanks Greyhound Express



ART CARS

The R Word

David Conwill



Don't call it a rat rod! When a car guy or gal hears that term they think of something like the cars from [Mad Max: Fury Road](#). A patina'd body is akin to the Japanese philosophy of [sabi](#)—the beauty that comes from age.

"Rat rod." It's a polarizing term. Members of the general public, uninitiated in the nuances of the hobby, will use rat rod to describe any car with more than one of the following attributes: whitewall tires, bias-ply tires, paint that isn't perfect and/or shiny, pin striping, multiple Stromberg 97s or Holley 94s, or any vibe that is neither "restored stock" nor "street rod."

Car folk use the term to mean a kind of art car that drew its base inspiration from the hot rods of the 1940s, '50s and early '60s, but that has left behind history and improved performance in favor of whimsy and spectacle.

At this point, it's only a tangentially related segment of the car hobby to what is usually billed as "traditional hot rodding"—an equally debatable term that for purposes of this discussion means attempting to recreate, with various levels of historical accuracy, the aesthetic and technology of pre-muscle-car hot rodding.

Don't call it a rat rod! Flat paint is often chosen to emulate the transient primer stage that many cars have gone through over the years (or the de-glossing that comes with age; [sabi](#) again) and that some have come to appreciate on its own merits. It also doesn't conflict with the [sabi](#) of unrestored pieces that may have been retained or incorporated.

Rewind two decades or more, however, and rat rod was just a way to describe a car that put function over aesthetics—either in the short term, or permanently. My dad, a car guy and biker since the mid-1960s, insisted that the term grew from "rat bike," the kind of motorcycle built from decrepit parts to ride, but with little regard to finish. The priority was getting on the road, not winning trophies, so it didn't matter if the fenders were dented or the tank was in primer as long as that Knucklehead ran like a top.

One of my automotive journalistic heroes is the late, great Gray Baskerville, who was known for phraseology like "rusto rod" and "beaters are neater." The original rat rod/rat bike mentality was right in line with that and I like it. The reason so many traditional hot rodders get upset with having their cars labeled as rat rods, then, is that the rat-bike ethos has been flipped on its head—the modern rat rod is all about appearance (albeit a rusty, loud, post-apocalyptic one instead of the smooth, shiny aesthetic of the show cars of yore) and only passingly about function.

It's okay to call it a rat rod. My own Falcon incorporates un-restored pieces of trim and seat upholstery with flat paint over rust-free sheet metal and a 100 percent fresh engine, driveline and brakes—function over form.

Compare a person who restores steam engines to the "steam punk" kid who merely guts an old watch and glues the gears to his iPhone. Are these art cars bad? Good? ... Just different, I think. Not my cup of tea, but it's not hurting anyone, and I like to see people having fun with

cars. I am kind of sad that builders of these cars have unintentionally co-opted the term rat rod from the rest of the hobby.

So what to call these art cars if not rat rods? I like the term "shock rod." It's probably a better description of cars that are intentionally ratty and it hearkens back to the J.C. Whitney-bedecked jalopies they emulate, which Jan and Dean famously billed as "[Schlock Rods](#)."

Do I really expect shock rod to replace rat rod? I do not, but it's why it doesn't bother me when people call my cars rat rods. I know what they mean.

-----Next Tours-----

Sat, May 6

Skills Day Cuyamacha College Asset Program

Sun. May 7

All Ford Picnic, Santee Lakes

Wed Gen. Meeting, May 17 will be held at El Cajon Cruise Night, Corner Orange & Main 6:30pm

June 3

ASSET STUDENTS GRADUATION

June 24

PANCAKE BREAKFAST

Sat, July 8

Camp Pendleton Tour

Phone or email Reservation NOW.

NOON TOUR.

760-725-5758

(Have Dr Lic of ea person ready)

Lunch after

The 30/30 Tours Plan announced.

Members have 30 days to sign up.

If less than 30 sign up-no tour.

May Birthdays

5/06 Eddie Sena

5/08 Avalee Smith

5/09 Norm Burke

5/12 Jerry Windle

5/13 Vanessa McCombs

5/14 Bill Dorr

5/15 Bill Houlihan

5/15 Swede Renberg

5/19 Steven Ceja

May Anniversaries

5/03 Jack & Charlotte Hunt

5/16 Tim & Sandy Shortt

5/16 Bob & Susan Symonds

5/17 Mike & Lois Pierson

5/21 Dillard & Jolene Harwell

5/22 Bob & Raphael Hargrave

5/22 Rick & Betty Storrs

5/17 Mike & Lois Pierson

5/21 Dillard & Jolene Harwell

5/22 Bob & Raphael Hargrave

5/22 Rick & Betty Storrs

Membership Paula:

Welcome to all New Members; our total is now 156!

