

THE FAN

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



Hello Fellow V8ers!

Living in an area of the Country under a "stay at home", "only leave home for essential activities" government restrictions, sure makes getting out and driving my old car an enjoyment I miss like I never have before. Right now I miss a lot of things I thought that I never would. These are times in our lives that we will look back on, once this is over, and make us appreciate everything we can do with family, friends, Clubs and community, all the more. For those of you who are not in locked-down communities, or have a garage with their car close at hand so that you can continue to stay engaged in the old car habit, I envy you! Please share any car stories or car work that you are currently working on so that those of us that are missing out can live vicariously through you! Sadly, my car projects are not at my home and are on hold. If I receive any car related pictures or stories, I will pass them on to you all.

As you know, many of the car related activities that were planned for this spring and summer have been cancelled already. One more activity to add to the cancellation list is the **EFV8 Club 2020 Membership drive** that was to commence on May 1, as noted in the V8 Times, page 17. The contest is postponed and will resurface again at a later date. Notifications of the contest being restarted will be sent out to you all from me, as well as in the V8 times and the other usual communications.

If you have any Club related questions or concerns I can help with, please let me know. In the meantime, take care of yourselves, your families and be safe! **And THANKS to all the Medical Professionals for staying on the front lines of this Medical Emergency.**

-----Best Regards, Joe Valentino EFV8 San Diego Region President (619) 300-4280



There is nothing funny about a Pandemic, but,
especially in the worst of times,
a little humor couldn't hurt...



15 days containment I'M FINE
THANK YOU

13:20

In case you lost track,
today is March 97th

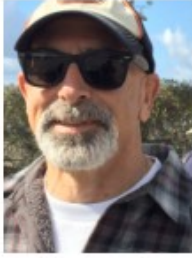
I miss the days when we
were terrified of Romaine
Lettuce.

I've eaten 14
meals and
taken 6 naps
and it's still
today. are you
kidding me

Day 7 at home and
the dog is looking at
me like, "See? This
is why I chew the
furniture."

Does anyone
know if we can
take showers yet
or should we just
keep washing
our hands ??





PREZ Sez- May 2020

Hey V8ers!

I hope everybody is doing well, and appreciating the company of those with whom you are staying at home during this rather subdued life. I have chatted with a couple of our members, who all seem to be doing pretty well. Some of them are getting work done on

cars, others are getting a drive in here and there.

At this point in time the San Diego Regional Group is still on hold for having any official meetings or get-togethers. The San Diego Automotive Museum is still closed with no reopening date set. All of the Early Ford V8 meets sponsored by the National Club have been canceled for this year, with the exception of the Colorado meet scheduled in September. There has not been a decision on the Colorado meet yet, but one is expected by end of July. I recently heard that the 2021 Central meet scheduled in Kentucky has now been canceled. I am hopeful that by the end of this year all things will be back to the point where we can meet and be rolling again! In the meantime, let's all stay connected, enjoy our cars on our own as much as we can, and don't lose sight of the great people we have in the club who are looking forward to getting back together as soon as possible.

Stay safe!—Joe V



"I'd just like to know what in hell is happening, that's all! I'd like to know what in hell is happening! Do you know what in hell is happening?"

Anyone else's car
getting 3 weeks to the
gallon at the moment?

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Accessories: **TBD**

Ford Fan: **Tim Shortt** - 619-435-9013

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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.

UNTIL FURTHER NOTICE
THE DAYS OF THE WEEK
ARE NOW CALLED,
THISDAY, THATDAY,
OTHERDAY, SOMEDAY,
YESTERDAY, TODAY &
NEXTDAY!



**Pandemic
Every 100 Years
without fail.
We have healed before.
We will again.**



Thursday, November 7th, 1918

CORPORATION OF THE CITY OF KELOWNA

PUBLIC NOTICE

Notice is hereby given that, in order to prevent the spread of Spanish Influenza, all Schools, public and private, Churches, Theatres, Moving Picture Halls, Pool Rooms and other places of amusement, and Lodge meetings, are to be closed until further notice.

All public gatherings consisting of ten or more are prohibited.

Kelowna, B.C.,
19th October, 1918.

D. W. SUTHERLAND,
Mayor.



1720
PLAGUE



1820
CHOLERA



1920
SPANISH FLU



2020
CORONAVIRUS

IT SEEMS THAT HISTORY REPEATS
ITSELF EVERY 100 YEARS

Tours & Things to Come

SAN DIEGO EARLY FORD V8 CLUB
Board and General Meetings CANCELLED
DUE TO VIRUS PANDEMIC

V8 General Meeting cancelled
Auto Museum Closed
Air & Space closed.
Zoo is closed

GOOD GUYS Meet Cancelled
Cars on Main- Cancelled
All Schools closed
The Streak- is off
Sun, May 3- All Ford Picnic
Postponed
ComiCon Cancelled

May Anniversaries

5/10 Ron & Kathy Shedd
5/16 Tim & Sandy Shortt
5/16 Bob & Susan Symonds
5/17 Mike & Lois Pierson
5/22 Bob & Raphael Hargrave
5/10 Ron & Kathy Shedd
5/16 Tim & Sandy Shortt
5/16 Bob & Susan Symonds
5/17 Mike & Lois Pierson
5/22 Bob & Raphael Hargrave

May Birthdays

5/08 Avalée Smith
5/09 Norm Burke
5/12 Jerry Windle
5/14 Bill Dorr
5/15 Bill Houlihan
5/20 Maria Jarecki

Membership- Paula -Welcomes
new members

Sunshine Judy - CCC Pres Bill Lewis headed
for heart surgery after he
sheds a few pounds.

