

✕ THE Ford FAN ✕

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



Stein Farm Tour, Picnic & Ice Cream after. Perfect.

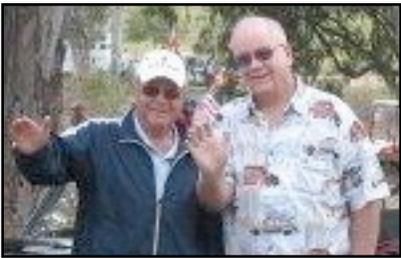
Aug 4

Too bad about the weather (I saw two clouds). But that didn't stop 35 V8ers, guests and grandkids from driving their old Fords over to enjoy the barns, grounds and house tour of the historic Stein Farm. This 2 & 1/2 acre patch of history is now owned and maintained by the Historic Society of National City. The kid friendly Farm is open for school class trips. At one time Mr. Stein owned some 200 acres here and another hundred in East County. He was a House Mover by trade, collector of odd ball things (some say, a Hoarder) and a gentleman farmer in his spare time. The property was once covered with fruit trees and crops of corn, lettuce and berries. Its barns are the largest remaining barns in San Diego County. They were built about 1902. In the 1930s, a major wind storm roared

down 18th street, taking the roof off the biggest barn. Our tour guide, Nancy, gave us an excellent picture of life on the Farm. She also recognized Liz Dow from long ago H.S. days at La Bella family Restaurant in Chula Vista. The working pump near the house was restored by V8er Ray Brock. Using the worn out parts as patterns, he manufactured new parts and reassembled the whole thing for the enjoyment and edification of modern day kids. Farm animals seen: Petunia, the pig (Watch out, she bites), ducks, rabbits and chickens actually laying eggs right before our eyes, answering the question: Where does food come from?-TS



Sept 23, Sun- Ice Cream Social - Richard Teubner 858-748-2849



The Prez Sez.

Sat, Stein Farm Tour and Picnic on Aug 4 was a complete success. 35 V8ers and guests including grandkids enjoyed the house tours, barn finds and old fashioned ice cream after. Dan Prager turned 80 Aug 11 and celebrated his milestone

with an Open House Party and BBQ. Bad news from former V8 President, Gil Buxton: He has the worst kind of Cancer. Gil has been a long time friend and a leader in this club and, has helped select able candidates for the V8 Scholarship Program. Our hopes and prayers go out to him. The Board has donated our History Cabinet to Simpson's Nursery Museum and the club's contents were brought to the General meeting for all to see. Free Pizza was served - just because... Program: Artist, John Wismont displayed his Auto Art and gave us a short history of his career. Joe Vidali gave a tech talk on vapor lock problems and solutions. Several SDV8ers will be joining the Harris Tour to Remund, Oregon for the Western National Meet in September. Tim and Sandy Shortt will snap pictures and chronicle the whole trip for those of us who were to lazy to get in our old V8s and do the driving.

Remember The Membership Drive

Contest--There will be special recognition and a handsome reward for the member who brings in the most new members by the Christmas Party-- *Keep those Fords running* --Bill

Thank You Francis.

On behalf of the EFV8 Club, I had the honor of presenting the pictured award to Francis Aurino. He is the generous benefactor that paid the \$2,500 fee for the club tour to the Petersen Museum "Vault" in L.A. earlier this year--
Michael Brandon

V8ers on the move.

Webb & Avalie Smith-Dick & Barbara Martin attended Hot August Nights in Reno -AND IT WAS! They also stopped at the Railroad Museum in Carson City.



President: Bill Lewis 619-851-3232

V.P. **John Hildebrand** 760-943-1284

Secretary: **Dennis Bailey** 619-954-8646

Treasurer: **Ken Burke** 619-469-7350

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Marc Goldman - 619-938-3865

Rick Carlton - 619-303-3353

John Hildebrand - (President Pro Tem) - 760-943-1284

Other Chairpersons

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

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

Tours: **Mike Brandon** - 619-977-9777

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

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

Lady 8ers: **Candaus Green** - 619-444-7174

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

Ford Fan: **Tim Shortt** - 619-435-9013 Cell 619-851-8927

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

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Rick Carlton - 619-303-3353

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Dave Huhn - 619-462-4545

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to The Ford Fan c/o San Diego Early Ford V8 Club, P.O. Box 881107, San Diego, Ca 92168-1107. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



