

Oct
2023

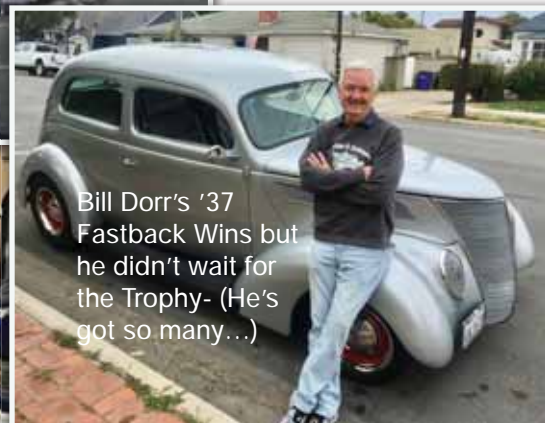


The El Cajon Show... wasn't near as full as I've seen it, but Eleven of us V8ers actually drove our cars. Wives and other v8ers showed up to hang out and watch the parade cruise by. and then it was off to dinner. I took car shots, but the setting was not right, so I got that weird smear shine look. I was resetting my camera when I saw a familiar "white 56 Merc Wagon pulling into park. It had emergency lights and a siren "

Turns out it was Tom, The Famous Highway Man just ten years older.

If you don't, know, he was the retired Mechanic who cruised the Freeways for years looking for Trouble. He had two '56 wagons...a Mercury and a Ford, and ran them day and night carrying Tools, Gas, Emergency Lights and Experience. Whenever he came across a broken down car, he would pull up with his Safety lights blinking and offer to help. Plenty of stories have been written about his kindness,

I met him when, I was crossing The Coronado Bridge and just before the peak of the bridge hill, my car ran out of gas. I looked in my rear view and there was Tom, right behind me, with his loyal little dog. And whatever was needed. He saved me with no charge. Just gave me his card, smiled and said, "No charge, just pass it on".



Bill Dorr's '37
Fastback Wins but
he didn't wait for
the Trophy- (He's
got so many...)



Look. It's Tom, the Highway Man!

Among the V8ers there, were long time V8 friends, Gary Walcher and Ric Bonnoront- great to see them.



Assisting you has been my pleasure.
I ask for no Payment other than for you
to pass on the favor by helping someone
in distress that you may encounter.

Prez Says

Look what's coming up:

Dec 16, 2023

REMEMBER the Fallen. . . HONOR those who Serve. . . TEACH our children the value of Freedom.

Welcome to the CA0392P - Early Ford V8

Club's Wreaths Across America Page.

On December 16, 2023 at 09:00 am (Wreath Placement Immediately Following Ceremony), CA0392P - Early Ford V8 Club will be helping Miramar National Cemetery to Remember and Honor our veterans by laying

Remembrance wreaths on the graves of our country's fallen heroes.

Please help us honor and remember as many fallen heroes as possible by sponsoring remembrance wreaths, volunteering on Wreaths Day, Dec 16, 2023 or inviting your family and friends to attend with you.

Thank you so much for supporting the CA0392P - Early Ford V8 Club and Wreaths Across America!



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V.P. -**Brad Nelson** 517-357-8981

Secretary - **Bob Hargrave** - 619-283-4111

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

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Name Tag Drawing Volunteer

Paula Pifer - 619-464-5445 Membership Programs -

Volunteers Tour Co-ordinator -

Monthly Car Club Council -

Paul Alvarado 619-846-7012

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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, 3558 Bentley Drive, Spring Valley, CA 91977.

Antique Engine and Tractor Shows
Oct 21 and Oct 28

That's all for now,
be safe out there
V-8rs

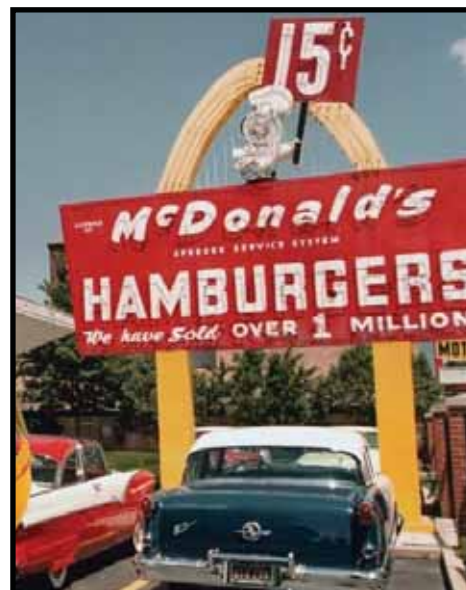
God Bless

America And

All Ford V-8

members

Your Prez , here to
serve . John





V8 Breakfast- We Meet. We Eat.



