



Check this out:

This past weekend I took my car down to the Nowthen Threshing Show; you get in free if you drive in with an old car. They have a special area to park the old cars and there are always people that have questions about the car or have a story to tell about one they owned or someone they knew. One fellow had a 1939 McCulloch Supercharger mounted on '59a motor in a '36 five window coupe. I have heard about McCulloch Superchargers but had never seen one on a motor.

According to McCulloch dyno sheets, it increases horsepower from 85 to 125 and raises compression ratio from 6.3:1 to 8.5:1. To look up more information on the Supercharger, go to YouTube.

On the way home, we stopped in at the St Francis Friday Night Car show. The crowd was smaller this week but they have had as many as 222 cars on display

Thanks, Mike Erickson, President



VISIT US ONLINE AT WWW.FORDV8CLUB.ORG

Interestig Read:

1936 Ford 5 window coupe.

59AB Flathead. Bored.125, Balannced, Relieved ISKY Cam. 1939 McCulloch 39M Supercharger. Twin 97 Strombergs, Hydraulic Brake Conversion, Stock Drive Train.

I found this Supercharger in the trunk of a co-workers '41 Ford Sedan in 1972.

The Co-worker was going to throw it away and told me I could have it.

Not knowing anything about it I put it on a shelf for about 44 years.

Finding out it was rather rare, I decided to build it.

With a lot of Guidness from Rick Shnell, I built a 59 AB Engine to put the blower on.

With help from Rick Shnell and Ted Marrs,

Pictured is the final result...

Prez Says



Hello Early Ford V-8 members , hope all survived the recent tropical storm with out injury or property damage.

We had a very informative and entertaining August meeting , our speaker for the our speaker for the evening , CHP Sergeant Brian Pennines , Public affairs officer, provided a very educational talk on current

affairs of the CHP, his personal history with cars, CHP career and his future plans after retirement in next few months . Also tips on avoiding crashes, awareness , driver safety .

Joe Pifer was the winner of 50/50 raffle, taking home a windfall of cash (\$ 16.00) that he will be able to purchase 3 gallons of gas in Calif. (almost 3)

As you all know the famous wife swap was cancelled due to COVID related complications (we are all grateful of Sandy's recovery) and are anxiously awaiting the re-scheduling date. Every one be cautious out there as COVID is doing the rounds again. (Also grateful for Tim's speedy recovery)

We have new members that Ray Brock wrangled to the meeting, Paula Pifer lassoed them into filling out a membership form and they are officially branded Early Ford V-8rs.

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.

I recently met with Brandi Wilson of the Car Museum to resolve the tech issue regarding the connection to TV in our meeting . I believe we identified the problem and will be testing the connection today prior to the CTSD meeting, so if any recommendations for program to view please email me.

Hate to admit this , I have surpassed Tim with car troubles, still don't have 40 conv. back together, 55 t-bird without motor or trans installed, now the always reliable 56 truck lost 2nd gear. The 35 Deluxe is still running strong. All 3 tractors are also running but, can't quite get them up to hwy speed.

Well 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

President - **John Davison** -619-729-7252

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

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

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

Directors: **Joe Valentino** - Prez Pro Tem-619-275-1255

V8 Historian **Susan Valentino**- 619-275-1255

Mike Petermann -916-479-3665

Bill Dorr -619-884-4188

Dennis Bailey - 619-954-8646

Bob Hargrave - 619-283-4111

Ken Burke - 619-469-7350

Ray Brock - 619-993-9190

Tim Shortt - 619-435-9013-619-851-8927

Rick Carlton - 619-512-7058

John Davison - 619-729-7252

Paul Alvarado - 619-749-9458

Other Chairpersons: 50/50:

Name Tag Drawing Volunteer

Paula Pifer - 619-464-5445 Membership Programs -

Volunteers Tour Co-ordinator -

Monthly Car Club Council -

Paul Alvarado 619-846-7012

Web Master - **Rick Carlton** - 619-512-7058

Lady 8ers - **TBD**

Accessories - **Rick Carlton** - 619-512-7058

Ford Fan - **Tim Shortt** - 619-435-9013 Cell

619-851-8927 tashortt@me.com Refreshments -

Volunteers

Sunshine **Judy Grobbel** - 619-435-2932

V8 eblasts - **Sandy Shortt** - shortsandy@mac.com .
619-507-9205 -----

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and article submissions are welcome. Please send materials to the Ford Fan % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair, 3558 Bentley Drive, Spring Valley, CA 91977.

