

Ray Brock Retires. V8 Club Rocked. Market Craters.



Ray went to work for a small National City repair shop in 1958. By 1960 he owned the place. **Ray Brock Auto Service** went

beyond repairs. He was the Go-To guy for Mexican-made VW Bugs, (What color do you want?) . To feed his small Used Car lot next to his Shop, he went to Government auctions for Trucks and autos. One Auction, there were twenty or so '52 Chevy Navy Grey trucks. He wandered through and left a bid note on the ones he was interested in. At the end of day, he had "won" **16 trucks**. No one was more surprised than Ray. There was serious scrambling for weeks to park them and prep them for resale, and make time to deal with customers.

The first time he retired was in 1998 giving over the day-to-day shop repairs to Humberto Rodriguez (Beto). He then built himself a Man Cave attached to the main building and became busier than ever. Now known as **Ray Brock Racing**. Since then he's built vintage motors for everyone in town. Between Ray and John Baxter down the street, they cornered the market for building Flathead Motors and complete drive lines for all old Fords.

He hooked up with Corky McMillin--built Race engines for the Race Team, designed an off-road transmissions that would stand up tp 800 Hp motors on the rough terrain of the Baja 1,000 mile race.

Ray drove stock cars for a short while but was badly injured in one bad pile up. He recovered but then became the one-man Pitt Team for his son Kenny (always says Kenny was the better driver). When Kenny was seriously crippled in a swimming accident, Ray and his two daughters devoted all their spare time to making Kenny's new life as good as it could be.



Ray 'I Can Fix That' Brock



As a member of The SDEFV8 Club, Ray was always ready to help members building cars - sometimes with advice, sometimes for part sources or actually rebuilding, carbs, generators, transmissions, front ends or whatever. Also served on the V8 Board & made Club Accessories into a profit center.

About 12 years ago he volunteered for the Automotive museum on Wednesdays — and it wasn't long before all the volunteers looked to him to lead the rebuild effort on museum cars - didn't matter if it was domestic or foreign, Ray figured it out.

Of all the cars Ray has owned, these two were the keepers: - both '34 Fords- a two door- all original beauty with a recent addition of a Columbia Rear. And a fast hot rod Coupe built for Corky McMillin about 6 years ago. He will drive either one anywhere, any time.

Widowed years ago, Ray soon found out that you can only watch so much TV... so at a v8 meeting, he caught the eye of Judy'Sunshine' Grobbel (Former Baton Twirler). Wasn't long before they were dating and now you'll never see one without the other.

Ray just turned 86. He knows he can't last forever, so he's set up the Ray Brock Scholarship fund at Southwestern College for the future Mechanical Technicians— computer smart kids to fix smart cars. He's also gifted an elevator - to the Auto Museum.

A month ago, Ray sold all his shop tools and the property in National City. So, today if you call him, you may find him wrapped in his new serape reading a book, maybe even writing a book. But ...he's always ready with counseling and advice.





PREZ SEZ

Greetings, San Diego Early Ford V8 Club Members!

October is just about gone, and I am surprised how fast 2020 is flying by. It is clear that the pandemic will be with us, in one form or another, through the end of the year. Most

likely, we will not be having a December Installation Dinner/ Christmas party as we have had in previous years. But we will have something in place of the usual December fete to mark the end of the year. Stay tuned as the Board of Directors work out the plans.

Given that the 2020 pandemic has caused a halt to our monthly meetings and most activities, the Board of Directors has approved a motion to waive 2021 membership dues, for Club members which have paid their 2020 dues prior to October 1, 2020. New members will need to pay the usual dues. There are a couple of caveats to the waiver. The main caveat is that membership dues must still be paid to the National Early Ford V8 Club. Only the San Diego 2021 membership dues are being waived.

Also, because of the pandemic, the Board voted to retain the EFV8-SD existing Board members and Officers through 2021.

I am pleased to be able to serve again in 2021 and will work on making my monthly Prez Sez more entertaining.

On October 21, Rick and Sheryl Carlton put together a wonderful “unofficial” cruise for the Club. We drove through Chula Vista, Bonita, by Otay Lakes, past the Olympic Training Center, and down roads that made this city boy feel like he was out in the country. It was a beautifully planned and executed tour. It was great to get out of the house, out of my pandemic routine, and see friends and their cars again. The tour ended at the Carlton’s beautiful house where we ‘socially distanced’ in their back yard. There we were treated to pie (from the Julian Pie Company, no less) and ice cream. It was a great way to end the tour! A big Thank You to Rick and Sheryl for all the planning and work they put into making it so enjoyable and for keeping the Club active and doing a great job at it!

I encourage all to join us when we do a drive. Modern cars are OK, too! The drives and tours are not “Club Sanctioned Events”, meaning we all go on these drives at our own risk; there is no Club liability insurance covering us or our cars.

But for me, I have never made Club liability insurance a factor to my decision-making process regarding whether or not I will go on a drive! We have all been careful to wear masks that cover our mouth and noses (because half of the cooties come out of your nose!) and we social distance, on these drives and when we stop. It’s good fun and a welcome respite from the pandemic routine. Try it, you’ll like it!

That’s all for now. Be safe, Happy Thanksgiving, Enjoy your Turkey (or Tofurkey!)

Get out and drive!—*Best Regards, Joe Valentino*

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Road Reports from the Harris Tour and other meanderings around the country...

Bill and Sue Dorr wandered around Sue's old neighborhood in Colorado—sent back a couple of photos... proof that.. "Old Cars are Still Out There..."



