

✕ THE Ford FAN ✕

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



Ray Brock was everywhere, sharing knowledge and history.

What could go wrong?

When planning a club tour pick a day with little traffic. Sundays always work out.

Pick a starting location that is familiar with everyone. The Automotive Museum parking lot fills that requirement. What could go wrong?

As we approached the Auto Museum turnoff *something was wrong*. Traffic was backed up and fire rescue were racing ambulances with full sirens and lights...jumping the lane dividers to get to the emergency. It was a road race. Participants were everywhere. Presidents Lane was blocked off barring entrance to the Museum. Our club is filled with quick thinkers and before you



knew it, we had the entire tour group assembled at McDonalds. Then, Joey V's '41 Mercury conked out (At first we sure it was a fuel problem, until Prez John stepped up and noted the coil wire had fallen off).

It might have been a slow start, but now we were rolling down the tour route as planned - in National City we followed my old paper route and drove past a field where I used to hunt anything that moved with my trusty BB gun.

At the Auto Restoration Garage Ray Brock was waiting with three docents, Robert Scherkenbach, Ray Beardsley and Chuck D'anna. All these docents enabled us to divide the group into subsets of 6-7 members making it a more personal tour of one-off concept cars and dusty old timers - cleaned up, painted up and tuned up - ready to start new lives.

Our thanks to Ray for giving up part of his Sunday to guide us. What they do in that garage is only possible because of the wealth of knowledge and experience the volunteers donate each week.

From the Restoration Garage we took a short drive over to the Waterfront Grill @ Pier 32 for patio seating looking out over the marina. - a perfect place for a Sunday lunch. Plenty of sunshine and cool breezes coming from the bay, and guys, you don't have to dress up.

Dennis Bailey, fresh from his trip to Russia and Finland told of his adventures,

Carl Atkinson filled us in on life as a 30 yr employee of Rohr Aircraft and his plans for his '40 Buick....chopped, channeled with a five carb intake manifold on the straight 8 engine. He has already made the intake manifold....himself. Wait, 5 carburetors? This car will be a show stopper when he is done.

Our next tour will be the Ice Cream Social and Tim Shortt has assembled a group of volunteers to put it all together. So, if you love ice cream, ocean views, a drive through La Jolla and hanging out with some really interesting people mark Sunday Sept. 14 on your calendar. It should be a great tour and.... what could go wrong? --Jim Thomas

Bob Symonds donated some expensive trash, uh, rare parts. Below, Carl Atkinson strikes a pose next to the Model T he donated years ago.





The Prez Sez.

The August meeting may have set a record. It may be the shortest "business" section the club has had. I need to stop talking so fast! We had to rearrange the schedule due to Bob McCoy taking an unexpected fall. He sent some very nice prints in his place that Tim Short distributed. Rob Miller filled in on short notice and moved his visit up from next month to cover the gap. Despite the mess in Balboa park, we got most of the August touring folks to meet at the local "Golden Arches" and took off for a coastal cruise down past the docks to the San Diego Automotive Museum's restoration shop. There we met with Ray Brock and the resto crew who gave us tours of the cars and shop. After the shop tour we drove down to the 32nd St. peer to a small restaurant with a great view of the ships and sea. It was sort of a shops and ships tour. We have a great summer schedule planned for the club. Look at the schedule in the back of this issue and plan to attend as many as you can.

Remember that we are giving a reward for the member who brings in the most "new" members. Please remember to wear your name tags to the meetings and events. Dave Huhn's name was selected but Dave was not there when it was drawn, so the drawing goes up to \$50.00. Guests feel more comfortable meeting people who have name tags on -- Carl will give an extra raffle ticket to those who are wearing their tags. If any of you would like to see a program or guest speaker on a specific topic please email me at: jhildebr@cox.net. Jim Thomas is setting up the tours so if you have an idea please contact Jim. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. May you FORDs be with you, --John Hildebrand

Sooo Sorry-Dave... Dave Huhn wore his Name Badge, but was late and missed the drawing-- and missed winning \$25 Bucks.

**Current Name Tag Jackpot is Now
\$50 Bucks**

All current member names are in pot.
If your name is drawn and you are at the meeting,
wearing your name tag,
YOU WIN!
Pot will increase until we have a winner

"Any Member that joined the club in 2014 and has NOT received a name badge, see Duane Ingerson and he will order one for you - at his cost. All members that joined the club prior to 2014, and need a Badge, Duane will order one for you-- the price is \$10".

President: **John Hildebrand** - 760-943-1284

V.P. **Bob Symonds** - 619-993-7225

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

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

Directors:

John Hildebrand - 760-943-1284

Bob Symonds - 619-993-7225

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Duane Ingerson - 619-426-2645

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

Dick Martin - 760-230-2582

Rick Carlton - 619-303-3353

Joe Valentino 619-300-4280

Other Chairpersons

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

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

Programs: **Joe Valentino** 619-300-4280

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

Refreshments: **Jim & Diane Thomas** 619-669-9990

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

Big 3 Board Members

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-303-3353

Calvin King - 619-447-1960

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 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.