In 1986, I bought this '46 Ford in Florida- Rushing to catch Last Ferry off the Outer Bank , I had to clean dirt from Carb 3 times. I flushed the old Tank, but as we drove on to NY, I had 11 more clean outs and 20 new Filters to install. Somewhere in New Jersey, I ordered a new Fuel Tank and installed it the day we hit home. No more dirt.





What's going on in here?



Sandy takes a look...



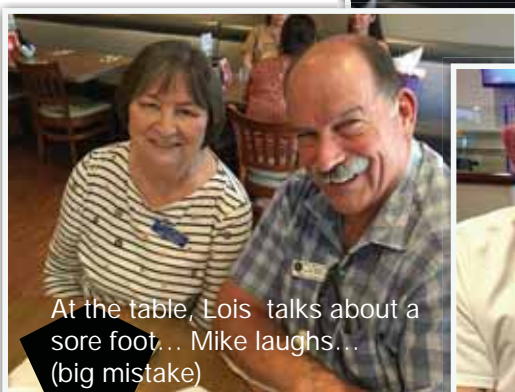
And solves the problem...



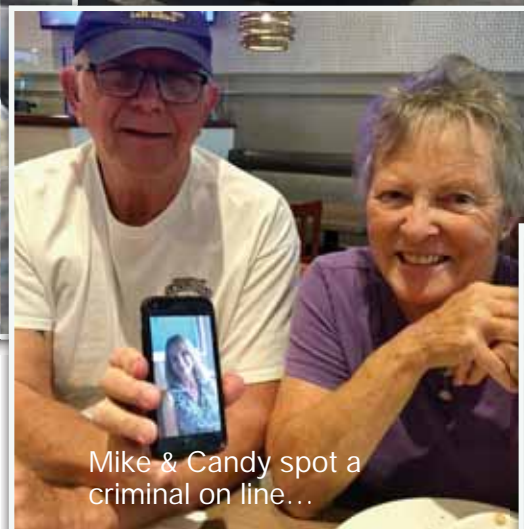
Check out that sneaky Chevy behind...it's Bob's...



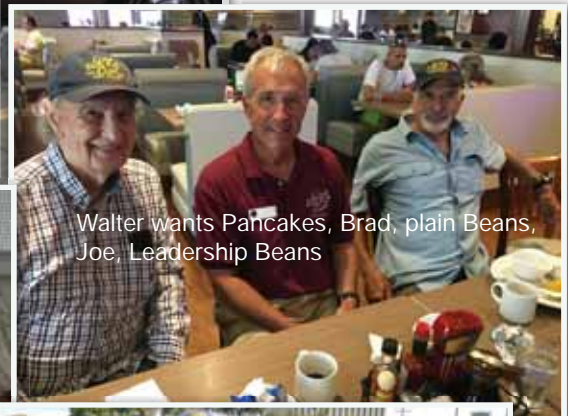
Tim's Woodie is BACK...with new trans and high hopes...



At the table, Lois talks about a sore foot... Mike laughs... (big mistake)



Mike & Candy spot a criminal on line...



Walter wants Pancakes, Brad, plain Beans, Joe, Leadership Beans



Den brings an old beat up FAN,,, Tries to sell it...

July
Anniversaries
September
Birthdays

9/04 Bud & Judy Swartwood
9/17 George & Laura Lusk
9/29 Tom & Chris Cook

July
Birthdays
September
Birthdays

9/01 Maryellen Huhn
9/03 Tore Olsen
9/04 Rhea McGehee
9/07 Liz Brown
9/14 Greg Murrell
9/18 William Brents
9/20 Gary Walcher
9/20 Dottie Fritz
9/20 Jake Murrell
9/22 Jody Andersen
9/24 Jim Hurlburt
9/25 Bud Swartwood
9/29 George Lusk

July Member
Anniversaries
September #years
in club

Dottie Fritz 53 yrs
Augie Martinez 19 yrs
Tore Olsen 17 yrs
Mike Petermann & Susan Graves 8 yrs

Welcome new members

Alex & Ro Ramarirez
1524 Via Hacienda Chula Vista, Ca 91913
1936 Ford Coupe-1934 Ford Tudor
Joint Members

**San Diego Early Ford V8 Club General Meeting Minutes,
Aug 16 2023**

The meeting began at 7:05p.m. with President John Davison leading the flag salute.