Rain in the dry Black Rock Desert wreaked havoc at Burning Man. Organizers were forced to close roads temporarily over the holiday weekend, stranding 70,000 people in the mud.



Burning Man mud fest

What was supposed to be a weeklong celebration of free spirits in the desert turned into a “mud fest.”

This year’s Burning Man started on Aug. 27 and was supposed to end on Labor Day, until the rain came on Friday. More than a half-inch fell, flooding the area and turning the normally bone-dry Black Rock Playa into foot-deep mud.

The rain forced organizers to close roads, stranding 70,000 attendees, known as “burners.”

Burning Man emphasizes self-sufficiency, and many burners arrive in Black Rock Desert with limited supplies, expecting to face the challenges of the desert — including torrential rains.

Event volunteer Josh Lease said that in true Burning Man spirit, people were sharing warm clothes and phone chargers where they could — and they kept the music blaring. One man died, but organizers said the death was not weather-related. An autopsy is pending.

The quagmire, however, is another reminder of the effect climate change has on weather, said Michael Mann, a climate scientist at the University of Pennsylvania. This summer was particularly hot in the Southwest. That creates favorable conditions for heavier-than-usual rainfall, he told [Wired.com](#).

“A warmer atmosphere holds more moisture. So when conditions are favorable for rainfall to occur, as they are during the monsoon season, we expect more of it,” Mann said.

Organizers lifted the driving ban Monday afternoon as the muddy roads had dried up enough to allow people to leave. Traffic was so congested that at one point, it was taking drivers roughly seven hours to traverse a 5-mile route, pocked with puddles, to the nearest paved road.

Even during normal years, exodus traffic jams can last for six to nine hours, according to the organizers. Cars, trucks and RVs stuffed with sleeping bags, stoves and tents all cram onto a single two-lane road leading to the nearest major highway.



**October
Anniversaries**

10/12 John & Pat
Hildebrand
10/23 Jim & Diane
Thomas
10/25 Jim & Lynne
Miller

October Birthdays

10/04 Paula Jamieson
10/08 Susan Valentino
10/10 Cheryl Westra
10/18 Jay Harris
10/18 Ken Burke
10/19 Rick Carlton
10/20 Bob Symonds
10/21 Russ Ries
10/23 Phyllis Burke

October # of Years in Club

Jay Harris
51 yrs
Greg & Debbie Murrell
26 yrs
Les Hilgers
24 yrs
Calvin & Shirley King
24 yrs
Frank Swedberg
19 yrs



Dan Prager suffering sore leg from fall.
Jerry Windle Broke his computer and will retire.
Bill Lewis home from Hosp. Pnomonia

Welcome New members Roe & Alex Ramirez, they are proud owners
1934 Ford Tudor , 1936 Ford Coupe ,they share a true luv for Fords as
do all our EFV-8 members.

San Diego Early Ford V8 Club
General Meeting Minutes, Sept. 21,2023

The meeting began with president John Davidson leading the flag salute.
Presidents report: John reported Barbara Martin will again be in charge
of decorations for the Christmas party. We will need volunteers for set up
and clean up. The club will again collect toys for tots. He also reported
the club will participate in the "Wreaths Across America."

Vice President report: No report given.

Secretary report: The minutes from the September general meeting were
published in the Fan. Accepted and approved.

Treasury report: Ken Burke read the financials and gave an update on the
interest accrued from the Chase bank C.D.; Accepted and approved.

Membership report: No report given.

Sunshine report: No report given.

Fan editor report: Tim reported "coming along just fine."

Accessories report: No report given.

Car Club Council: Paul reported eleven of the club's cars participated in
the recent El Cajon Cruise Car Show. He brought flyers for upcoming
events: Wave Crest, Cops and Rodders, Mustang Show, Auto Fest,
Pal Joey's, and East County Cruisers.

Historian: No report given.

Tours: Ray Brock is putting together a tour to an olive oil manufacturing
plant on Oct. 14th. Meet at the Broken Yoke in Mission Valley at 9:a.m.
for the 80 mile trek up I-15. The tour of the plant takes 1.5 hours.