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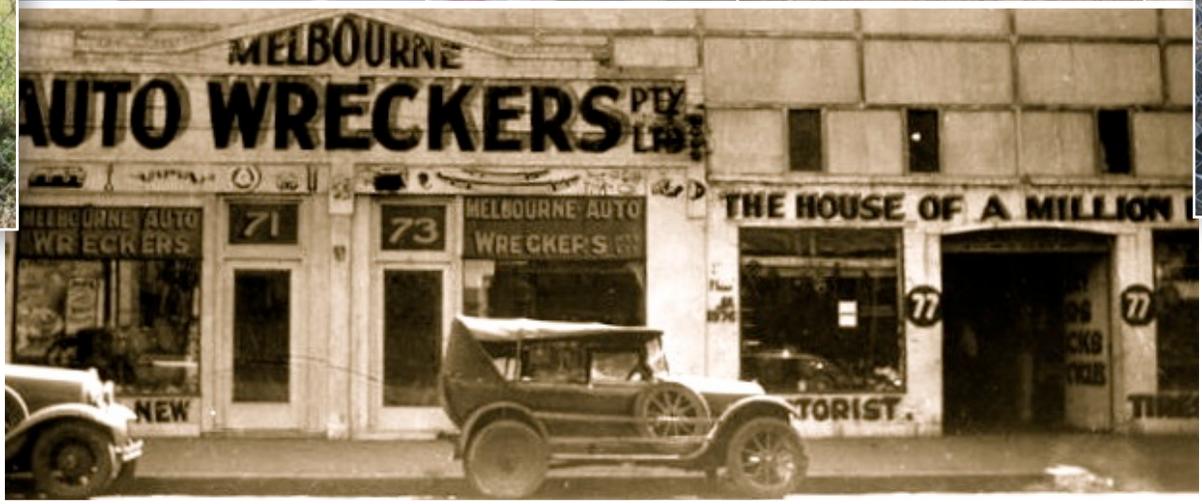
Farm news Contd...

Highlights: Kids on the pump. Farm yard animals. Purple cow. Racing turtles. Friendly Guides. Picnic under shade trees. Kids doing the laundry. House Tours for the women - Guys search for barn finds. Niederfranks Ice Cream for everybody.

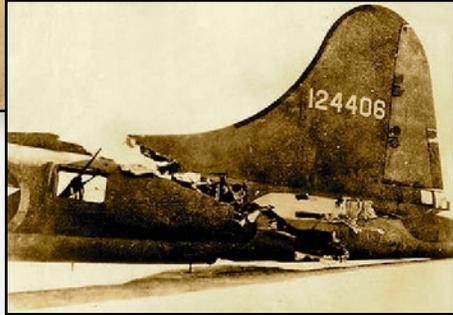
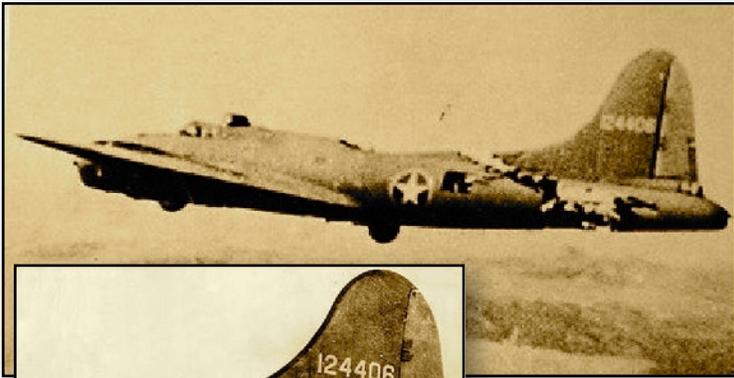


Let's see what's in the Stein Barns:

'35 Dodge Sedan. '35 Ford Flatbed. '24 Mac Chain Drive. '20s Mule powered Hay Bailor. '40s International Harvester Tractor, Wagons, Plows and a Surrey with the fringe on top. And, oh yeah, rabbits, chickens, ducks, Petunia the pig, etc, etc...