President report: John welcomed visitors; Alex and Ro Ramirez who also joined the club. He also learned on Father's Day that he will become a grandpa of a baby girl. Then John introduced Sgt. Brian Pennington of the CHP as our program speaker. **Program:** The officer gave a bio, both personally and his career with the CHP.

Hespest some time explaining the five rules of the road: #

1. speed, kinetic energy,
- #2. following distance, #3. space cushion between you and other vehicles, #4. high visibility, looking far down the road, and #5. backing crashes.

Vice president report: No report given.

Secretary report: The minutes from the June general meeting were published in the Fan. Also there was mention of the July meeting being canceled due to a conflict with Comic-Con.

Accepted and approved.

Treasury report: Ken Burke read his financial report, iAccepted and approved.

Membership report: Paula Pifer reported, 2 6 single members and 44 joint memberships.

Sunshine report: Judy Grobble reported, Tim Shortt and John Dow are under the weather. Also Sandy Shortt

Fan editor report: No report given. **Accessory report:** No report given.

Car club council: No report given.

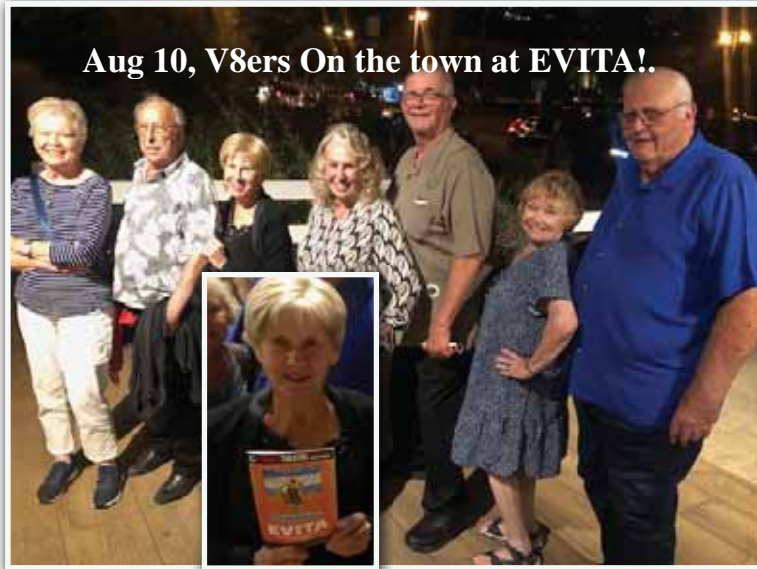
Historian: Susan Valentino shared a story from the Fan of Aug. 14, 2013. The club visited a private car museum, " San Diego Car Museum" at 72nd and El Cajon Blvd. Then that was followed by a visit to Fudruckers for lunch after all, this is an eating club!

Name tag drawing: No winner.

50/50 Drawing: Joe Pifer won \$16.

Meeting adjourned: 8:25 p.m.
Minutes submitted by Bob Hargrave

Aug 10, V8ers On the town at EVITA!.



Our Own Walter Andersen raises a stink with rare Corpse Flower



JULIE GALLANT UP COMMUNITY PRESS

The corpse flower stands tall in its planter box at Walter Andersen's Nursery in Poway.

CORPSE FLOWER DRAWS VISITORS TO SNIFF IT OUT

Rare 4-foot-tall plant takes years to produce rotting stench to attract pollinators

BY JULIE GALLANT

POWAY

Gabriella DiGiovanni came to Walter Andersen's Nursery on Thursday to see if the corpse flower was living up to its name. She wasn't disappointed. "It does smell pretty bad," said

tract pollinators.

