

# ✂ THE Ford FAN ✂

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



Happy BDay, Betty (the Roadie) for the "Memories" Band.

## "Memories"



David Tyler, Volkalist, Lead Guitar. Rick Storrs, Band Leader Singer, guitar. Ray Wyborny, Base



FLYNN Springs, Summers Past Farm Picnic, Sept 19. A mixed bag of Sandwiches, Sun, Rockabilie-- Elvis, Haggard & Willie on the farm. Nice day for all.

**ALERT**  
**EARLY Off-Site General Meeting-**  
**Oct 7--3:30- 7 pm, Cajon Cruise Night-**  
**Orange & Main St, El Cajon**  
**PIZZA & DRINKS**

**NOTE**  
**NO General Meeting on**  
**3rd Wed, Oct 21**





### The Vice Prez Sez.-Hello fellow V8er's,

Our September club meeting was well attended. President Duane had a conflict, so I handled the gavel. Thank you all for coming and sharing our mutual affection for our old Fords! Next months club meeting will be held at the El Cajon Classic Car Cruise. See details in this months Ford Fan and come hungry - pizza and sodas will be served.

The club gave a round of applause to Jim Thomas for his creative and memorable club tours. And I would also like to extend my gratitude to all of our club program and Board directors along with our volunteer members for their tireless efforts in making this the active and eventful club it is. Welcome to our newest V8er Mike Petermann who showed up just to check out our club and joined on his very first night! Mike has fulfilled his long time desire to own a 1940 Ford Deluxe Business coupe, and now he has it. By the time you have read this several of our members will have gathered at Jim and Diane Thomas's home to construct our club sponsored soap box derby. On that note we are looking for a driver for local races, so if you know a young man or lady 13 yrs old or younger who is interested, please let us know ASAP. October will be eventful, be sure to read up on this months tours and come on out and join us.

*"It's the cars that brought us together, but the friendship that keeps us coming back!"*----VP Bob Symonds

- President: **Duane Ingernson** - 619 870 7732
- V.P. **Bob Symonds** - 619-993-7225
- Secretary: **Dennis Bailey** - 619-954-8646
- Treasurer: **Ken Burke** - 619-469-7350
- Directors:**
- John Hildebrand - Prez Pro Tem** 760-943-1284
- Duane Ingernson** - 619-870-7732
- Bob Symonds** - 619-993-7225
- Dennis Bailey** - 619-954-8646
- Jim Thomas** 619-669-9990
- Bill Dorr**- 619-884-4188
- Ken Burke** - 619-469-7350
- Tim Shortt**- 619-851-8927
- Walter Anderson** - 858-274-0138 619-224-8271
- Rick Carlton** - 619-303-3353
- Joe Valentino** 619-300-4280



- Other Chairpersons**
- Tours: **Jim Thomas** 619-669-9990
- 50/50: **Carl Atkinson** - 619-593-1514
- Membership & Scholarships: **Paula Pifer** - 619-464-5445
- Programs: **Joe Valentino** 619-300-4280
- Car Club Council: **Bill Lewis** - 619-651-3232
- Web Master: **Rick Carlton** - 619-3754-6259
- Lady 8ers: **Candaus Green** - 619-444-7174
- Accessories: **Duane Ingerson** - 619-870-7732
- Ford Fan: **Tim Shortt** - 619-435-9013 Cell 619-851-8927
- Refreshments: **Jim & Diane Thomas** 619-669-9990
- Sunshine: **Judy Grobbel** - 619-435-2932
- Big 3 Board Members**
- Ric Bonnoront** - 619-669-6391
- Rick Carlton** - 619-754-6259
- Calvin King** - 619-447-1960



### ASSET Scholarship Program back on Track

The 2008 recession halted our program but Paula Pifer reports the Ollie Smith College Scholarship Asset Program now has a new Program Coordinator, Brad McCombs, 24 new students and a reinvigorated Ford Dealer network. The dealerships are hiring again and students are working hard at their studies to earn an AS Degree. Paula will head a new selection committee and accept applications from qualified students in need - after they have completed their first semester. The Fund has issued 51 schol-