Sunshine Judy—Shirley King recovering from surgery

UPDATE: Gary & Karen Walcher — NEW number—619-916-8817

SDEFV8 Club General Meeting April 19, 2017.

Prez Petermann dropped the gavel at 7:03 pm. Members asked to set their cell phones to STUN. No guests present. Prez report: Mike says he had a great trip to China, but is happy to be home. Noted May 17 Gen Meeting will be held at Cajon Cruz Nite, corner of Maine and Orange St, El Cajon. Pizza & Soda served.

VP Bill Dorr reported The Tour Survey presented by Jim Thomas at last meeting was inconclusive--half want tours, half don't care.

So we will institute the 30/30 rule: 30 day notice. If 30 members sign up, tour will be held. BIG 3 Video, featuring members at work, will be shown at June meeting as part of 'Thank You Night' to our Big 3 leaders.

Ric Bonnorront reported we made good money for all our efforts. Check deposited.

Motor Cars of Main St, Coronado—Sun, Apr 30- Leave Von's Parking lot (9th & Orange) at 7:30am to park together.

All Hands on Deck for All Ford Picnic, May 7.

Alert-Handicapped Parking Permit crackdown!

Secretary Report— Dennis Bailey in Canada.

Tim Shortt took notes. Gen Meeting Meeting Minutes, as seen in the Mar Fan -Approved.

Treasurer Report. Ken Burke's report was read and approved. Noted: Ollie Smith Fund growing. Membership. Paula Pifer reported 152 Total.

Skills Day Competition to be held Sat May 6 at the College. Star student, Ignacio explained how it would be judged.

Accessories Ray Brock showed new hats available-and invited members to step up and spend some money. **Sunshine-Judy**— Shirley King recovering from Operation.

Fan— Tim Shortt says May Fan coming along.-Thanks for asking.

Tours Bill Dorr reported in Jim's absence. June 24 Pancake Breakfast TBD. Ramona Winery Tour in the works (Might be a co-tour.)

Camp Pendleton Tour- Noon, July 8.

CAR CLUB COUNCIL- Bill Lewis gave us a list of upcoming Tours and events.

Program. **Dillard Harrell introduced Carl Atkinson** who brought Antique Ford Tools, and asked members to ID their uses.

No takers, so he explained how each was used in detail. Very impressive.

Ignacio offered a very funny story of the students figuring out a starting problem with a Model A.

Dave Huhn tossed in a whopper—saying one tool was for measuring spaghetti noodles.

Great Program. Thanks Carl.

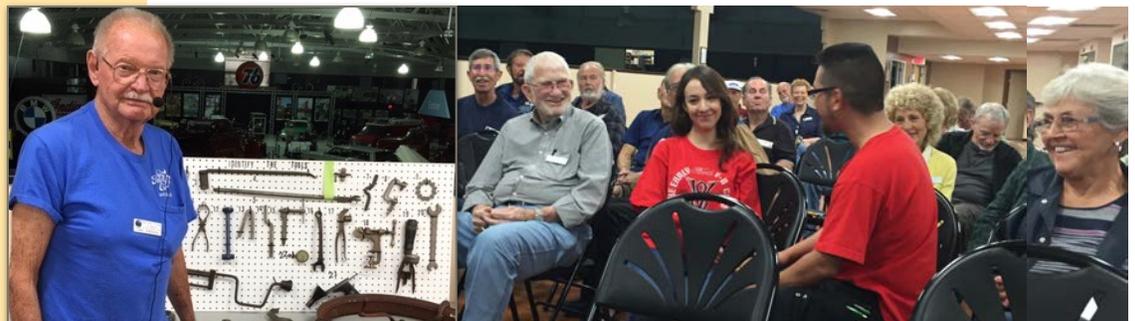
New Business. **Ignacio** offered a very funny story of the students figuring out a starting problem with a Model A. Carl said, "Call Me."

New Business-None.

No 50/50. Name Tag drawing drew 5 names before finding a winner— **Joe Silva went home with \$100 Bucks.**

Jerry Windle announced SD Group to host National Meeting.

Adjourned at 8:17 to cookies and Coffee. ---Tim Shortt-acting Secy



Carl Stumps crowd with old tools. No one even attempted a guess, until Carl described the use of each tool - then we got it - except Dave Huhn, who tried to convince everyone, one of the tools was a spaghetti measuring device...

**General Meeting
Apr 19,
2017**

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

Next Meeting : Wed May 7, 2017. Cajon Cruise Nite- Main & Orange, El Cajon

FORD V8 SWAP CORNER...

