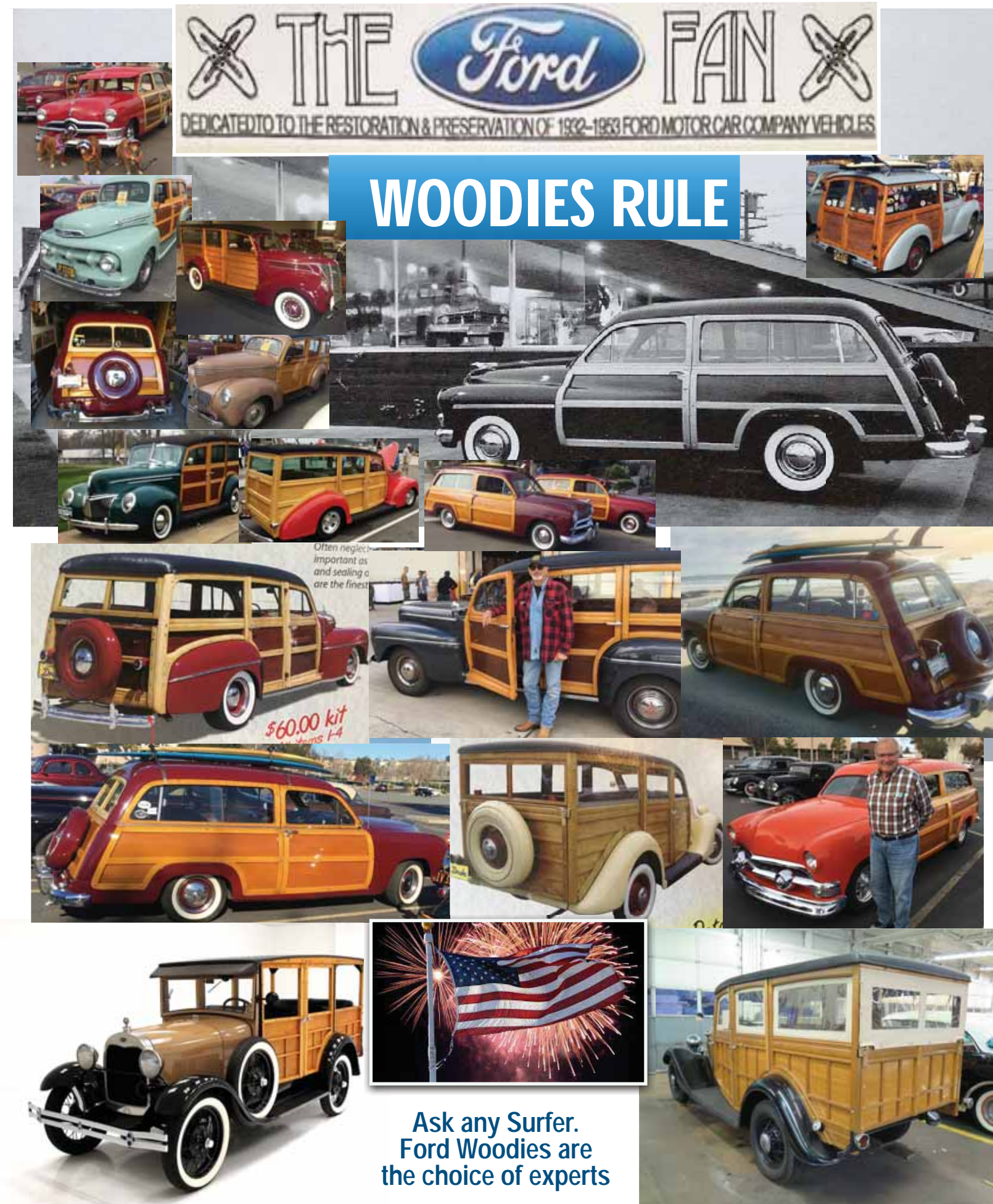


NOTE: Ford shop owner, H. G. Short (**one T**) Is Not to be confused with Tim Shortt (**two T s**) who has never lived in Bellafontaine, Ohio. Or ever owned a Ford/ Mercury dealership or a State of the Art Paint booth.



Anybody Thirsty?