REMINDER--Fords & Folks in Thousand Oaks.
Western National, Sept 2 - 5, 2014
For any information please go to www.venturav8s.com
or contact Phil Hall at 805-482-4030.

Next Tour, Sun-Sept 14 **Ice Cream Social with a View.** Gliderport Picnic.
Bring food or buy there. Club buys the Ice Cream-See pg. 10

Rag Swapping.

In 1974, I was working in NYC as an Art Director for McCann Erickson Ad Agency and on this day, bored. Leafing through Hemmings Motor News at my desk, I spotted a '37 Ford with a



59AB V8, dual pipes and juice brakes. It was a cabriolet. It was in Boston. A cheap and easy plane ride away. Price was \$1400.

I had this '47 Buick Convertible for sale or trade-- purchased just two weeks before from Fort Lee, New Jersey for a measly \$850. The big Buick with the non-working power windows was a solid car that ran great, had a good top and interior - even a working radio. Just needed a brake line repaired and a fender repainted - that work was done within a week. Leaving the power window repair for the next owner, I was ready for something else to play with.

The idea of that little hot rod Ford just hit me right. I flew to Boston, took a cab to where the owner worked and there it was, parked in the back of his shop. Straight body in prime. Ok interior and working top - missing the rear seat. Other than Seam beam conversion headlights, the trim was original and complete. He fired the motor and it ran pretty good, but immediately leaked water into the oil pan - cracked block. It's ok, I happened to have an extra 59AB and seat cushions from a '35 PU sitting in my garage, so I flashed some pics of



the Buick. He liked it and agreed to tow the Ford to my house for the trade - He gave me the Ford and \$400 cash for the Buick. The tow was Free.

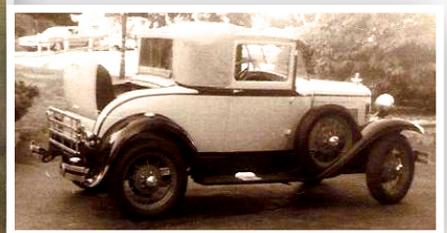
It was February and cold, but the juicy project mixed with adrenaline warmed me all over. Every night for that week, after the kids were down and Sandy was into her own projects, I slipped out to my Man Cave for a couple of hours. No heat in that garage. I wore my best trashy NY coat and warmed my hands on the drop light. My Chain hoist was on loan, so I used an old Come-along over a doubled-up beam to swing the cracked motor out and mine in. It went smoothly and I had her running by Friday.



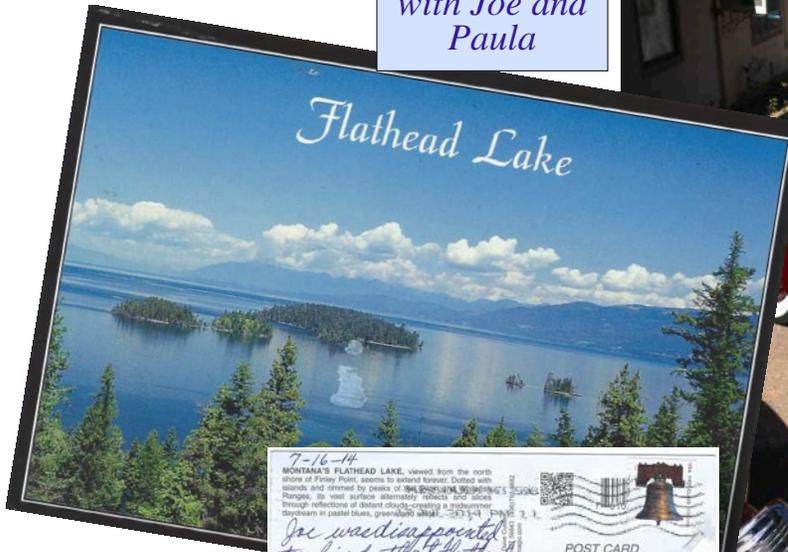
I kept the Ford for 8 months and several memorable local adventures, (one where I was nearly asphyxiated by an exhaust leak heading out, and then almost drowned in a flash flood on the way home). In October I towed it to the 3-day Big Fall Show in Hershey, Penn., where I sold it for \$3800 one day and

spent \$2500 on a good running '30 Model A Sport Coupe the next. The A had fresh paint, rumble, twin side mounts and luggage rack. Sold it 2 months later for \$5500.