Long time V8 member Jack Clegg has died.

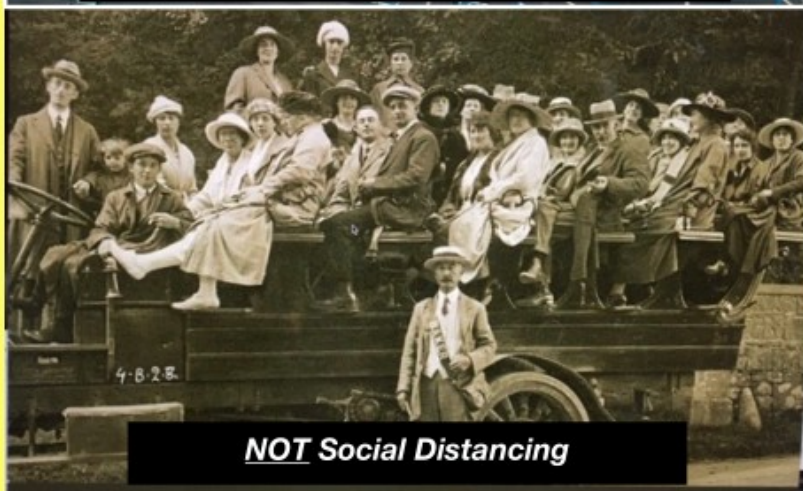


MAY CLUB ANNIVERSARIES

Jim Hurlburt-50 yrs
Steve Seebold-35 yrs
Jose & Vivian Serrano-20 yrs
John & Pat Hildebrand-12 yrs
Jim & Diane Thomas- 8yrs
Don & Judy Gladden-6 yrs
Maureen Colvin-3 yrs
Paul & Marilyn Alvarado-1 yr



*This just in.
Calvin King's dog was
spotted (no pun intended)
pulling into the garage
after commandeering
Calvin's '32 for a drive
down to the beach.
It's OK, he was wearing
a surgical mask while
driving!*





San Francisco's [Golden Gate Bridge](#), a stunning technological and artistic achievement, opens to the public after five years of construction. On opening day—"Pedestrian Day"—some 200,000 bridge walkers marveled at the 4,200-foot-long suspension bridge, which spans the Golden Gate Strait at the entrance to [San Francisco Bay](#).



The 25th-Annual Amelia Island Concours d'Elegance

will go down as one of the best in the show's history, capped by two incredible cars taking top honors on the grounds of the Golf Club of Amelia Island.

Winning the Best in Show Concours de Sport trophy was a 1973 Porsche 917/30 Can-Am Spyder, while a 1929 Duesenberg J Limousine took the Best in Show Concours d'Elegance prize.



Unfortunately, about ¾ of the way to our first stop the engine began to cough and stutter. It

wasn't the first time it had happened, so initially we figured it would clear up, then Robert very casually said "Uh oh, we're on fire" and pulled directly to the shoulder. I passed him the fire extinguisher as Kelly and I bailed out, but it took multiple extinguishers from the other tourers to put it out.

The Reliable Carriers Eight Flags Road Tour is an invitation-only event, with participation capped at 60 cars. If you ever have the opportunity to show a car at Amelia Island, I highly recommend you take part. If, like me, your cars are more modest in nature, you don't need a concours as an excuse to organize a road tour among friends to get out and drive. You won't regret it, and I assure you that your car could use the exercise.



Nothing says "variety" like a Rolling Bones 1932 Ford Tudor, a 1950s German Kleinschnittger microcar, and a Duesenberg Model A all parked at the same curb and then cruising in convoy .