"One person on Facebook described it as a chicken carcass left in the trash can too long," Elliott said. He compared it to the stinky Dracunculus plant, which he said has a "wonderful scent."

watching visitors coming in to have their picture taken with the flower and all the media attention — with the coverage reaching a nationwide audience, he said.

"It makes me very happy," he said. "It's a very fulfilling thing to watch the enjoyment that this

Union Trib paper



Who Were
These People?

Oh. It's us.
October 2013-





1950- Back Yard Custom
1940 Ford Steering

10 Yrs old,- 2 1/2 HP, Belt drive, Juice Brks, 20 MPH



Sandy's College Car- Electric Clutch
50 MPG- Next owner wrecked it

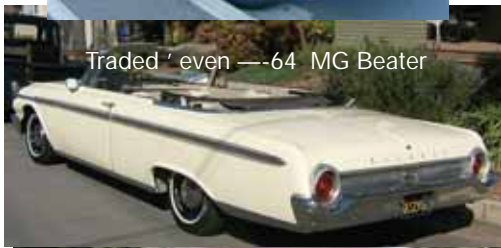


Woman Admiral Personal car
shipped to all ports

**A few
good
ones**



Barn Find NY -restored in 1976- owned 50 years, many
Shows, camping trips. Five weddings, Trophy Car



Traded 'even ---64 MG Beater



Bought for \$950- in '62
- First date with Sandy



Bought from SD Museum- Painted &
Sold to LA wedding Photographer



Bought for pocket change at Hershey-
restored at Lawnmore shop in NY



Restored in class at J.C.
- sold on freeway



Primer ,Top fabric & Big rear tires -
doubled my money



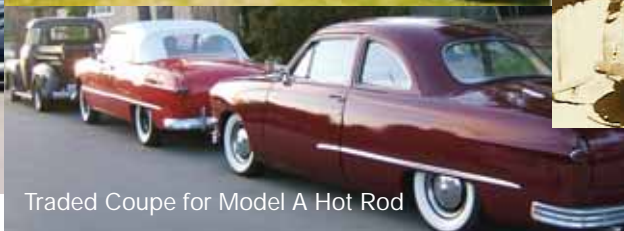
Needed new top- went
to Mexico, sold it at the
border.



Hot rod with 350 v8 -Wrecked
Sandy's flower shed



4 Teens bought
for \$22
Ran the woods at
Tahoe for 4 years



Traded Coupe for Model A Hot Rod



Took a Little Trip...

Back in August, 2021, Bob Brown, a good friend in his 1961 Corvette (purchased new by his dad back in 61), another good friend in his 2019 Corvette, set out for a cross-country trip we had been planning for a couple of years. We were on our way to Carlisle, PA to attend the national Straight Axle Corvette Club convention, and to attend Corvettes at Carlisle, the largest 3 day Corvette show and swap meet in the nation. The first couple of days were filled with stops along Route 66, but most were very short photo ops as we needed to run about 500 miles/day. That got to be a daily chore in 90+ deg heat and high humidity that made for some uncomfortable rides.

First stop: the Route 66 Museum in Victorville.

Then it was on to the old mining town of Oatman. *Watch out for road hazards! This guy and his buddy were smack dab in the middle of the road and were in no hurry to get out of the way.* Wigwam Motel in Holbrook, AZ. I stayed there once...once is enough.

Cool Springs: The road from Oatman to Cool Springs is 8 miles and 191 sharp curves.

Next up, Kingman, AZ, which has a lot of cool Route 66 stuff. We spent the first night in Flagstaff, then the following morning it was standing on the corner in Winslow, Arizona

"It's a girl my Lord, in a flatbed Ford slowing down to look at me!"

---Contd next page





...Contd

Wigwam Motel in Holbrook, AZ. I stayed there once... once is enough.

We spent the 2nd night at the famous Blue Swallow Motel in Tucumcari. That's Fred on the left. Next to him is Bob who has the 2019.

*Adrian, TX, the midpoint of Route 66

We made many more photo op stops at restored gas stations, restaurants and motels along Route 66 in Groom & Shamrock, TX; Weatherford, Arcadia, & Tulsa, OK; Carthage, MO & finally, at the National Transportation Museum in West St Louis. At our overnight stop in Vandalia, IL, we were joined by 2 more solid axle friends from the Dallas area.