That's the way it was...TS



*On the Road
with Joe and
Paula*



**FLATHEAD LAKE IS
NAMED AFTER AN INDIAN TRIBE??
WHO KNEW?**

Six weeks and 4000 miles is a lot of vacation. We attended a National Street Rod Association (NSRA) show in Ridgefield, WA which just happened to be 4 miles from our daughter and her family's house. Joe was able to take his youngest grandson Casey to his first car show driving his dad's original 1968 Triumph 250. From Ridgefield we spent some time at Flathead Lake, Glacier National Park, went to Canada, and toured the Buck Knife factory in Post Falls, ID then back to Washington to attend the Motocross Nationals in Washougal, WA with our son's family and three of our grandsons. By this time we had been on the road over 5 weeks, bought almost all of the available diesel fuel in the Northwest so we headed home in 107 degree weather - great vacation but always nice to be home. --Joe & Paula

Dear San Diego Early Ford V8 Club,

Many thanks for continuing to send the SEMA Action Network (SAN) <<http://www.semasan.com/>> your publication! Your continued support of and service to fellow automotive enthusiasts is greatly appreciated. Thank you for updating your records with our California address as well. As you are probably aware, we're seeking to unite the voices of the hobby as one by enlisting everyone in the good fight for our vehicles. SAN members receive timely messages about legislation and assist the legion of enthusiasts united to advance our automotive freedoms without fees, SPAM or obligations. Please continue to reinforce our group's strength by having your friends, family, co-workers and especially each member of your group all join the cause individually as well. The following link may be provided to help us take action by responding instantly to bills as they move through the legislature: [semasan.com/Join](http://www.semasan.com/Join) <<http://www.semasan.com/Join>>.

Also, have you seen new logo and "Ignited We Stand!" campaign art? We would be honored to have this artwork included in your publication as a symbol of your involvement with the cause. Thanks again and keep up the great work,

Colby Martin----SEMA Action Network Director, 1575 S. Valley Vista Dr., Diamond Bar, CA 91765



Name "The Great Gildersleeve" Mystery Baby

WIN A NEW '49 FORD

IN PARKAY MARGARINE'S \$50,000 CONTEST

20 FORDS - 721 prizes in all!

Help!
Send a winning name for this baby girl - and I'll put a new Ford in your future!




20 FORDS! 4 every week for 5 weeks!

OR CASH (METAL VALUE) IF YOU PREFER

721 WONDERFUL PRIZES IN ALL!

5 Big Weekly Contests

Four '49 Fords and 140 other prizes every week for 5 weeks plus \$1,000.00 jackpot for final winner.

1st weekly contest starts October 10, ends midnight October 16.

2nd weekly contest starts October 17, ends midnight October 23.

3rd weekly contest starts October 24, ends midnight October 30.

4th weekly contest starts October 31, ends midnight November 6.

5th weekly contest starts November 7, ends midnight November 13.

How to win your new '49 FORD!

"The Great Gildersleeve" . . . radio's popular bachelor . . . has become "maiden" to a cuddly little just baby girl. He doesn't know who she belongs to—the has no name—and he needs your help. Name this Mystery Baby for him . . . and win a brand new '49 Ford!

20 Cars to be given away! Yes, 20 lucky entrants can win new Fords—"The Car of the Year"—in this easy Parkay Margarine baby naming contest. Four new Fords will be given away every week for 5 weeks. In addition, the final winner will receive a jackpot of \$1,000—and 140 other wonderful prizes will be given away weekly, beginning October 10, 1948.

Easy to win! Just name "The Great Gildersleeve" Mystery Baby. She's blonde, cute, cuddly. Thinking up names for her will be easy—fun too. You might call her Rose because of her rosy-red mouth, or June or Wendy—names as simple as that might win. These are just samples, of course—you can easily think up better names yourself. Don't wait—enter now. Enter every week, as often as you like. With each entry include the red end-flap from a package of Parkay Margarine. You'll love Parkay—it's the Kraft quality margarine with the sweet-tasting flavor. Buy some Parkay—clip the coupon and send in now. Get extra entry blanks at your dealer.

You can win even if you don't listen to "The Great Gildersleeve." But you'll have more fun if you tune in Wednesday nights 8:30 p.m., E.S.T., NBC.

SO EASY! SUCH FUN! FOLLOW THESE SIMPLE RULES TO WIN!

- Print or write plainly your choice of a name for "The Great Gildersleeve" Mystery Baby on coupon here, on grocery store entry blank or plain sheet of paper.
- Send in as many entries as you wish. Write each name you send on a separate entry blank (your dealer has them) or on a separate plain sheet of paper. With each entry enclose the red end-flap from a package of Parkay Margarine.
- Print your name and address plainly on your entry. (Include, too, the name and address of the dealer from whom you bought your Parkay Margarine.) Send your entries to: Parkay Margarine, Box 736—Chicago 77, Illinois.
- There will be five weekly contests. First contest starts October 10, 1948. Last contest ends midnight November 13, 1948. All entries must be postmarked before midnight of each closing date. Entries received before midnight October 16th will be judged in the first week's contest. Thereafter, entries will be judged in each week's contest as received. Entries for the final week's contest must be postmarked before midnight November 13 and received by November 20, 1948. No entries will be returned, and no correspondence entered into. You accept conditions of these rules when you enter.
- Winners and weekly prizes will be notified by mail. Ford winners are eligible for the \$1,000.00 jackpot prize and agree not to sell their prize (if Ford is selected instead of cash) for one year. Complete lists of winners sent on request to anyone sending a self-addressed, stamped envelope. Weekly Ford winners will be announced on "The Great Gildersleeve" radio program, Wednesdays, 8:30 p.m., E.S.T., NBC.
- Entries will be judged on originality, uniqueness and aptness of thought. Judge's decision is final. Duplicate prizes in case of ties. All entries become the property of Kraft Foods Company.
- Any person living in the continental limits of the United States may enter this contest—except employees of the Kraft Foods Company, its advertising agencies and members of their families. Contest subject to Federal and State regulations.

