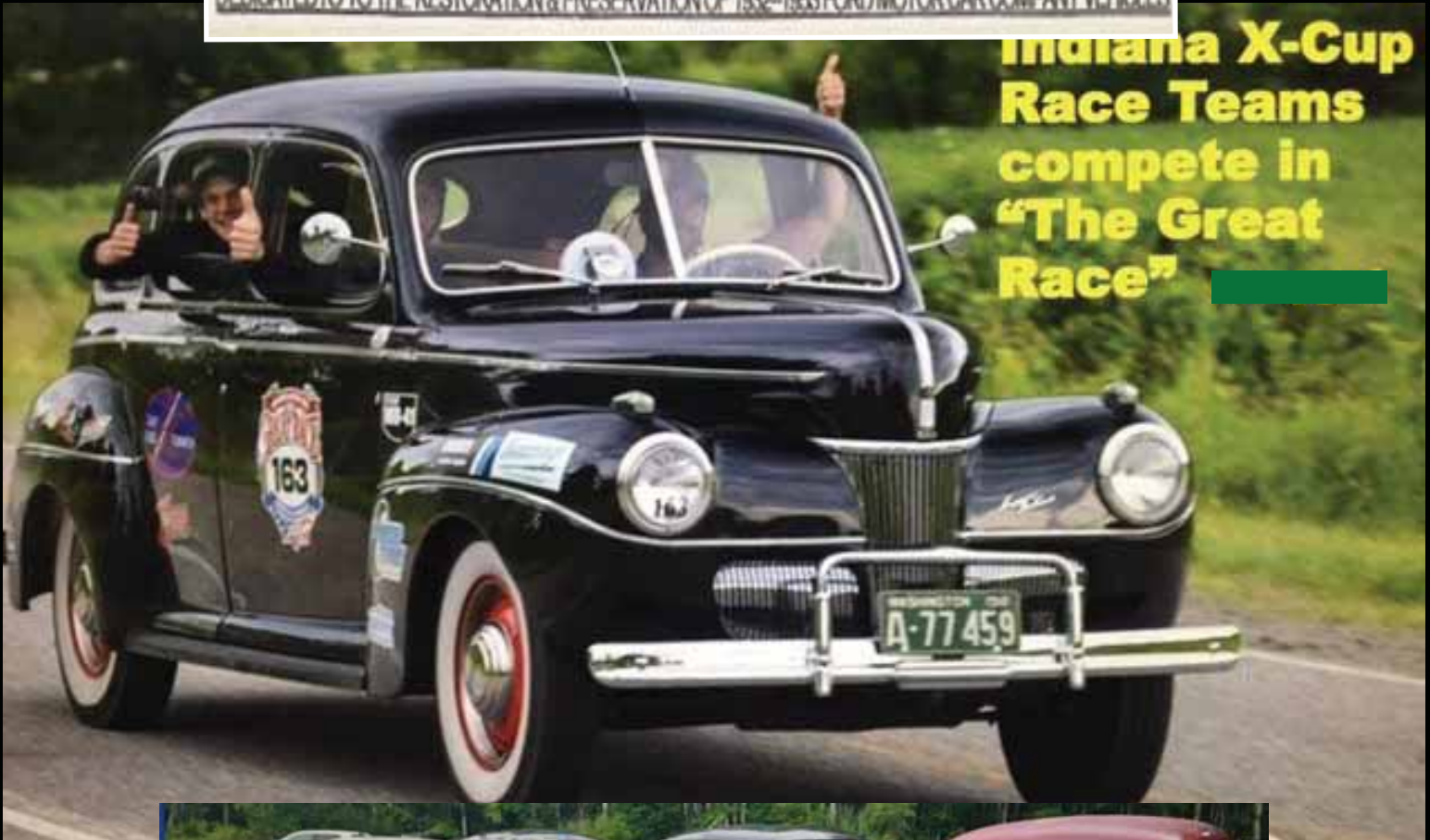


Fan 9/23



V8 Ford Foundation Cars excell
in 2023 Great Race



Prez Sez

Hello Early V-8 Members , As we now enter August and the summer heats up so do all the car shows and events
The POPULAR V8 WIFE SWAP EVENT RETURNS SUN AUG 27. 1 PM at Tim and Sandy's home in Coronado-1211 5th St. It's a Treasure Hunt all over Coronado.

