

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



Thank You for Joining Us
Celebrating the Life & Legacy of Ray Brock

Paul Raymond Brock

April 23, 1934 — May 23, 2025



*Life should not be a journey to the grave
with the intention of arriving safely
in a pretty and well-preserved body,
but rather to skid in broadside in a cloud of smoke,
thoroughly used up, totally worn out,
and loudly proclaiming,
"Wow! What a ride!"*

Ray's Life Story & Gifts of Remembrance
<https://tinyurl.com/Ray-Brock-Obituary>



Hundreds of friends, showed up to swap stories about Ray- His leadership, his knowledge, his kindness and his generosity.





Happy August V8ers!

July has been a great month for driving the old Ford around town and I am sure August will be too!

The July 9th breakfast at the Broken Yolk was well attended. Almost everyone behaved themselves. Service was fast, and the conversations captivating!

Ray Brock's Celebration of Life was held on Monday, July 21, 2025, at

Bonita Golf Course. It was attended by over 100 of Ray's friends and family to pay respect and celebrate the life of our Club member and good friend. We had a good turnout of Club members and the old Fords. It was great to see our pal Mike Peterman in attendance! Ray's daughters, Wendy and Vicki gave us all heartwarming recounts of the life and times living with their great dad. Son-in-laws, grand kids, and friends also told stories of how Ray enriched their lives. I am sure everyone in attendance could tell how Ray, in some manner, enriched their life. I know I can. I was tempted to get up and tell the tale of how Ray kept after me to fix a problem with my 56 Chevy. The urge to do so peaked when a slide was shown of Ray hanging over the Chevy's fender with flames shooting 2 feet up out of the carburetor. That was the day Ray laid out, chest on the Chev's' fender, his feet in the air, so that he could reach the back spark plug. In the process, Ray broke a rib. Days later Ray nonchalantly told me, with a chuckle, of the broken rib. No big deal. That was Ray.

Representatives from Southwest College's Automotive Scholarship Program and the CEO of Balboa Park's Automotive Museum spoke of Ray's generosity and their gratitude for it. Everyone that rides up in the Auto Museum's elevator, the elevator Ray paid for, should say out loud as they ride it up to the second floor, "Thank you Ray!"

I must mention that aside from the heartfelt tributes, great people in attendance, the stories people shared about Ray there was the buffet. Holy Toledo, that was good eating, and the desert was kick-ass! I believe Ray would have approved of the excellent job Wendy, Vicki and Judy did in putting together this celebration of their Dad's life.



I have heard it said, and I have said it many times, that when you are in your last days on earth and you look back at your life and ask yourself, "did I make a difference; did I make a positive difference?", you hope the answer is "Yes". I believe Ray can look down and say, "Hell yeah!"

He will be missed.

SDEFV8Club—Page 2

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 Treasurer—**Ken Burke** -619-469-7350
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The Ford FAN is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photos & article submissions are welcome, Please send materials to Ford Fan % Tim Shortt at 1211 5th st, Coronado, Ca 92118. The Ford Fan of the Early Ford V8 Club credited. As the source. Send change of address to Paula Pifer, Membership Chair. 3558 Bently Dr. Spring Valley. Ca 91977

August Anniversaries

8/05 Greg & Debbie Murrell
 8/08 Richard & Margaret Steinacher
 8/10 Donald & Judy Gladden
 8/20 Webb & Avalee Smith

August Birthdays

8/08 Dan Prager
 8/11 Susan Graves
 8/13 Brad Nelson
 8/20 Robert McGehee
 8/21 Mike Pierson
 8/23 Jim Hallsted
 8/26 Sandy Shortt
 8/26 John Jarecki