Clip coupon now

Get additional entry blanks from your dealer. Enclose the red end-flap from a package of Parkay Margarine with each entry. Send to Parkay Margarine, Box 736—Chicago 77, Illinois.

I name "The Great Gildersleeve" Mystery Baby

My own name is

My address is

City State

My dealer's name and address is

Win A new Ford

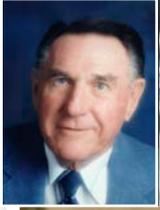
The stakes were high for this contest, as the grand-prize winner would receive the keys to a new 1949 Ford Custom Sedan and \$1,000 which equates to a little more than \$25,000 today. All one had to do to win was pick the name for *The Great Gildersleeve* mystery baby and send in the red flap of a Parkay Margarine box. No mention of whether the cars offered were 6 or 8-cylinders, though from this picture it would appear they were eights. Ford made 433,316 Custom sedans that year and 20 were used for this contest. The styling was a departure from the prior Fords with the removal of the rear fender bulge. Of course the grille was dramatically different with the spinner in the center and a large horizontal bar across the front with parking lamps at the ends. The sedan was available for \$1,590 that year and the '49 Ford is still quite popular today. We featured a 1949 Convertible restoration in the May '11 of *Hemmings* SPOILER ALERT . . . stop reading now if you don't want to know the winning name. In the Christmas episode of *The Great Gildersleeve* entitled, "Disappearing Christmas Gifts," it was revealed that the mystery baby's name was "Romerry." I suppose this isn't up there with

"Who shot JR?" or what happened to Tony Soprano, but we'd love to know the significance of the name and how it tied into the show. At any rate, one seven-letter word was a pretty nice way to win a brand new 1949 Ford and \$1,000. - *Hemmings Blog*



One of 205 built, 1946 Mercury Sportsman sells for \$236,500 in Burbank ... Whoa...

My Dad, Charles 'Chuck' Smith, founder, 'Cruisers Car Club' of San Diego (1938 thru 1941)--Webb Smith



After a four year stint in Navy Submarines, 1938-1939 found my Dad, Chuck Smith, back in San Diego. There already was a car club (Road Ramblers) in San Diego, but it was popular and difficult to get into. So, my Dad organized another car club, the Cruisers. They had a set of By/laws, but the only membership requirement was "you had to have a car and get voted in."

Their monthly meetings were held in a room at the Hotel Grant. Chuck and his best friend Glen Walker were honored with Cruiser license No. 1 and 2 respectively. My Dad said they made them out of old license plates that they flattened and re-used.

The Cruisers were very active and drove to many Southern California locations including Silver Strand State Park, Hemet, Palomar, Palm Springs, Borrego, El Centro, Laguna mountains and their favorite, Green Valley Falls.

My Dad's first Club car was a 1932 Ford, 3 window which he purchased from Street and Sons for \$200 and he drove it home. He changed the wheels to "sporty" artillery wheels. His next car was a 1934 Ford, roadster which he purchased from a used car lot at El Cajon Blvd. and 40th street. "None of us had any money to buy a new car. We were all in the \$200 to \$300 category." He relinquished his Ford for a 1937 Plymouth which he had until the outbreak of WW II.

My Dad stayed friends with two or three of his Cruiser Club buddies as recently as last year. Now all of them have moved on. Unfortunately, he could not remember what happened to the Cruisers license plate. Wouldn't it be great to have that plate, number "1" off my Dad's car?

'32 ford 3/window @ Lake Hodges....Oct. '39

'34 Ford roadster.....1940

Cruisers license No. 1 on the rear of my Dad's 1934 roadster

'32 3/window in snow....probably Laguna

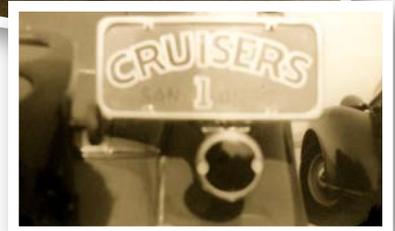
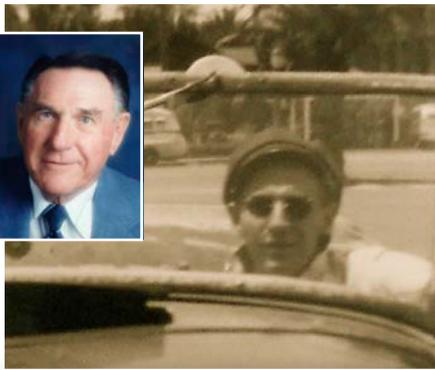
Group picture of membership standing in front of cars