(Note) Marriages have been saved when Husbands and Wives go in separate cars. T BIRD CLUB is invited to join in. We line up at Shortt House, get our directions and run the course. We return to the Shortt House for Snacks and Prizes on the Patio.
 (SEE PAGE 5) .The Embarcadero car show by the bay is this weekend hope many of you are able to attend as this is reportedly the last time it will be held at this location. The July meeting was cancelled over the conflict with comic con events at Balboa park and the Car Museum . The concern was there may not be adequate parking for EFV8 members attending the meeting. For our program this month Sergeant Brian Pennings will be speaking and taking questions from the membership. Brian needs to leave by 8:00 pm , so there will be an adjustment to our meeting procedures to accommodate him. On a personal note I learned on Father's Day I will become a grandpa in January, this is a first for me and really excited , also learned last Sunday @ the gender reveal I will be the proud grandpa of a baby girl (yee haaa). Can't wait to teach her how to operate a tractor. Well this is all I have for now , time to get back to work. I have a house to finish . Remember Ford Flatheads rule and Chevys just drool.



God Bless all my Ford V-8 members. The Prez John Davison Proud to be of service to all



John and his Dad on the tractor-1958

President - **John Davison -619-729-7252**
 V.P. -**Brad Nelson 517-357-8981**
 Secretary - **Bob Hargrave - 619-283-4111**
 Treasurer - **Ken Burke - 619-469-7350**
 Directors: **Joe Valentino - Prez Pro Tem-619-275-1255**
 V8 Historian **Susan Valentino- 619-275-1255**
Mike Petermann -916-479-3665
Bill Dorr -619-884-4188
Dennis Bailey - 619-954-8646
Bob Hargrave - 619-283-4111
Ken Burke - 619-469-7350
Ray Brock - 619-993-9190
Tim Shortt - 619-435-9013-619-851-8927
Rick Carlton - 619-512-7058
John Davison - 619-729-7252
Paul Alvarado - 619-749-9458
Other Chairpersons: 50/50:
 Name Tag Drawing Volunteer
Paula Pifer - 619-464-5445 Membership Programs -
Volunteers Tour Co-ordinator -
Monthly Car Club Council -
Paul Alvarado 619-846-7012
 Web Master - **Rick Carlton - 619-512-7058**
 Lady 8ers - **TBD**
 Accessories - **Rick Carlton - 619-512-7058**
 Ford Fan - **Tim Shortt - 619-435-9013** Cell 619-851-8927
 tashortt@me.com Refreshments -
Volunteers
 Sunshine **Judy Grobbel - 619-435-2932**
 V8 eblasts - **Sandy Shortt - shortsandy@mac.com . 619-507-9205**

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 % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair,



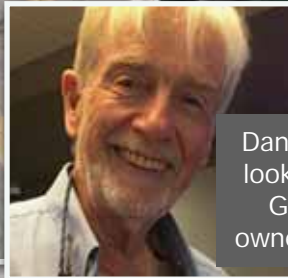
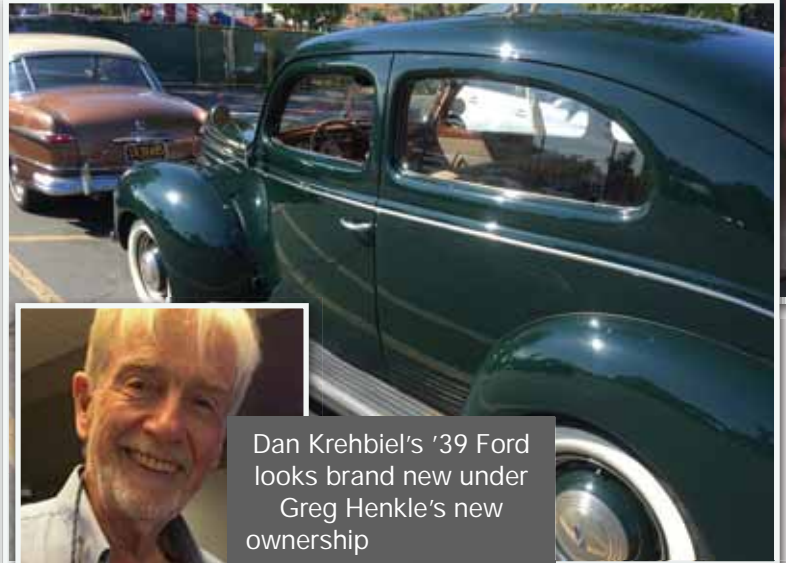
Sandy has a bruise on her knee.- Her car is worse. Very LUCKY