August #years in club

Joe & Paula Pifer 31 yrs

SDEFV8CLUB

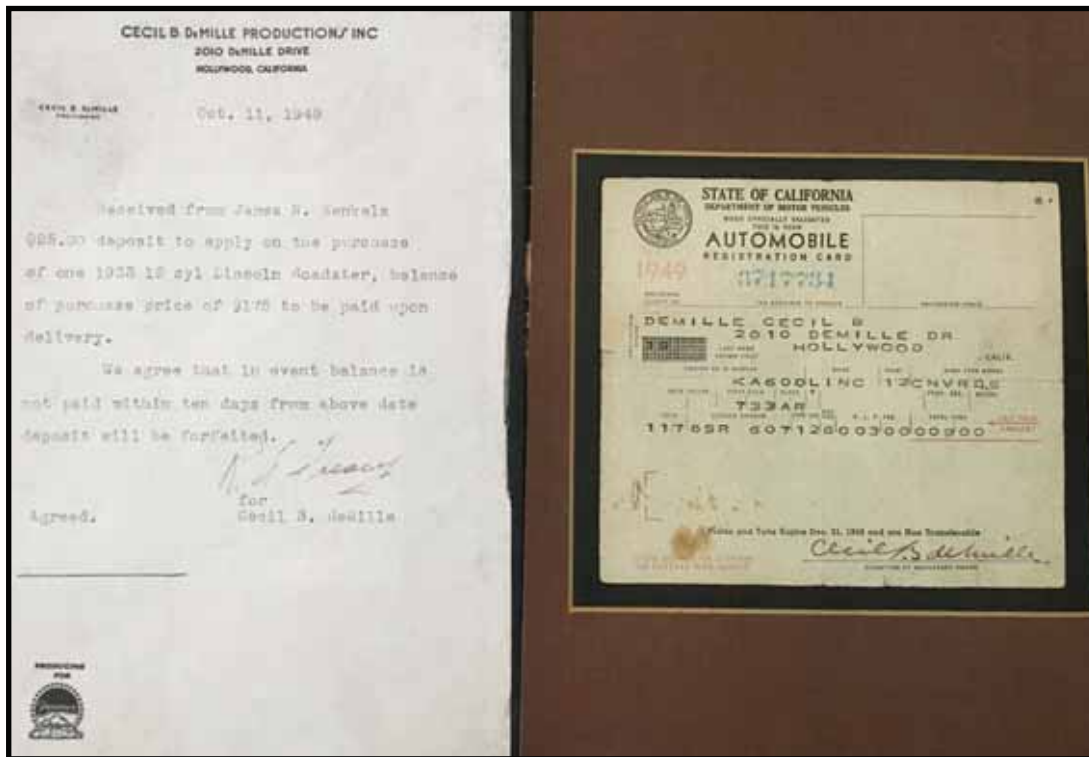
V8 Breakfast is Ready!



HEY: Janet won a Trophy!