Melbourne Auto Wreckers & House of a Million Parts -circa 1925



Last Flight of the All American B-17

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the

B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

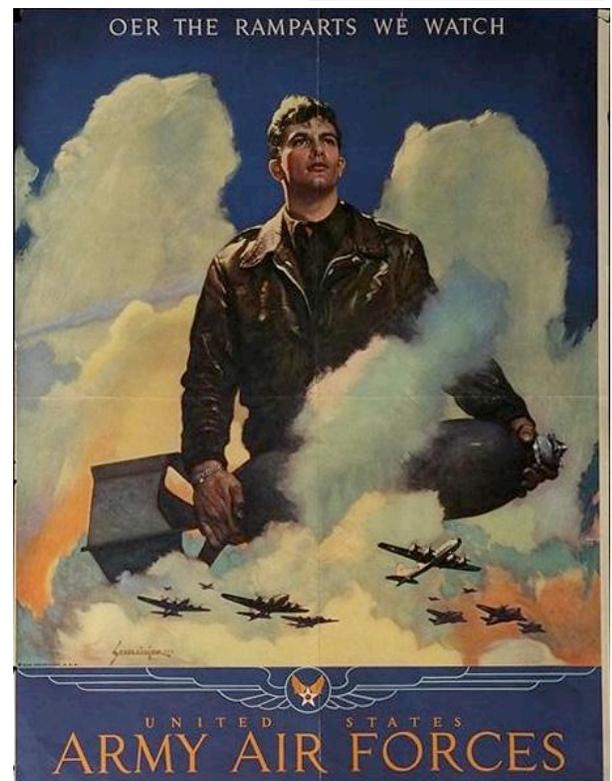
When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.



Lobello on the Salt

Paula and I arrived at the KOA campground in West Wendover, NV around noon on Friday before Speedweek started on Saturday. The temp was close to 100 degrees but we had clouds in the sky. After setting up camp we headed for the Salt Flats to see what was going on. The salt was flat and dry and after a short visit, we headed back to the Golden Nugget where they were having a car show. Most of the cars were a throwback to the 40's and it is beyond belief that these cars would be covered with salt the next day. We saw John Peterson who was at Bonneville with John Rector's car and he informed us that "bend in the road" and the track was a MUD HOLE. How could that be, we had just left there about an hour ago and it was dry. RAIN!!!

On Saturday we joined Jose Serrano and Fred Lobello in the San Diego Roadster Club pits. Fred's crew had just returned from Tech Inspection and had some work to do before the car would pass. After making the changes to the race car they passed Tech. Paul Higbee who had been the driver of the car in 1979 had to attend the rookie drivers meeting, then they were ready for a run on Tuesday. As luck would have it, the 4 cylinder Streamliner ran the test run at 95 mph on 3 cylinders. One of the valves appeared to have floated and hit the electrode on one of the spark plugs.

Fred is planning to race at El Mirage Dry Lakes either in October or November as preparation for next years trip to the salt. Not bad for a guy 91 years old!!!!!!!

Thanks to Drew Ford for loaning Fred a 2011 F350 to tow the race car to Bonneville. --Joe Pifer





July 28, Barona Rockabilly Drags

Early Ford V8 club crowned "King of Clubs"

After being in the Early Ford V8 Club for a few years I've noticed that some people in the auto community don't know much about the EFV8 club. For example, some don't know that we are part of the Big 3. I often attend nostalgia and antique events at Barona drag strip. Each year a local car club, the "Lifters" puts on a King of Clubs event for all of the car clubs in San Diego and the region with trophies and prizes. I usually attend and participate in the racing, but this year I asked the Board if I could "represent" the club at the July 28th "King of Clubs" event. With their blessing, I signed up and put my club affiliation on the tech card so that it would be announced every time I came up to the line. The photos show cars and people attending the event.

First, a little information about the numbers included in this story. The reaction time (RT) numbers represent how quickly you start or "leave the line." A perfect reaction time would be .000 seconds. If you leave before the light turns green then a red light comes on and you automatically lose the race. You can't cheat on the light. Good reaction times for a professional should be anywhere from .000 to about .030. Average times are .025 to maybe .050 (50 thousandths of a second.) Anything over .100 (or 1/10th) of a second are considered very slow.

Second, the "elapsed time" or ET is the time it takes for your car to go from a standing (still) start to the end of the track 660 feet (1/8th mile) later. The mile-per-hour (MPH) is measured in a short distance at the end of the track to indicate how fast your car was traveling when it reached the end. MPH is nice when it's big, but getting to the finish line first is what wins races, so a quicker ET is usually what wins unless your opponent has a much better reaction time.

Now on to the action! The day started off with time trials on a freshly prepped track. On my first run my reaction time (RT) was .017, which is excellent, and the car ran 6.107 ET at 111.12 MPH. This is quicker and faster than most of the full-bodied cars that attend this event. For the 2nd run I "snoozed" the light with a .092 RT, but the car ran 6.118 at 109.96. After

many of the street cars ran and tore some of the rubber off the track, my car slowed to 6.60s to 6.80s. After time trials, the track folks took lunch and divided the cars into their four categories: Flat-head powered, "street" driven cars, motorcycles and what they called "Full Race." --(Continued on page 7)



Track photos- Pete Leibig

(King of Clubs, Continued--)

This is the fast group for cars with superchargers or using nitrous oxide as a fuel. I fell into the fast group because my car does not meet all of the "street" requirements even though it only runs on gasoline with a single carburetor.