Programs: John Davison showed a video of a high school student,
Annica Ernstrom from San Luis Obispo, Ca. who did a complete
restoration of a 1948 Allis Chalmers tractor.

Old business: Joe Valentino sent an E-mail out for anyone interested in
a ride in a Ford Tri Motor plane.

New business: Dave Huhn reported,

Optima Batteries are still available here locally.

Name tag drawing: No winner.

50/50 drawing: Maureen Colvin won \$48.

Meeting adjourned: 8:10 p.m. Minutes submitted by Bob Hargrave



**Tour to the Temecula
Olive Oil Company
October 14 2023
RSVP By Oct 8**

From San Diego meet at Broken
Yolk Mission Valley
Meet at 8:00 Lv at 8:15.
From Escondido / Fallbrook meet
at the parking lot at Hiway 15 &
76 east end of lot
meet at 9:00 Lv at 9:15.
From Temecula meet at Temecula
Olive Oil Co at 10:00
Aprox 80 miles one way
Tour is about 1 1/2 to 2 hrs
Cost is \$20.00 per person Buy
tickets in advance
In order to reserve spots on the
tour I had to buy 25 tickets so see
me for tickets The route is 15 N to
79 E to 310 The Olive Oil Co is at
the intersection of 79 & 310
I will hand out directions
when we meet .

Ray Brock

619 993 9190

<rayb84@gmail.com>

San Diego Early Ford V8 Club——Page 6



What a set up!



Ray brought the Table & the chairs!



Rain? Sprinkles? Who cares,, Party On!



Cowboys get the girls

Full Throttle was the annual San Diego Auto Museums Party In The Park on Saturday, Sept 30th. The theme this year was western / country with the moniker "Rhinstone Cowboy". This is the museums primary fundraiser to support the effort to help at-risk youth (those living at or below the poverty line) with vocational education assistance. This is a big event with big names attached.....a veritable Who's Who of greater San Diego and beyond. This year's event honored the contributions of the Discount Tire Family. The event was sold out with 300 people in attendance.



Tables for 10 were not cheap and both the silent and open auctions generated substantial donations from those in attendance. Auctioned items included trips to NYC, Italy, Montana, a Team Penske racing experience at Indy and more. Silent auction prizes included an authenticated Michael Jordan signed basketball, exclusive dinners with private chefs, flights on private jets, high end wine baskets and on and on...

The event is held in the parking area to the rear of the museum. The transformation of the area is beyond remarkable. Event lighting, two huge projector screens, a full stage and PA system for speakers and comfortable table seating for the 300 strong and a fully carpeted area is only accomplished by either a miracle or a mountain of time and effort. It included a full, open bar, three course gourmet meals and a huge wait staff to provide for your every need.

Our EFV8 Club's own Ray Brock is once again at the forefront in the support of this event. He is prominently listed on in event publications and singled out multiple times by event speakers. Other EFV8 members in attendance with Ray included the Dows, Houlihans, Pifers and Dorrs.

Mother Nature had her moments during the event. Sprinkles came down twice, the second times for up to five minutes. Guests were ushered inside the museum only to return to their seats shortly thereafter. But nothing dampened the enthusiasm of the party goers. Amazing what an open bar can do in lifting one's adventuresome spirit. Perhaps the highlight of the evening was Zack Krone, Auctioneer. He is exciting to watch, extremely quick witted and funny. More importantly, he has the ability to make donating on some level infectious. Before the evening was over, the vast majority of those in attendance made significant cash donations. This was in addition to the admission fee and auctioned items. The evening was fun for all and a success for the museums effort to help develop career paths for disadvantaged youth.





Restoring antique Tractors is not usually a Girl's First Choice. But Monica Ernstrom is the exception. Prez John Davison played a film at the meeting of Monica receiving the Award for a PERFECT RESTORATION on an old Tractor. She was in her final year of High School and VERY Interested in this 1948 ALLIS CHALMERS even though at 5'1".she couldn't quite reach the Brake pedal. Congratulations, Monica!



World War II monthly Scrap Metal Drive in a park on the Coronado corner of Palm and D Avenue. Students and local families donated scrap to be converted to war weapons.



Like most American cities, San Diego and Coronado were fully involved in the War Effort. Even at my young age, I remember all the uniforms around town and we always invited homesick Soldiers to our family dinners before they shipped off to battle.

