





Prez sez

Hello Early Ford V-8 Club members With the arrival of May and our beautiful warm San Diego weather , cruising season is here .

We had a full house @ our April meeting, discussions regarding opening an investment CD account to maximize our return on our funds, and to help cover our operating cost. Paul Alvarado spoke on upcoming events, car shows hosted in San Diego by Members of the San Diego Car Club

counsel. Keep up to date with those events here in the fan and on the car club counsel website .

Joe Valentino spoke on the upcoming All Ford Picnic @ Santee Lakes , currently there are 6 clubs participating, from Model T Club ,Model Club San Diego, Palomar Model A Club, F-100 Club , Classic Thunderbird Club of San Diego, Prowlers.

In addition Sedano Ford is bringing 2 of there new dealer cars. Sedano has also contributed to the event and looks forward to participating in future events . In all there will be over a 100 participants , in excess of 50 vehicles . Make sure to bring plenty of sunscreen , and don't forget your chair.

El Cajon Wednesday Night Car show with Charger Steve was another success , the EFV8 club and Antique Car club hosted the Cars on Main Street Show on Orange Ave. and filled the venue with over 25 cars . A good time was had by all.

Brad Nelson arrived late due to a malfunctioning tire, the symptom , it was flat on one side. Same tire had just been recently repaired . Does this qualify for the Tim Shortt hard luck trophy , calls for discussion @ the next meeting .

We are looking for more ideas for future cruises, places of interest to visit, anything to get the cars out on the road . There will be a cruise on May 27 to Fort Rosecrans National Cemetery, to recognize the commitment of members of America's military services. To honor those who lost their lives while defending their country.

That's all for now, looking forward to seeing you all @ the All Ford Picnic
——John

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Other Chairpersons: 50/50:

Name Tag Drawing Volunteer

Paula Pifer - 619-464-5445 Membership Programs -

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Monthly Car Club Council -

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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. 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, 3558





Did you notice ?-
The guy driving the Model A- Former Prez Joe.
Ray has fixed every squeek in his '51
Tim's not in any Pics- he's taking them.
George's Car is all over his shirt- every angle.



May

Anniversaries

5/03 Gregory &
Ferol Henkels
5/16 Tim &
Sandy Shortt
5/16 Bob &
Susan Symonds
5/17 Mike &
Lois Pierson
5/22 Bob &
Raphael Hargrave

May Birthdays

5/08 Avalee Smith
5/09 Norm Burke
5/11 Sylvia Cavins
5/12 Jerry Windle
5/14 Bill Dorr
5/15 Bill Houlihan
5/20 Maria Jarecki
5/22 Margaret
Steinacher



May Club

Anniversaries

Jim Hurlburt-53 yrs
Steve Seebold-38 yrs
Jose & Vivian Serrano
-23 yrs
John & Patricia
Hildebrand-15 yrs
Jim & Diane Thomas11
yrs
Don & Judy Gladden
9 yrs
Maureen Colvin
6 yrs
Paul & Marilyn
Alvarado-4 yrs
Dan Esposito-3 yrs

San Diego Early Ford V8 Club General Meeting Minutes, April 19, 2023

The meeting began at 10:10 a.m. with president
John Davison leading the flag salute.

President Report: John announced four visitors. They
are Ray Brock's daughters
and their husbands, Vickie and Charlie Dosall from
Denver area, and Wendy and

Rick Armstrong from Cupertino, California. John and
Joe Valentino were bothpleading for more donations for
raffle prizes for the All Ford Picnic.

Joe askedfor R.S.V.P. for attendees of the All Ford Picnic.

Vice President report: Nothing to report.

Secretary Report: The minutes from the March general
meeting were published in theFAN,
accepted and approved.

Treasurer Report: Ken Burke read the financials,
they were accepted and approved.

Membership Report: Paula Pifer reported 26 single,
43 joint and 112 total members.

Sunshine Report: Jerry Wendle
recovering from a broken wrist.

Fan Editor's Report: Tim Shortt states, C.A.J.F.

Accessories Report: No report given.

Car Club Council: Paul Alvarado brought 16 flyers for
upcoming car events. He alsopromoted our club hosting
the El Cajon Cruise on April 26th.