Prez Sez

Hello Early V-8 members hope everyone is doing well . We celebrated the Clubs 54th Birthday @ the June meeting Dan Praeger led us in singing Happy Bithday to the club a long time tradition. Paul brought the Birthday cake for the celebration and it was very much enjoyed my the members. It was good to see Dan, Carl and Bill back @ to meetings and

participating in the celebration. Thank You Bob Hargrave for making it possible for members to attend meeting that are unable to drive. That is a very kind and generous commitment you have made\

Very happy to hear that Ray Brock came through his Heart Operation in good shape. Best wishes to Ray and Judy.

July 4th is upon us, there is a great parade event in Coronado, hope members get a chance to experience the event, and the fireworks is always a spectacular display.

The club will be participating in Wreaths Accross America again this year , club support was great last year hope we can exceed that this year. Several members volunteered to place the wreaths and distributed them to deserving heroes.

The remodel on the house has been taking up great deal of my time, but we are making great progress and hope to be framing in a couple of weeks , once that is done I will have more time for my fords and enjoying them.

In closing , thank you Tim for the excellent June Fan. Happy July 4th to all, Prez John

- 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

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Susan V. Historian- Living it up in the Past
*Check out the woodie at the Del...Its Tim's

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

Table with 2 columns: Date, Time. Title: Early Ford V8 Club of San Diego Meeting Schedule. Rows include dates from November 2022 to December 2023.



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

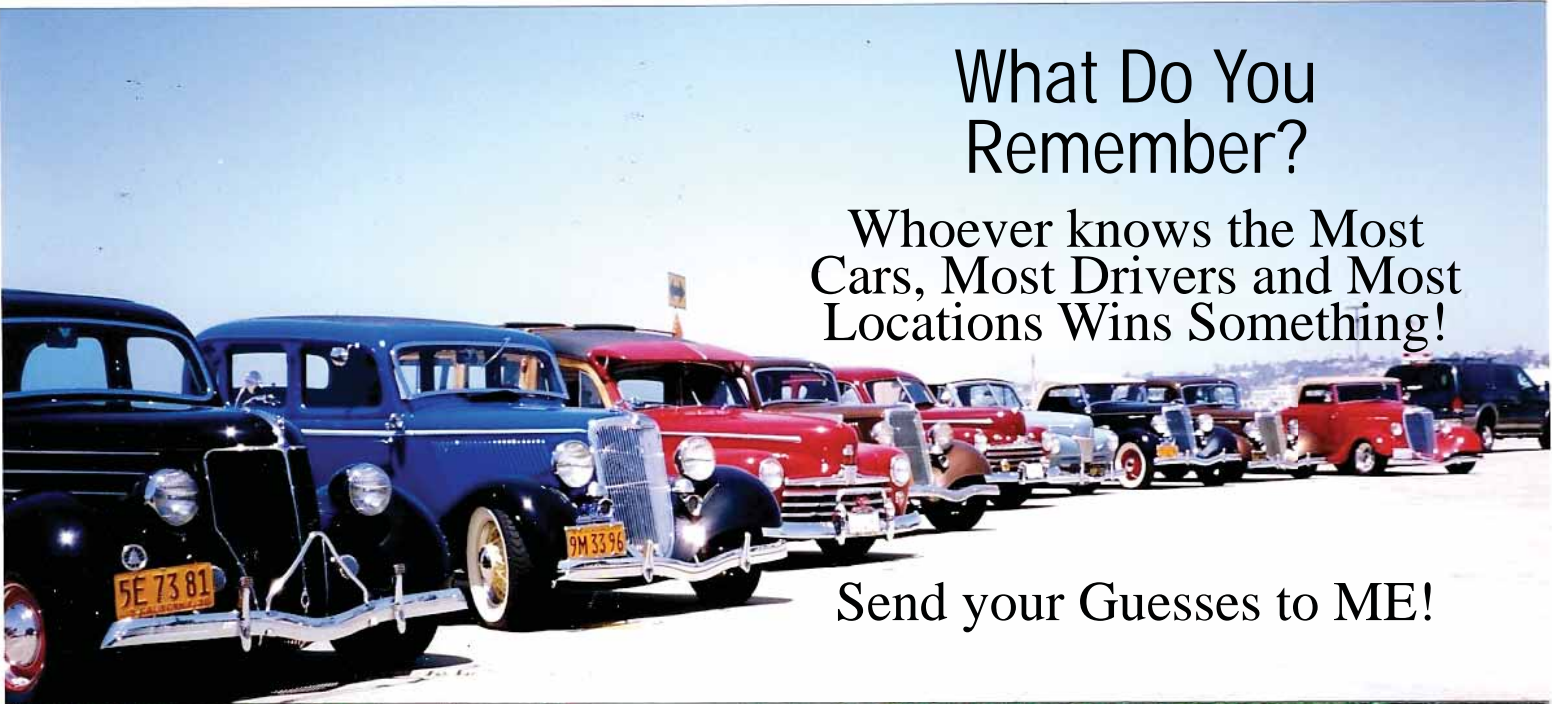
39 Ford Deluxe Convertible, like new.
price; best offer over \$25,000. John T
770-487-3639--Georga