*Thanks to everyone who helped set up the Flinn Springs Picnic and Famous Rick Storrs Concert. I'm looking for our next Program Star. We have members who could do programs based on their real life experiences. So step up, team with another member--get others involved, etc.*

*Call me and I'll schedule you in. ---Joe Valentino 619-300-4280*

**Current Name Tag Jackpot is now up to \$75 Bucks**  
All current member names are in pot. If your name is drawn and you are at the meeting, wearing your name tag, **YOU WIN!**  
Pot will increase until we have a winner

**\*\*\*Sorry Robert McGehee. If only you had been at the Sept meeting, you would have won \$50.**

Everybody--wear your name tag - you might win \$75 bucks at the next October Meeting...**Remember, it's an Early off-site Meeting: Oct 7, at the Cajon Cruise Nite**



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 c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



**Who the heck thinks of all these crazy good Tours?**

“My life began in San Diego at Quintard Hospital. Quintard Hospital is gone, giving way to the growth of the southern California freeway system. San Diego was a different place back then and Hemlock Street, just 3 blocks south of Ocean View Blvd., was different back then also. My folks called it home, be it ever so humble.

Dad worked as a civil servant for the Navy at North Island taking the Nickel Snatcher across the bay to go to work each day. Times got better so we moved up in society and my parents purchased a home in National City. Yes sir, paid cash for that house. Price came to \$10,000.00. Never saw so much money in my life. Got to count it and was impressed. Decided to get some of that for my own so got a job doing lawns. At 50 cents per lawn I was getting rich so moved up the ladder.

Being a paperboy was my first experience at working 7 days a week. It was good training for future work experience.

While in high school got a part time, 7 days a week job as a kennel worker at a local veterinary hospital. National City offered up grammar, middle and high school so every one was amazed when I was admitted to San Diego State. The schools were not that bad but as a student, I was. Spent two years taking pre-veterinary classes and was dumbfounded when my application for admission to University of Calif. at Davis School of Veterinary Medicine was

accepted. So began the hardest four academic years of my life.

After spending a year practicing in Sacramento I moved back to San Diego and went into practice with two other veterinarians in Bonita. Along the way was married and had two children. The children survived but the marriage did not.

The kids grew up, married and moved on. My daughter is a grammar school teacher and my son is a director of animation with Disney Studios. Our practice was very busy and life as a veterinarian was interesting until finally it wasn't. It was time to get out. Fortunately I had invested in multifamily housing so the transition from Doctor to Handy Man was seamless and enjoyable. I had good people working for me and getting dirty and sweaty was rewarding. Nothing beats the smell of fresh mowed grass and the enjoyment of looking at a pristine yard. Hanging out at multifamily housing units is an education in itself. Met some really interesting people and some who became good friends.

Life was good but was going to get better. A mutual friend suggested that I call Diane and ask her out.

I had known Diane casually for some time and figured I had nothing to lose. We have been together for 18 years now. We have traveled extensively but prefer to be home doing 'homey' things together.

We moved to Jamul 7 years ago and only regret that we did not move here sooner. After moving to Jamul Diane and I agreed that since we had the room for more cars we should purchase a 1940 Ford Pickup truck and that was followed by the purchase of the 1940 Ford Tudor. There is this thought that if the right Mercury Flat Head was to knock on our door asking for a home we might relent but that will be a few years into the futur... Next Tour, OKTOBERFEST, Oct 24--Ice block racing, calf roping, mento launching..”