We had hungry out of towners, Guests and Relatives, plus some regulars



Ray's Victoria looked extra shiny since he tuned it up



Dan Krehbiel's '39 Ford looks brand new under Greg Henkle's new ownership



VP Brad going hairy because of Job Stress??



Ray's whole Family shows up for free breakfast



Den & Maureen looking VERY happy



Bob Brown slips into Parking lot under cover in fast Chevy



EFV8 Accessory Report

In Stock:

Hats: total 22 red, burgundy, black, blue \$14
Polo Shirts: Medium total 5 red, burgundy, blue, light blue \$18
Large total 5 burgundy, black, blue \$18
XL total 6 blue, black, green, gray \$18
XXL total 5 red, burgundy, green, gray, black \$18
XXXL total 2 green, gray \$18
T-Shirts: Medium pocket T's total 2 blue \$14
XXL pocket T total 1 blue \$14
License Plate Toppers: 9 total (unpainted) \$10

Wish List:

What should I order next for you? This is not a commitment, but I will use it to build our next order. Prices are unknown, but they will be “at cost” therefore as cheap as possible.

Name: _____

Men's Short Sleeve T-Shirt: Size_____ Color _____ Pocket? ____

Men's Long Sleeve T-Shirt: Size_____ Color _____ Pocket? ____

Women's V-neck: Size_____ Color _____

Zip-front Sweatshirt: Size_____ Color _____

Other Style: What?_____ Size_____ Color _____

Call Rick Carlton: 619-512-7058

Email: rcarlton001@gmail.com

The POPULAR V8 WIFE SWAP EVENT RETURNS SUN AUG 27. 1 PM at Tim and Sandy's Home in Coronado-1211 5th St.

It's a Treasure Hunt all over Coronado.

(Note: Marriages have been saved when Husbands and Wives go in Separate Cars).

We Line Up in two directions at 1211 5th St. (A goes Right,
B Goes Left- Recieve your directons).



TBIRD CLUB is invited to join in. We line up at Shortt House, 1pm.
Recieve your directions and run the course.

We return to the Shortt House for
Snacks and Prizes on the Patio. Tim \619-851-8927

Don't Miss This One!

<u>August Anniversaries</u>	<u>August Birthdays</u>	<u>August Club Anniversaries</u>
8/05 Greg & Debbie Murrell	8/08 Dan Prager	Joe & Paula Pifer
8/08 Richard & Margaret Steinacher	8/11 Susan Graves	29 yrs\
8/10 Donald & Judy Gladden	8/13 Brad Nelson	Ray Brock 16 Years
8/20 Webb & Avalee Smith	8/19 Paul Zatko III	Rick & Sheryl Carlton
8/26 Jim & Diane Thomas	8/20 Robert McGehee	12 yrs
	8/21 Mike Pierson	
	8/23 Jim Hallsted	
	8/26 Sandy Shortt	
	8/26 Vivian Serrano	
	8/26 John Jarecki	



*From the photo album—NY Costume Party in 1985
The Pope & Church Brothers gather on lawn for photo.
The Angel, Sandy, skates by and the sex-starved Brothers couldn't help themselves. The Pope was shocked.*

Minutes, For V8 General Meeting, July 19, 2023

THE JULY 19 MEETING WAS CANCELED DUE TO OVER-CROWDING EXPECTED IN BALBOA PARK, CAUSING TOTAL LACK OF PARKING FOR OUR MEMBERS. THE ANNUAL POPULAR COMIC-CON CONVENTION WAS THE CAUSE.