Cruisers in the rain.....Pine Valley

Cruisers beach party.....1940cars lined up along berm....probably Mission Bay....Dad's '34 on end

Mountain Springs grade....Mar. 29, 1940

New Years Day float....car with decorations and guys.....Jan 2, 1941





*'Best Small Town in America' Awarded,
and a one-eyed 1939 V8 Ford
leads the Parade*



Best of the Road

RAND MCNALLY'S ANNUAL ROUNDUP

text: RAND MCNALLY | photography: AS NOTED

Each year, thousands of people visit www.bestoftheroad.com to vote for their favorite small towns in six categories. The resulting thirty finalists then vie for the coveted top spots.

LA-1957-As one commenter pointed out on the Los Angeles Metro Transportation Library photo, taken in the late 1950s looking north on the Harbor Freeway from about Gage Avenue, you can't see much – if any – of a downtown skyline here. Angelenos can probably tell us whether that's because the skyline hasn't been built yet, or because the smog is obscuring it. As for the date, the Metro Transportation Library says circa 1957; based on what you see here, does that date make sense? -Hemmings Blog





“From now on, I'm going to carry an extra condenser in each of my early Ford cars”

I had worked on my '45 Ford pickup for a few days getting it cleaned up for the All Ford Picnic at Santee Lakes. Even installed a different carburetor, so it ran a little smoother. I got my dates messed up (thanks to the U-T) so I drove it to Santee on Saturday, only to find out I was a day early. Not a huge problem, the truck is running fine, so I'm thinking I'll just go back on Sunday. I start out about 8:00 on Sunday, the truck starts great and I head out. I get about 4 blocks away from home and it starts to miss and sputter really bad. Then it died!

I have no clue what is going on, it ran so good the day before. I had my wife pick me up and take me to get my '56 F100 for the Ford Picnic. I left the '45 in front of someone's house. For most of the day, I puzzled what could be wrong? I knew it had gas, also the truck has an electric fuel pump. Almost new Optima battery, the engine cranked over very good. It would 'fire' but barely ran, very rough, I could not move the truck on level ground.

On the way home I thought, could it be the condenser? I have never had a condenser go bad, ever. It was the only thing I could think of. I found another used condenser and hooked to to the distributor side of the coil. The engine fired right up!! Ran perfect! From now on, I'm going to carry an extra condenser in each of my early Fords, just in case. Inexpensive insurance to get you where you going, if one should go bad. It happened with no warning at all.--Walter Andersen

“Bud Crayne rounded a curve at fifty and faced into the setting sun. For the next ten miles the highway ran straight and level across open farm land. Ninety-nine out of a hundred drivers rounding that curve and coming on the flat immediately increased their speed. Bud held at fifty. He had his reasons for staying at fifty. Bud always had a reason for driving at a particular speed.”



And so began the 1950 novel *Hot Rod*, and with it the careers and hobbies of countless customizers, grease monkeys, throttle jockeys, engineers and, yes, even lowly automotive journalists. For those who were already hopelessly enthralled by the eight-cylinder siren song wailing along the nation's highways in the golden age of hot rodding, author Henry Gregor Felsen dribbled a little nitro into their souls while also guiding many a foolish body away from deadly wrecks. His voice became both the inspiration of the hot rodder, and his conscience.

Author Stephen King, in an article entitled “Reading While Famous,” cited *Hot Rod* and its “desperate, falling-down-stairs urgency” as one of the four books that

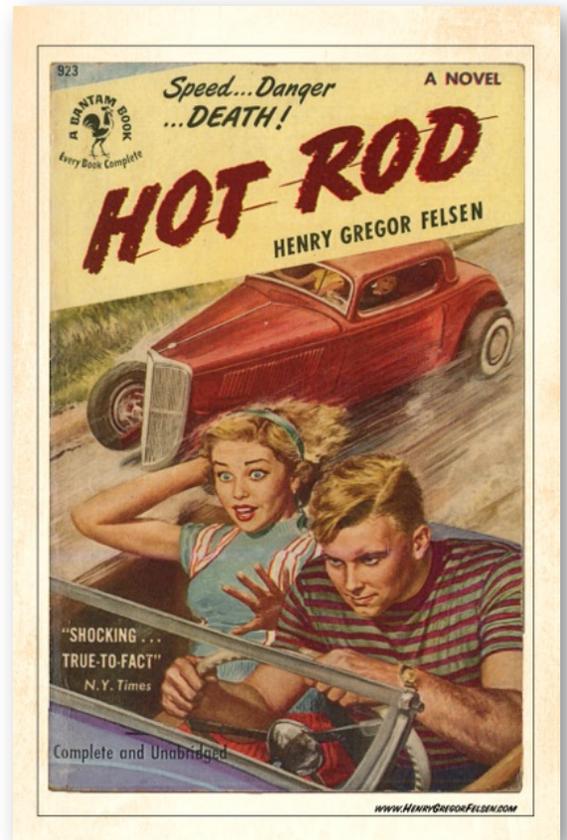
influenced him most as a writer. Don Miller, former president of Penske Racing in his foreword to *Street Rod* wrote, “It's not difficult for me to understand why Henry Gregor Felsen is referred to as the ‘Grand Daddy of Street Rodding;’