Historian: Joe stepped in for Susan Valentino and read a
old FAN Article on an All Ford Picnic
at Simpson's Nursery back in June of 2011.

Program: No program but Tim and Sandy Shortt did have
a birthday spoof with silly
gifts to celebrate Ray Brock's 89th birthday.

Old Business: No old, new, or misc. business reported.

Name Tag Drawing: No winner.

50/50 Drawing: Maureen Colvin won \$50.

Meeting Adjourned: 11:20 a.m.

Minutes submitted by Bob Hargrave

**Ray just turned 89 and
he's feeling pretty good
about himself...**



**And the Girlfriend is
liking it, too...**



Harris Tour to Bend 1987

Well folks, it's time to continue our monthly adventure into the deep, dark secrets of the yearly HARRIS TOUR to the Early Ford V8 Club's Western National Meet. The year is 1987, and the members of the Columbia River Regional Group are hosting the event at The Inn of The Seventh Mountain in Bend, Oregon. An aggressive, 5 1/2 day tour is planned, so let's follow along and see what the road ahead has in store for us.

The tour assembled at the Shilo Inn in Pomona, and the members attending were:

Dan and Bonnie Krehbiel
Blackie and Jeri Blackwell
Dennis and Vicki Keene
Merle and Melanie Fourez
Ron and Mary Miller
Dick and Mary Jeffers
Jim and Freda Britton

Pat and Joyce Byrne
Walt and Beth Brewer
Mike Groover
Dick and Marion Scritchfield
Bud and Barbara Williams
Art Knapp
Jay and Sylvia Harris



Our first day took us north on US 101, with a stop in Santa Maria at Waller Park for lunch. Then it was on to an auto museum in San Luis Obispo owned by Ron and Mary Miller's daughter's employer. Our stop for the night was in King City at a Motel Six - \$26.95 for two!

Day two was a low mileage drive to Carmel for the night, with everyone invited to explore this beautiful little village on their own, including Seventeen Mile Drive. We stayed at Svendsgaards Inn at an eye-popping \$140 for two!

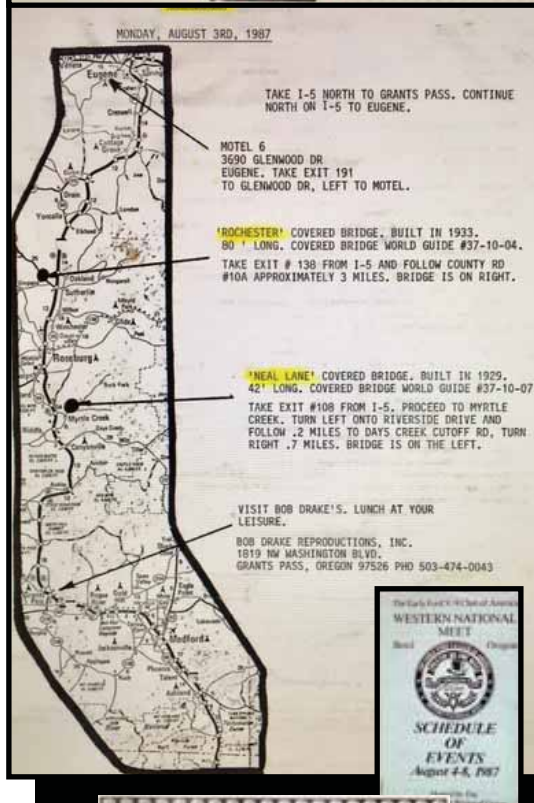
Day three included a stop at the historic Filoli Mansion in Woodside, sitting on 16 acres of lush gardens. We enjoyed a docent tour of this magnificent estate before continuing north to San Francisco and a drive down famous Lombard St, known as the 'crookedest street in the world.' From San Francisco we made our way over to I-5 and on to Red Bluff for the night at a, you guessed it, Motel Six - \$28.03!

Day four took us east on SR 36 to Lassen Volcanic National Park for an absolutely gorgeous drive through this iconic Park. From there we enjoyed unmatched beauty as we made our way back to I-5, stopping at Lake Britton for a rest stop. Next was the small town of McCloud, where we cruised slowly into town and past the historic McCloud Hotel. Then we re-joined I-5 for the 62 mile jaunt to Yreka for another memorable night in a Motel Six - \$27.51!