MINUTES SUBMITTED BY BOB HARGRAVE, SECRETARY



Ray's Cars—

Ray has owned hundreds of cars. For a three year period he frequented the Car Auctions in LA. Usually brought home (shipped) 8 or 10 cars a week.

In 1965, The Navy had lots of 1951 Pick Up Trucks for sale- all Navy Gray. All sealed Bids. He usually got 3 or 4 at a time., But When the auctioneer banged the gavel, Ray was surprised to find out that he had bought **16 Trucks**.

Good thing he had already established a Used Car Lot in National city. And eventually was able to sell all the trucks.

He went on to get a Dealers Permit and when VW began building VWs in Mexico, Ray became the GO-TO guy for VW Bugs. His first question was always, "What Color do You Want?"

When Ray retired at age 86, He wanted a car that was more comfortable and was easier to steer than a stock old Ford.

He settled on a '51 Victoria Hardtop, already converted to a newer motor, Automatic Trans, power steering and Air conditioning. A nice car that has led several tours lately- easily cruising at about 70 miles an hour.

HARRIS TOUR TO COEUR D' ALENE 1992

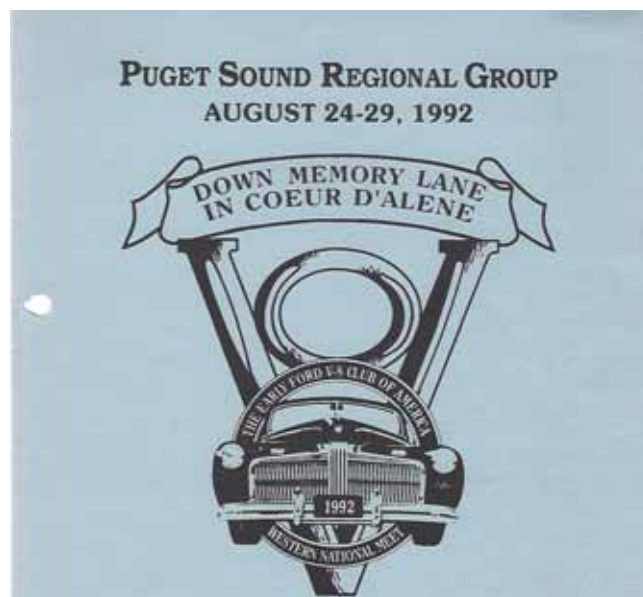
Harris Tour To Coeur D' Alene 1992 . The year was 1992, and the Puget Sound Regional Group had gone all out to present 'the best ever' Western National Meet in Coeur D' Alene, Idaho. The great thing about this destination for us here in Southern California was that the route to get there was one of the most beautiful imaginable. Our route took us up to St George, Utah, then over to Zion and Bryce National Parks; north to the little town of Torrey, Utah via Utah's SR 12 - a scenic delight, then north the entire length of the state on secondary roads to Burley, Idaho, and a final sprint, our 9th day on the road, to Coeur D' Alene.

Now, this driving adventure began at the Shilo Inn in Pomona on August 16th, with 23 intrepid V8ers anxious to do some serious driving. Two hundred and fifty miles later we were in Las Vegas, ready to hit the slot machines and take a dip in La Quinta Motor Inn's pool.

Day two took us up to St George where we stopped to enjoy a most interesting walking tour of the historic part of town. Then it was on to Springdale - just a stone's throw from Zion's south entrance.

Day three was spent exploring Zion National Park - everyone on their own until the designated departure time of 2:00 pm. At Carmel Junction we enjoyed a rest stop, then headed north on US 89 and SR 12 to Ruby's Inn in preparation for exploring Bryce Canyon NP the next day.