Nowadays, Felsen's daughter, Holly, is bringing the series back by republishing the books so the thrill can be relived by the older generation, and introduced to the next one. We caught up with her to discuss her father's inspiration as well as hers.

Hemmings Daily: Why do you think your dad got into hot rodding?

Holly Felsen Welch: First of all, dad was never a hot rodder. I know it seems like he must have been, but the only thing he was, and the only thing he wanted to be, was a writer. I believe he wrote some pretty awesome things when he was around 12.

He was a correspondent and roving editor for *Leatherneck Magazine* and *Stars and Stripes*. He was a writer even in the Marines. His story, “Li Chang's Million,” named best short story of 1952, was based on some events that did or did not occur in China in 1945.--*Hemmings Blog*



Bonneville -100 Years of Salt and Speed

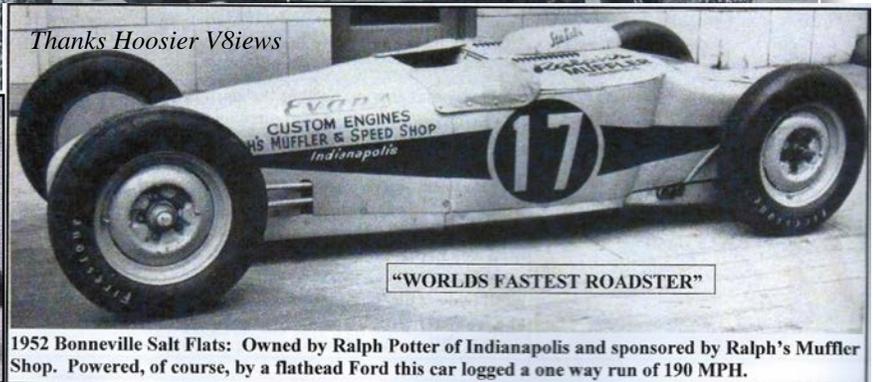
Jan 24-26, 2014--The "Century of Speed" exhibit celebrated the 100 year anniversary of land speed racing at the Bonneville Salts Flats and raised awareness of the current "Save the Salt" campaign.

It featured 100 of the greatest Land Speed record cars and motorcycles of the past one hundred years. Salt racing fans joined us for the Fun, Flash and the Future of The Bonneville Salt Flats. V8 Member, Fred Lobello was an honored guest.

Despite the west coast drought this year, Rick Carlton reports the Salt became a lake, It was a washout with over two feet of water over the entire course.



Thanks Hoosier V8siew



1952 Bonneville Salt Flats: Owned by Ralph Potter of Indianapolis and sponsored by Ralph's Muffler Shop. Powered, of course, by a flathead Ford this car logged a one way run of 190 MPH.

Drones overhead.
'The Gloved One' Live!
Grand Daughter behind the wheel.
What a Night.



Sept 24th--Our Night at the Cajon Classic Cruise

We were able (With the guidance of Joe P) to secure a car corral for the Early Ford V8 club members at the September 24th El Cajon Classic Car Cruise. Most of you have probably attended this event in the past, and are familiar with it. This event is a lot of fun, it is well attended so there are lots of cars to look at, and attended by car enthusiasts and families. There are many restaurants and places to get refreshments on main street El Cajon. If members wish to park, walk around to check out other cars and grab a bite to eat, this is the place to do it.

The spot we have reserved is at the corner of Orange street and Main Street. See you there!--Joey Valentino



Next Tour: Sun, Sept 14

Ice Cream Social with a View! Glider Port Picnic. Bring your own or buy food there-



Ice Cream on the club.

Jim Thomas will lead a convoy
from Mission Valley, Macy's East
Parking Lot--up the coast past La
Jolla to the Gliderport.
Convoy leaves a 10 am!

More Auto Restoration Shop Pics:



Dave Huhn drove his half-a-V8 and proudly showed off the extra lighting he's added-- The car now sports 4 headlights and enough blinking bicycle lights to shame a Christmas Parade.



Joe Drew's '40 Ford Tudor is obviously in good hands. Jim and Diane Thomas take turns polishing it every night after dinner.

Membership Paula; Welcomes new members, Allen Deerhake, 936 Bangor St., San Diego, Ca 92106- '49 Ford Convertible and **Bill Brent** who just bought a '36 Tudor and joined up at the General Meeting
Sunshine Judy; reports **Joe Pifer's** brother passed Aug 14. **John Dow** having a dizzy week. **Rick Carlton** facing back surgery. **Lane Showalter** had a bigger fall than we knew- broken bones and all. Turns out a brain tumor threw Lane off balance. Chemo and Stimulants have brought him back.
More good news: **Joe Vidali** feels great.