Day five saw us full of anticipation as we had been invited to stop at Bob Drake Reproductions in Grants Pass for a tour of the plant (see Bob's June 16th letter) and a visit to the Drake's home on none other than Drake Drive. It was an eye-popping experience to be sure. Our next stop was at the first of two covered bridges located a short distance off of I-5. It is named the Neal Lane bridge and is located just north of Myrtle Creek. It was built in 1929 - #37-10-07 in the Covered Bridge World Guide. Next was the Rochester bridge, built in 1933, and is #37-10-04 in the guide. Extraordinary stops to be sure. Soon it as time to 'hit the road' to Eugene Oregon for the night - at a Motel Six, of course - \$26.70.

Day Six, the last day on the road, took us east on SR 126, enabling us to stop at two more wooden covered bridges - Goodpasture and Belknap, before making a rest stop at the Harris Wayside, of all things! At this point we took SR 242 over beautiful McKenzie Pass to the town of Sisters, then enjoyed the last 22 miles of this year's HARRIS TOUR to Bend, and The Inn of the Seventh Mountain resort.

Stay tuned for the next HARRIS TOUR adventure to the WNM in Reno, Nevada in 1990. —
Janet and Jay Harris





Apr 26- El Cajon V8 Gathering.

V8 shared the center spot on Orange with the Vintage Car Club. Between the two clubs there were about 30 cars. The space was filled to the brim. I got the last spot. Good turnout and conversation. People spread around the downtown area to find dinner spots. Overall a very good time for everyone. Many V8ers stayed to the end.

—Thanks Paul Alvarado for the photos- Bill Dorr

Brought to you by The Early Ford V8 Club of San Diego & The Classic Thunderbird Club of San Diego

All Ford Picnic
May 7th 8:00AM - 1:00PM

Santee Lakes Regional Park

Model T • Model A • Early Ford • Thunderbird • All Fords



Cars-Food-Music



Hamburgers and Hot Dogs sold

50/50 Raffle

People's Choice Awards

Raffle Prizes

No fee to be part of the picnic, but the Park charges \$7 per car to enter park. For more information email JoeV@Pachell.net or call (619) 300-4280

And Don't Forget to RSVP for ALL FORD PICNIC May 7

Here is an update on how attendance to the All Ford Picnic is shaping up. We can expect some that said they are attending not to show up, and those that didn't RSVP to show up. But this is a good indicator of the possible attendance, thus far.

I will send out another update prior to the event.

Club Affiliation	# Cars	# People
Early Ford V-8 Club (San Diego, Palomar and SoCal)	24	57
Classic Thunderbirds of San Diego		13
Model A Club	12	20
Model T Club	4	4
Prowlers	8	8
F100		
Total:	48	102

See you there MAY 7, Joe Valentino

1933 National BEER DAY!

A New Deal on Beer

By Jason Taylor

Friday is the 90th anniversary of one of President Franklin D. Roosevelt's most unequivocally positive economic policies: the relegalization of beer.

The economy was at the lowest point of the Great Depression when FDR pushed Congress to change the legal definition of "intoxicating" beverages to allow the sale of beer up to 3.2% alcohol by weight (4% by volume) despite the 1920 Prohibition Act. Proponents claimed this would create jobs along the beer supply chain that were vital, given that a quarter of the workforce was unemployed.

The law took force on April 7, 1933, creating a carnival-like atmosphere to the 20 states that had cleared the way for consumption via their own beer bills. By Repeal Day, Dec.

5, 3.2% beer was legal in 43 states.

Relegalization brought a significant economic boost as breweries—many long dormant—upgraded capital, hired new workers, and purchased inputs such as barley malt, delivery trucks, glass bottles and kegs. The United States Brewing Company of Chicago,

Until FDR came along, it was hard to get a head in America.

which was already in operation making nonalcoholic beer, quickly contracted for 250,000 bushels of barley malt, bought 25 additional trucks, and hired 250 new employees. Nationwide brewery employment rose by more than 20,000 in the spring of 1933.

The economic ramp-up wasn't limited to breweries. The A.O. Smith Corp. of Milwaukee converted an idle automobile-frame plant into a production line for beer kegs. More than 4,000 kegs were rolled out daily by 450 employees working across three shifts. Tens of thousands of jobs were also created in bars, bottle shops, restaurants and hotels that could now sell beer.