Day four saw us exploring Bryce Canyon NP, including driving deep into the park to the turnaround, then on to Rainbow Point for an eye-popping view of the canyon. SR 12 then provided us with more scenic beauty as we made our way north to Torrey for the night at the Wonderland Inn - \$48! —Contd next page...



PARTICIPANTS TOUR TO COEUR D'ALENE

NAME	YEAR/MARK CAR
John & Judy James	50 CHEVROLET
George & Ruthie Harris	91.2 T-BIRD
Don & Joyce Sorenson	41 Ford 4 door
Gene & Barbara Davis	40 Ford CPE
Don & Joyce Sorenson	72 Ford coupe
Don & Joyce Sorenson	36 Roadster
Charles & Polly Meyer	Lincoln V8 sedan
Len & Joanne Miller	40 Ford CPE
Dave Kensch	59.2 Merc HT
Scott & Linda Byrnes	50 Merc 2 door
Barry & Barbara Miller	1960s Van

Continued—

Day five started with a short detour to explore Capital Reef National Park before proceeding north to Sandy for the night. We all enjoyed a bbq dinner at the home of V8 member Ron Thorne in South Jordan, and the visit included a private tour of Ron's 100 car collection housed in three huge garages right on his property. Every car had been restored to perfection.

Day six started with a tour to the historic Union Station complex in Ogden hosted by members Scott and Judi Bringham. After picnicing in Pioneer Park in Brigham City we were treated to a special visit to the Golden Spike National Historic Site where arrangements had been made to photograph our cars in front of one of the historic locomotives displayed at the site. That was a special treat to be sure! Then it was on to the Best Western Burley Inn for the night. \$42!!

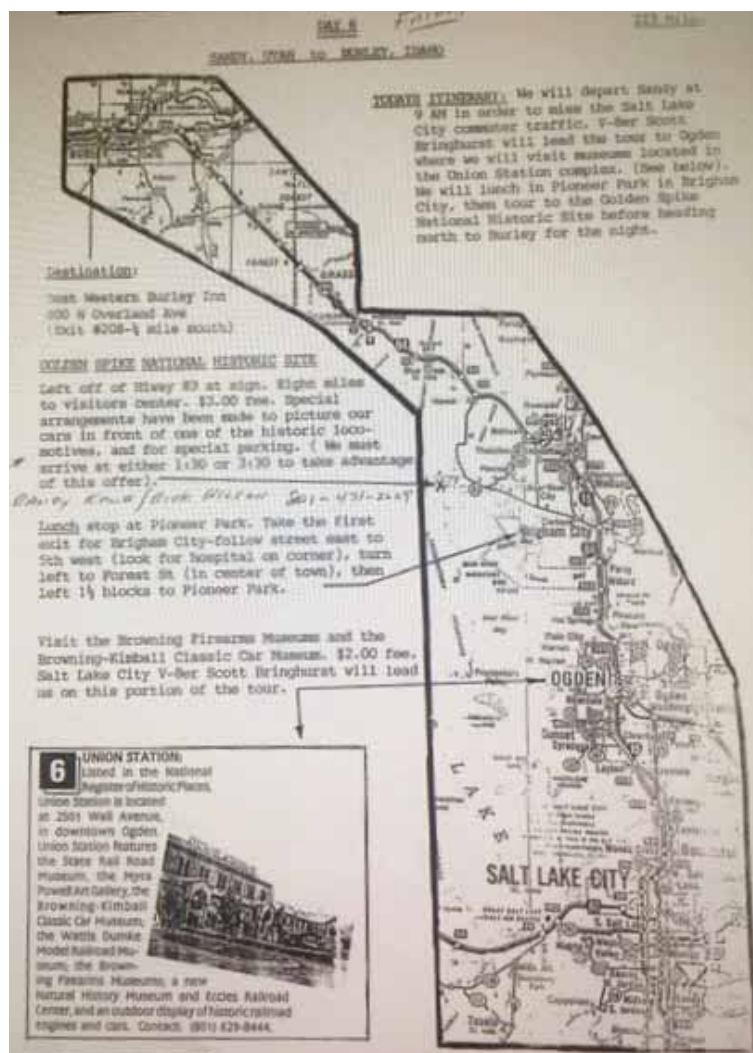
Day seven saw us actually on an Interstate Highway - #84 - as we drove west to visit the antique auto wrecking yard owned by Les and Don Hopkins in Caldwell, Idaho. The ladies on the tour were dropped off for shopping at Karcher Mall while the guys swarmed over the vintage iron. Lunch followed at Lincoln Park before heading north for McCall, Idaho for the night.