With so many local men off to serve our country, women took on organizing efforts for supplies and funds during the war years including scrap drives, setting up safety homes, raising money for hospitals, and finding ways to cut expenses for families. The American Women's Voluntary Services (A.W.V.S.) was founded nearly two years before the attack on Pearl Harbor. It was the largest women's service organization in the country during WWII. Based on a similar British organization, the A.W.V.S. provided a broad range of services to the armed forces throughout the war.

My Dad was too young for WWI and too old for WWII. He joined the Army Reserve and patrolled neighborhood streets to report any suspicious activities. And to insure Blackout curtains were drawn after dark. Our family '37 Ford slantback was put to work taking 4 passengers a day to their work. If you were employed in a factory that supported the war effort, you were issued a "B" card, while doctors, nurses, farm and construction workers, and mail employees were issued a "C" card, each of which allowed you to buy up to 8 gallons of gas per week.

I remember the Gun turrets on Pt Loma, The Camouflaged war plants along the 101 highway. The hundreds of

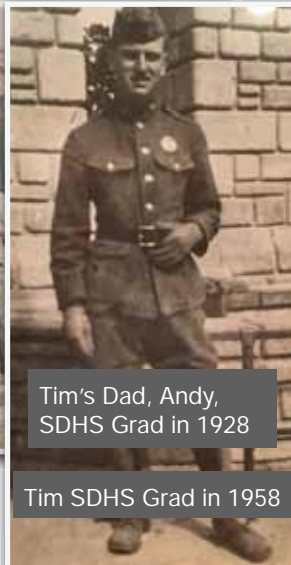
Sailors all over

Downtown.

And the Headline news when Japanese Subs were spotted along our coast.

In 1950 the Korean War began when N.Korea invaded So. Korea.

I was ten and too busy Water Skiing



Tim's Dad, Andy,
SDHS Grad in 1928

Tim SDHS Grad in 1958



Tim in 1946
ready for battle



My life with flat head Ford engines. By Carl Atkinson



My first car was a hot rod V8. The body was a '29 coupe with a '31 back half. The doors never opened right. It had a configured top. Half the top bow was over your head so when you hit a bump your head would hit the bow. It had a suicide front end. Real low. The front motor mounts were

about three inches long. When you went up a driveway the motor would rise up on the bolts. When you were level the motor would drop to level.

In the late 1930's we had a '35 Ford Fordor. When my dad drove over Highway 8 to the top of a grade it would just about blow up. On the way to Poway he would turn off the key and step on the gas - this would cool the engine. About half way up the 8 there was a spring with a turnout by it. Every one would stop there to let the cars cool down and drink the fresh water.

In the 50s, I built a cracker box boat. It was a fiberglass racing boat, about fifteen feet long. I changed the plans moving the motor back and putting the cockpit forward. This had a flathead engine. I put the engine in backwards. So the prop shaft was on a twelve degree angle with the engine in backwards.

The stepping of the pan left the engine sitting low. I hooked the prop shaft directly to the front of the engine. It was direct drive, no neutral. The engine was too high, so I made an intake manifold for it. I used a one quarter inch plate for the full length of the top of the engine. On top of that I made two one inch thick plates with the inside cut out to match the intake ports on either end of the engine. Then I added a quarter inch plate to cover that and mounted a '97 carburetor to each plate. The top of the carbs were open, so I built an engine box to cover it. I put a pickup behind the prop with valves on top of each head to control the temperature. I used this boat for a few years and then sold it to a guy who ended up hitting a sand bar bending the shaft. He put in a seven/eight bronze shaft to hold the shaft in place. I tapped a five sixteenth inch hole halfway through the prop and propeller shaft.

After I sold it the man hit a sand bar and bent the shaft. He replaced it with a seven eighth inch bronze shaft pinned it to a five sixteenth hole, but for some reason he didn't like it so he drilled a second hole ninety degrees to the first. This left four little points holding the shaft. He took it out to test it. No cover over the engine. The carbs had nothing on top of them. When he gave it the gas and got it up to speed, the shaft broke sending the prop into the rudder, pushing the rear of the boat up and sending the front down under water. The boat went to the bottom then came back up, full of sand.