A frosty mug probably isn't the first thing that comes to mind when you think of the New Deal, but it was one of the clearest policy wins. Some New Deal policies, namely on financial reform, were a net positive. Others constrained supply and artificially raised the price of labor, slowing the economic recovery.

Beer relegalization combined with successful financial reforms to bring about a

tremendous economic surge in spring 1933. The United States Brewers Association was right when it exhorted Americans to drink up knowing that "in every glass there is a step forward to prosperity." A popular contemporary song was recast as "happy days are beer again."

While economists and historians are divided on the costs and benefits of the New Deal, we should set aside those differences and raise a glass to a policy we can all cheer. As FDR said in 1933, "I think this would be a good time for a beer." Happy National Beer Day.

Mr. Taylor is the Jerry and Felicia Campbell Professor of Economics at Central Michigan University and a member of the Board of Scholars for the Mackinac Center for Public Policy.

SAN DIEGO isn't called the "Capital of Craft" for nothing. April 7 marks National Beer Day across the U.S. So why did the powers that decide these "holidays" choose this date?

On April 7, 1933, the Cullen-Harrison Act, signed by President Franklin Roosevelt, went into effect. The bill allowed BEER to be sold again! in the U.S. following the end of Prohibition.



In Over My Head?

Here are some photos of the woodie, as I bought it. My wife, Nancy thought I was in over my head. But with a lot of work and time the end product emerged.

I purchased the Woodie in Kansas and received the original title. The car had been stored in a barn and the guy that owned it was the son of the original owner. He always thought that he would restore it, but never got the time ...

I Bought the woodie-for \$20,000 delivered. And it came with the original Title. Also it came with an extra pair of rear fenders and some other parts which were used in the restoration. The sales price did not include the 10% buyers fee, charged by Barrett Jackson to the buyer for the sellers final price of \$72,600. The sales price did not include the 10% buyers fee, charged by Barrett Jackson to the buyer for the sellers final price of \$72,600

. The wagon also included several board feet of the original wood (old-growth first cut .from the mountains where Henry Ford owned the forest I believe it was in Michigan.

I ended up, selling the rear fenders and some of the board that I did not need. I got \$1500 for those. Ended up finishing it with 11 coats of varnish sanded between each coat and finished finally with claybar so the wood came out beautiful.

The restoration cost of just under 10,000 sold at Barrett Jackson for \$66,000. I really enjoyed the car, but it was too slow for Scottsdale, roadways and freeways to take the car shows. So I bought 1958

Corvette rest o mod to keep up with traffic. Attended many local shows with the Woody always draws a crowd of admirers. —Contd

Just delivered



Wood apart and looking good.



Always do wheels first





Ron Hall's READY -TO -GO Restored Woody

She's finally finished and ready for her test run. We loaded the whole family up took her for a drive. She drove and handled marvelously.
Now to move her onto Barrett Jackson.



Torrey Pines State Reserve 100th Anniversary Celebration and Gliderport Tour.

— Rick Carlton



It was a great weather day for a tour. We met at the Torrey Pines State Reserve South Beach parking lot. The tour consisted of seven classic cars from the Early Ford V-8 club and four members of the T-bird club. Rick and Sheryl provided doughnuts and coffee from the tailgate of Rick's truck in the parking lot. About seven or eight rare old cars from the La Jolla Regional Horseless Carriage Club of San Diego preceded our group up the 2-mile hill to the Lodge. At 9:00am we slowly drove up the hill which had a lot of pedestrians walking up the road.

My contact at Torrey Pines was Donna Close. She came to our parking lot and passed out 100-year anniversary commemorative pins to all of the participants who brought classic cars. The event started at 10:00am. I picked up an event program and I was surprised that both the La Jolla Regional Horseless Carriage Club of San Diego and the Early Ford V-8 Club were listed in the program. There were dignitaries including San Diego Mayor Todd Gloria giving speeches. The program listed guided flower walks, educational booths, architectural and Historic Lodge walks and special talks with former Park Rangers. - Contin next Page

The attendees from the Early Ford V-8 Club were members: Paul Alvarado, Rick & Sheryl Carlton, John Davison, Greg Henkels, Russ & Marty Ries, Joe & Susan Valentino and Janet Voinov & her friend Mike. The drivers of the 1955-1957 Classic Thunderbirds of San Diego Chapter 24 were Shelley Bowen, Dave Durrell, Paul Mears and Mitch Villapando.