Day eight - our final full day on the road, took us north to Moscow, Idaho, with a picnic lunch stop in Grangeville, and then a stop in historic Orofino to stretch our legs and view historic landmarks. \$51 for the night at Shore Lodge in Moscow.

Day Nine. We were all ready to get off the road and relax as we drove the 125 miles to Coeur D'Alene this morning on the White Pine Scenic Route. When we arrived at the Coeur D'Alene resort we were over taken by the beauty of it's setting - right on the banks of Lake Coeur D'Alene. And, as we settled in we discovered that the club dedicated to wooden boats - the Chris Craft, etc., were there enjoying their convention! What a setting!!

Stay tuned for the next installment of the HARRIS TOUR archives.

Jay H



DESTINATION: The Coeur D'Alene Resort. 115 So. 2nd St. **Directions** - take Exit 13 off of I-90, go 1 3/4 miles south on 3rd St, then 2 blocks west on Sherman Ave to 2nd St.



VIA AND I HOPE YOU ALL HAD A GREAT TIME TOURING WITH US, WE'LL LOOK FORWARD TO ANOTHER 'HARRIS' TOUR REAL SOON!



A century on, wood-sided cars are still stylin'

Many of the world's earliest automakers evolved from companies in the carriage business, and in those early days, automobiles perpetuated the proven wood-framed tradition of their forebears.

It was an obvious choice for the fledgling industry, given the low production volumes of early cars and the limited capability of contemporary metal fabrication. This was particularly true for early commercial vehicles, which were essentially an engine mated to a frame with a bare-bones superstructure (if it had one at all).

But as the amount of railroad trackage approached 400,000 route miles in 1916, the need to transfer goods (and increasingly passengers) to and from stations became more important. The vehicles that performed this labor were called depot hacks, later known as station wagons.

A Ford for your future

With the introduction of the Model T in 1908 and the subsequent revolution in personal transportation it created, it was only natural that Ford became the primary source of these important commercial vehicles.

Initially, however, Ford sold just a chassis with buyers either building their own upper body or ordering one from a local builder. Yet even though Ford didn't supply its own truck bodies, the unceasing demand for the Model T in the late teens compelled Ford to buy its own 313,000-acre forest near Iron Mountain in Michigan's Upper Peninsula.

Soon Ford's sawmills yielded 375,000 board feet a day for use in the firm's automobiles, giving it a tremendous cost and supply advantage when it came to wood body construction.

By this time, mainstream automobile body design had started to move away from wood, however, due to a maturing industrial base that could now stamp large metal panels and weld them together without the need for wood support. Yet the demand for (or the appeal of) a body that flaunted its wood construction prevailed, eventually becoming a

mainstream passenger-car body style.

The first such station wagon to be offered in a carmaker's catalog was the 1923 Star Four, manufactured by Star Motors of Elizabeth, New Jersey, one of several car brands created by Billy Durant, a cofounder of General Motors. By 1929, Ford followed suit, introducing its own factory-built, wood-bodied Model A station wagon; by 1931, the company had assembled more than 11,000 of them.- *Contd...*





...Contd

Upward mobility

Though the station wagon was listed in Star's literature, its bodies were farmed out to the Martin-Parry Corporation in York, Pennsylvania, a practice followed by many volume producers simply because of the complex construction and high labor demands required to build wooden bodies.