Our first stop the following morning was Effingham, IL, at one of the major Corvette vendors, Mid America, where there is also a great Corvette museum.

One final stop to visit the museum at the Indy 500 track in Indianapolis, and then it was strictly stay on the interstates and beat our way to Carlisle. We arrived on Wednesday 25 August in time to register and join the evening reception and party.

The next day was a free day so we journeyed about 90 miles to Allentown, PA, to visit the "America on Wheels" museum.

This museum houses the complete 1950s soda fountain, lunch counter, grill, booths, etc from the drugstore in the small Indiana town where I grew up. It was like a trip back in time.

A great day, but it ended on a bit of a sour note when Dennis' 61 fried its alternator. He tried to get it home on the battery, but didn't quite make it: Dennis gets a ride

Carlisle was amazing; biggest Corvette gathering I've ever seen, and the swap meet would rival Pomona and the Big 3. This is just our little group of straight axles (1953-62 Corvettes).

...Contd





Contd—As you might imagine, both Fred and I got the long distance award at the Convention.

After 3 days of car show, endless walking at a very hot, humid and huge swap meet, a parade, and finally, getting Dennis' 61 repaired, it was time to head home. Bob had gotten sick so he headed home alone in his new Vette. We first headed south down to the TN/NC border to run the famous "Tail of the Dragon", 318 mostly very sharp turns in 11 miles:

Running The Tail of the Dragon

Then the trip turned a bit sour. After the Dragon, we were touring some back roads of KY on our way to spend the night in Bowling Green, KY, when I literally fell asleep at the wheel. The road made a long sweeping curve to the left and I went straight, taking out 7 fence posts and a steel mailbox along the way, and missing a big tree by only inches.

It was all fixable and I arranged to have it repaired/restored at a well known Corvette shop. It now looks better than ever. My friend Fred was a saint. He rearranged the trunk in his 61, I threw in my bag & we were suddenly Todd & Buzz touring the USofA in a 1961 Chevrolet Corvette. We spent the night in Bowling Green, and Hurricane IDA began pouring buckets of water on us. We then did two straight 600 mile days to Little Rock and Amarillo, & the third day, Iron Bottom Fred pressed on the entire 1150+ miles to home. A very long day in a Corvette and a very memorable trip!



I owned a same color beauty in LA 1964. Only difference- Red Line walls. Bought it off a used car lot for \$1900. Sold a year later for \$2200, as we were packing to move to NY for the next 36 years. Oh, and Sandy somehow got pregnant so she wasn't comfortable in the Vet. It's the sacrifice we make---Tim



1951 Ford Tudor Sedan -My first Car.

...given to me on my 16th birthday. My uncle purchased the car new from Drew Ford when it was located in downtown La Mesa at the corner of La Mesa Blvd. and Allison Ave. (most

recently the La Mesa Restaurant and Gabriela's Restaurant ???).

He was going to trade it in on a new 1957 Ford but realized that I would soon be needing wheels. The salesman was an Al Cunningham (who went on to own Cunningham BMW in El Cajon). It has been in the family since new and I have a copy of the original bill of sale, and a photo of my uncle in front of his house on Lemon Circle, the day it was new. It has only been out of California once (in the 60's), for a trip to El Paso, Texas. Its name is Black Beauty (after the horse in the movie).

Its paint is original, in very good shape, upholstery is good but showing its age, the odometer shows about 89,000 miles. It has had a mechanical restoration, but otherwise is original. It has a Fordomatic transmission (first year for Ford), because my uncle had a wooden leg and it was easier for him to operate.