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





What Do You Remember?

Whoever knows the Most Cars, Most Drivers and Most Locations Wins Something!

Send your Guesses to ME!



Prepare Yourself for Stardom...



John's new T Shirt- Big enough for two, maybe three...



Let's Eat!



What's This?

The driving drizzle cut our usual 1/2 hour hanging out in the parking lot before breakfast. We all started going in early, but the restaurant hopped to it and prepared our tables so we all were seated no problem. When we were done, so was the rain. Everybody happy.



Den showed up without Maureen. He claimed she was at the Dentist..



Tim & Sandy showed up in a 'C' word hot rod, that he claimed he's owned for 23 years



Plenty of joking around in Ray's Victoria



George tells me , he's trading his '46 for something more comfortable.



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

Look What I Found!

It was 1978 at the Hershey show—After walking the show for 3 days I found this woodie.. Cost me just what I had in my pocket-\$2,200-which included hauling it to my NY Home. The one owner Ford was just out of 35 years Barn storage..and... turns out, IT STILL RAN!! Once home I went right to work. Seven years later, About half the wood was new. New paint, interior, tires brakes, wiring, motor, gas tank etc. Just in time to load on truck for Coronado, Ca. Our new home. Joined the V8 club and took a Harris Tour to Washington State. Only minor problems going .But coming home, LOST the left REAR WHEEL

coming down Grants Pass at 60 mph. Back seat passengers, John and Liz Dow were pale but calm as we slide to a stop amid a fireworks show of sparks and mountainous cloud of smoke. V8ers surrounded car with Fire estinguishers, but luckily no flames. I searched an old V8 Roster and foundd a retired V8 guy with a shop-nearby. Tire replaced, damage repair & Welding was done on his lift Sunday. Back on the road Monday —Tim