The Henkel Family Home in Pasadena 1947- 1950

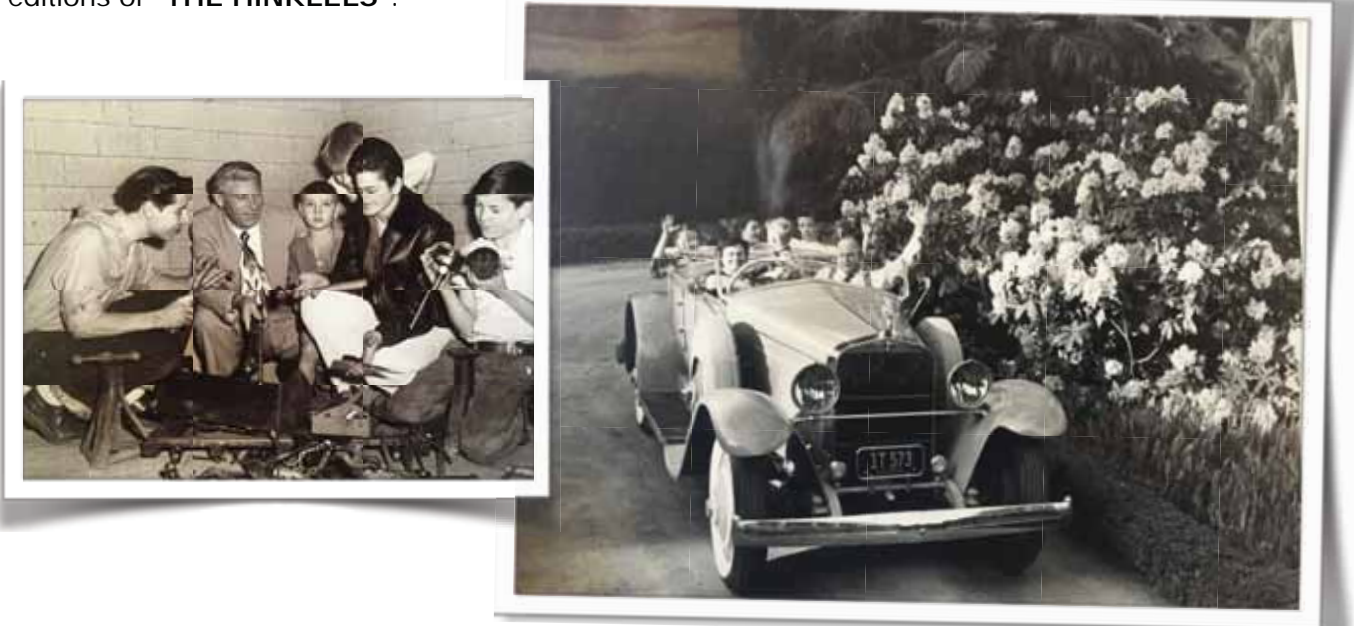


These Photos were taken in 1947-1950 in Pasadena, Ca. All of them are of my oldest Brother Jim, who was born in 1927. He joined the Navy in 1945. Discharged from the Navy in 1948. He came home and guess what? Girls and Hot Rods!

We lived very close to the Rose Bowl and at that time there was a dirt circular road around the Rose Bowl. Jim built his Hot Rods and tested them on that road. Our father, Jim, Sr. worked for RKO and Paramount Studios from 1930 to 1960 in Hollywood. Many times he would bring home Fords and Lincolns from the 1920s-1930s that were in movies and the studios no longer needed them. We were a family of 15. 10 Boys, 5 girls and my Dad parked in our back yard so we all could learn and work on the classics. Sort of an automotive technical school at home. Talk about Home Schooling!

I've included one picture of our home and a line-up of some of the Lincolns we owned. Most of this activity happened from 1946- 1970. Also, my Dad bought Cecil B. DeMille's 1933 V12 Lincoln Convertible Coupe and drove it to work daily at Paramount Studios- Pasadena to Hollywood.

I have many more pictures of our Fords and Lincolns and will introduce them to you in their future editions of "THE HINKLELS".





Dear Family and Friends. We hope you can join us to celebrate Billie's life on Monday, August 18th . Information is attached here. Please feel free to reach out with any questions.

In lieu of flowers, we invite you to make a tribute donation to Sharp HospiceCare in memory of Billie Bonnoront.

Please make your donation online at:

www.sharp.com/inmemoryof or mail a check payable to "Sharp HospiceCare" to Grossmont Hospital Foundation 3572 Corporate Ct. San Diego, CA 92123.

Gratefully,
Ric

CELEBRATING THE LIFE OF
Billie Bonnoront

Glen Abbey Memorial Park
3838 Bonita Rd, Bonita, CA 91902
Monday, August 18, 2025

SERVICE
12:30 pm Little Chapel of the Roses

RECEPTION
2:00 pm Magnolia Room

RSVP - bonnoront@aol.com





in Barn Finds, Car Features, Classics

Steve Vorwerk of Bradley Beach, New Jersey, is a guy who's always got his hot rod radar on full alert, hoping to get a tip on vintage rides to acquire and bring back to life. He's been around the auto business his whole life, working along with his dad Fred at his shop, Grove Radiator, a staple at the Jersey Shore for over forty years. He's found some killer rides over the years and is always ready to outdo his last great discovery. Besides being a major automotive enthusiast, Steve also delves into other collectibles, including automobilia, motorcycles and vintage bicycles.

However, it was a tip on an interesting Ford that recently got Steve all worked up. "Someone called me that heard about me through the grapevine. I had recently found a large collection of vintage cars and this

particular Ford was from another estate that was recently liquidated. This 1936 Ford Club Cabriolet had sat in the owner's garage for almost sixty years without being moved. I was intrigued and grabbed up all the info I could get on the long dormant ride."