Bill Lewis
Pres Over The Hill
Gang 1986
VP '88
Pres again 1989

Partner/Organizer
Laughlin Car show
FAST PAST
1987-2017

Joined EFV8 in
1993
Board member
Pres
& Pres again

-Currently Pres of
CCC



garage, got it running, put on new tires and switched the auto trans for a 4 speed. This became his signature HS car. He remembers one night when he and buddies were cruising the Blvd, with the tunes up loud. His music source was a custom record player under the dash that played a stack of the hottest 45s without interruption. Three girls, attracted by the tunes, pulled up in a convertible and asked what station they were listening to. The boys answered "45s" and a memorable party ensued—until the car battery went dead. After Graduating HS, Bill took low paying jobs until he realized he needed a career. On the advice of a friend, he applied twice a week to Convair - until he was offered a Drill Shop Operator's position. He trained and became a foreman - in charge for \$3.09 an hour. Graduated in '61 from SD State. In '63, he was drafted- right after Pres Kennedy was shot dead. In '64, he volunteered as a 'Fuel Specialist' in the Air Force and was sent to Viet Nam. He never fired his rifle, but was targeted several times, including A motor attack that destroyed his R5 Fuel Storage truck moments after he got out of it. Back home in '68, he married his girl friend and they got pregnant. Luckily Convair hired him back into a new division. It was unusual, being a twin himself to have fathered a new pair of twins, but that's what happened—a boy and a girl, healthy and happy. But only three months later, a tragedy—the little boy died of crib death. Soon after his marriage came apart.

In '91, he met Linda, they became friends, he rented a garage space from her, stored his '32 Ford there while his divorce became final. They had things in common and friendship became love. They were married in '92, bought a small fixer-upper for \$18,000 and Bill went into the Real Estate business—something he was born to do.

The new career was very successful. A few years later they bought the big place in Blossom Valley. They would live there for the next 30 years.

Along the way Bill bought several cars, one that stands out is the '35 Cabriolet. An all original black beauty. Two years later, Bill lifted the body off and Dave Hayward rolled a TCI chassis under. Bill thought he would keep it forever, but a rich Canadian guy made offer after offer until it couldn't be ignored. Shopping again, Bill bought a '57 Chevy Convert project which now waits in storage at Carl Atkinson's house, along with a custom Golf Cart that resembles a Nomad that he bought from Clarence Scheidle.

The one he drives every tour these days is a knockout '36 three window hot rod — VERY RED.

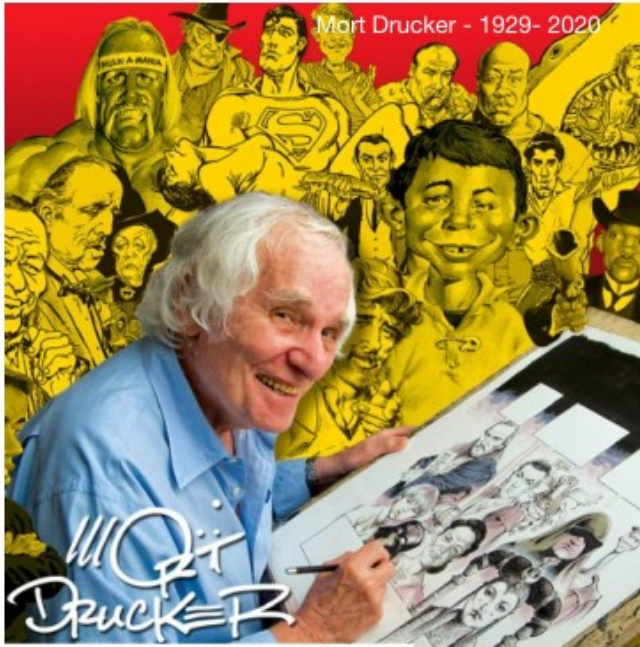
Bill Lewis was born in 1943 at a Jewish Hospital in Pittsburg Pa. He was a twin, and his mom was considered an Idol, for producing TWO kids his size. His dad was a Pharmacist, his mom played The organ for Silent Movies.

Pittsburg was a coal mining town and his Dad hated the stink of the place. In 1946, Dad packed up the family in their '41 Ford Sedan pulling a 24' foot trailer and headed to the clean air of California. Leaving Pittsburg, they slid on a patch of ice and slammed into a truck, smashing the passenger side widows and damaging the doors. They found a shop and had the doors welded shut to continue on their three-week adventure.

Like most of us, Hot Rod cars became a priority for Bill. While attending Crawford High and City College Vocational, he regularly cruised Oscars Drive In and took part in the night of Drags on El Cajon Blvd - outrunning a Cop Car and hiding his '57 Chevy while they hunted him.

His first car was a '53 Chrysler, second was a part-time borrowed '50 Chevy that he was allowed to use if he maintained it. And next, a car he had been eyeballing for some time—a low mileage '57 Chevy Bel Air Hardtop that was resting on 4 flat tires in a neighbor's driveway. After he bought the car, he towed it to a

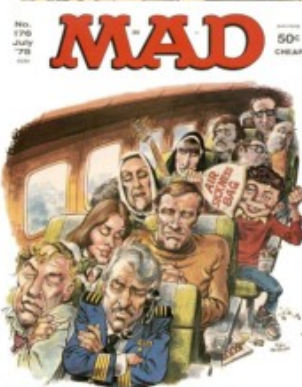




Mort Drucker at Mad Magazine-My hero growing up.