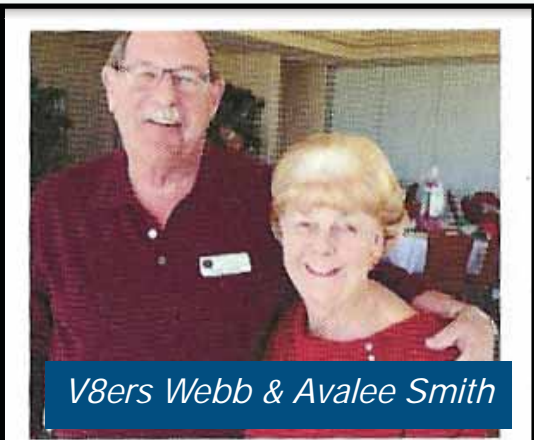
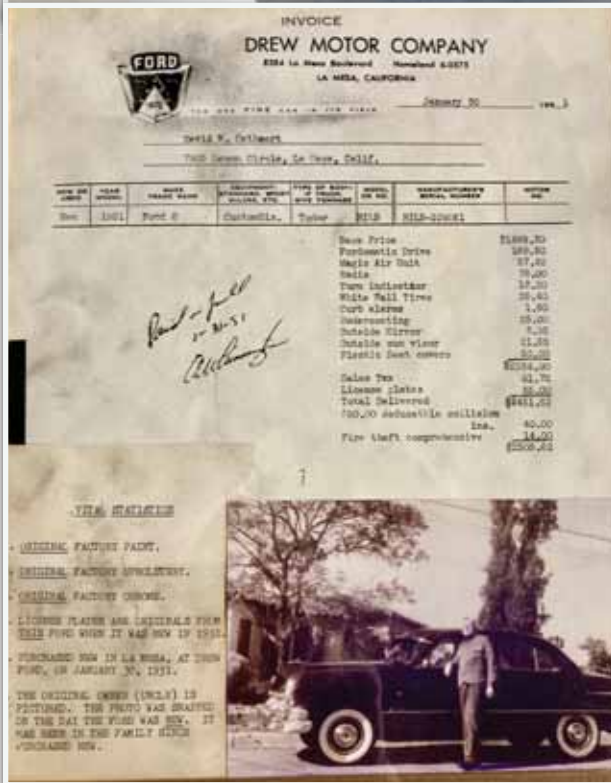
It is registered with the original license plates that it wore in 1951. I have all the plates that it has worn throughout the years, and a couple of silk dealership banners that originally hung from the ceiling, advertising the NEW Ford for 1951,

We used the '51 for hauling our boat, and my wife and I dated in the car. Our first date was memorable - We drove to a football game in Chula Vista where the STAR half-back was some guy named Ric Bonnoront.

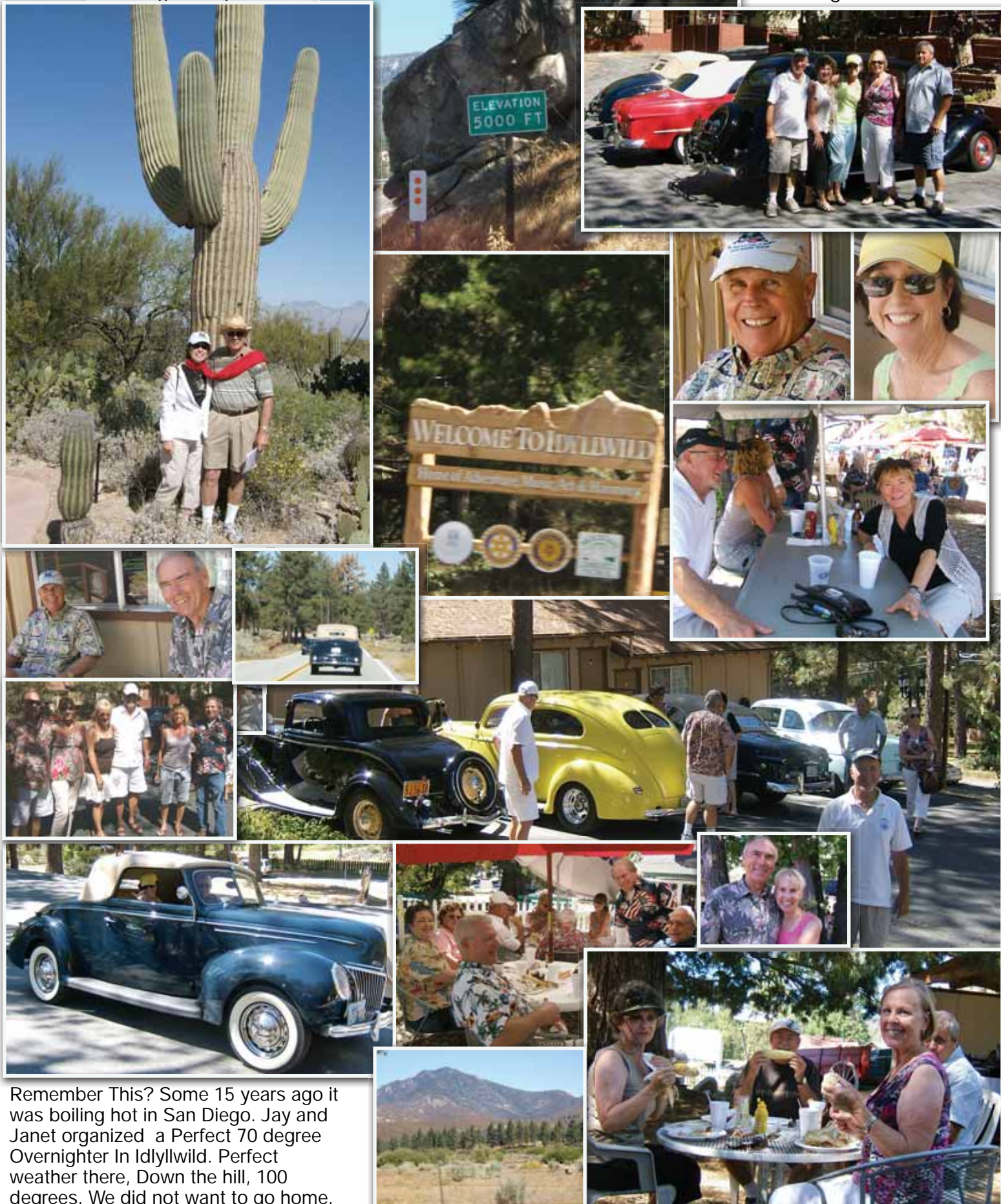
Driving into the parking lot, my cooling fan decided to adjust the water level in the radiator. Not letting that detour us, we poured water in the