When Steve finally got to check out the car in person, he was floored. The car had sat on wheel dollies for so long that overtime, they had sunk into the concrete floor, something Steve had never seen in all his years of hunting down rides. Also, there was the fact that this particular model was one that had escaped his exploring over the years, as he had never had the opportunity to check a '36 Club Cabriolet out before. "It's true, I had never seen one before in person. It's a pretty rare ride, I mean there were less than 5,000 made, and who knows how many are still around," states Steve.

Another shock was the fact that the car was complete, and in reasonably good shape for being stored for six decades in the salty humid air, just a few miles off the New Jersey shore front.

Fords produced during the Depression years have a legion of admirers in the hot-rodding community. The '32, '33, and '34 models are some of the most admired Blue Ovals the world over, and enormously popular with builders and collectors alike. However, the cars built during the mid-thirties, in particular the '35 and '36 model years (known as the Ford Model 48 and 68 respectively), have their own group of intense followers to speak of, and a legion of admirers who are always on the lookout for these special rides when they go up for sale.

The Model 48 came into production for the 1935 model year. It was a total revamp of the previous model, with Streamline Moderne styling coming to the forefront on these examples. All Fords in 1935 were powered by the flathead V-8, as the four-cylinder powerplants had been discontinued. For the 1936 production year, Ford made some changes to the 48 and renamed it the Model 68. It also offered a new design to its line, the Club Cabriolet, which featured a soft folding top, roll-up windows and a fully-framed windshield. The car was still powered by the vaunted 221-cu.in. (3.6L) flathead engine and backed by its three-speed manual transmission... production year, Ford made some changes to the 48 and renamed it the Model 68. It also offered a new design to its line, the Club Cabriolet, which featured a soft folding top, roll-up windows and a fully-framed windshield.



Though Ford put a lot of effort into the new design, only 4,616 Club Cabriolets left the Ford assembly line that year, out of a total of 536,615 Model 68 cars produced. That's less than one percent of the total production, making these cars a rare bird. Finding one of these unique cars these days can be a challenge to say the least, but like many hard-to-find classics, there always seems to be a few hidden out of sight and out of the typical car hunter's line of sight.

A first look showed that the car sported pretty much all the pieces it originally came with. It's amazing to see an example of a Club Cabriolet – or any Ford of this time period – complete, with little or no modifications visible. "Time capsule" is what first comes to mind. But there is plenty of wear. Of course, the fabric parts are shot. The top will need to be replaced as it's basically non-existent, however, the seats are in reasonably good shape as they were covered back in the day with aftermarket seat covers. The rear seat is out of the car but present and battered. The body, for its age, is in good shape. It is encrusted in heavy patina, but overall it's not bad, especially for the Northeast. Part of the panel below the decklid had some rust issues, along with the windshield frame. However, a skilled metalsmith could easily remedy the situation. The interior is complete for the most part. One issue is the key has broken off in the ignition, and the wheels are locked in place. According to Steve, "I can drill it out, but I'm gonna leave that up to someone else. I don't even want to touch it." The Club Cabriolet was an upscale ride and were usually filled with amenities. This one has a heater under the dash and a radio. The door panels look complete and original, along with its original steering wheel and full complement of original Ford gauges. As it's a Cabriolet, there is no rumble seat out back.

Under the hood, the born-with 85 horsepower, 221-cu.in. flathead is all there. It looks pretty much untouched, and it is possible those are the original plug wires still in place. All the add-ons seem to be present and the powerplant is backed by a three-speed manual transmission. Says Steve: "To

be honest, I haven't tried to do anything with the engine yet, so I have no idea of the condition. Due to its age and inactivity, it will probably take some time and effort to get the car running again." The car has hydraulic drum brakes and what appears to be the original wheels at the corners. Though its crusty, this Ford looks as though it can once again roam the streets.

Since a Club Cabriolet is considered highly collectible, good examples fetch upward to six-digit sums when restored to immaculate, original condition. Steve is not sure what he's going to do with the car, but whatever happens he will certainly have quite a few interested auto enthusiasts checking out this original Ford. "All I can say is that this Ford is just an amazingly well-preserved car that should be brought back to life," he says.





**Henry Dies - Edsel takes over - Mustang Winner;
Edsel Loser; Pinto Shines, **FORD BEATS** Ferrari...**



Introduction to Different Types of Car Clubs or Cults

Exploring the Diverse World of Automotive Enthusiasts

Car clubs and cults have long been a staple of the automotive world, uniting enthusiasts who share a passion for specific makes, models, or driving styles. These communities offer members a sense of camaraderie and a platform to celebrate their love for cars.