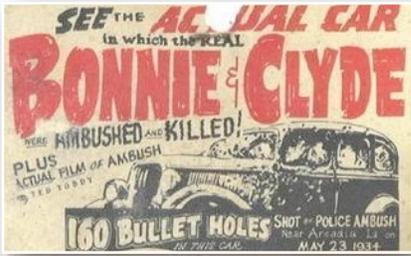
This is when it got interesting! When we came up for the first round there were only three cars in the full race group. I was told that I would race the winner of the two cars in front of me. This normally means I would get a "solo" pass and automatically go into the next round (which was the finals) but they said I could just sit and wait and wouldn't have to run down the track on the single. As the two cars in front of me went to the starting line, a 1934 Ford Coupe (photo) pulled up next to me which now means that I had to race the first round to get into the finals. This '34 Coupe is a dry lakes racer with a large Chevrolet motor. We pulled up to the line and when the lights came down I had a "lazy" .118 but he forgot to set his alarm clock and had a .235 RT. I ran an easy 6.819 @ 93.66 which easily covered his 7.443 ET @ 95.411.

For the "final" I was to run against the winner of the first pair. The car was Butch's beautiful 1941 Willys truck with a supercharged small block Chevy motor. Butch told me that they usually run the best 2 out of 3 rounds to determine the winner but today there would be only one round. I had a relaxed .082 RT but Butch must have closed his eyes because his RT was a .458. I made an easy pass for the win and ran 6.927 @ 93.015 to his slower 7.420 @ 94.59, and we went back to our pit areas. Well... they called us back and said "No, you have to run the best 2 out of 3 for the win." Then the organizer said to me "When you win this second round then that's it ... you're the winner." We raced again and this time Butch was ready. He cut a great .034 light to my slower .071 but his car slowed to an 8.24 ET @ 66 MPH to my better 6.71 @ 106.14.11, and we went back to the pits for what I thought was the last time.

But wait ... They called me back again and said: "Now you have to race the Lifters fast car." (Odd that he didn't line up in the lanes with the rest of us for the first rounds.) The car was a chopped down Model A Ford sedan with a supercharged and injected Oldsmobile, all set up like an early Altered class racer. They called it the "Purple People Eater" because of its shape and color. (photo) When they started it up next to me, I could smell the Nitromethane they had poured into the gas tank to get more power. It burns your eyes. This is the same stuff used by the big pro racers to make their cars go VERY fast. I thought "so what, my car has a Ford motor in a Ford car - they just can't beat it." When we raced I took it easy on the light with a .090 to his slower .184. I ran my car out for a solid run of 6.29 @ 109.66 to his sputtering 7.486 @ 97.34 MPH. Then, instead of going back to my pit I pulled right back into the staging lanes, got out and said "Okay who's next?"

I collected the trophy at the awards ceremony and packed up. I think this year they will remember that someone from the Early Ford V8 club took home the prize.
--John Hildebrand





Last ride for Bonnie & Clyde. May 23, 1934

--John Emerging, Road Chatter

The fatal Last ride of depression era outlaws Clyde Barrows and Bonnie Parker took place 78 years ago. They met their deaths while driving a 1934 Ford Deluxe Fordor. Whether we like it or not, part of the mystique of the early Ford V8 is that it was Clyde barrows vehicle of choice during the Barrow gang's crime spree on 1933-34. The state of the art 85 hp V8 engine was more than a match for the older four and six cylinder vehicles used by most law enforcement officers at that time. The Ford V8's quick acceleration made the bandits difficult to catch, and its durable steel body offered protection from lawmen's bullets. A 1932 Ford B-400 convertible sedan was the backdrop for several popular photos of Bonnie and Clyde.

That vehicle was stolen from R.F. Rosborough of Marshal, Texas, in March 1933. While traveling in a 1933 Ford Coupe Bonnie & Clyde evaded an ambush set up by sheriff Smoot Schmidt on November 22, 1933, near Sowers, Texas. The pair were en route to a meeting with family members when Clyde sensed danger and stomped on the accelerator moments before the car received machine gun fire from the sheriff's waiting deputies. The

final vehicle used by Bonnie & Clyde, a Cordoba Grey 1934

Ford Model 730 Deluxe Sedan, is probably the best known V8 Ford in America. It was stolen April 29, 1934, from Jesse and Ruth Warren of Topeka, Kansas. The vehicle was purchased for \$785.90 a month earlier by the couple. Mrs Warren unfortunately left the keys in the ignitioThe Ford was easy pickings for Clyde who was on the prowl for a new car after being alerted the police in Kansa knew of his presence.