Harris Tour: Jay says-of the 24 original cars, just eight made the trip. Dan Krehbiel - Bachelor # 1, reports there were 9 cars (5 Flatheads, 4 moderns, 16 Folks) on the Harris tour. Eight days on the road passing through beautiful scenery, but very hot weather first two days (107 degrees in places)-All Flatheads had Vapor lock issues.... Bonnie stayed home with a sore back. Bachelor # 2-Ralph Hubbard came along in his '49 ragtop. Mike Petermann felt he had to test the new 'solid gold' front end on his '40. But Sue stayed home with grandkids, so Mike was bachelor number three. Nice hotels and good times being with everyone.

Photos - below and story continues on pg 4...

#1: The HARRIS TOUR gang at Cedar Breaks NM

#2: V8 members Scott & Judi Bringhurst from Salt Lake City and their '53 Ford Indianapolis 500 pace car

#3: Scott, Judi, Janet, Jay, Mike Petermann at our Salina, Utah motel

#4: Dan Krehbiel receiving gift of a FORD hat from Scott

#5: The tour gang at Colorado National Monument

#6: Lunch in Hovenweep NM

#7: On the Little Ruins Trail in Hovenweep NM

#8: Breakfast at Grand Canyon Caverns Inc -Contd pg 4...



Tours & Things to Come

SDEFV8 Board and General Meetings
 CANCELLED. DUE TO PANDEMIC
 Natl Cancels Western National Meet
**Club votes to suspend
 Local Club Dues for year.
 National Membership dues still due
 in January 2021
 Christmas Party TBD.**
**Soap Box Derby Canceled for this year. Next
 meet hopefully in March 2021.**

Membership- Paula -

Welcome new member Don Lindsay
 6460 Convoy Ct #307, San Diego Ca 92117
 858-922-7247- donlindsay1@sbcglobal.net
 Nice looking 1940 PU

Sunshine Judy- Carl
 Atkinson's wife, Bobbie
 Atkinson has died after a
 long illness. Our
 condolences.

Mike Petermann Back
 Surgery went well. Linda
 Lewis on the mend following
 her stroke in July. She hopes
 to be driving again soon.
 Bill is head nurse.

November Anniversaries

11/08 Jim & Cindy Hallsted
 11/20 Cal & Cheryl Westra
 11/21 Dan & Lani Prager
 11/25 Norm & Phyllis Burke
 Jerry & Sidney Windle

November Birthdays

11/05 Donald Gladden
 11/12 Dan Krehbiel
 11/12 Calvin King
 11/12 Tiffany Murrell
 11/16 Barbara Martin
 11/17 John Dow
 11/18 Narelle Pettee
 11/19 Richard Clement
 11/21 Jim Carnahan
 11/21 Walter Andersen
 11/25 Michael Brandon
 11/29 David Huhn
 11/29 Dick Martin
 11/30 Bonnie Krehbiel

November Club Anniversaries

Bob&Raphael Hargrave	35 yrs
Jim Miller	35 yrs
Dan Prager	34 yrs
Jim Hallsted	28 yrs
Ric & Billie Bonnoront	21 yrs
Jack & Phyllis Clegg	19 yrs
Jake & Tiffany Murrell	14 yrs
Judy Grobbel	12 yrs
Ken & JoAnne Burke	12 yrs
Carl Atkinson	11 yrs
Bob & Susan Symonds	10 yrs
Bill & Sue Dorr	10 yrs
Joe & Susan Valentino	8 yrs
Al Tarkington	7 yrs

Harris...



HarrisTour: Our route took us to several attractions along old Route 66, including Grand Canyon Caverns in Peach Springs, and the famous Delgadillo's Snow Cap Drive-in in Seligman. After saying goodbye to Route 66 our route would take us north to Hovenweep National Monument; the touristy but quaint Colorado towns of Cortez, Durango, Silverton, and Ouray, then further north to Grand Junction for the night. The little known but spectacular Colorado National Monument would be our stop first thing the next morning, followed by an overnight stay in Salina, Utah. The final tour day would be spent driving south on US 89 and a visit to Utah's Cedar Breaks National Monument outside of Cedar City; another stop at Kolob Canyons, a unit of Zion National Park, then a final overnight in Mesquite, Nevada. Good Trip— Jay & Janet



Roberta "Bobbie" Atkinson
11-15-1943 – 10-10-2020

Born in West Virginia. Moved to California before she was 21.

Married to Thomas Carl Atkinson for 44 years. Had 2 daughters Kati and Julie. Six grandchildren Kristi, Shane, Anthony, Alyssa, Kyle & Kailey and 1 great granddaughter Cassidy.

She worked in the Home Lending Industry for 30 + years and was known as an expert in the field. She became the Regional Vice President for the Countrywide Wholesale Division.

Her passion was auto racing. She worked in the photo booth at the Cajon Speedway where she met her husband Carl.

Bobbie and Carl had a good family friend Mark Stahl who was one of the top off-road racers in Baja. Bobbie loved to get involved when Mark raced. Her job in Baja was to stand in the middle of the road and wave her hat and point to where the pits were. Mark would lock up the brakes and slide into the pits. Mark also raced the grand national at Daytona. Bobbie would be in the pits helping the other crew members.

Bobbie also enjoyed going to desert with Carl and the kids. She liked camping and going on dune buggy runs.

Bobbie was a member of the Over the Hill Gang and Early Ford V8 Club. She enjoyed going on their club cruises and hanging out with the other club members. She enjoyed going to car shows and traveling in their 38 Chevy custom street rod.

The best birthday present Carl ever received from Bobbie was when he came home, and Bobbie told him they were going on a drive to Escondido. When Carl ask why, she told him to "shut up and drive". They turned down a road to a garage where the door was open. Inside was a 38 Chevy. When Carl saw the car, she smiled and said "Happy Birthday"





EPA'S RFG PROGRAM - ALCOHOL ADDED TO GASOLINE "GASOHOL"

"NUMBERS DON'T LIE" "this program causes increased levels of CO2 pollution

ASSUMPTIONS USED FOR A THEORETICAL COMPARISON

300 mile trip in an 30 mpg car.