Stripped for Paint work at Local Lawn Mower Shop 1981

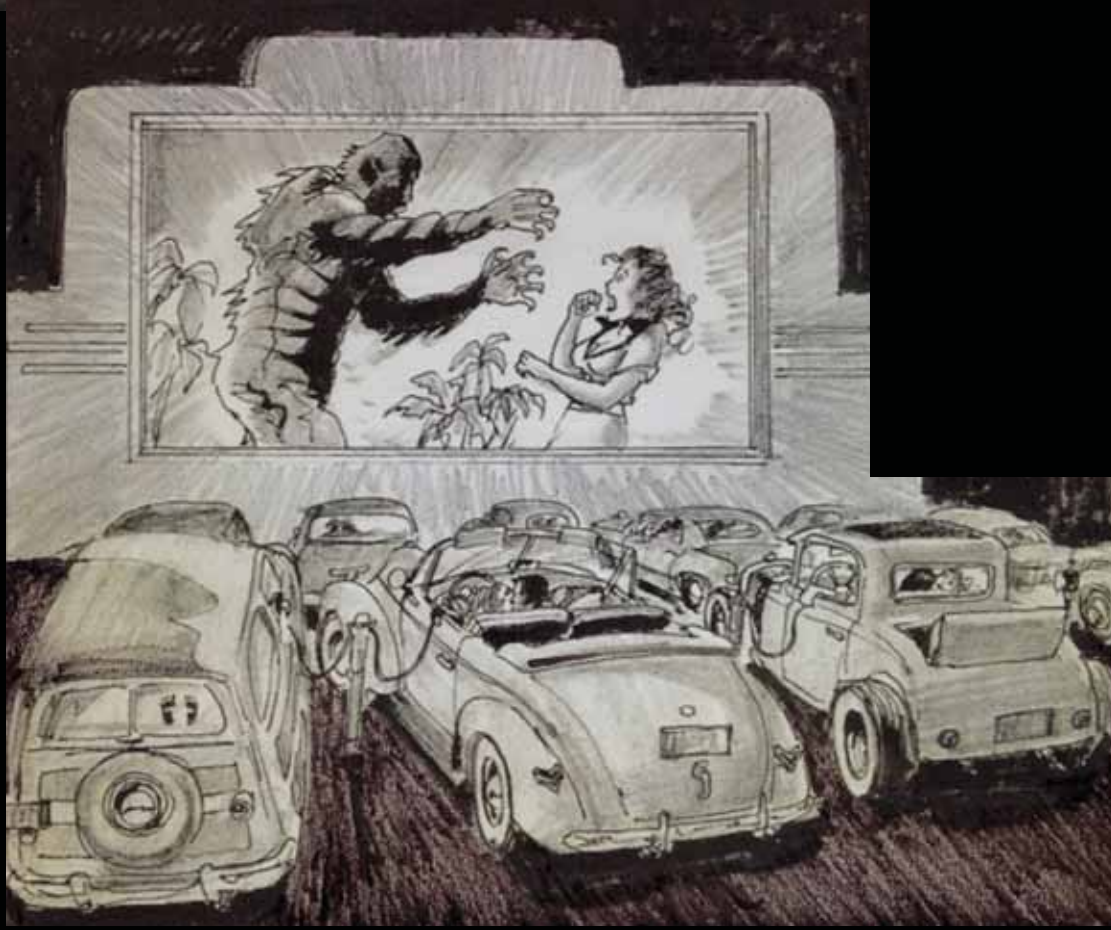


55 years later—Surfs Up. Now in Coronado!



Remember the
SANTEE Drive In...
The Ford you drove,
the girl you brought,
the movie you didn't
watch...?

The
SANTEE
movie and
Swap Meet
days are
numbered.
There is a
plan to
demolish the
buildings and
build a
mall...
YIKE!



Members along for the ride:

Art & Lorraine Bjornestad	'53 Ford Convertible
Charlie & Connie Cron	'35 Ford Pick Up
Don & Irene Sutherland	'41 Ford 4 Door
Elmer Tolman	'36 Ford Coupe
Dan & Bonnie Krehbiel	'39 Ford Woodie
Glen & Barbara Davis	'40 Ford Coupe
Don & Jocelyn Gray	'41 Ford Coupe
Pat Phillips	'51 Ford Woodie
Don and Mary Durkee	'53 Merc Monterey
Bill & Carol Harvey	'47 Ford Convertible
John Ferrar	'32 Ford Coupe
Dick & Cindy Williams	'39 Ford Tudor
Jay & Sylvia Harris	'46 Ford Convertible

Tuesday, July 30th saw us depart the Holiday Inn in La Mirada for the 329 mile first day, with a stop in Newbury Park to pick up V8ers, then on to Waller Park in Santa Maria for a picnic lunch. We travelled US 101 north to a gas stop in King City, then made our way to the Riverside Garden Inn in Santa Cruz for the night - \$75 for a nice room.

Wednesday saw us on beautiful Hwy 1 along the coast, with a picnic lunch stop at Stump Beach, just north of Jenner, followed by a gas stop in Mendocino. The ocean views were spectacular!! Our destination for the night was the Best Western Humbolt House Inn in Garberville, a motel the HARRIS TOUR has returned to many times over the years. \$70 for a nice room. The Highlight of the evening was dinner at historic Benbow Inn - \$53 for a delicious meal!