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

WANTED Garage for storage and restoration of '47 Ford Woody Wagon Phil Stone 619-723-6754

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

Frame straightening to body work and paint . Billy Lynch 619-436-6913-(Recommended by Calvin King)

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



56 T Bird. V8, auto. Front disc brakes, new pearl paint-- **\$23K OBO John Hildebrand 619-850-4099**



'38 Sedan Delivery. 350 Chevy, 700R Trans, A/C Mustang Wanted- Very nice- \$39,900 OBO. Call Bill Lewis 619-851-3232

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

1930 Model A Sport Coupe.

Rebuilt engine slightly warmed up with many improvements: 5.5 compression head, stainless valves with adjustable lifters, fresh Babbitt bearings, 'B' grind camshaft, balanced, Weber down draft carburetor, cast iron exhaust header, lightened flywheel, V-8 pressure plate, Flot-a-motor mounts - both front and back, stock transmission - BorgWarner over-drive in the torque tube, new design one piece 2 blade fan, 4 core radiator - pressurized, 12 volt system with 1 wire alternator, F-100 steering box with shortened pitman arm, 16 inch radial tires on cut down Model A wires, regular Model A muffler so it has the distinctive Model A sound, new brake shoes and cast iron drums, still the same mechanical brakes but all renewed pivot joints and adjustments, very nice upholstery and top, good paint but does have a few chips and scratches, the pictures pretty much show the various accessories. Yes, it does have a hood. All mechanical work has been done by Hansen Garage in Ramona. **\$20k. Dave Huhn 619-392-4545**



1950 Deluxe Convert. V8, OD, 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. **Best Offer. Margaret 619-466-5475**



BEST OFFER



'65 Mustang Coupe. PS, PB Auto, AC. New 302 V8. Show Quality Restoration- BEST OFFER - 619-466-5475

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



'32 Sedan. ready to go hot rod. Real Nice Car. \$30,000. 36 Coupe Running Boards-NEW—\$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. Best Offer Norm Burke 619-462-8956

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

Three Vehicles from Lane Showalter's collection—

'32 Phaeton. Once Dickie Smother's, then Harrah's Museum car. All Steel, all orig, Excellent shape. \$95k



'34 Vickie tudor. Beautiful original. Survived the Silmar earthquake. LB Interior. \$45k



'77 GMC Elagance Motor Home. Runs great. Includes extra RB Caddie Motor.

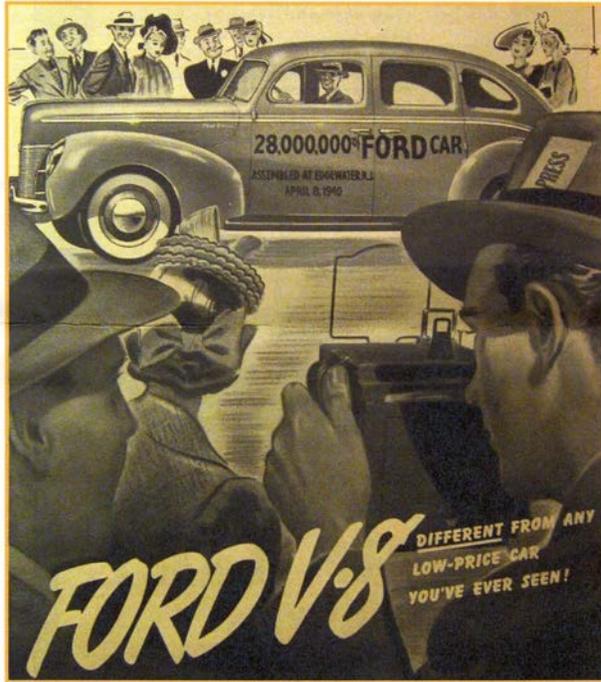
Dixie 616-677-8922



SDEFV8 Club, C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118



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



May/17



****Late Breaking News****

The Board of Trustees of the Ford V-8 Museum met in Auburn March 9-10 to meet with contractors who submitted bids for the construction of the Museum expansion project.

Many questions were asked and answered; many concerns were addressed; and some alternate plans were discussed to make the expansion as affordable as possible, while maintaining a level of quality necessary to make the "new" museum a first-class venue.

HISTORIC MOMENT

On March 10th, at noon, the Board of Trustees voted to accept a bid.

We'll soon have many more details on our website:

<http://fordv8foundation.org/>



Congratulations...

to Jerry Windle, founder of the Early Ford V-8 Foundation. Jerry received a special award at the February V-8 Club's face-to-face meeting in Florida. We're told he was completely shocked.



The award being presented to Jerry by outgoing National President, Ken Bounds, reads: "Honoring Jerry Windle for 31 years of service to the Early Ford V-8 Club of America". It also lists the positions he has served in the club including President in 1991-92 and V-8 Times Editor since 1996.