Wow. Not bad. I tried the new AI app on Microsoft and this is what I got. We're familiar with horseless carriages, hot rods, funny cars, vintage, classic, lowriders, and rickers. But...there is another group that you may not have hear of yet. **Wastelanders**

Now it's just me attempting to explain WASTELAND. I'm borrowing from their website because you have to see it to believe it! In 2010 a desert festival based heavily on the Mad Max films, but incorporating other iconic pieces of post-apocalyptic pop culture was created at California City in the Mohave desert. Started with 300 attendees; now attracts thousands. Staff and volunteers have brought to fruition the founders dream of a fully-immersive movie-like environment. Tribes became an officially-encouraged aspect of the event, and attendees ran with the concept.

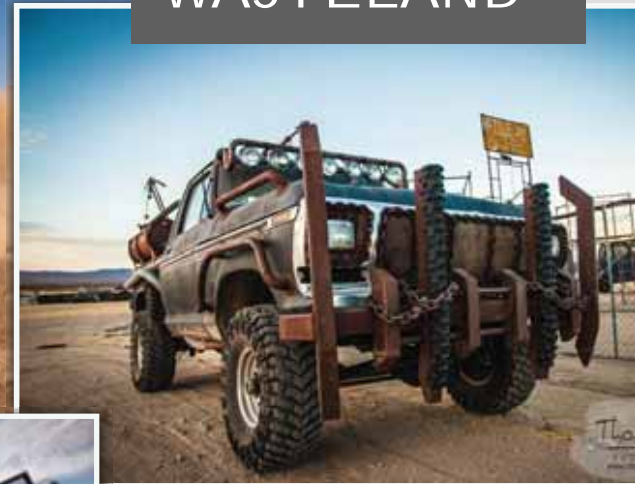
Take a little trip: <https://www.wastelandweekend.com/history/>



So... How does Candy know about this type of event? you might ask. Well, let me tell you about my nephew, Jeremy. Like many of you...a natural born "if it has an engine" he can build or fix and repair anything. When 3 military trucks were offered at a "get them off my property" price, he became the new owner. A Deuce and a half. A 5-ton UAV launcher. A 5-ton trailer. Jeremy and his friends found a place to take their new toys. Their "tribe" is call Raging Ferals. He has won several awards for his builds. Met and toured Jay Lino's garage. And, OMG, do they dress the part. After viewing his pictures, I mentioned that I would really like to attend this event. I am sure I can find "a little something" to wear, add a dog collar with spikes, dig out old tubes of face paint, and combat boots. Just the thought rendered Jeremy speechless. That I was showing so much interest and support in his activities? Ahh. What a great Auntie. But, no! I found out later that he was so concerned that I might actually show up there, that he spoke to his dad hoping he would not let it happen![[—Continue next Page



WASTELAND



1934 Sedan—\$15 Bucks. 1931 Model A PU—\$35



Back then cheap old cars were easy to find. I was allways on the lookout for any car that had been sitting at the curb for a while. Low tires, dusty all over. Trash piled up at the tires.

I would walk up to the house and ask about the car. Mostly wives ansered the door and they were sick of looking at the dirty car in front of the house. I can remember 3 places where the wife said. "

You want that thing? Go ahead and take it, here's the Title.

A couple of times my Mom gave me a ride so I could bring an old car home. One time she towed me home. She saw it was a job for me- Clean them up, fix a few things and make more money then I could make at some dollar by the hour job. And, I was happy being self employed.



Note the Hand Painted White Walls-on the '34, -A finishing touch for resale. Bought for \$15- sold for \$75.

The '37 Fordor- belonged to my Grandad-who was done driving. I cleaned it up and sold it for him as a favor. Nice Car- One owner. Got \$300 for It for him..