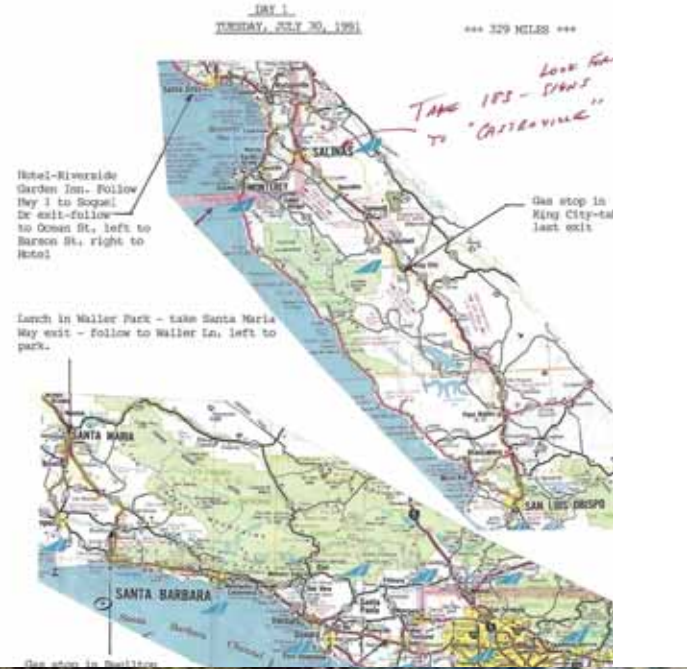
Thursday had scheduled stops on the Avenue of the Giants; a guided tour of the Pacific Lumber Company's lumber mill in Scotia (no longer operating), and a stop for browsing in the historic town of Ferndale. Many Victorian homes line the neighborhood streets of this gem. By now we're back on US 101, stopping in Crescent City for gas, then up the Oregon coast through the beach towns of Brookings, Gold Beach, and Port Orford, stopping in Coos Bay for the night at the Red Lion Inn - \$67.00!

Day four, a Friday, included a stop at the Sea Lion Caves just north of Florence. This is America's largest sea cave - 12 stories high - and only \$5.00 admission fee. Just up the road we took a short detour to stop at a genuine 1938 wooden covered bridge on the north fork of the Yachats River, followed by a second stop at another genuine wooden covered bridge built in 1914 just south of Lincoln City. Oregon has lots of these! Our destination for the night was the Pony Soldier Inn in Chehalis - \$56.00.

Day five, a Saturday, included a detour to enjoy the beauty of Mt Ranier National Park before heading further north to the very scenic Seattle area. Now it was time to 'make some time' on Interstate 5, and we cruised comfortably as far as Issaquah for our last night on the road at the Holiday Inn.

Day six saw us anxious to complete the last 245 miles of our long journey from California, and we crossed into Canada with no problems. Whistler was a delightful little ski town, and V8ers had their choice of several hotels and lodges. Now it was time to relax and enjoy everything that the FORD SKY COUNTRY MEET '91 had to offer!!

Contd Next Page...





Welcome once again, Ford Fan readers and other members at large. This issue contains the story of the **1991 HARRIS TOUR** to the Western National Meet in Whistler, British Columbia. The following southern California V8ers, plus some others in Oregon and Washington, made the 1700 mile trip to Whistler, a popular ski resort north of Vancouver, BC:



EARLY FORD V8 CLUB OF AMERICA
WESTERN NATIONAL MEET

REGISTRATION FORM
REGISTRATION NO. **100**

Ford Sky Country Meet 91

August 5 through August 10, 1991
(please print clearly)