ETOH = Ethyl Alcohol.

REGULAR GAS = No alcohol added, as it was before the RFG Program.

GASOHOL: 10% ETOH = 10% ETOH, 90% REG GAS.

15% ETOH = 15% ETOH, 85% REG GAS.

RESULTING DECREASE IN FUEL MILEAGE, ECONOMY, USING GASOHOL = 10% - 15% ACCORDING TO PUBLISHED NUMBERS.

EXAMPLE:

300 mile trip using Reg Gas @ 30 mpg $300/30 = 10$ Gallons of fuel used.

10% less efficiency, 30 mpg - 3 mpg = 27 mpg $300/27 = 11.1$ Gallons of fuel used.

15% less efficiency, 30 mpg - 4.5 mpg = 25.5 mpg $300/25.5 = 11.76$ Gallons of fuel used.

AMOUNT OF FUEL USED DUE TO TO LOST EFFICIENCY:

10% - 11.1 Gal/300 miles 10% ETOH = 1.11 Gal + 90% Reg Gas = 9.99 Gal Total 11.1 Gal.

NOTE @ 10% loss uses the same amount of Reg Gas PLUS 1.11 Gal of ETOH.

Same amount of CO2 emissions for Reg Gas PLUS additional CO2 emissions from ETOH.

15% - 11.76 Gal/300 miles 15% ETOH = 1.764 Gal + 85% Reg Gas = 9.996 Gal Total 11.76 Gal.

NOTE @ 15% loss uses the same amount of Reg Gas PLUS 1.764 Gal ETOH.

Same amount of CO2 emissions for Reg Gas Plus additional CO2 emissions from ETOH.

NOTE - More CO2 emissions in both cases than if straight Reg Gas were used.

ACTUAL NUMBERS EXAMPLE:

MY 2005 LEXUS ES used to get 24 to 25 mpg in town driving with Reg Gas, now I get 19 to 20 mpg with Gasohol.

300 mile trip $300/25$ mpg = 12 Gal with Reg Gas 300 mile trip $300/20$ mpg = 15 Gal with Gasohol

15 Gal 10% ETOH = 1.5 Gal 90% Reg Gas = 13.5 Gal Total 15 Gal.

CONCLUSION:

1. Gasohol caused more CO2 pollution than if were using straight Reg Gas.
2. Cost of Beef, Pork and Poultry has increased since Corn is now being used to produce ETOH and not animal feed.
3. CO2 is produced as a byproduct of alcohol fermentation from Corn and/or Sugar which creates more CO2 pollution.
4. Gasohol is causing major damage to the fuel lines and other related parts in older cars, classic cars and pre war cars.
5. RESEND this wasteful law and go back to straight Reg Gas and reverse some CO2 emissions and lower food prices and not to mention the cost of Reg Gas also.



Thanks, Ric Bonnoront

The Disadvantages of Using Gasohol as an Alternative Fuel Source to Gasoline

As of 2013, many passenger vehicles can run on gasoline-methanol mixtures containing up to 15 percent alcohol, a blend called gasohol. Its purpose and advantage is that it stretches the supply of gasoline, a fuel refined from non-renewable crude oil, which is partly imported to meet United States demand. The alcohol is locally-made and renewable. Along with the economic benefits come some disadvantages, however, including increased food prices and lowered fuel economy.

Food or Fuel?

The ethanol used in gasohol is made from starchy food crops, such as corn. Farmers must decide whether to sell their corn to a methanol producer or for food; the harvest used for gasohol reduces the supply of food corn, raising its price, and the price of other grains. This is a significant concern because corn has found its way into many foods through high fructose corn syrup and other products. When food corn becomes more expensive, so do many products made from it.

Lower Mileage

Alcohol has a lower energy content than gasoline, so an engine needs to burn slightly more gasohol than it does straight gas to produce the same amount of power, resulting in fewer miles per gallon. On the other hand, gasohol can burn in a leaner fuel and air mixture than gasoline, which offsets the fuel economy problem somewhat. Actual fuel consumption varies from one vehicle to another, as computerized engine systems burn gasohol more efficiently than those with less sophisticated engines.

Engine and Fuel System

Alcohol attacks certain kinds of rubber seals used in car engines and fuel systems. Although modern cars have seals that can handle ethanol, older vehicles may require 100 percent gasoline to avoid fuel leaks and related problems. In addition, gasohol may cause premature wear in two-stroke engines, such as those used in chainsaws and leaf blowers.

Phase Separation

Under certain conditions, gasohol undergoes a phenomenon called phase separation. Over time, methanol absorbs water from the air. At low temperatures, the water sinks to the bottom of the fuel tank, taking the methanol with it and forming a separate layer. When this happens, the car may be burning

Dan Prager tells me he went out to start his '40 Merc and '47 Merc as he does every week. Both cars cranked, but would not fire. **Bob Hargrave** came over to help. With Dan on the starter, Bob under the hood they found the problem: Rubber hoses from the fuel pump in both cars had rotted out and were leaking all over the motors. Happens Dan had spare new hoses and with those installed the two Mercs fired right up. It's a clear case of Ethanol abuse on rubber parts in older cars.