Interestingly, Martin-Parry's advertising highlighted the growing shift of station wagons from functional vehicles to lifestyle enablers.

A 1927 brochure offered three variants of a "Country Club" model, pictured alongside a

golfer and his caddy. The refined wooden body was "just the thing for country club, country estate, hotel, or resort service. Your guests bound from the station with their luggage or headed to the country club for a round of golf will find the body comfortable as a pleasure car." It was a prescient view of emerging cultural changes.

Despite the decreasing use of wood in body construction, cars well into the 1930s didn't have full metal roofs.

Instead, a major portion of the roof was filled with a fragile insert composed of hardwood, wire mesh, fabric, seals, and paint that did little for structural integrity while creating squeaks and leaks as it moved around.

All that changed in 1932 when Inland Steel of East Chicago, Indiana, installed its first 76-inch-wide rolling mill. For the 1935 model year, General Motors introduced the all-steel "Turret Top," which was quieter, tighter, far stronger—and ultimately faster and cheaper to build than the old wood-based design. Other automakers followed as soon as they had access to the stamping capability.

The introduction of the all-steel body meant that wood was nearly eliminated from body construction. At the same time, despite the economic ravages of the Great Depression, the growing suburbanization of America saw the rather primitive upright wooden station wagon transition into a more urbane and carlike vehicle.

Wood paneling evolved, just as Martin-Parry had envisioned, into a symbol of a sophisticated, affluent lifestyle. Typical was the 1935 Ford Model 48 V-8 station wagon, which now featured roll-up windows instead of side curtains. "Designed for a great variety of tasks," a brochure proclaimed. "Desired for style as much as utility." But that style came at a premium: At nearly \$700, Ford's woody was the most expensive body style in the lineup and just 4500 were sold.

As America entered World War II, Ford's dominance in the woody business was significantly challenged by Chrysler and its brilliantly named "Town & Country," introduced in 1941. Together with woody bodies offered on the Packard 110 and the Buick Super, wealthy buyers were going picnicking, no matter what was happening overseas. —Contd



The woodies' high manual-labor requirements and significant material costs were ultimately their undoing. By late 1939, for example, Ford was assembling the 1940 station wagon using 445 board feet of lumber including gum or mahogany for paneling, birch and maple for framing, and basswood for the inner roof slats. Then, the Rouge plant in Dearborn shipped to Iron Mountain 25 boxcars a day containing the required steel parts. The assembly of each wagon required different 167 sizes and shapes of wood, from long stringers to tiny framing blocks. The bodies also required a further 750 different parts, from screws to safety glass.

After this painstaking assembly step, wagons were then sent to the varnishing booth for the first coat, which,

when dry, was then sanded and re-varnished twice more. It was an extraordinary amount of manual effort for a relatively modest price premium versus a sedan.

Knockoff wood

Though the "wood" in woodies might have disappeared by the early 1950s, their upmarket appeal prevailed—if only in the customer's imagination. Some manufacturers created what were called "tin woodies," with painted-on, wood-emulating trim. The Nash Rambler wagon, for example, had small areas of its upper body adorned with painted wood; Chevrolet did something similar, though its tacked-on framing panels gave it a slightly more credible appearance. The tin woodies presaged the applied woodgrain trim later made famous by the Ford Country Squire, which maintained a whiff of exclusivity when a 1964 example transported James Bond to Auric Goldfinger's Virginia stud farm in the film

Goldfinger. Though far simpler than its forebears, its name as well as its trimming signaled a refined and upscale lifestyle. Other automakers responded similarly in the 1960s (and later), but none could match Ford for style—even when it was simulated style.

Chrysler went one step worse, trying to revive the magic of not one but three storied names (LeBaron, Town & Country, and Mark Cross) with the 1983 to 1986 K-car LeBaron Town & Country convertible. Advertisements featuring Ricardo Montalban were headlined, "They are like no other cars in America, Europe and Japan." And that was unquestionably true.