Minutes for General Meeting, Aug 20, 2014

Prez: John Hildebrand pounded the gavel at 7:08 pm.

Guests: Bill Brent (New 36 Tudor owner)

Presidents Report: John noted that the

Restoration Museum tour was a huge success and

thanked Ray Brock for hosting it. He also noted that tonight's meeting would be the first Name tag drawing.

VP's Report: Bob also thanked Ray for the tour. He also mentioned that he met our guest Bill at AAA registering his new car and invited him to the meeting.

Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for July as written in the Fan.

Treasurer: Ken Burke gave the financial report and it was approved.

Membership: Paula Pifer: No report

Accessories: Duane Ingerson has a good selection of hoodies, t-shirts, hats, windbreakers and Denim shirts for sale.

Sunshine: John Dow is under the weather, Rick Carlton is going to have back surgery and Nancy McDonald had knee surgery. Joe Vidali said HE felt good.

C.C.C.: Bill Lewis reported on CCC meeting and had flyers at the back table for events coming up.

Fan Editor: Tim Shortt. The Sept. Fan is coming together.

Tours: Jim Thomas noted upcoming Ice Cream Social at the Glider Port, Sept 14, Oktoberfest at the Thomas' home featuring the 1st V8 Pinewood derby (no rules) Race, Nov tour will be at the Minature Museum-date TBD, Christmas Party, Dec 14, Coronado Golf Club.

Programs: Bob McCoy cancelled because of a knee injury. In his place, Rob Miller gave a presentation on his business of painting, art work and pin striping. He does everything from complete paint jobs to Flames, graphics, murals, woodgraining, lettering, etc.

New Business: Rick Carlton noted that the all Ford Picnic is planned for May 3, 2015 at Santee Lakes. Rick Bonnorout talked about the Big Three and that we are nearly sold out (only 10 spaces left).

Old Business: We received thank you letters from the Automotive Museum and the Assoc. of Calif. Car Clubs for our donation and membership dues.

Misc: Dave Huhn would have won the first name tag drawing but was late for the meeting. The Western National Meet is Sept 3 thru 7 in Thousand Oaks. Tech Tips.

50/50: Nancy McDonald won the 50/50. Meeting adjourned at 7:56.

--Dennis Bailey Secy.

2014 Tour Schedule

Sun, Sept 14 -Ice Cream Social with a View! GliderPort
Leave Macy's Mission Valley Park lot at 10AM-Jim Thomas

Wed, Sept 24--V8 Cub at Cajone Cruise night--Orange & Main St- 4pm-Cars, Dinner, Cars

Sun Oct 26- Oktoberfest
Hosts Jim & Diane Thomas
619-669-9990

Nov, Minatures Museum;
Details: TBD

Sun, Dec14, Christmas Party- Coronado Golf Club, Glorietta Blvd.
Barbara Martin 760-230-2582

September Anniversaries

9/14 Don & June Timm
9/19 Frank & Loyce Swedberg
9/22 Jim & Ella Carnahan
9/29 Tom & Chris Cook

September Birthdays

9/01 Maryellen Huhn
9/04 Rhea McGehee
9/10 Judith Spaid
9/11 Jack Dickenson
9/14 Greg Murrell
9/17 Lynn Crawford
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 Kathy White
9/25 Skip Braden
9/29 Cindy Hallsted

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

Gen. Meeting- Sept 17, 2014. Program:- Iris, La Mesa Auto Registry Rob Miller, Painter, Pin Stripper. Auto Museum, 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: The **SDEFV8 Club c/o Tim Shortt,**



'54 Coupe. 302 V8, C4 auto. Very Clean. **NEW LOW PRICE-\$15k Tom Cook 619-200-8114 Wanted: '36-'39 Wheels (two) Carl 619-593-1514**

Sale 1932 Model B 4 banger motor. Good condition complete with all accessories-carb, disturb, starter, flywheel, manifold, etc \$500. **Large capacity "One Sacker" Cement Mixer.** Good cond. \$1,000. **OBO Fred Lobello 619-264-9484**

FOR SALE: One pair of '34 Ford Tudor Bucket Seats, complete springs, hardware. Need to be reupholstered. Asking \$450.00 OBO. **Todd at the Speedo Shop 619-258-8195**

Mag Sale: Drag News 1960-'76. NHRA National Dragster Newsletter 1963, -'94, plus old Drag Racing Mags, Plus a few other race papers & Rod Mags. **Richard Teubner 858-748-2849- Cell 858-762-2696**