..Contd...

Shelley Bowen driving a very sharp black 1955 Thunderbird with a 312cu in. motor. Sheryl and I checked out her car. There were “before” pictures of the T-bird before her father restored it. She said, “look at this” and she held up an Early Ford V-8 Club jacket that was a beautiful dark blue with blue leather sleeves. The jacket belonged to her father, Bill Bowen who was a member of the Early Ford V-8 Club in the 1980’s. Do any of you long-time members of the club remember Bill?

At 11:00 o’clock we rolled back down the hill and took a short 3-mile drive south to the Gliderport. It looked like a perfect day for parasailing too. Some people brought their lunch and others purchased a lunch at the Gliderport food stand. There was a lot of activity with the parasail gliders taking off and flying back and forth over the ocean. One brave (possibly stupid?) pilot even hung upside down as he cruised back and forth parallel to the cliffs. After lunch, the participants returned to their cars and the tour was over..



**This was a great tour.
If you didn't go,
you missed a good one.**



What was a Model T Doing at the First 24 Hours of Le Mans?

And how did it manage a 14th place finish?—Daniel Strohl

Among the Bugattis, the Bentley, the Chenard-Walckers, the Excelsiors, and many other continental Europe racing standbys of the interwar era that had lined up for the inaugural 24 Hours of Le Mans sat a lone Ford Model T. It wasn't described as such on the entry list and it sported a number of modifications that almost made it unrecognizable as a Model T, but a Ford it was nevertheless, making it the first one to race at Le Mans, long before the GT40s that ran in the Sixties and the Mustang that Ford wants to enter there next year. So how did a Model T get there?



Charles Montier is hardly a household name these days, particularly here in the United States, but in a way, the Frenchman was an analogue to Carroll Shelby, Colin Chapman, or Sydney Allard, all of them adept at transforming common cars or their components into sports cars that could compete on the marketplace as well as on the racetrack. While Henri Depasse had staked a claim as the first Ford agent in France and leveraged his success to build a factory for assembling Fords at Bordeaux, Montier took on Ford's second French franchise around 1911 not necessarily to sell to the masses but to sell to the sporting set.

Who Was Charles Montier?

As Chris Martin wrote in his book [chronicling Montier's](#)

[exploits](#), Montier was a gifted mechanic who built a steam car with his father before the turn of the century and who "acquired the nickname of 'Le Sorcier' ('The Sorcerer') long before that name was revived later for the better known Amedee Gordini, for his similar ability to extract performance from equally ordinary Renaults."

First based in Tours then later in Paris, Montier appeared to take great inspiration from the catalogs full of American speed parts for the Model T, Martin suggested. "The Fordia magazine circulated to all Ford agents published a list of accessories that APCO Manufacturing Company located in Kansas could supply: Ruckstell axles, Ricardo or Diablo pistons, special camshafts, high compression Milwaukee cylinder heads, and above all modifications to lower the chassis and front axle," Martin wrote.

Rather than buy the parts from APCO, however, Montier decided to engineer and manufacture his own, starting with a complete system for lowering the front and rear of a Model T by six to seven inches. The system, which consisted of a spring-behind-axle conversion in front and Z'd frame rails in rear, even earned him a patent in 1921, about a decade and a half before Ford did something similar by moving the axle behind the spring rather than underneath it. *Contd...* Another modification he made - a taller radiator for increased cooling capacity - also made its way into production Model Ts not long after he introduced it. *Contd...*



Montier and Ouriou at Le Mans, 1923

Montier and Ouriou at Le Mans, 1923
Around the same time he decided to prove his modifications by entering cars equipped with them in hillclimbs and other competition events. He won the first race he entered, at Boulogne-sur-Mer, in June of 1921, with an average speed of about 80 MPH. By the next year, he'd developed a model specifically for conforming to the Touring Car class and its requirement for four seats which he called the Gaillon. Not just lower, it also produced more power thanks to an overhead-valve head similar to Louis Chevrolet's Frontenac heads, larger valves, aluminum pistons, a sidedraft

carburetor, and a tubular exhaust manifold. Montier even swapped out the Ford planetary transmission and Ford axle for a Sinpar three-speed gearbox and Ruckstell. He upgraded the brakes first with larger rear drums then later with drums at all four corners.