***A memorable Tour can be so much more than a ride and lunch.  
By thinking outside the box, Jim Thomas has created a string of tours  
that are interactive, fun and unforgettable.***

***Who would have guessed a sensible, quiet speaking  
retired Veterinarian would harbor  
all these crazy good thoughts.***

***What is the best way to thank Jim? Show Up!  
And, if you haven't noticed, Diane Thomas is quietly at Jim's  
side, taking care of all the details Jim has forgotten,  
and brings coffee and donuts to boot.***

***--TS***





Gil Buxton's family donated this 1960s EFV8Club winning Soap Box to the Car museum last year. During our August general meeting Bill Lewis suggested that our club sponsor another car and enter the annual Soap Box Derby. There was a general agreement that this would be an interesting club activity and during the Sept. Board of Directors meeting the subject was again discussed and it was agreed we should proceed.

The derby kit was ordered from Akron Ohio and received the following Tuesday.

Sun., Sept. 20 was selected as the first assembly day & the second day scheduled for the following Sat. Sept. 26<sup>th</sup>.

Time is short. October begins the race season with the final race in Akron scheduled for July of next year.

Our first race is in Alpine on October 10<sup>th</sup>.

**E-MAIL JIM THOMAS [jstomas35@gmail.com](mailto:jstomas35@gmail.com)**



*Check out Rick & Sheryl Carlton's new ride ...details later.*

*Pretty sure this is fact:*



**SAT OCT 10-- SDEFV8 Sponsored Soap Box Derby, Alpine**

**SAT, OCT 17th 2015  
C&G's 37th Annual Customer Appreciation Day Car Show, BBQ and Sale \*9AM-1PM\* Commercial St., Escondido.**

**V8 CLUB EVENTS  
Jim & Diane Thomas  
619-669-9990**



**SAT, OCTOBER 24,  
OKTOBERFEST PARTY  
Ken Tibbot's House, 15706 Lyons Valley Rd Jamul. Ice Block Racing, Calf roping and all you can eat... Need volunteers for set up. Jim [jstomas35@gmail.com](mailto:jstomas35@gmail.com)-**

**NOV BILL DORR'S  
PERSONAL TOUR OF THE  
SILVER STRAND**

**SUN, DEC 13  
CORONADO CHRISTMAS  
PARTY**

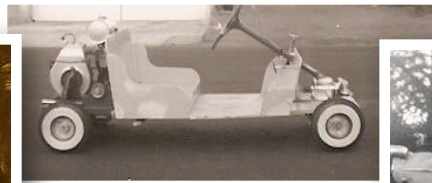
In 1936 my parents both worked for Sears in downtown SD. They met at the Time Clock. A few months later, they eloped to Yuma, bought a little Craftsman house on Vermont Street, near Hillcrest, and started a family. I grew up there, Just across the pedestrian Bridge from the uptown neighborhood, targeted for the new Sears store. in 1952 bulldozers were sent in to raze four square blocks of homes. Foundations were dug out, huge heaps of debris were burned on site. And it became a play yard for local kids wearing war surplus uniforms, re-enacting European battles seen on MovieTone news Reels...



1959, San Diego Store



About a year later, the Sears store was open for business. The smell of popcorn welcomed shoppers. My Dad and I shopped for Allstate tires and Craftsman tools (still have a socket set), and other household items. I ran my homemade go cart on the new parking lot Sundays when they were closed. In 1950 my dad traded our old '37 Ford Tudor slantback for a new Plymouth Deluxe Tudor fastback. And five years later I practiced driving it on the Sears lot - ( a year later on a rainy day near Julian I flipped the Plymouth and somehow survived). In 1963 the V8 Big 3 Swap Meet was held on the Sears lot. When it outgrew Sears, the meet was moved to El Cajon. Today it's held at The Q. The Sears store is now long gone, replaced by the shopping mall and condos known as UPTOWN---TS