In 1956 Drucker joined Mad Magazine through Nick Meglin who had recognized his talent. Original founder Harvey Kurtzman had left and Al Feldstein and William M. Gaines became the new chief editors. Drucker immediately learned that Mad had a different approach than most magazines. When he applied for a freelance job there, Gaines told him he would be hired if the Brooklyn Dodgers won a particular game they were following on the radio. Since their team won Drucker was instantly hired, though Gaines later admitted they were going to hire him anyway and just wanted to keep him waiting "for fun". Drucker made his debut in issue #32 (April 1957). His earliest works were basic parodies. He mostly illustrated articles written by professional comedians Sid Caesar and Bob & Ray. He was also the first artist to illustrate the long-running series 'TV Ads We'd Like To See', which first popped up in issue #46 (April 1959) and featured cynical twists on tired formulas in advertisements. It wasn't until he drew a comic book parody of the TV series 'Perry Mason' in issue #48 (July 1959) and the film 'The King and I' in issue #61 (March 1961) that he, in his own words, "realized his destiny". Films and TV shows had been spoofed before in Mad, namely by Harvey Kurtzman, Jack Davis and Will Elder. But it was Drucker who really put his stamp on it. He made it both his trademark, as well as one of the magazine's major selling points. Countless people have discovered Mad through one of their movie or TV parodies, which instantly attracted their interest as it was something they were familiar with. By paging through the rest of the issue they fell in love with the rest of Mad's comics, articles and general humorous attitude.

Mort Drucker was most famous as one of Mad Magazine's "usual gang of idiots." He mostly illustrated their film and TV parodies, which allowed him to show off his immense talent for caricaturing. Together with Al Jaffee he was one of the magazine's oldest contributors, having joined the staff in 1956 and drawing his last comic for them in 2011. With a career spanning 60 years, he drew over 500 titles and that's just for Mad alone. During the 1950s and 1960s Drucker also drew war comics for DC and celebrity comics based on Bob Hope and Martin & Lewis. In the 1980s he was co-creator of Jerry Dumas' political newspaper comic 'Benchley' (1984-1986) —TS





True Confessions of a Ford V-8er (with a Chevy in the closet)

I was calling around to a couple of fellow EFV8 Club members to see what they were up to during this lock-down, social distancing, no gathering, no-fun pandemic. All are doing well, and no one had any complaints. Everyone has fun plans queued up for when the pandemic is over, or in some cases when they had enough of the lock-down and would take their chances on walking out the door and returning to the world. I spoke to our San Diego regional Club's Vice President, Dennis Bailey. He has a 383 Chevy stroker engine Ray Brock built and a Borg-Warner 4 speed that is going into it. Parts are being delivered as he needs them. Thank God for the internet and delivery services! As President of the San Diego EFV8 Regional Club, I thought that the Vice President working on a Chevy is not what we would expect. Gads! Not a Ford project?! Should I feign outrage? No, Sadly I must confess. I too, have been working on a Chevy lately (and what seems like forever).

A little background on how my Chevy project came to be. First, I must say that my earliest memories of driving or being driven were in Fords. My father was a salesman for a pharmaceutical company, driving all day, every day to doctors' offices and to pharmacies in his company car, which was swapped out by his company every 2 years. From my earliest memory, all his cars were Fords. The only non-Ford was a 67 Chevy Impala. Unfortunately, I wasn't permitted to drive the company cars.

The first car I drove and learned to drive on was a 1959 Ford Galaxie 500. A brown and beige behemoth. It was my mother's car. The first car I purchased was a Ford. A 1963 Ford Falcon that I purchased from a High School friend's brother. It needed a starter motor. Before I purchased it, the car was typically started by pushing it and popping the clutch. It was a three-speed column shift and it had a great heater, great for New York's winters! When I told my folks that I planned to buy it, they thought I had lost my senses. When I told them I was going to buy a starter motor and a socket set to install it in the car, otherwise I need to park it on a hill (none where I lived) or have it push started, they knew I lost whatever good sense I ever had. Neither one of my parents had any mechanical abilities or desire to tinker with a car. My Mother owned a series of older, well-worn used cars. If one of her cars had a mechanical problem, it was typically soon gone. There were two exceptions to the rule of well-worn used cars. One was the 59 Ford. I really liked that car. It had low miles, was solid as a tank and it was as fast as it was unattractive. Unfortunately, I got into a fender bender in it, my one and only, and it was my fault. I came home

a couple of days later and it was gone. A dented car parked in front of the house was not acceptable. The other exception was the car my mother bought when I was away at school. It was an early 70's Mercury Comet with a 289. That car was fun and fast.