Bonnie & Clyde's criminal careers ended on that fateful 23rd of May, 1934 at 9:15 a.m., on State route 154 near Gibsland, Bienville Parish, Louisiana. They were trapped and killed in an ambush set up by retired Texas ranger Frank Hamer and four lawmen with the help do Ivan Methuen, father of one of their gang. The '34 Ford from Topeka received an estimated 160 bullets holes during the ambush. Bienville Parrish sheriff Henderson Jordan initially denied the request of the Warrens for the return of their car and Ruth Warren filed suit for the car's return and won. She leased the car to various carnival shows until she sold it for \$3,500 in 1952. The car sat in storage for many years until the popularity of the 1967 movie "Bonnie & Clyde reignited interest. The car was purchased by a casino in 1988 for \$250,000. The Bonnie & Clyde Death Car' is now owned by Terrible's Casino and is generally displayed in their Primm, Nevada, Casino, a visual reminder of the old adage, "Crime Doesn't Pay".



Ray Brock Gets mashed by Nash.

Ray showed up at the general meeting with a black eye and explained that over the weekend, he was a passenger in a very nice '65 Ford Convertible during a hot rod cruise. When he got in the car he didn't see a seatbelt, and didn't give it a thought until they pulled over - something told him to look a little harder. He found the belt curled under the front seat and buckled up for the second half of the ride. Good thing. A 1935 Nash rod, loaded with some 400 horse power, accelerated and went out of control - side swiping the Ford, driving it into a wall. Ray and the driver were thrown forward, their lap belts held, but there was nothing to stop their heads from hitting the dash. The Nash flew off the road and disintegrated on impact as it's sheet metal busted loose from the original wood framing. Ray proved he still has a hard head, sustaining a knot over his right eye and an unmistakable shiner under the same eye. Both cars were totaled but, luckily, his was the only injury. -- TS



Sept 23- Sun-11am Lunch, Noon Party - Ice Cream Social



Call Richard Teubner for details & directions- 858-748-2849
Prizes for ugliest Hawaiian Shirt & best score for Treasure Hunt.
Lunch on your own 11am. Poway Chicken Pie Diner. Treasure Hunt at at Noon- followed by Ice Cream.
Poinsettia Senior Club House,
13468 Edgemoor,
Poway, Ca 92064

Lady 8ers



Lady 8ers

Thank you, Avalee!
Member, Avalee Smith, shared more of her doll collection with a dozen of the Lady 8er's at the Aug meeting. Her theme was Dolls from the '50's. We got to re-visit dolls from our childhood. What a blast remembering Ginny, Susie, Annie Oakley, and Shirley Temple. We learned about materials, manufacturers, and today's collectables. We also discovered that Avalee isn't the only doll collector in our group! Hope to see Sue Dorr's collection in the future. Be sure to join us for the Sept meeting. Major Henry Graciani, Administrator, San Diego Adult Rehabilitation Center, Salvation Army will enlighten us on the "process" from donation, to store, to sales



benefitting the Salvation Army's programs.

The Car Club Council-Who are those guys?

The CCC of greater San Diego was established in 1985 by a handful of devoted members from different car clubs within San Diego's geographical area who desired to support and promote car related events to avoid conflicts of car shows; runs, cruises; and and club events scheduled for the same day. Car club representatives attend a monthly meeting and prepare a master event calendar. In attempting enlarge the hobby the Council continues to reach out to other clubs such as Marque Clubs, Rat Rod, Clubs; Tuners; Low Riders; Traditional; and Customs just to name a few.. One and all are invited to attend Council meetings. The Council is an active member in the following organizations: Assn of Calif Car Clubs, (ACCC); Specialty Equipment Marketing Assn (SEMA); Hot Rod Industries Assn (HRIA); and maintains a lobbying interest in all. Federal and State Legislation affecting the collector car hobby. The Council also produces a Fundraising Car Show, The Greatest Show On Turf" which benefits the San Diego Auto Museum and has created a scholarship program for needy students wishing to pursue careers in the automotive industry. Thanks from all of us here at the ACCC! We appreciate your continued membership and support of the ACCC... Contact President Bob Schlotter at 619-443-2419 For more information. Or talk to our SDEFV8C rep, Joe Pifer or Dave Huhn.