Oct 3, John Davison had a good turnout for another **"We The People Support Law Enforcement"** event. V8ers, Over the Hill members, and several other clubs brought out their cars festooned with flags and signs supporting the local Police. A staging area was set up with food, kid's games and music. Note the 60' tall crane waving the stars and stripes. From the staging area, car groups cruised out to several Police stations in the El Cajon area - all to show support for the Police who are doing their job to protect our towns. A reporter, Cali Gail did a great job recording interviews and filming cruisers in their old cars- Tune in to Facebook <https://youtu.be/VjzQLuYGZw> for interview with John Davison and coverage of the event.

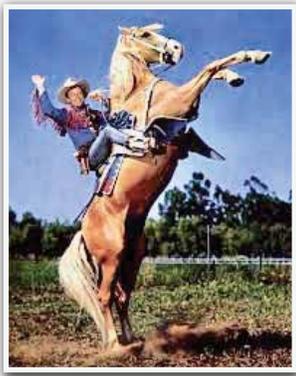
Other Clubs participated across the country-



Cali Gail - 'The Press' on the Job



This story, written by former Early Ford V8 Club of San Diego member Rurik Kallis, appeared in the Ford Fan of August of 1998. Rurik wrote the story in a way that allowed me to imagine the events as though I was there as the story happened. I enjoyed the story, I hope you enjoy it too!—Joe Valentino



With the recent passing of Roy Rogers last month at the age of 86, many of us who grew up watching his movies at the local theater or on television felt we had lost an old friend. For us kids growing up in the post-war America, he was “King of the Cowboys” and his wife Dale Evans was the “Queen of the West”.

My earliest recollection of Roy Rogers was my parents RCA Victor 78 record of “Tumbling Tumbleweeds” by Roy Rogers and the Sons of the Pioneers. Once the Lemon Grove theater opened in 1947, my friends and I would ride our Schwinn bikes there for the Sunday matinee and a Roy Rogers Western. During the week we often played out scenes from the movies with our nickel plated, pot metal Pistols. Lots of noise and smoke and noise made it seem more real.

In 1948, my dad took me to see Roy and Dale with their horses Trigger and Buttermilk at a rodeo in Lemon Grove. My cap pistols and holsters were all I had of the numerous things a child get on with Roy’s name on it. Curtains to bedspreads to alarm clocks to lunch boxes we carried to school, were only a few of the items offered.

From childhood dreams to the later years of Canoga Park high, in the San Fernando Valley, I still heard about Roy Rogers, as I attended school with his daughter, Cheryl. She arrived each day at school in a limo until Roy and Dale bought her a turquoise and white 1955 Chevrolet convertible. That was

nifty. However, most of us voted for a black deluxe 1940 Ford coupe with a full race flat head as the best car in school. The father of the kid who owned it was Howard Hughes’ right-hand man, so no expense was spared on the 40 coupe.

One night after basketball game, a word got around that Cheryl Rogers was having an impromptu party at her parents’ Chatsworth ranch. Roy and Dale were out of town. Mick, Neal and I piled into Mick’s black 49 Ford tutor sedan and joined the caravan of cars headed north to Chatsworth and the Rogers Ranch.

We both felt this whole scenario could develop into trouble but our curiosity overrode our fears of what would later come. It was a dark, cold February night and the exhaust rose in the air as the string of cars crept up the long winding gravel drive bordered with white rail fences and horse pastures.

The sprawling one-story California style ranch house stood atop a slight knoll at the end of a long driveway. Mick drove off in a different direction and we ended up parking his 49 Ford on a darkened dirt road a couple of blocks away. (Little did we know this would save us from a lot of grief later on).

We climbed through a barbed wire fence, crossed a horse pasture of tall grass, then climbed over a couple of wood rail fences surrounding the ranch house. The driveway and yard were now full of cars, mostly flat head Fords. The ranch house was swarming with kids, who like us, but curious how “the King of the Cowboys” lived.

We wandered into Roy’s office, its walls full of photos and memorabilia from his movies and personal appearances. (Remember this is before the Roy Rogers Museum). Once the stables were unlocked I said “let’s go see Trigger!”

A kid who was fumbling with the lock in the dining room liquor cabinet said, “who cares about Trigger, let’s get the liquor out!” A case of beer was already opened and cans were being passed out to guys and girls.

Out we went to the stable. Some of the kids were trying to get Trigger to drink a can or two of beer. The horse threw back his head, knocking the beer cans to the floor of the horse stall. Neal said “What a waste, Trigger doesn’t know a good thing when he’s got it!”

More teenagers were now walking up the car jammed driveway and swarming through the house. The hi-fi was blasting “Rock Around the Clock” by Bill Haley and the Comets. The liquor cabinet had now been pried open with a large screwdriver and its contents passed around.

Laughing girls, their inhibitions numbed by alcohol, were going through Dale’s closets trying on some western costumes and sampling the perfumes on her dresser. A friend of ours had donned one of Roy’s hats and was pouring drinks from two bottles and singing “Happy Trails to You !” to the crowd of kids.

The only two adults on the property were the maid and a cook who pleaded with the crowd of kids to leave, but no one listened! Cheryl stood in the middle of the dining room amid the crowd of teenagers with a perplexed look on her face as if to say “How did this happen?”

Things were really out of control. Mick yelled to Neal and I, “Let’s get out here!”

The cook was on the phone to the L.A.P.D. We heard the sirens and saw the red lights at the front of the driveway which the police had blockaded. The kids panicked and ran for their cars but found themselves in gridlock. One guy opened a gate and floored out his 41 Ford through a horse pasture but soon mired down, his wheels spinning in the wet grass and soggy ground.

Neal, Mick and I ran out the back door, hopped the rail fences and were half crawling through the tall grass. We tried to go through a neighbor’s yard but were immediately chased out and over the fence by barking dogs.