The First 24 Hours of Le Mans

Officially called the Grand Prix d'Endurance de 24 Heures, the first 24 Hours of Le Mans was conceived by the Automobile Club de l'Ouest not to test cars' maximum speeds, rather their reliability at speed. As a result, scoring took into account not just the absolute distance that each car covered in the race's 24 hours but also the ratio of distance covered versus target distance, the latter calculated based on the engine displacement of each individual entry. And that's the simplified version; scoring also took into account each entrant's progress throughout the race and race sponsor Rudge-Whitworth had stipulated that the 1923 race would be just the first of a series that would decide an ultimate winner based on cumulative results over three consecutive years. The race would take place at Circuit de la Sarthe, a well-established course running from the city of Le Mans to the village of Mulsanne and back, along many of the same roads and around many of the same corners where the race takes place today. Rather than the middle of the summer, however, that first race occurred in late May. The rules called for the cars to demonstrate roadworthiness with folding tops, headlamps, full fenders and running boards, and a horn. Convertibles had to run a portion of the race with their tops up. No racing mechanics were allowed, though one relief driver was allowed. Only the drivers could fuel up the cars.

"To ensure a pretense at least that these were production cars there was also a stipulation that thirty similar models had been built," Martin wrote. "Although we know by 1923 half the cars in the world were Model T Fords, it is unclear exactly how many of his 'specials' Montier had built. Of course, although most cars at that time were bodywork supplied by independent coach builders, the chassis and mechanical components were supposed to be the same as the production cars available to the public. Presumably the ACO officials did not notice or chose to ignore Montier's modifications to the Ford chassis."

While Montier sometimes chose his son Ferdinand as his riding mechanic, he decided to race at Le Mans with his brother-in-law Albert Ouriou as relief driver. He entered one of his four-seater Gaillon Fords in the under-three-liter class under the banner of Établissements Charles Montier et Cie and started with race number 19.

Montier's Respectable Showing

For a race that would become infamous for danger, death, and destruction in later decades, the 1923 24 Hours of Le Mans was rather sedate, especially considering the rainy conditions throughout the race. Of the 33 cars that started the race, all but three finished, and off-track excursions were limited to just a couple incidents.

Many accounts of the race focus on the Bentley's travails and the curious results in which there was technically no declared winner, a pair of Chenard-Walckers finished first and second in absolute distance covered, and a 1.1-liter Salmson took the lead in the Rudge-Whitworth Cup competition by exceeding its target distance by 46 laps.



Montier's Ford (far right) at Le Mans, 1923

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After Le Mans

Montier continued to compete for the next decade or so in hillclimbing and Grand Prix racing, switching over to Model As with similar modifications to his Model Ts. In the early Thirties, he even built a straight-eight using two Model A four-cylinders mounted inline to each other and raced it until Ford's new V-8 became available in France in late 1933.

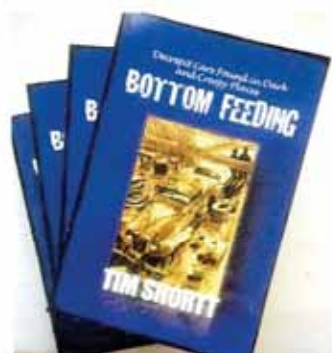
"The last Montier-Fords achieved better results but funds were running low and realistically by the fast-improving standards of the 1930s technology, the Fords were getting left behind, no match for the Alfa Romeos, Bugattis and Mercedes-Benz opposition with or without Charles Montier's 'sorcery,'" Martin wrote.

The Ford-based race cars and coach built specials that Montier sold continued until roughly the same time, when Ford merged with Mathis to create Matford in 1934 and elected not to renew Montier's agency. According to Martin, he later ran a taxi business and a mechanics school before dying in 1952 at the age of 72. By Martin's count, nine Montier Fords remain in existence, including the one now [at the Museum of American Speed](#) in Lincoln, Nebraska. According to museum historian Bob Mays, the car in the museum was the one that Montier and Ouriou drove in the 1923 24 Hours of Le Mans. However, Martin notes only that it uses the same Gaillon-type body used in that race and is "certainly the closest to an original car" of those in existence. When discovered, it had a Model T engine that had been sleeved down to 2.0 liters to meet the reduced taxation class requirements in 1920s France as well as a Montier-modified chassis.