When I moved to California, I drove from New York in a 1965 Dodge Van I bought from a guy at college at the end of my senior year. Once in San Diego the van was sold, and my main transportation was then a 1973 Yamaha Enduro. In 1977 I was hired as a Dial '0' Operator by Pacific Bell. The motorcycle made for a cold commute to and from work at night and it also limited the activities I could do, like take someone out on a date. After I accumulated a couple of paychecks (I was pulling in just under \$90 a week, a fortune for me!) I started looking for a used car. Riding up I Ingraham Street on my motorcycle in Pacific Beach I saw a big brown 1940-something Dodge or Oldsmobile (I cannot recall exactly) with a for sale sign on it, sitting in someone's front yard. I talked to the owner about the price, and I was then off to the Credit Union the next day. I was approved for a loan and I planned to return to the big brown car on Ingraham Street the next day.... *Condt...*



True Confessions of a Ford V-8er (with a Chevy in the closet)-contd...

...That next day, as I pulled out onto Sunset Cliffs Blvd, a two-tone green, two-door 1956 Chevy sedan drove by in the opposite direction I was going. It had a "For Sale" sign in the back window, and sticking up in the driver's side window, barely, was the top of a white-blue head of hair. I followed the car on my motorcycle to a house on Del Monte Street in Ocean Beach. The owner purchased the car new from City Chevrolet downtown. It had less than 50,000 miles and she wanted \$800 for it. Remember, in 1977 a 1956 Chevy was just an old car, nothing special (not saying that it is now, either) so \$800 seemed like a fair deal. It had a worn-out driver's seat and a dent in the driver door where she recently had a minor bump in the grocery store parking lot. That incident told her it was time to let go of it, she said.

This car was such an upgrade from my motorcycle. It was a 150 model, the cheapest car you could get from Chevy that year. It had the optional back seat, a three-speed shift on the column, the bottom of the line heater-defroster and a radio delete plate. I drove that car as my main transportation for years.

Not too long after I purchased the car, I heard you could get a good tuck-and roll upholstery job in Tijuana, so I drove it down there. I may have been in Tijuana once before that, I think this was my first trip there. I remember that I drove down the main street looking for a shop to do upholstery, and a guy standing in the street waved me in his upholstery shop, just like he was expecting me. I thought that was good fortune for me to have him waiting for me. He said he could have the seats finished in a couple of hours, so I wandered around until late in the afternoon and when I went back to the shop, the car was completed! I drove it back to the border crossing, and the Customs Agent asked me what I was doing in Mexico. I told him, with a smile on my face, to get my car upholstered! He told me to go over to secondary inspection. Agents check out the car, thoroughly, and then asked me how much I paid for the upholstery job. I thought they were impressed, and might want to get their car reupholstered, too. I told them how much it cost, and they told me, "you need to pay US tax on that". Unfortunately, I had spent all my money in Tijuana while waiting for the car to be finished. I suspect that I was not the first person that said that to the Customs Agents. They told me to stay put and they walked away for a while. They eventually came back and told me to leave, and to have money for tax next time. That was the last time the car had upholstery done. The Chevy was my everyday driver, until I could afford a newer car. Even after I bought newer cars, I would still drive the Chevy on occasion. The Chevy would wind up having longer and longer periods of time sitting waiting for maintenance of one type or another, like when the 6 cylinder engine threw a rod, or when I took it apart to have it repainted in the 80's. Other projects and work seemed to take my focus away from the Chevy.

The last time I decided to do some improvement work on the car was when I decided to put disk brakes on the front of the car. I put the car up on jack stands and began the brake work. Then I decided, while its up on jack stands, why not upgrade the engine from a 1955 265 V8 to something more current. So, I started to do that. The year was about 2005. It was continually put on the back burner since then as I'd get distracted with a series of 1950's Chevy Pickups or some old Ford. I would install a crate engine in the Chevy and then start working on something else for a while. Then sometime later I would install a new transmission, and so on. I am to the point now where most everything is completed and working. I just finished moving the floor shifter forward, so it does not interfere with the bench seat, which will remain. Once I can go out with the car, I will need to have new upholstery installed. This time I will have that work done in the States! —Joe V



This is the Chevy just after I purchased it in 1977. It's parked behind my apartment on the alley of Long Branch Ave. in Ocean Beach. Note the ding on the door which caused the original owner to hang up her driver's license.

Coming home from WWII



Carl Atkinson

Life aboard the WWII troop transport, USS Clairemont, three hundred fifty feet long:

Every square inch was used for bunks. Under one stairwell the bunks were eight high. We used stand up tables. Lunch and Dinner took about four hours. Approximately one hour between.

We arrived at Iwo Jima on Christmas Day 1945. Picked up Fourteen hundred troops. They had landed on Iwo, been there eighteen months. Nothing to do there, they wore good conduct medals on their skivvies. We took them to Saipan for discharge.

We picked up nineteen hundred troops from Saipan. They were discharged, civilians with mustering out pay. On the way to the states some of them lost all their mustering out pay in all night poker games. I worked the scullery where we cleaned the trays and silver ware. Lots of steam. We would grab about six soldiers to work there. The conditions were bad - hours and hours in that hot steam. The men could only last an hour so do. When one left we would grab the next guy leaving the dining room. Two of us worked every other day. After twelve hours you were ready to crash.