HARRIS FIRST JAY SPOUSE SYLVIA

NAMES & AGES

21831 MONTBURY DR PHONE 714-586-4150

EL TORO PROV./STATE CA. CODE/ZIP 92630

GROUP SOUTHERN CALIFORNIA PAID AT REG. MEET

Registration Fee (prior to June 1, 1991) (2 adults max.) \$40.00

Registration Fee (June 2 - July 15, 1991) (2 adults max.) \$50.00

Fees in Judging: (one included in above) @ \$10.00

REGISTRATIONS ACCEPTED POSTMARKED AFTER JULY 15, 1991

	NUMBER	PRICE EA.	TOTAL
Wednesday: Evening Bar-B-Que Chicken Dinner	2	\$15.00	\$30.00
Wednesday: Ladies Luncheon		\$18.00	
Wednesday: Box Lunch (Concours)	1	\$10.00	\$10.00
Thursday: Train trip to Lillooet & return		\$45.00	
Friday: Mini Tour - Box Lunch		\$10.00	
Friday: Evening Grand Awards Banquet		\$30.00	
Saturday: Farewell Canadian (Eh!) Breakfast Buffet		\$10.00	
Sunday: Aug. 11 - Abbotsford International Air Show \$15.00 per car			
T-Shirt: M L XL Please circle size(s)		\$10.00	
Souvenir Pin:		\$5.00	
Golf Shirt: M L XL Please circle size(s)		\$30.00	
Beige w/V8 Logo on pocket & Meet crest printed on back			
Ladies Necklace:		\$8.00	
Gear Shift Knob:		\$10.00	
Make Cheque or Money Order Payable to:	TOTAL ENCLOSED U.S. FUNDS		\$40.00
WHISTLER V8 NATIONALS (No money will be refunded after July 15, 1991)			
I plan to bring my EARLY FORD V8 to the Meet			
YEAR 46 MAKE Ford MODEL Conv BODY STYLE Conv			
CLASS: Concours Touring Dearborn Original Display Only			
I will help with judging Year Make Open Closed			
MAIL TO: ROSS BLEWETT C/O WHISTLER V-8 WESTERN NATIONAL 706 FOLSOM STREET, COQUITLAM, B.C. CANADA V3J 5A5 PHONE: (604) 939-3600			

CONTD- Next Page...

My Second Car

" I Hated It "

by Ed Siegfried

When I was 18 years old, I decided it was time for me to have some wheels. I talked it over with my Dad and thought it would be a good idea to have him go with me and help me pick out my second car... WRONG!

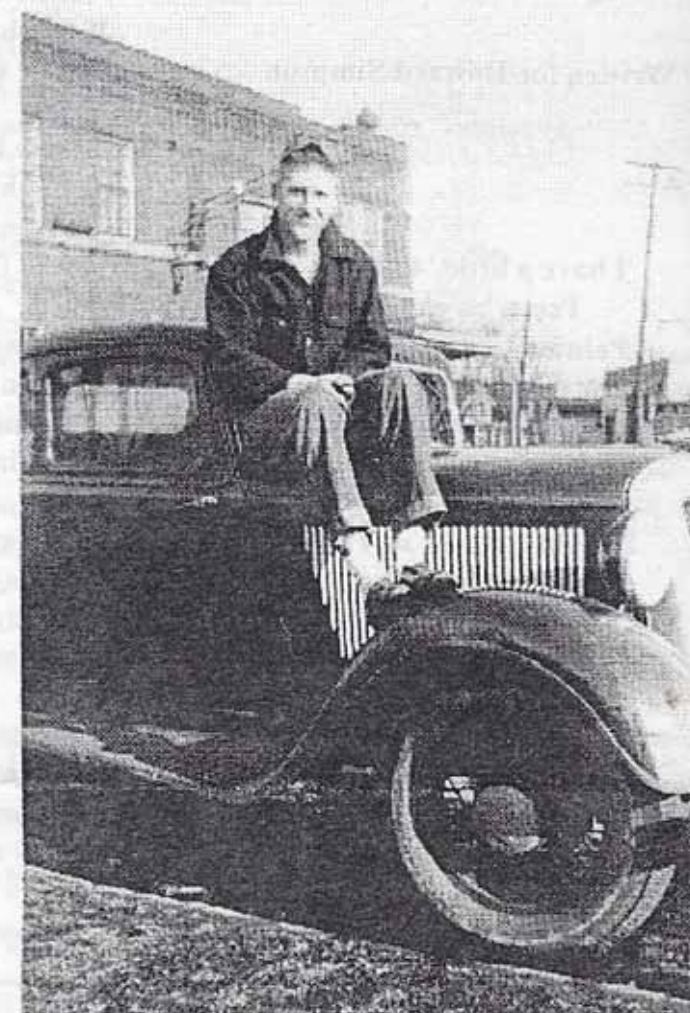
So, one Saturday morning, we walked to the local car lot which was four blocks away from our home. Looking the cars over, I didn't see any Ford convertibles, which I always liked. My Dad, however, spotted a super clean '33 black 5 window Plymouth coupe with a rumble seat. I told him I really didn't like the car, "but look" he said, "it's got wire wheels!" In those days we always listened to what our parents told us, so I very reluctantly bought the Plymouth for \$150.

Up bright and early the next day, I was going to take the guys for a Sunday drive around town and to the beach and look for girls, but the Plymouth had other ideas, as it wouldn't start. After running the battery down, I decided I had to push it, as there was a sloping street by our house. This did the trick and we were on our way!