The car subsequently went to Jean-Pierre Hombert, an expert in French Model Ts, who restored it sometime ahead of the 2008 Le Mans Classic, where the Montier Ford was able to run the circuit wearing the number 19 and French blue paint. It ran the event again in 2010 then sold at auction in 2015 for €30,000 to the museum.

Not until 1937 would another Ford compete at Le Mans, this one a privately entered British Ford-based CX Special. Curiously, it too placed 14th.

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



My Book
\$15- I Have
owned about 400
Cars & Trucks
and I remember
most of them...
Plenty of laughs...

1940 FORD PICKUP FOR SALE
 \$33,500.

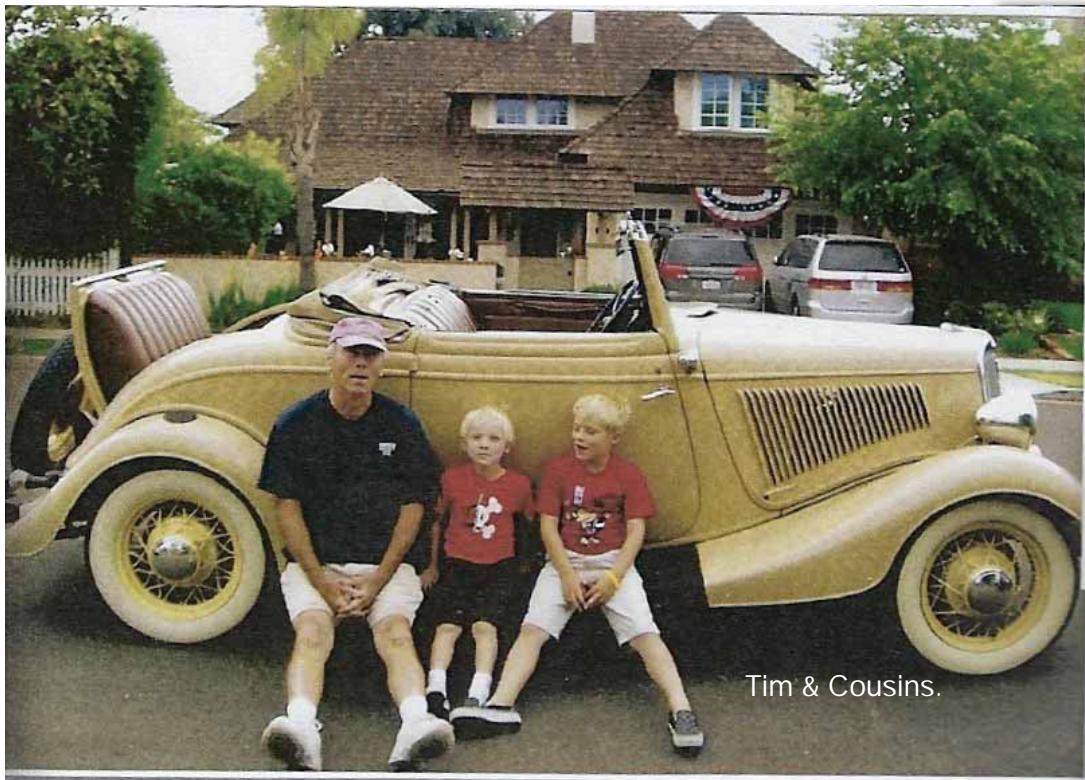
JACK CLEGG'S BODY OFF RESTORATION
 ALL METAL- LESS THAN 500 MILES ON SMALL
 BLOCK CHEVY-3 ON THE FLOOR- SOLID TRUCK
 JIM THOMAS jstomas35@gmail.com
 619-669-9990

Tim Shortt, Editor
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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



EFV8Club-%Tim Shortt 1211 5th st, Coronado, Ca 92118



Tim & Cousins.



Same Boys 20 years later...