It took about four hours to serve lunch and dinner. One hour between. If we shut down the scullery it would stop the chow line in one half hour. I don't remember any man refusing to work.

When we arrived at Saipan we were told to not go in the hills. There were snipers there.

Iwo Jima was a critical air base. The planes that bombed Japan took off from Iwo.

Carl joined the army in 1944 and was sent over just as the war ended, (He claims the Japanese gave up as soon as they heard he was coming). His job was to help the boys get home, which was a monumental task, requiring every Transport the Navy and Coast Guard had.



Wood-bodied wagons through the decades

Wooden It Be Nice?

By [Jeff Koch](#)-Hemmings



In the beginning, it was a question of technology and recycling. A car chassis, with larger, truck-like capacity to haul people and stuff from the train station to the hotel, seemed like a good idea. These types of haulers were coachbuilt in the Teens and 1920s. Ford itself started building Model A station wagons in 1929 in low quantities—at least in part because of their hand-built nature (and the costs this added into the price). Tooling up for a steel body, when no one knew whether the concept would take off, seemed foolhardy.

But the idea caught on, and soon most American car companies offered station wagon body styles to accommodate growing families. Before the war, wood was by choice and convenience, and due to the ease of making quick design changes without incurring the high cost of fabricating body panel dies, it became the dominant body material in station wagons. More than that, wood-sided wagons possess a unique magnetic attractiveness that people are fascinated by.

After the war, for a while, it was by necessity: Materials shortages plagued manufacturers, just as American car companies were ramping up to deliver new models to a country starved of them for nearly four years. Metal was in short supply, but wood was still available in America's plentiful forests. By 1952, the last wood-bodied wagons had been built: In the age of rockets, A-bombs, and V-8 engines, the idea of door latches squirming their way open due to torsional chassis flex, and the crashability of wood at ever-increasing highway speeds, was simply unacceptable. Metal replaced wood, and while wood-bodied cars never made any significant reappearance, simulated timber appliques continued to be used as trim well into the 1990s.

By the mid-1930s, most companies had a wood-bodied station wagon in their lineups, and they were advertised alongside coupe, sedan, and convertible models in due course. The idea of a woodbodied wagon was not new, or news, and so didn't bear a great deal of discussion beyond the extra headroom, cargo, and passenger capacity, and perhaps an element of style. Very little was said about the materials themselves (save for Mercury's details, designed to attach additional luxury to the upscale brand). In other words: they were just normal cars then. Woodies didn't seem special until they'd gone away.



Turns heads on the Boulevard
...takes its turn at hard work, too!

Here's the car that's perfectly at home with either or none. A beauty for looks, a willing work horse for the whole family. In these full-width vans carry nine people in every comfort. The four wide doors get you in and out in a flash. The new Dodge Station Wagon, with a million uses, is the answer to your needs.



The power of the 'V-8' engine will thrill you with feeling, acceleration... on the same base of an 'L' engine. There's the power of modernity at your feet. Dodge Station Wagon, with its four wide doors, is the answer to your needs.

DODGE
STATION WAGON

Thanks Webb Smith for saving this article.

THE LAST BIG 3 SWAP MEET?



After 53 years, San Diego event ends on a wet note

STORY AND PHOTOS BY PHIL SKINNER

Back in the winter of 1966, San Diego chapters of three national clubs came together to present one of the first vintage car part exchange events on the West Coast. The chapters—representing the Antique Automobile Club of America, the Horseless Carriage Club of America and the Early V8 Ford Club of America—staged their event at a local shopping center. About 50 vendors were on hand, and thus was born the Big 3 Swap Meet.

The following year, the Big 3 Swap Meet quadrupled in size with more than 200 vendors, so larger facilities had to be located. As the event continued to expand during the early 1970s, the city of San Diego passed an ordinance that negatively impacted the meet, so event organizers looked to the nearby city of El Cajon. In 1980, San Diego changed its ordinance to allow groups such as car clubs to have limited meets, at which time the Big 3 Swap Meet moved to what was then called Jack Murphy Stadium.

Operation of the Big 3 Swap Meet was taken over by a commercial operation with a portion of the proceeds

still benefiting each of the founding car clubs, and for the next 40 years, this annual “winter fest” of vintage parts has flourished by offering free parking and free admission to the vendors. However, with loss of revenue from other sources, the stadium started to charge a parking fee a couple of years ago. Then the announcement came that due to the

planned demolition of the 50-year-old stadium to make way for commercial and residential development, the Feb. 20-22, 2020, Big 3 Swap Meet in San Diego would be the last—unless a new venue could be located.

As a going away “gift,” and for the first time ever, an admission fee was charged to swappers in addition to the



A solid and very honest car, this 1953 Chevrolet Two-Ten four-door sedan with the base three-speed transmission had an asking price of \$5600 at the Big 3 Swap Meet in San Diego. The price didn't seem too far out of line.

parking fee. Due to poor planning, the hour-long line in the morning to buy admission snaked around the parking lot and upset a number of visitors.