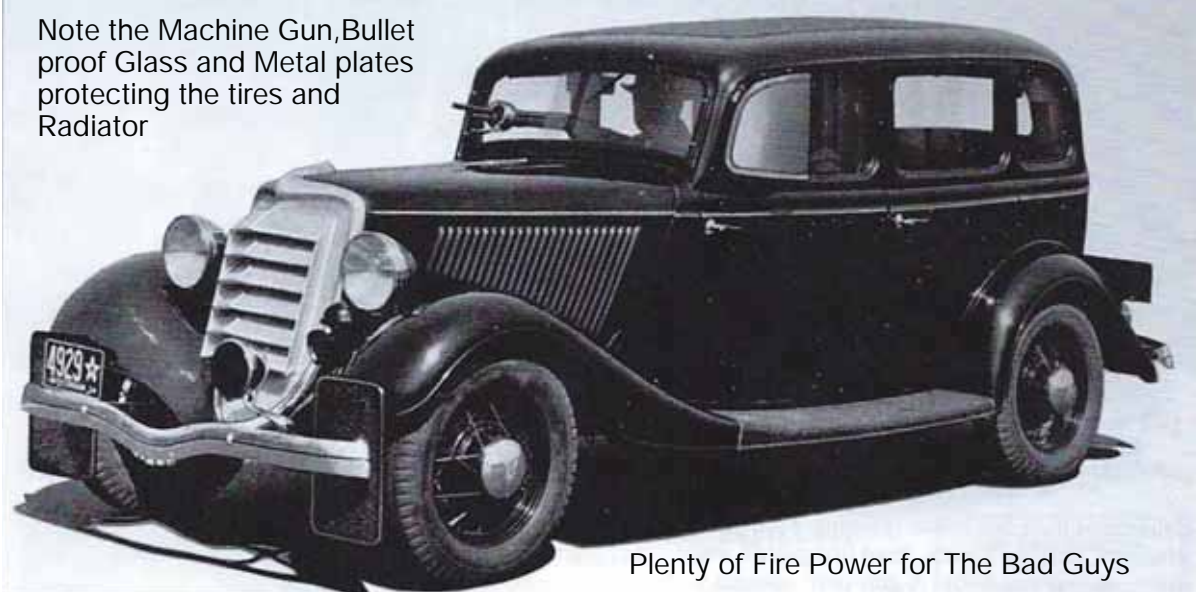
The '47 was a \$30 dollar Car that lost its bumper when I was rear ended in LA. The little VW that hit me slid under & was totaled.

The '41was bought for \$75. Cleaned it Had one split tire with tube sticking out. I was going to replace the tire, but buyer wanted it as is. He drove off thumpity thump. I pocketed \$150 and wondered how far he got on that Tube.

The Model A was a good runner. Bought for \$60, Drove it hard all over the Mesa. Cleaned it, sold it for \$150.



Note the Machine Gun, Bullet proof Glass and Metal plates protecting the tires and Radiator