Much to my dismay, this was an ongoing problem. I would always have to park on a hill and put a "Help Push" sign on the rumble lid. We would open it up and stand at the back of the car, point to the sign and hope someone would come along and give us a push with their car.

Of course I knew absolutely nothing about fixing cars, so I took it to a local garage to get the starting problem taken care of. The next day the mechanic called and said the car was ready and for \$27, my problems were over. WRONG! Nothing changed, it still wouldn't start. By this time I was ready to push the car over the nearest cliff, "Help Push" sign and all.

A friend of mine had a '37 Ford rumble seat convertible with a bad transmission. We talked it over and decided to trade cars even. I didn't have to push the Plymouth over the cliff after all, and I was the proud owner of a '37 convertible.





Stout and his Unorthodox Notion: The 1924 FORD Tri Motor

The man responsible for the radical engine set in the Ford Tri-Motor was a noted aeronautical engineer, William Bushnell Stout. In the early 1920's, while barnstormers thrilled awe-struck earthlings with their daredevil stunts in open-cockpit planes held

together with bailing wire and dope, Stout conceived a single-engine all metal passenger airplane with internally braced wings, quite an unorthodox notion in those days.

Stout's first plane, called the 1-AS (for Air Sedan) made its maiden flight at Selfridge Field, MI, on February 17, 1923. But it was underpowered. Stout substituted a 150-horsepower Hiss engine for the single 90-horsepower OX-5. This improved the performance but Hissos were hard to come by. One

other available engine was the 400-horsepower Liberty. To use it, however, Stout had to redesign his plane. The larger plane accommodated eight passengers. Stout called it the Air Pullman. Later, it was designated the 2-AT (for Air Transport).

This model flew in 1924 and Stout later noted that it "was designed out of a government handbook.....was in a considerable amount imaginary and was structurally designed by aspecialist on reinforced concrete structures."

To finance production, Stout needed money. To each of one hundred prominent industrialists, he wrote: "I should like one thousand dollars — *and I can only promise you one thing: you'll never see it again.*" Stout collected some \$20,000, including \$1,000 each from Edsel and Henry Ford, and organized his own airplane company. Increasing interest in the new form of transportation led the Fords in 1925 to build an airport at Dearborn MI. In April they started an experimental airfreight service between Detroit and Chicago (first industrial company to operate its own airline) and in August Ford purchased the Stout Company. On February 15, 1926, Ford became the first company to fly mail as a government contractor, carrying six sacks between Detroit and Cleveland.

About a dozen 2-ATs, meanwhile, were manufactured. Introduction of the lightweight Wright air-cooled Set Stout on a new design course: a three engine model. The 1924 radial engine set

Thanks FLATHEAD TIMES



In 1973 I bought this '35 Ford PU. It was a partially done hot rod that still looked stock.

I spotted it on a short trip to upstate NY. It was parked along the NY Thruway Hwy 87. Near the exit to Albany one way or Woodstock (Yes, that woodstock) the other way. I noted the doors, bumpers and rear fenders were in the bed, but a 350 Chevy v8 was under the hood—hooked up to the original 3 speed floor shift (have to change that) Hydraulics Brakes were new. Lot of work still to do, but the price was **CHEAP!**

I bought it, towed it home and put it back together over the next couple of years. I was half way through a piece by piece paint job when the Coke Commercial shoot came up. It was my commercial so I said an old truck carrying teen agers going to the beach would be good. (Used to be legal to do that) We set up in a large empty commercial Building in NYC, found a beach scene video and projected it on the wall. It looked great in the camera. We heaped some plywood up so the truck would bounce like on a beach road as it passed by. The kids and several big blow up beach tubes were bouncing along in the back.

The truck ran fine coming from my house down to NYC and for it's big moment on camera. But going home it was Rush Hour and Hot. And I hit a massive NYC Traffic jam. Trapped in the slow moving traffic, the old truck overheated. I had to pull off into a rough part of the Bronx. I found myself on a neighborhood street with mostly families, dogs and kids sitting on their stoops tryin to cool off. The men and kids crowded around me as the truck died. They all had stories about the old plumbers truck in the neighborhood—same color as mine. They offered to help. We found a water hose had topped off the radiator. As we got the hose back on, the guys offered tools and they even brought me a Coke. I could have made a commercial out of the actual scene.