radiator and drove to the Channel 10 Studio. where we watched a LIVE Regis Philbin show. More water, and we made it home that night at about 25 miles per hour because of the fog and the water temperature guage.

We have been married 57 years so I guess I left some kind of lasting impression.



V8ers Webb & Avalee Smith



Remember This? Some 15 years ago it was boiling hot in San Diego. Jay and Janet organized a Perfect 70 degree Overnighter In Idyllwild. Perfect weather there, Down the hill, 100 degrees. We did not want to go home.



A Brief History Of Australia's Car-Truck 'Ute' On Its 80th Birthday. By Andrew P. Collins

Ford is decreeing today the 80th anniversary of the Australian-invented car-based roadgoing pickup known as the 'ute,' and in recognition we found a bit of backstory on the practical utility cars so beloved in the Land Down Under.

The story begins in a rural corner of Victoria, Australia way east of Melbourne called Gippsland. It was 1933 and a farming couple had that same problem many of us still deal with today; they needed a vehicle for hauling pigs and a vehicle for date night, but could only afford one.

Unlike us spoiled modern consumers, they couldn't just tweet @FordAustralia and hope for the best, the wife had to break out a pen or emu-quill-and-ink and write a letter to Ford. The company reports it read: "My husband and I can't afford a car and a truck but we need a car to go to church on Sunday and a truck to take the pigs to market on Monday. Can you help?"

Hubert French, the man in charge of Ford Motor Company Australia at the time, miraculously got that letter and thought Mrs. Victorian Farmer might have been on to something. He passed the letter on to Lewi Bandt, a 23-year-old comprising Ford Australia's entire design team at the time, who ran with it. Vehicles with wood or metal utility trays were not unheard of in the mid 1930's, Ford Model Ts being a favorite. But unlike preceding trayback'ed trucks, Bandt based his "utility" on a steel-paneled coupe with real glass windows. Specifically, the Ford Model 40.

Instead of slapping on the steel-paneled cargo tray and calling it "sorted," Bandt blended the sides of the bed into the coupe body. This not only gave the vehicle a much more stately appearance, it also allowed for a little more cargo space behind the cabin.

The design was complete in October 1933 and after finalizing the design with a pair of prototypes, what was known as the "coupe-utility" went on sale January 23, 1934.