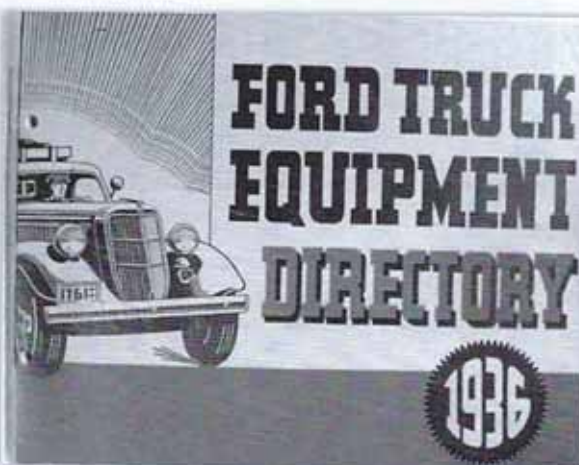
Plenty of Fire Power for The Bad Guys

THE FORD FORTRESS

By David Gunnarson, President EFV-8 Club of America



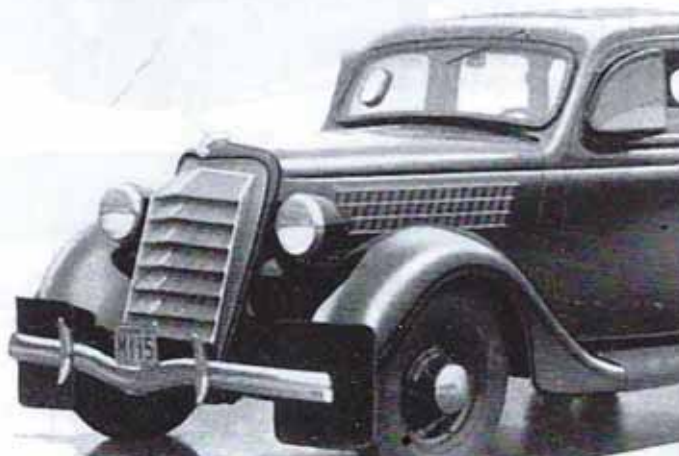
1935 Ford Truck Equipment Directory.



1936 Ford Truck Equipment Directory.

At least in the early portion of the Flathead era, Ford Motor Company published equipment directories to be used by Ford Truck Dealers. They were to provide them with examples of aftermarket equipment, such as bodies and accessories, to enable a customer to envision how an incomplete Ford truck could be finished. These directories were normally over 100 pages long and filled with all sorts of equipment for trucks.

One exception features Ford cars, converted to armored police cars, in the 1935 and 1936 directories. The Precision Windshield Company of Indianapolis, Indiana developed and sold armoring equipment.



San Diego Early Ford VB Club General Meeting Minutes, July 16, 2025

President Joe Valentino called the meeting to order at 10:04 am and led the club in the pledge of allegiance.

Presidents report:

- The president reviewed a list of club members' birthdays, wedding anniversaries, and club membership anniversaries.
- Joe recapped the All-Ford picnic noting that he gave away all 75 prepared packets and perhaps 90 or cars participated including Model A's, Model T's, EFV8s, Mustangs, T-birds and at least one each Oldsmobile and Chevrolet. He reviewed who performed what roles and recommended that next year's picnic should include relief so no one is tied up for the whole picnic. Money from food and raffle tickets were sufficient to pay the bills and reserve the venue for next year.
- Joe noted the following dates:
 - July 21 Ray Brock Celebration of Life
 - July 23 El Cajon cruise night
 - July 26 Mount Miguel High School car show 9-3
 - August 13 club breakfast
 - August 18 Billie Bonnoront Celebration of Life
 - August 20 regular club meeting
 - December 6 Christmas party, room is reserved
 - June 20 2026 all-Ford picnic at Santee Lakes
- The club needs a new Sunshine person, Sandy Shortt volunteered.

Vice Presidents report: Dennis is going to have a great grandchild.

Secretary report: The secretary thanked Bob Hargrave for taking the previous month's minutes and having them published in the fan. There were no requests for correction. A motion was made, seconded and a vote taken to approve the minutes.

Treasurer report: Ken Burke presented the monthly treasurer's report. A motion was made and seconded and a vote taken to approve the report.

Membership report: No change since last month, 25 singles and 34 joint memberships.

Accessories: Sold a few things at the picnic.

Web Report: The website is up to date.

Fan editor report: The newsletter is coming along just fine, thank you.

Car Club Council:

- July 20 C&C at SDAM
- July 23 El Cajon Cruise
- July 26 Mt. Miguel H.S. car show
- August 2 Pacific Beach Wild Ride
- August 23 Broken Yolk Rancho San Deigo

Historian: Dan Prager's son Danny gave his son his 1940 Ford and it appeared in 4th of July parade in Utah. Susan Valentino reprised the Ugly Kite Contest from an issue of the 2015 Fan.

Program: The life of Henry Ford II, grandson of Henry Ford and son of Edsel Ford. He led Ford Motor Company from the brink of bankruptcy after WWII to become the auto industry leader of the 50's 60's and 70's.

50/50 Drawing: Sandy Shortt won \$56

Name tag drawing: Susan Valentino won \$25.—Minutes submitted by Brad Nelson.





1939 Dodge Coupe- Modified



Nick Murrell 858-7772



SDEFV8CLUB—C.O. Tim Shortt, 1211 5th st. Coronado, Ca

Mike, my son, and 3 friends build a Car, for the MEXICO OFF ROAD ONE THOUSAND—They didn't mean that far off the road.



Typical Saturday at my house. The one that runs, drags the one that doesn't.
Local Cops wait around town to issue tickets.