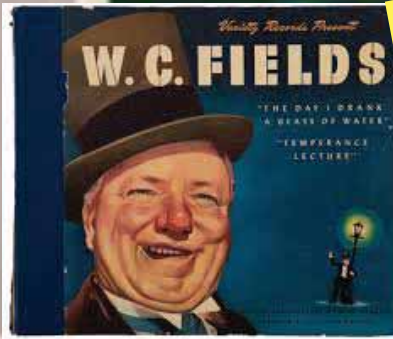
Next I built a twenty foot boat it was a big boat with a seven foot beam and three feet of freeboard. It would do about thirty-seven miles an hour with a flathead motor. I was at the strand one day - a man had a new Honda 42YL on a fast hull. This model had just come out. I had just tuned up the V8 engine in my twenty foot boat. The man with the Merc was racing everyone and beating them. With my twenty foot boat and five people in it we raced the man full length of the ANFIB base side by side, five of us looking down at him. He came back to the beach, parked the boat and did not run it anymore.

A friend bought a seventeen foot boat frame. He finished it and put in a flathead motor. He forgot when you tip the engine at an angle you have to move the oil stick to the lowest part of the engine. He did not do this. When he took the boat to try it, there was no oil to the engine. It rattled so bad he pulled it and changed the rod bearings. He did not change the main bearings. When he took it out to pull a skier, it

rattled so bad it took a while for him to get up enough nerve to pull the skier.. Suprisingly, that engine ran a full year and never blew up.

Then, I built this lower, longer and wider custom '28 Ford with 6 carbs. More on that later.





**W.C.
FIELDS
NEVER
GIVE A
SUCKER A
BREAK**

**Gloria JEAN
LEON ERROL**
MUSIC BY RUDY
STERN
LYRICS BY
FRANK FARMER
LIBRETTO BY
MARTIN GARDNER



W.C. Fields Famous For Funny Movies & Car Wrecks





Margaret
Steinacher



*Key Lime Pie — Really Easy
1 Graham Cracker Pie Crust
4 Egg Yolks 4oz Lime Juice
1 Can Sweetened Condensed Milk
Whip Cream Separate eggs
and whisk the yolks.
Stir in condensed milk.
Slowly add lime juice.*

*Pour into pie crust and bake 20 minutes at 350 degrees
Serve and enjoy*

TAXI! TAXI!



Our TAXI is complete with Checkers, Driver Caps and , of course, a Fare Meter

Of all The Ford V8s donated to the museum this Taxi Cab could be the most unique.

Back in the eighties it was just another black Fordor, but then a TV Production Co, in LA bought it and turned it into a Yellow Cab for the Childrens TV show "Whitney and The Robot". It's common for actors to use character names in their acting, but in this case The actor was indeed, Whiteney Rydbeck. Rhydbeck enjoyed driving the yellow Ford so much in the show, he bought it and joined the V8 Club of America and the Valley V8 Regional Group..

40 Years later, when it was time to sell the car, he didn't want the car changed so he donated it to The Early Ford V8 Museum because they assured him that it would remain a Taxi ..

—“RESTORE ONE FOR US AND WE WILL GIVE YOU ONE”—

It all began with an advertisement the Towe Ford Collection, (displayed in a Deer Lodge, Montana restored prison), placed in Old Cars Newspaper about 1984. It read: "Restore one for us and we will give you one."



left to right.....Mitch Pawlosky, son Mitchel, Mike Farnum, Mark Phillips and Glen Smith (no relation).

Edward Towe had traveled all over South America looking for old Fords. Some he drove up to the States, others he shipped or hauled on trailers. They were all pretty rough, mostly right hand driver (RHD) open cars. He collected at least one model of every Ford car, from 1903 thru 1957. He was splitting up his collection as it was too large for the Deer Lodge prison, and acquired an old skating rink in Old Sacramento, California to display his excess cars.

We were traveling through Deer Lodge to a Model A meet in Portland, Oregon. I called him on the phone (at home) and had a pleasant conversation with Edward regarding his Old Cars advertisement. He said that he had a right-hand-drive (RHD) 1936 Ford convertible sedan that they wanted restored. I told him I had restored a RHD club cabriolet

before, but I wasn't interested in another Model A or V-8 car in trade. My dream car was a 1903 Ford "A." He mentioned they had four of them and we could work that out. We drove to Helena (his restoration shop) where I examined both cars and we agreed on the deal.



After Edward delivered the '36 to my house, I began disassembling the convertible sedan. IT WAS ROUGH! I still have some metal pieces that I cut out of the car (to remind me how ROUGH it was). My first effort was to save the floor. It had the original body style number stamped on the floor, and I wanted to save that. In those days gas welding was the norm...Mig welders were around but were considered "exotic." I used 52 - three foot welding rods patching the floor...but I saved it! The four doors were salvageable (where are you going to find convertible sedan doors?). Three of the four fenders, hood and grille were discarded in favor of replacement metal. The chassis was in pretty bad shape and everything was RHD. Even the opening for the battery was on the wrong side. All the discarded metal and mechanical parts were not useable except for miscellaneous pieces or scrap metal.