FOR SALE: The 6 Fordiana Series Books by Loren Sorensen, all signed, low serial number (215) excellent condition, \$600.00 firm out of town, you pay shipping 1935 California Pacific International Exposition Memorabilia: Oval Wood grained Ford Building serving tray (14x17) Fair condition, Rubber '35 Ford, blue with decal, no box, fair condition, 1 Exposition ticket book, 1 Ford V-8 coin, 1 embossed amber Exposition ash tray, Firestone, with Firestone Rubber Tire, Mint condition, prefer to sell as a package \$400.00. Other Ford Items: 3 1935-36 Ford Trucks, 2 panels, 1 stake bed by Sun Rubber, \$75.00 for all 3, Fair condition, 2 ceramic Ford Dog banks from the 60's, \$25.00 each. **Gary Walcher-619-588-6228**

'37 **Slantback Tudor.** Orig restored. A beauty. \$20k. Scott Cairncross **La Jolla Audio 858-581-6545**



'49 **Woody.** \$35k . Excellent stock condition with hot rod 327 and turbo 350. **Bellingham, Wa. 360-734-2667**



'30 **Model A PU w/Tilt Stakebed, Very unique.** '74 Pinto Motor, Disc brakes, 12V, LB interior. '36 Banjo wheel, crank-out windshield, Ahooga, '35 Wires with Coker WWs, Proven Parade car. .Needs TLC. **.Don. 619-405-1852, Coronado**



'36 **Tudor Humpback Recent Barn find.** New mohair interior, wiring loom, radiator, generator, glass, hoses,, battery, etc. Solid sheetmetal, good floors. Starts easy, runs good. 44k. Good cruiser or daily driver. \$14,500-Also, '39 PU, solid. New brakes, batt, radiator, etc, Merc flathead,-Good Driver \$9500 **fordtrk56@gmail.com**



Sale: Pair of Black reproduction fiberglass fender skirts for '36-'40 Ford. \$60 Kerry: **kjkowal@cox.net**

'59 **Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner.** 361 eng, 305 hd, AT, PS, PB., Total frame-off resto.. Only 6 known to exist. **REDUCED PRICE-\$49,900 OBO. Dick, 760-230-2582**

'34 **Ford Fordor Deluxe, \$31k** Flat head V8, ('46-'48, 59A), duel carbs, electronic ignition, headers, drop axle, '39 hydraulic breaks, 16 inch Kelsey Hayes spoke wheels, white wall tires, '39 tranny, '39 banjo steering wheel, La Baron Bonny wool interior, all Henry Ford steel body and fenders to much to list here. **Lou at 619 465 0431**



'35 **Ca License Plates. Restored. DMV Approved. \$300.** '24 **Model T Touring.** All Orig. Restored. Bill Lewis 619-851-3232

'48 **Super Deluxe Coupe** first fresh air heater by Ford, Stock Running Gear, Chrome Reverse Wheels. Orig Ford Hub Caps. Big & little new Firestone Tires. 2&1/2 half inch dropped axle. **\$10k John , 707-688-4616**

Sale- 3.78 gear set. Wanted: '32-'35 Flathead crankshaft--no cracks. Ray Brock 619-993-9190

'51 **Ford Auto Trans.** Working order when removed \$150. OBO. '51 **Ford OD Trans-Good shape.** complete with kick down and solenoid-\$300 OBO. **Jim Hurlbert 760-789-0220**

Sale- New & NOS Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Les Bartlett 619-466-5475**

Wanted: 1947-'48 (car) lower rear shock brackets that mount to the rear axle.**Brent Clark-Mobile: 714 814-1380**

Wanted: '34 5 Window Coupe- Bob Symonds 619-993-7225

'41 **Packard Convert,** Older resto, Yellow w/ red interior. Beautiful. **Al Petani.760-789-6217**

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

Next Tour, Sun-Sept 14 Ice Cream Social with a View. Gliderport Picnic. Bring food or buy there. Club buys the Ice Cream-See pg. 10



Rosie Returns
Polka Dot Bandanas abound at event to support Willow Run Plant.

Vital to the 'Arsenal of Democracy' were the women who built the B24 Liberator bombers during WWII and became known as 'Rosie The Riveters.' Rose Will Monroe, a Kentucky transplant to the bomber plant at Willow Run just



west of Detroit, is believed to be the original 'Rosie.' She is often shown donning the polka dot bandana and blue coveralls that became synonymous with the women who built airplanes, boats, tanks and munitions to support the war effort. The bomber plant building was unique because it was not a converted auto plant, but a purpose built facility for the production of B24s. Constructed by **Henry Ford**, it utilized his signature assembly line process - building a bomber every hour. At wars end the plant was then used by Kaiser-Frazier to build Henry J autos and Hydra-Matic transmissions for GM. A total of 776 Rosies turned out to help with the fundraising to save the bomber plant and to be recognized by the Guinness Book of world records as "The most Rosies in one place at one time".

-Old Cars Weekly

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



When a woman in Ohio discovered an old photo of herself when she was much younger and slimmer, she showed it to her husband - expecting compliments. "Look at this--it's us!" He answered. "Wow, there's my old Ford!"