Once in the swap meet area, sunny skies and pleasant temperatures greeted the swappers. Spread out across more than 80 acres, there was room for 800-plus vendors at the Big 3 Swap Meet. This year, we noticed quite a few empty spaces. A car corral was also set up this year with close to 400 spaces, however, we found there were fewer than 20 takers. That doesn't mean there weren't some great cars offered for sale, as most of them were in the swap meet area.

Our group of seasoned collectors roamed the aisles and found several needed parts, some highly desirable literature, a few automotive-related toys and, best of all, great conversation with fellow collectors. While there were quite a few “professional” swappers, the Big 3 has always attracted a good number of hobbyists cleaning out their garages or thinning down their collections.

Several car clubs were also represented, such as the local Studebaker Driver's Club, West Coast Crosley Club, Hudson-Essex-Terraplane Club plus other hobby-related groups and organizations.

We found vehicles offered for sale from the Brass Era up into the 1980s, and this year a surprising number of vintage travel trailers with names such as Aristocrat, Corvette and Shasta. Late Friday night, rain started to fall in the San Diego area and continued through the morning hours, which led to over half the sellers packing up and heading home with only a few hearty swappers daring to pay the \$5 admission fee to walk the sparsely populated aisles. At this point, it appears that 2020 marked the end of a 53-year-old tradition and the Big 3 Swap Meet has fizzled out in a drizzle.



Vintage parts could be found at the Big 3 Swap Meet, such as this radiator and grille for a Chevrolet.



1955 Chevrolet with 200 and 4.1. These great cars were shown at the Big 3 Swap Meet in San Diego. The 1955 Chevrolet was a real beauty.

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I attended the last Big 3 for one day, Friday- Hot Dog Day. Jerry Windle, Dan Prager, Frank Swedberg, Jim Hurlbert and Usual Suspects, served up the Free V8 Hot Dogs. I helped for a couple of hours and the dogs were going fast - 220 dogs were eaten as fast as they could be cooked.

Of Course the three clubs that started the BIG 3 in 1966 had sold their interest and the Event Name three years ago. Tom Harding, the new owner ran into dwindling interest from the city. They cut the show to two days and imposed new restrictions. Harding had to charge an entry fee to make up for that lost day. Shame to see the BIG 3 go, but it's history now.—TS



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My '56. Rick Carlton

I took my first ride in a 1956 F-100 in 1956 when my Dad drove my godfather's new truck to pick up some hay from a farm in Mission Valley to use for chinchilla bedding. No freeway back then, he took Highway 80 and crossed over a muddy creek which was the San Diego River. Dad applied power to the rear wheels and I was hooked.



I owned a 1956 F-100 in 1972. It was a kid's truck painted flat black and had its original 272 Y-block, 3-on-the-tree and an electric overdrive. When the first gas crunch came and gas rose from 35¢ to 70¢ a gallon, I sold it and bought a Volkswagen. I always regretted selling that truck.

Since then I owned a restored 1969 El Camino SS 396 and my red 1937 Fordor Slantback, but I was always on the lookout for another '56 F-100. I began searching Craigslist and Autotrader in earnest about 2013. I searched SoCal, Arizona and Nevada. I answered ads and drove about 5 or 6 trucks.



In 2015, I answered an ad in La Mesa, and there it was. A real beauty on the outside, just the way it looks today. It was a running machine, but it had a tired motor. It came with a box of pictures documenting all of the body repairs, bondo and piece by piece painting. The owner never got a chance to enjoy his truck as he passed away before it was completed. I had about 20 minutes to make up my mind because two guys from L.A. were coming down to look at it. The price was firm and I paid it. Sheryl followed me home and she noticed the rear wheel was wobbling. By the time I got it home it was running on 5 cylinders due to old gas and fouled plugs. Joe Vidali helped me get it running smoother. We did a compression check, put in new gas, new plugs, a new battery, timed it and adjusted the brakes.

In the past 4 years, I added a Vintage A/C unit, power front disc brakes, an AOD transmission, new side window glass, steering wheel, steering column, instrument panel, interior carpeting and U.S. slotted mags with BF Goodrich tires. (Calvin King is a very bad man with good ideas)



The best was yet to come. Ray Brock, friend, mentor, guru, club member, racer and master engine builder agreed to rebuild my tired 302 motor into a 347 stroker. We agreed on a cam strategy. Another friend of mine and OMBAC member, Wayne Madsen the owner of La Mesa Automotive pulled the motor and we took it to Ray's shop. Ray worked his magic which included changing the firing order of the cylinders to increase engine longevity. When the motor was done, Wayne installed it and we added a new aluminum radiator, cooling fans, aluminum headers and MSD electronic ignition.