The finalized vehicle packed a V8 mated to a three-speed manual. Transverse leaf springs with shock absorbers at the front, heavy duty semi-elliptic rear springs and shock absorbers at the rear made up the suspension.

With a 9'4" wheelbase with a 5'5" tray and a payload capacity of 1200 pounds, Ford boasted fuel economy of 20 MPG in the vehicle's first print advertisements.

Ford claims 22,000 of these first-generation "utes" were sold between 1940 and 1954. That sounds more impressive when you remember Australia's national population was under nine million back then. Thanks **TWIN CITIES V8.**



The world's premier old car rally, THE GREAT RACE saw four outstanding early Ford V8 cars associated with the Early Ford Foundation Museum in Auburn, Indiana enter competition.

Just two months before the Race, The Spring Rally was held in Auburn. The ROCK & RALLY displayed the cars with food & music. THE GREAT RACE is not a speed race, but a rally where time speed and distance are judged as teams follow complex driving instructions. Over 2,300 miles in nine grueling days and passing through nine states.

After nine grueling days on the road the vintage rally cars pulled into the Colorado Spring finish line on Sunday, July 2, 2023. There was exciting news for Early Ford V8ers when the results were tabulated. The X-CUP Team in car No.153 - Jack & Kennedy Pius and Conner Miller had won first place in the Youth Division. The victory is a tribute to the skill of these young people and vindication of the Early Ford Foundation's efforts to offer mechanical training and to foster interest in the V8 Hobby for local youth.

HOOSHIRE



St. Louis Community College Team & Car # 155



Ford V-8 Team 1 with Car #154



Craig Floyd's 1946 Ford Coupe #103



X-Cup First Place Winners' 1948 Ford #153



Ford V-8 Team 2 in Car # 153





Primed it. Added Surfboard. SOLD!



Hershey Souvenir



57 6 cyl- New top and tires
—Two Guys bid for sale in my driveway



10 yrs in driveway- Cat house, but still ran- Easy clean up

The Cars, They came and went. Some I should have kept. Others, good riddance.



Hudson Super Six- used as snow plow -upstate. Had Electric Dip stick for winter



37 ... '50 flathead- & new brakes and it was gone.



Found behind Hotel in Mexico- Tempting



Family Car 4 years. Now lives at Beach on Long Island



Drag Car- found a stock motor and it was gone.



'40 Buick- \$100- Drove home-gave to friend



'48 Fat Dodge- ran good- washed and it was sold



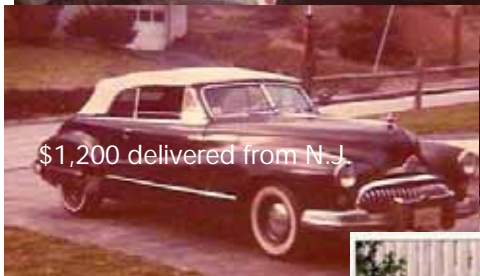
NASH- Pulled from Field in Maine- Found new motor but sold before install



Daughters H.S. Car— She was VERY popular



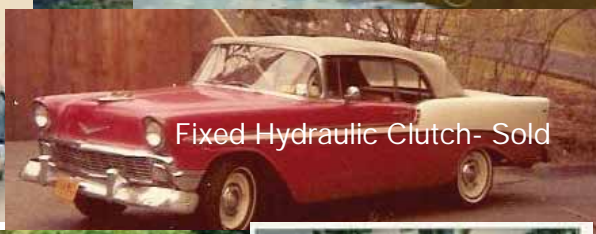
Good Hot Rod—Son spun out -hit wall 3 times Totaled- bought wreck and sold it to run again



\$1,200 delivered from N.J.



Bought for Tow Bar



Fixed Hydraulic Clutch- Sold



Trade In- Trade Out



Cheap Jeep for IRON MAN in NYC Parade



Long Distant sale- Happy Buyer



New Owner made TAXI

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



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





Ford Dealer showcases the Brand New 1949 Woodie surrounded by a Cardboard Cowboy family. The 1949 Ford body style beat the new Chevis to the showroom by 7 months, giving Ford the edge in early sales.