We made our way through the pasture and finally rolled under the barbed-wire fence. We were at the side of Mick’s Ford. Our chance to escape this madness. Leaving the lights off, we slowly headed north on the dirt road. We all heaved a sigh of relief as Mick turned onto a paved road in flipped on the lights.

On Monday we heard from Neal that the school was buzzing about the wild party. The Valley News and the Green Sheet ran an article about a “mob” of unruly teenagers from Canoga Park high who descended on Roy and Dale’s ranch. Some were arrested and booked into juvenile hall and others released to their parents. Their cars had been towed away and placed in an impound lot.

As my mom read the article she said “I’m sure glad you and your friends aren’t involved in that kind of behavior.”

Cheryl Rodgers was put on restriction for a couple of months and her 1955 Chevrolet convertible locked up in the garage for her part and starting at all.

That incident one cold winter night in 1956 was my closest encounter with the “King of the Cowboys”.

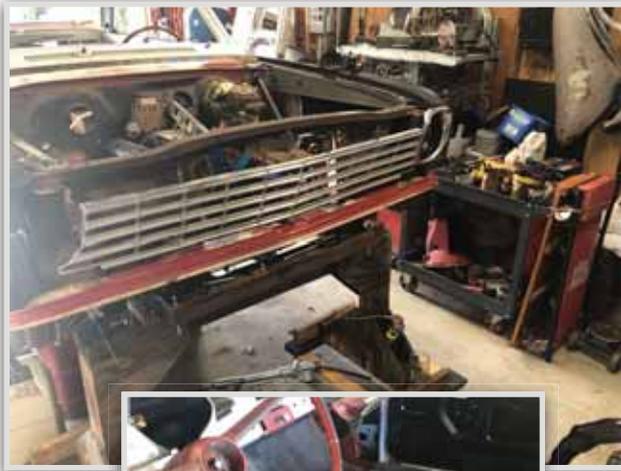
Sorry, Roy. I guess it’s never too late for an apology even if it has been 42 years!



Mitch's Summer with Papa... "Let's build a car..."



Dennis Bailey's Famous '35



• About 5 years ago I picked up this 63 SS Nova from a friend in Sunset Cliffs. It was an eye sore in the back yard and his wife wanted it gone. So three trailer loads later it was all mine and ready to be finished. The car had been sent to Arizona and dipped and stripped in an acid tank to remove all the rust. The running gear and suspension for the car had all been scrapped. New rear quarters, a new firewall and new front fenders were installed.

• This year we moved the car in the shop to start the reconstruction. My Grandson, Mitch Hoover, who was home for the summer from UCSB and his ROTC program, signed up to help me work on the car. (Lucky Him).

• We had to mock up all the new parts for the car since nothing was there: Chevy 383 Stroker Motor, Super T-10 4speed, Ford 9 inch rear axle, TCI 4 link suspension kit, Speedway Mustang II front suspension clip, Corvette power booster with 4 wheel disc brakes, T-bird rack and pinion steering, clutch pedal assembly, and all of the sheetmetal for the rest of the car.

Mitch was a huge help as he was able to crawl around under the car and do all the required work, in the process he learned how to mig-weld to finish the welding under the car.

After everything was mocked up we disassembled everything and started the painting process. Mitch drew the job of undercoating the entire underside of the car which was lots of fun. We have since painted all the suspension parts and are in the process of reassembly.

Mitch went back to school two weeks ago so now I'm on my own to finish. It has been a great summer and I am so glad that I was able to spend it with him.

He has his hat in for my '35 when the time comes. -Den



Someday...soon

The Normal Heights Fire-1985

The fire raged up the canyons and through the neighborhood, consuming one house after another.

'47 Merc at Curb

Dan's House

Houses on the west side of Hawley Blvd were destroyed, but suddenly a huge wind gust lifted the firestorm across the street, right over Dan Prager's home and into the canyon below. Dan's '47 Merc coupe was parked at the curb at 5151 Hawley Blvd and saved by Fireman and V8er Jim Hurlburt who doused the smoldering car over and over during the 24 hour fire fight.



I've featured Dan Prager's story before and acknowledged Jim Hurlburt's heroic day, but here's the rest of the story:

In 1985, Jim was a full time Fireman stationed at Adams Ave Station 18. The call came in about noon- a fire was racing up the finger canyons from Highway 8 engulfing homes along Mountain View Drive and side streets.

The day was very hot (in the 90s) and windy. On scene, local firefighters and police evacuated home owners- including Dan Prager. LA and Orange County men joined in, chasing the flames in the canyons. Ultimately a total of 76 homes were destroyed and 57 more were damaged. By evening the firestorm was declared under control and its eastward spread stopped near I-15. But, there were plenty of hot spots to put out and Jim was chasing the flame ups until noon the next day.

At the time, it was called the worst brush fire in the city's history.

Jim was also running back and forth to wet down Dan's steaming '47 Merc still parked on the street.

While dragging hoses through the 9 foot tall hard brush, Jim came across two antique cars that had been rolled down the hill years ago and disappeared as the brush grew. Both sedans - a '39 Ford and a '33 Hupmobile were in terrible shape, but, as any Car Guy

would do, he looked the cars over saw that the Ford had a usable front bumper and grill guard - something he could use.

The fire was declared out by noon, Jim, was desperate for sleep and went home.

He tossed and turned dreaming about that bumper in the canyon and went back for it the next day. *Cont next page...*



Jim Hurlburt- still a Ford Guy.

The Fire—After 24 hours of fighting smoke, wind, heat and flames, dragging hoses through 9' hard brush up and down the steep canyons, 50 year old Jim Hurlburt was worn out. But not too tired to remember that the old bumper and Grill Guard he uncovered in the Normal Heights Canyon fire would fit the 1939 Ford Woody Wagon he was restoring - next day he went back to get the fire-tested treasure.