My chassis and floor problems were solved by a chance auction I attended in Oceanside. A collector had stored early V-8 cars next to train tracks that ran along the ocean. Everything was destroyed by the salt air including 3-window coupes, sedans and pick-ups (from '32's thru 40's)...probably about 30 cars.



There was a rough '36 coupe with a good front floor (where the battery goes), and most of the LHD parts I needed to convert Edward's car from RHD. There was a lull in the bidding and my heart was pounding waiting for the bidding to start again. I really needed this car! The auctioneer finally began and said "what

am I bid for this '36 Ford?" I blurted out \$25.00. The auctioneer looked at me in silence and asked for any more bids, then declared the car SOLD. About that time another bidder arrived and said that he wanted to bid on the car. He had gone out to his truck to get a soda, and missed the sale. It turned out that he owned an old car junk yard in Escondido and wanted the car for the window regulators. I couldn't use them in the convertible sedan, so I said I would remove them when I got the car home, and he could have them.



...Contnd...

We became very good friends and I found out he was doing a '40 V-8 60 pick up for Edward. Towe later said that the two vehicles we restored were the best one's that were done. Most of the other deals didn't work out for him.

The engine was no good (of course) so a replacement so-called "rebuilt" engine was purchased from a "friend" in Encinitas who at the time was a school counselor. Long-story-short, after 15 minutes of running it became a water pumper. After a quick phone call to my

"friend" I was told "I'm sorry." That was it! Probably not a "friend" anymore. We acquired another block and were able to rebuild that one with some of the internal parts from the "rebuilt" engine.



The last big challenge was to find a LHD dashboard because all the instruments were on the wrong side of the car. Convertible sedan, cabriolet and woodie dashes are unique and difficult to find. The difference is where they fit the windshield garnish side moldings. The problem was solved by using the LHD dash out of the parts car (from the auction), cutting it across the top, and welding the RHD dash top to the LHD instrument section. No one ever noticed the splice, but an old Club member (Art Schaper) beautifully wood grained it and made it look really good.



The body was restored on the RHD chassis then moved to the LHD chassis (from the auction), utilizing multi-cultural students, family fathers and sons, neighbors and volunteers. After body work, paint, chrome, top and

upholstery the project was completed. The project took about three years of spare time and weekends, but Edward was pleased with the results. He brought me the '03, picked up the '36 and took it to Old Sacramento where they used it there for promotions until the museum closed.



I visited the Early Ford Foundation Museum a few weeks ago. It is really something to see and they are doing a fantastic job, including youth involvement. While there I spoke with Josh Conrad (Executive Director) and he said he knew of the car and that it was in the hands of a collector in the Mid-West. I'm glad to know it's still around and running some 37 years later.

PS..My '03 Ford was owned by William

Hughson Ford (Henry's first Ford dealer). Hughson Ford was located in San Francisco and the car was probably used in the great earthquake to carry TNT to help control the fire caused by the earthquake as the horses couldn't handle the noise and confusion. It is car number 618 (they built about 658 that first year (1903). "Billy" (William) had six Model A's, but three of them were destroyed in the basement during the earthquake...but that's another story.

—Webb Smith

Tim Shortt- Editor—1211 5th st,
Coronado, Ca 92118- 619-851-8927

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 Deluxe Convert. Best offer over \$25k-
John T. 770-487-3639



'38 Ford-302, AOD, 9"Rear, New Brakes
Interior. Great Driver. \$32,500 or Best.
Frank 619-987- 5280



George Lusk tells me his '48 Super Deluxe. Heavy Metal Ford Flathead powered is for sale- \$22,000 AND the SHIRT goes with it! 619-370-5230



Set of Venezia Z rated mixed size <245/40ZR18" 2PCS.-245/35ZR20" 2pcs. Lots of tread life on them left, \$100.00 all 4. Contact Vince [760-889-4172](tel:760-889-4172).



Hotel Del in the beginning

1887



Famous Hotel Del under constrution in 1887. The partly framed dinning room is behind the horse and wagon.
Last July 4th, I Parked my Woodie at the front door...