Sept 29-Wild Blue Yonder Tour- Gillespie Air Field. Tour brought to you by The Vintage Airplane Club, Model A Club and our own V8 Club. **Convoy with Mike Brandon from Fletcher Parkway Parking lot in front of BEST BUY- Leave at 8:45. Sharp.** Big Breakfast

served from 9am- noon. Vintage planes in flight and up close on tour. Hwy 8, Take Hwy 125 north. Merge onto 52 East (Exit 21), to Cuyamaca (Exit 17) turn right onto Cuyamaca. Left on N Marshall Ave to 2037 North Marshall Ave, El Cajon. Gillespie Field **Do not drive on Taxi Way- Follow instructions to park.**
Volunteers needed. RSVP Marc Goldman 619-938-3865

2012 Tour Schedule



Sept 11-14- Western Natl. Meet-Redmund, Or:
Sept 23- Sunday--Ice Cream Social-
Richard Teubner promises cool weather. Noon-Bring Lunch. -Club House, Poinsettia Senior M.H.P. 13468 Edgemoor, Poway, Ca 92064-
RSVP- 858-748-2849

Sept 29- Wild Blue Yonder Tour
Gillespie Air Field. Tour brought to you by The Vintage Airplane Club, Model A

Club and our own V8 Club.
Oct-28- Oktoberfest -John & Pat Hildebrand- 790 Bracero Rd, Encinitas, Ca 92024- RSVP-760-943-1284

Nov -So Cal Paint Works- Mike Brandon.

Dec 9 -Christmas Party

Lady 8ers Events 2012

All V8 women are welcome- bring guests.

September 19th Gen Meeting

October 17th Gen Meeting

November: 21st Gen Meeting

December 12th - Point Loma Garden Club Annual Tea & Bazaar
10-Noon

Dec 9th Christmas Party

V8er still moving on his bike. On June 21, **Jim Ferguson** left Anacortes, Washington, and has traveled over 2,500 miles with 1,540 more to go. destination is Bar Harbor on September 18, 2012. **Barbara Clark** will fly to Bar Harbor on September 17 to greet him and join in the groups' lobster celebration dinner. Jim's email account is jfergieonlujan@san.rr.com. I know he would like to hear from any or all of you.

Sept 23, Sun - Ice Cream Social Tour. 11am Lunch, Poway Chicken Pie Diner on your own. Noon party - Prizes for Ugliest Hawaiian Shirt & Best Treasure Hunt score - call Richard Teubner for Details & Directions-- RSVP- 858-748-2849

September Anniversaries

- 9/14 Don & June Timm
- 9/16 Bill & Tima Schag
- 9/19 Frank & Loyce Swedberg
- 9/22 Jim & Ella Carnahan

September Birthdays

- 9/01 Maryellen Huhn
- 9/04 Wendell Duncan
- 9/07 Penny Duncan
- 9/10 Judith Spaid
- 9/11 Jack Dickenson
- 9/14 Greg Murrell
- 9/16 Jim Chambers
- 9/17 Lynn Crawford
- 9/18 Bill Grosvenor
- 9/18 Betty Storrs
- 9/20 Gary Walcher
- 9/20 Dottie Fritz
- 9/20 Jake Murrell
- 9/21 Susan Walters
- 9/21 Lorraine Seibold
- 9/24 Jim Hurlburt
- 9/24 Bill Lindsey
- 9/24 Kathy White
- 9/25 Skip Braden
- 9/25 Stormie McKinniss
- 9/29 Cindy Hallsted



Fred Lobello celebrated turning 90 & one half by running his '32 Ford at Bonneville - the same '32 he ran in 1947.

Membership- Paula reports 39 single members and 59 joint =156 total. **Welcome all new members.** **Sunshine:** Judy Grobbel reports: **Gil Buxton** diagnosed with cancer. Funeral services for long time member, **Ed Siegfried** were held Aug 18, 2012. **Tom Cook**- added two more stints and is recovering. **Bill Dorr** mending after Carpel Tunnel surgery.