Once a Car Guy, always a Car Guy.

Jim had graduated NTC Boot Camp in Jan, 1960. Went on to Serve on West Pac Cruises - Four different Carriers (Including the one that burned at the pier in San Diego bay a few months ago).

In the Air Control Squadron, He traveled to luxurious vacation spots like Laos, Vietnam, Taiwan, Hawaii, Philippines, South Korea and Bangkok, before retiring in 1963.

He then joined the S.D. Fire Depart .Feb, 1967

He and Dan Prager met in the mid 70s and joined the EFV8Club with the likes of Jerry Windle, Jim Carnahan and Gary Walcher.

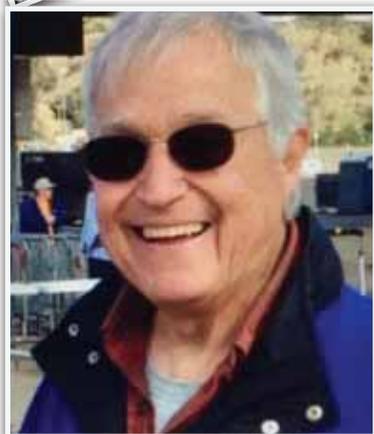
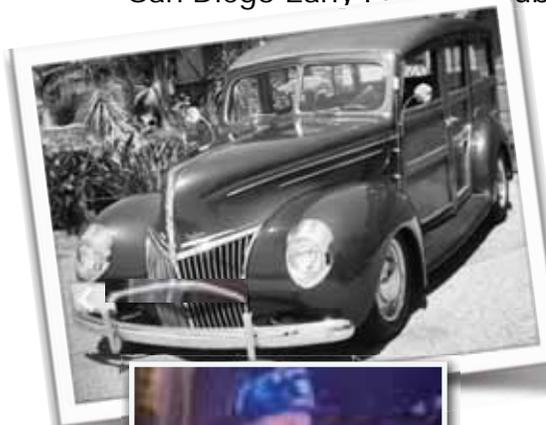
He remembers helping out with restoration work on other member cars.

In 2004, Prager finally restored his long-stored fire-breathing '47 Merc.

Jim was called to help get the trunk lid to close. Dan was being very cautious not to chip his new paint. Jim told Dan to wait in the house while he worked the lid. Next thing Dan heard was a huge SLAM - he came running. Jim explained "With the new rubber weather strips, that's the way you have to do it. Don't open that lid for two weeks. When you open it, The rubber will have compressed to a firm fit...it will work just fine."

Jim just turned eighty, but that hasn't slowed him down. His party was Pandemic safe and he's still ready to go.

Between visits with grandkids and great grandkids, he's restoring another woody. Current garage project is a 1951 Ford Woody from rusty New Jersey. Floors and rockers replaced, Paint and Chrome done, updated Drive Line back in and RUNNING. Glass, Tires, Brakes all new. Interior redone, Wood refinished... So close to the first Test Drive.





Elgin Road Race-winning Ford V-8 has a connection to Henry Ford's mistress—and their son

By [David Conwill](#)



Imagine, as a 10-year-old, if the kindly, extremely wealthy man next door had arranged for your uncle and grandfather to have a specially prepared race car to take to a highly anticipated road race, where it would be piloted to victory by the winner of that year's Indianapolis 500. That happened, [back in 1933](#), and it wasn't the only way Henry Ford spoiled his young neighbor.

John Cote Dahlinger was sometimes referred to as the Prince of Dearborn. Born in 1923, he grew up on [a 26-acre estate along the Rouge River, adjoining Fair Lane](#). That land had originally been intended for Edsel and Eleanor Ford to build a home. When Edsel and Eleanor decided instead to remain with their friends in [Grosse Pointe](#), Henry sold the property to John's mother, Evangeline Cote Dahlinger, for a dollar. It's been said that if Henry couldn't have one son live next door to him, he would have another.

Evangeline Cote was born in Detroit, in 1893. That makes her the same age as Edsel. Her father, Albert, fell ill, and in an effort to provide for her family, she started work for Ford Motor Company at age 16, around the time the Model T came out. With her work ethic,

intelligence, ambition, and good looks, she stood out: By 1912, she was head of the stenographic department and eventually became personal secretary to C. Harold Wills, Henry Ford's main engineering partner up to 1919.

Eventually, she caught the attention of the founder, who spent much time in Wills's office as the two collaborated on perfecting the moving assembly line at Highland Park. Ford, then at the peak of his involvement with automaking, appreciated her vigor and self-motivation. She particularly endeared herself to Mr. Ford when she took charge of the restoration of his birthplace, now a part of Greenfield Village.

In 1917, Evangeline married another Highland Park employee, Ray Dahlinger, who was eight years her senior. Ray had started out with a job moving completed Model Ts from the end of the assembly line to the delivery yard, but had come to Henry Ford's attention during the ill-fated [Peace Ship expedition of 1916](#), when the still-idealistic industrialist attempted to end the First World War. Ray had carried the gold used to finance the group's activities and acted as Henry's bodyguard while aboard ship and in Europe.

Henry Ford and Evangeline Cote Dahlinger. He was 30 years her senior and was not shy about being seen with her in public. Like the notorious Harry Bennett and others, Ray rose from a modest background to become one of Henry's closest friends and confidants. He is perhaps best remembered as a test driver on the Model A project in 1927 (where his feedback apparently consisted of "Goddamn good" or "No damn good"), but his importance to the Ford family was primarily as manager of the Ford farms, which provided them daily deliveries of fresh vegetables and raw milk.