RICKS 56 (license plate) is now a reliable running machine and survived an 80-85 MPH run to Yuma for Midnight at the Oasis. It has won a few trophies at local car shows. The last two improvements on my list, installing a sound system and converting the rear end into a posi-traction, have been temporarily delayed due to the Coronavirus "stay at home" mandate.

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

**SDEFV8 General Meeting- Auto Museum,
Balboa Park-Cancelled due to Virus**



Family car 1955- Note SPOT in SPOT



'37 Fordor. Good shape. RB V8, carb, fuel pump, radiator, trans, clutch, pressure plate, starter, alt, 12v, hydraulic brakes, E Brake, Bumpers, Glass and rubber, Solid body, Good Paint, good interior, WWW. Clean in and out. Drives great. **\$29k-OBO - 5% of sell price goes to V8 Club. 619-829-1678 Dr. Tom Sysko**



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Side-mounts, Luggage Rack. Runs great. New lower price...

\$83k .Dixie, 619-677-8922



'36 Model 68 Convert sedan. Palomar member Judd Lynn passed. His son Chip is selling dad's car. Nice stock original with flathead. Located in Murrieta, Ca. 323-744-7060

37 Ford coupe, stripped of paint. 95% rust free. Owner lost interest. New mustang II front end, Ford 9" rear, 4 wheel disc brakes, gas tank installed, most body work done, great grille, include headlight buckets, trim, window garnish, windshield, regulators, door handles, dash, rear seat, new parts including a aftermarket AC unit to complete both

Jack Fox
fordtrk56@gmail.-
com

inside and out, Set-up for small block Chevy and a 350 turbo trans. Been in garage for the past 20 years.
\$10,500



50 ford flathead V8 engine equipped with rebuilt 5speed trans. Also included: new water pumps, radiator, MSD ignition, 12v coil, ceramic coated headers new plugs and plug wires. The engine has good compression, no oil leaks or smoke. I drove the car from San Diego to Colorado with no problems. I have paperwork on the transmission. Asking **\$2,900 OBO for all. 619-339-0902**

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

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

'50 TransWorks good, T5 Trans 5 speed **\$600 OBO- 714-490-0613-cell 714-906-1644**

'32 Cabriolet-all steel, pro built street rod-Don Shankin 954-898-9304

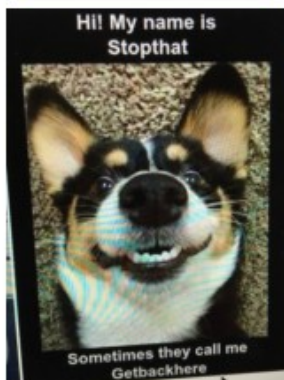
WANTED—'51 Ca plates-(Pair) Tom Shields 210-368-1113

Paul Alvarado has many '34 Parts left after hot rodding a '34 5 window Coupe — Rear steel fenders, Front seat and rumble cushions in excellent shape, new ash-tray, light stanchions, Running Boards, etc, etc No shipping- must pick up locally.
619-846-7012

Enclosed 28' Car Trailer—with toilet, sink and wood interior. \$3,000 Sheila Rabell 619-977-3152

'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver-needs minor stuff. **\$20 Ken Van Wormer 619-302-5714**

Joe Vidali cleaning out Garage—Lot of good stuff- 619-315-3645



Hi! My name is
Stopthat

Sometimes they call me
Getbackhere



'49 Tudor. Custom Deluxe Restored in and out. Strong running Flathead V8. \$25k invested. Asking \$18k. Drex Scott 678-346-8404

'33 Ford Deluxe Touring Tudor. Owned for 20 yrs. 59AB Flathead rebuilt. 3/4 Cam, Duals, High speed rear. Still 6 V w/ additional bumper mounted Bee Lights. Drives like a 1933 Ford. Look it over and make me an offer! Roy Watson 706-538-1185 or cell—404-642-6766



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Yes, a quarter-million families now own two fine cars—and both of them are Ford! These families are enjoying the convenience other people dream about. And they've found that two Fords cost little more than one high-priced car. Fords are built to last, built to run, and there's less dollar depreciation on "trade-in" time! Chances are you are closer to being a two-car family than you think. See your Ford Dealer today and "Test Drive" the two '50 Fords shown here. The car you now own may well provide the down payment on both of them.

The '50 Ford Fender Sedan. A new, smart car that's a pleasure to drive. With English Fender that's 371 cubic inches. With a "four-wheel drive" independent front and rear axle units. With only 100 lbs. less weight than the earlier Ford sedan. Ford's 2 year or 50,000 mile warranty. "Hold shop" holds its "beat" you over the rough spots.

The new Ford "Country Squire" Station Wagon. The "four-wheel drive" model of over 474 cubic inches is similar to right now "Country" car and built to give you "that Ford" ruggedness of 382 cubic inch—most Ford cars carrying under 3000 lbs. and other engine sizes in its field. (Includes leather trim with seat.) A business major motor as well as the family's "big car".



There's a Ford in your future...with a future built in

38

May/20