Bridge rescue by the Highwayman-

What are the odds?
 Test driving a '65 Falcon Ranchero, I had a fuel blockage while going over the Coronado Bridge. It happened in the worst possible place-where four lanes merge into two, leaving nowhere to hide. Traffic backed up quickly, but out of nowhere came the Highwayman. Once he flipped on his flashing lights behind me, I got out & together we got the thing going. He won't take money for his heroic acts of kindness - "Just pass the good deed along," he says.--TS



SDEFV8 GENERAL MEETING Minutes –Aug 15, 2012 Automotive Museum

Prior to the meeting pizza was served at 6:30 and Club memorabilia was on display for everyone to review. **Prez. Bill Lewis** pounded the gavel at at 7:15. **Guests:** Bob and Jackie McCorkendale and Robert Brandon **Presidents Report:** Bill is glad to be back at the helm without pain meds. **VP: John Hildebrand** – John announced that it was that time again to ask for in nominations for new board members. **Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved as written in the Fan. **Treasurer: Ken Burke** gave the Treasurer's report and it was M.S&C to accept. **Membership: Paula Pifer:** 156 Members **Accessories:** Duane has new T-shirts and Hats **Sunshine:** Gil Buxton is battling cancer and Tom Cook had more stints & surgery. Bill Dorr- recovering from Carpel Tunnel surgery. **Fan Editor:** Tim reported: Sept Fan is almost ready and that he needs some new materials on your first car or car adventures. **Tours:** Ice Cream Social Sept 23rd, Gillespie Field Sept 29th, Oktoberfest on the 28th and So Cal on Sept 15th, 16, or the 17 of Nov. **Programs:** Richard is still looking for programs. **Car Club Council; Joe Pifer:** Charger Steve was elected as the new president for the CCC. Dave Huhn is the new club alternate for the EFV8 Club. **New Business:** Gary Walcher is working with Gil Buxton to have a donut run at Gil's house, Joe and Paula gave a report on Fred Lobello's run at Bonneville, **Old Business:** The contents of the Club cabinet were removed and brought to the meeting for display. The keys to the cabinet were turned over to Lee Simpson. **Program: John Wismont** displayed his car illustrations & talked about his years with Disney as a watercolor portrait artist. **Tech Tips: Joe Vidali** gave an excellent presentation on the many misnomers for the vapor lock problems for your flathead. **50/50** won by Dick Martin and he donated the money back to the O.S.Fund, The meeting adjourned at 8:35.
Dennis Bailey Secy.

Dan Prager's 80th Birthday Bash

Aug 11---It was a good turnout. Family and friends gathered in Dan's front yard and the yard across the street to celebrate his 80 busy years. BBQ was served. A huge pile of Birthday cards waited to be opened. Dan's packing up for the National Meet run up to Oregon in his trusty '40 Merc touring sedan.



Refuse One-Use Plastic Bags, bring your own & save the oceans.

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

Gen Meeting Sept 19, 2012.
Auto Museum, Balboa Park, 7 pm

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto related items. Ads are collected at the General Meeting or you send them to: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



'68 Ford XL Convert.. 54k orig mi. 390 motor, Ac, power top, One family owned. \$13,900. Chip-770-643-1355. Cell- 404-863-8521



'59 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner. 361 eng, 305 hd, AT, PS, PB,. Total frame-off restoration. Only 6 known to exist. \$54,900 OBO. Dick, 760-230-2582



'36 convertible sedan. Unrestored reliable driver new top, new whitewall radials , new running board covers, Mitchell overdrive, rebuilt 1937 engine, \$35k. Dick 858-485-5488



'33 Panel Delivery- older restoration. Also '33 PU Fenders. 619-887-8396 Vic Todaro



'36 Ford 3 window Coupe.20 MPG 327, 700R 308 gears.Back up electric fuel pump.AC.Oversized gas tank.Original gauges.Power windows.Custom seat & interior.Hidden sound system.Ceramic exhaust system.Powder coated everything. Sweet ride.\$60,000.CALVIN 619. 247. 6525



'34 Ford Victoria-owned 35 years. email for full info- samegan@cox.net

'55 TBird Fresh frame off restoration. New everything. PS,PB,Auto. Powder Blue, Darker Blue Top plus Hardtop. Beautiful-\$35k John 619-302-8376

'36 Ford Coupe New Running Boards for half the purchase price--\$500.

Tom, 619-200-8114

'06 Yamaha Roadstar Midnight, 1670 cc Kelly Blue Book: \$6,305.,Actual miles 6,375. Accessories: rack, windshield. All required maintenance. done at local Yamaha dealer (North County Yamaha). All sales and maintenance records.Wayne, 858-451-2873

Sale -Rebuilt Columbia Rear End- New drum to drum.Brakes, ring & pinon, open drive conversion, kick down switch, gauges & wishbone \$4,500. OBO.Complete rebuilt 59AB Motor w/ rebuilt C4 auto & open drive shaft conversion kit \$4,500. '48 Ford Complete restored Steering column & wheel- \$450. Rick 619-443-0184.