Surviving love letters from Ray to Evangeline suggest that Ray's affection for her was genuine, but they cease abruptly after the birth of John in 1923. Officially, John was Ray's son, but Henry immediately laid claim to him in a profound way, arriving at the hospital hours after his birth to provide his own christening gown for the baby's baptism. Robert Lacey, in his biography of three generations of Ford men, [Ford: The Men and the Machine](#), speculates that Evangeline herself may not have known John's true father.

That treatment continued. Ray moved to a separate bedroom, leaving Evangeline alone in the master chamber—complete with access via hidden staircase. The same [toys that Henry famously showered on his grandchildren](#) also showed up on the Dahlinger porch. Evangeline got her own toys, including a Curtiss Seagull flying boat, and the ever-loyal Ray was never known to complain. Even Clara, Henry's beloved wife, came to accept and even appreciate the Dahlingers—the two families were close for the rest of her life.

Nor did Henry neglect the family for which Evangeline had initially entered the workforce. Her father and her brother Louis had the Ford agency for Ferndale, Michigan, a streetcar suburb of Detroit on Woodward Avenue. This is the Cote Ford lettered on the door of Fred Frame's Elgin-winning roadster, being sold [next week at Mecum's Indianapolis sale](#).

Elgin is only the beginning of John Dahlinger's time with racing. We don't know if he was at Indianapolis in 1935, when the Miller-Fords ran, but [Ray Dahlinger was instrumental in connecting Bud Winfield and Lou Welch](#) in the Novi project for the Indianapolis 500. John helped crew that effort. After Henry Ford's death in 1947, John became involved in the Detroit-area entertainment industry. He published a book, [The Secret Life of Henry Ford](#), about his connection to Henry Ford in the 1970s. John Dahlinger and died in 1984.

San Diego- 1900

*San Diego Electric
Railway-
circa 1900.
Little girl pictured
is Bob Hargrave's
2nd cousin*



As a follow up to the Oct Fan story about the ‘Gangster Shoot’ event held at the Electric Railway Museum, Bob Hargrave dug into his family connection to the original Trolley Lines in San Diego.

“The tall stately man, 3rd from the left, is my great Grand Father, Joseph A. Flint (born in 1840 and died 3/28/1906). The little girl is Lucile Robinson, my second cousin. The picture is circa 1900.

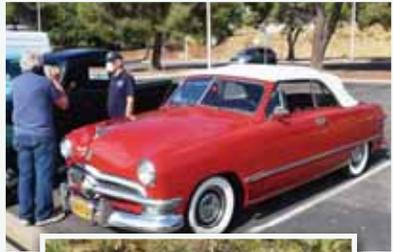
Joseph was the manager of the Electric Railway and worked for John J. Speckles.

Flint was a hydraulic engineer up in the gold country when the Federal Government shut it down. So, in 1884 San Diego was looking for someone to run the water Department. He got the job. Soon after, Mr Speckles liked him and put him to work developing the city of Coronado. Then into managing the Electric Railway. During that period, Flint and two others became equal partners in the Western Metals Co - the building that’s now part of Petco Park.”



Bob Hargrave





Pandemic drives V8ers from their homes

Oct 21, 2020— Some twenty masked club members and guests took to the highway to find some Pandemic relief. Rick and Sheryl organized and led the happy little tour of 9 old Fords. Noted: Prez Joe and Susan topless in that cool '40 Merc, Bob Brown's top-off '59 Corvette and new guy Don Lindsay, in his new-to-him, '40 Ford PU. Away we went through East County. Bonita, along Sweetwater Road, past the golf course and walking paths, Rohr Park, Sweetwater Regional Park, a stop at the little White Chapel Historic Tour, The Pumpkin Patch Bonita, Sweetwater Community Garden and Campground. Rick's Blue '56 led us up the hill through swanky Rolling Hills Ranch, past the Chula Vista Elite Athletic (Olympic) Training Center. A stop at Lower Otay Lake where we stretched our legs and shared stories about fishing trips with respective dads back in the early 50s. Eventually we arrived at The Carlton's wonderful home at the circle end of a suburban street, over-looking a beautiful canyon area. Word spread that Mike Petermann was home and doing well after back surgery. Rick and Sheryl had set up their back yard with shade and seating. Ray's daughter Vickie- a Triple A supervisor, and her husband, Charlie were there from Denver- He explained his new job as Supervisor on Quantum Physics Electrical Engineering for Honeywell - involving the latest in Space Exploration -(way above my wheelhouse). Luckily, Sheryl opened the special Order Window into their kitchen, and began taking orders for cold water and oven-warmed Julian Apple pie ala*mode or Pumpkin pie- "Your Choice"-(I had two helpings) A relaxing afternoon, thanks to Rick and Sheryl. (Did I mention Joe Pifer has a new ZZTop Beard!)



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

Ford V8 Swap Corner...

SDEFV8 Club c/o

Tim Shortt, 1211 5th St, Coronado, Ca 92118

1936 Ford Standard 5 Window Coupe

4 time Emeritus Winner.

Black with Tan LeBaron Bonney Interior. Trunk model with roll down back window. Aluminum Heads, Ford Script Battery. \$39,000 OBO Ron



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then HarrahMuseum.

Good condition. Side-mounts, Luggage Rack. Runs great. New lower price...\$83k.

Dixie, 619-677-8922

'48 Tudor- Flathead- runs, drives stops- \$10k - Jack Fox 760-717-1334



'27 T Roadster Project

Speedway Body
Custom Chassis
Disc brakes. Ind front suspension
8.8 Ford Diff
327 Chevy/350 Turbo auto trans
Brassworks radiator
New tires @ Wheels
\$6500
714-553-6858



'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

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 ashtray, 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



1.'36 Ford Restored 2door Tour Car. Flat head. Nice black paint., leather interior. Asking \$19,500.