——Thanks, Haggarty/ Drivers Club





Today, classic woodies of the Golden Era just before and after the war command [eye-watering prices at auction](#), routinely selling far in excess of their steel-bodied counterparts. Some are perfectly restored—where bringing the wood back to its original condition is a monumental task, both from a construction and an appearance perspective—while others are preserved as slightly customized, 1950s-style, surfboard-sporting beach transports.

One of the latter is a season-special maize yellow 1939 Ford owned by Tom Cotter of [The Barn Find Hunter YouTube channel](#). He upgraded the vehicle with a GM LS crate engine and modern transmission, given how much mileage it covers as he crisscrosses the country in search of the next big discovery. For Tom, his special Ford transports him back to a youth in Long Island, New York, that was filled with hot rods, surfing, and parties at the beach.

“There’s just something about a woody that’s unlike other cars,” he says. “People admire it as much for what it is as a car as for what it is as a piece of hand craftsmanship, like fine furniture. You just don’t find that with other cars.”

Woodies is one of 20 classes to be featured at the 2023 Greenwich Concours d’Elegance, on June 2–4, 2023. Download the [2023 Greenwich Concours d’Elegance event program](#) to learn more about Sunday’s other featured classes, Saturday’s Concours de Sport, our judges, sponsors, non-profit partners, 2022 winners and more!





This is a rare scene indeed within the Stovall-Hilliker Ford dealership in Denver, Colorado. The year is 1942, when automobile production was eventually stopped because of World War II, yet three of the four models of Ford products are on display. From left to right: 1942 Ford Tudor Sedan, 1942 Mercury Tudor Sedan, and a 1942 Lincoln-Zephyr Fordor Sedan. (Courtesy Roach Photos) —Thanks Foundation News

Tim Shortt- Editor—1211 5th st,
Coronadon, Ca 92118- 610-851-8927

Early Ford V8 Club of San Diego Meeting Schedule	
~ 2022 ~	
Date	Time
Wednesday, November 16, 2022	7:00 P.M. - 9:00 P.M.
Wednesday, December 21, 2022	No Meeting
~ 2023 ~	
Date	Time
Wednesday, January 18, 2023	10:00 A.M. - 1:00 P.M.
Wednesday, February 15, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, March 15, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, April 19, 2023	10:00 A.M. - 1:00 P.M.
Wednesday, May 17, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, June 21, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, July 19, 2023	10:00 A.M. - 1:00 P.M.
Wednesday, August 16, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, September 20, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, October 18, 2023	10:00 A.M. - 1:00 P.M.
Wednesday, November 15, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, December 20, 2023	No Meeting



1946 Ford Woody. Original wood, all three seats, Flathead V8 Cargo roof rack and Fulton sun shade., just call 714 721 2028. Huntington Beach-\$55,000



39 Ford Deluxe Convertible, like new.
price; best offer over \$25,000. John T

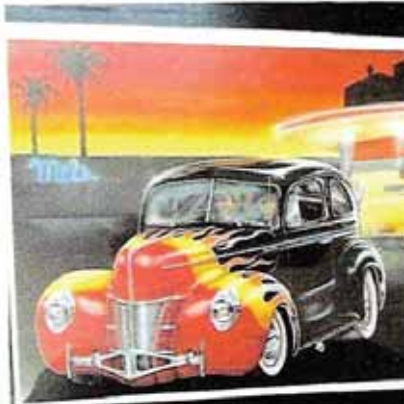
770-487-3639—Georgia

1940 Ford Tudor Sedan, Bob McCoy Clone

Very well done. Nice driving, 350 engine with AC and heat.
Rebuilt three on the tree.
Trans and rear end.
Perfect old school interior
Black lacquer paint with authentic old school flames my Mark Lueck.
The car is very close to original Bob McCoy original classic that we all remember.
Knerf/bar is stainless perfection.
Car can be driven anywhere and is very dependable.

\$36k

Dennis Cambell 619-254-8466



George Lusk tells me his '46 is for sale
AND the SHIRT goes with it! 619-370-5230



SDEFV8Club C/O Tim Shortt 1211 5th St, Coronado, Cal 92118