Sale-'49 Olds Club Coupe-Orig S.D. car. No rust. '02 Lincoln Town car. 36k miles. Like new. All power,& sunroof. New tires \$7900. '00 Lesbre Ltd. 55k miles. All power. New tires. 37 mpg \$5900. Wanted '48 Ford Coupe- Original... Mike 619-977-9777

Sale- 37 motor & trans - \$150; 37 motor w 36 heads - \$375; 40-41 motor - \$375; 46-48 motor - \$400; 46-48 block, cleaned, magnafluxed-no cracks, bored 0.060" - \$650; 36 black fiberglass fender skirts - \$100. All items OBO. Jon in Poway. 858-486-5317; kjkowal@cox.net.

Wanted-'42 Ford Parts.

1. Both doors stainless (short doors) 42-46
2. Hood stainless 42 only
3. Parking light housing (2) 42-46
4. Windshield inside molding & upper right piece 41-48
5. Hood 42 only Jim ASAP at 760-789-0220

'65 Falcon Ranchero. V8, 4 speed-Handles like a fast Mustang. Power Steering. New batt, brakes, exhaust, carb, water pump, fuel pump, major tune, belts, hoses, etc. Towed behind RV most of it's life. \$12,500. 619-851-8927



Wanted-Tail lights for 46 ford and front signal lights for 46 ford. Sale: All stainless for 47 Ford.-Dennis 619-593-0109

For Lease, 2,000 (or more) SF Manufacturing Space. \$1. per foot. Chula Vista on Faivre St off Broadway. John Dow, 619-302-8376

Sale- Stick Welding Machine. 25-295 Continuous Amps. Control 100% Duty Cycle. \$75. Ken Tibbot 619-669-0211

'53 Sunliner Convert- Original. new top & paint. Flathead/ automatic. 88k. Mellow tone duals. Beautiful. \$23k Bob 626-441-4412

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



Wanted rear shocks for 1933 / 1934 Ford 4 door sedan. 661-943-1862 or 928-710-7566.

'38 TudorSale-untouched barn find. newer WWW & wiring harness. 85hp V8. Runs good.. 54k miles. Minor rust.\$10k OBO or trade. 208 353-2626 or 861-7871-Boise, ID



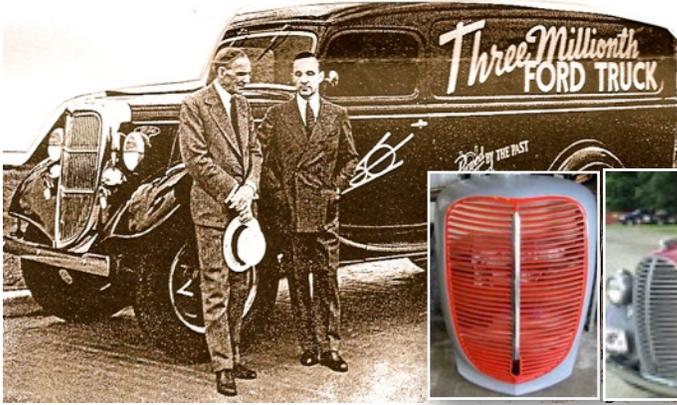
'41 Ford PU converted to Hot Rod. Well done., I built it. Full info-email me--samegan@cox.net-Joe Vidalli.



'48 Woodie: completely restored '51 8BA V8, stick,Columbia 2 speed rear, front disc brakes, radial tires chrome rims. \$79,500 Henry 760-476-9750 (CA)



Sept 29-Wild Blue Yonder Tour- Gillespie Air Field. **Volunteers needed.**
RSVP Marc Goldman 619-938-3865



What Goes around comes around.

Having rebounded from the Great Depression, Ford found it's sales slipping badly in the '37-'38 recession. The recession lasted some 13 months. Slow sales (down 30%) were blamed on the 1937 (ugly duckling) design, causing Ford to introduce a new front end and several mechanical improvements. 1938 DeLuxe models were differentiated with a heart-shaped grille, though standard models retained the 1937 look. The fading Slantback sedan design was cancelled for good. Only a V8 was offered, either a 60 hp V8 or a 85 hp V8. And a new dash was used, with recessed controls for safety. The 1938 trucks were finally updated, with a vertical oval grille (the beer keg) and more substantial fenders and bumpers. Of course, these days the '37 Slantback is the car to have.--TS



Cisco, Poncho and Sandy. At the Leo Carrillo Film Fest- under warm summer skies, a group of V8ers celebrated Sandy's BDay- cake and all - age was not mentioned. -TS

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



Rick explains water pumping technique & Noah demonstrates