2. '35 Pontiac RestoMod
Corvette running gear & engine. Show Car. Asking \$39,500.
Ted Thieman at 619 442-5465.



'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. \$23k-OBO - 5% of sell price goes to V8 Scholarship. 619-829-1678 Dr. Tom Sysko

50 ford flathead V8 engine equipped with re-built 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

1932 Fender Gloves-covers complete fenders. No scratch padding inside and Naugahide outside. Carl Atkinson 619-892-0222

'40 Tudor (Standard) hot rod.

Excellent sheet metal, paint, Interior. 307 V8 small block. Auto w/ dummy shifter and clutch pedal. New Borgeson Steering box. Front Discs. New Firestone Radials.All Gauges. New stainless. Built by Larry Braga.

\$28,000 OBO



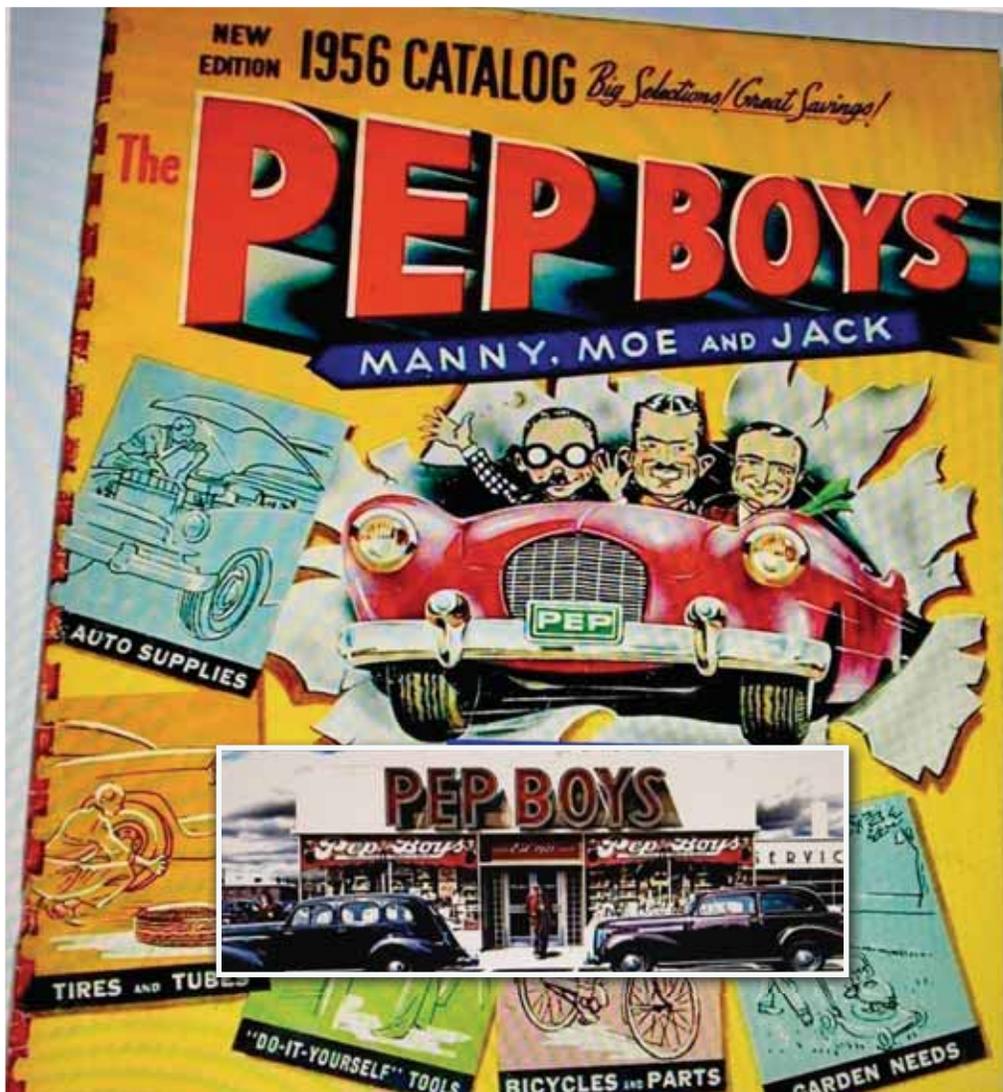
'34 Tudor. All Original, rust free. Very clean and solid. Runs drives well. Recent Columbia Rear.Orig. Mohair. Imported from Canada years ago. \$40k. Ray Brock 619-993-9190



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



There's a Ford in your Future



In August, 1921, three guys chipped in \$200 apiece to open a single Auto Parts store in Philadelphia. They dubbed it **Pep Auto Supply Company**.

Interestingly, "**The Pep Boys**" name originated from a cop who worked near their first store. Every time he stopped a car for driving without lights, he would tell the driver. "Go see the boys at Pep" for a replacement oil wick (what cars used as headlights in those days)

They survived the 1929 Great depression - and even though unemployment reached 40% in some areas, Pep Boys did not lay off employees or cut salaries. Instead they added employees as part of an expansion some 60 years in the making. In 1933 they opened the first store in L.A. and within three years, Pep Boys of California had opened eleven stores. During WWII ('41-'45) New cars were not available creating a huge demand for auto parts-new and used. The store count grew to 7,000 and generated more that two Billion in annual sales. The original founder, Manny. Moe and Jack are gone now and **Icahn** owns and operates. But no changes to the Logo, Manny, Moe and Jack until 1969 when Moe lost his cigar. I remember the house Brands: Cornell Tires, Cadet Batteries, Pure-as-Gold Motor Oil, Varsity auto accessories and Dur-alloy Motor Oil