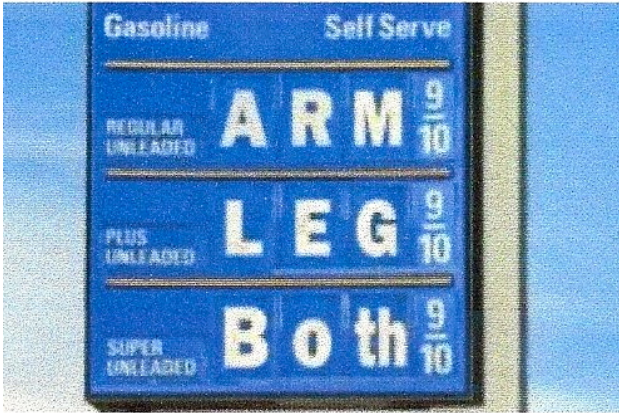
Carspotting photos: Today we've got three that were all taken in the parking lot of Sears stores in three different locations and at three different times. The first one, above, the San Diego store, Below, the store in Springfield, Illinois; and finally, a 1943 photo of a location in Los Angeles. What do you see here? *Daniel Strohl--Hemmings*



1943, LA, Ca



1955, Springfield, Ill



**NOW FOR THE GOOD NEWS:**  
 ...One of the goals of the ACCC is to get more young people involved in the collector car hobby and with generous donations from local car clubs and individuals the ACCC was able to raise enough money to get 10 students from the Hot Rod Academy in Marysville, CA to the SEMA Show in November. These are kids who have shown increased interests in the mechanical; fabrication; restoration; and body & paint areas of the collector car hobby. Not only will the SEMA Show stir their interests in the car hobby it will also make for a lasting memory to these young people. This is a pilot program that will be evaluated and if all works out will be introduced to different areas of the state that have youth programs in place that are dedicated to furthering students education in the areas of collector car restoration and maintenance. Contact us with comments, suggestions, question, concerns, or just to talk anytime.

September 1, 2015  
Hello Car Guys & Gals,

I have bad news and good news...  
The bad news is there are 3 legislative bills that will cripple California's economy and not only directly harm members of the collector car hobby but all Californians in general.

THE BILLS ARE;  
SBX11-

This is a bill that looks to increase fuel taxes \$.12 per gallon on gas and \$.22 per gallon on diesel. In addition it will increase vehicle license fees \$35.00 per vehicle and assess a " Road Access Fee" of \$35.00 per vehicle. It also charges fuel storage fees to fuel wholesalers and retailers which will be passed down to consumers. This additional taxes & fees could add-up to \$150.00 to \$200.00 or more per vehicle per year.

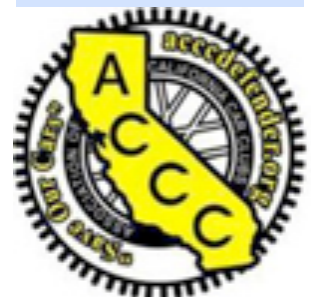
SB8-  
This is a bill that looks to start charging tax on services and labor. So get ready to pay additional taxes at the mechanic shop; the body & paint shop; the veterinarian ; etc.

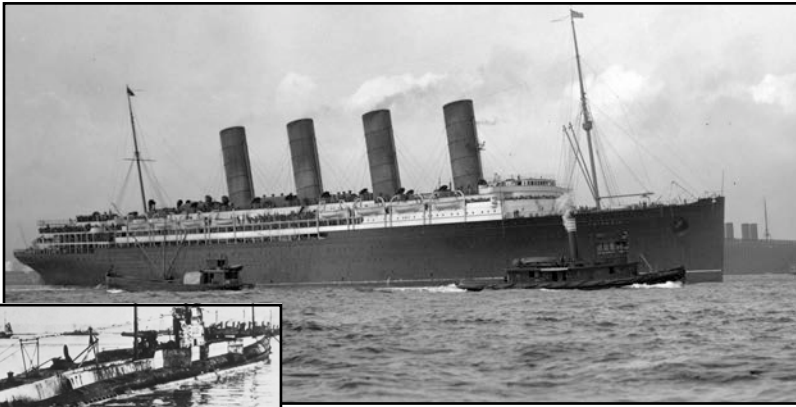
SB350-  
This is the bill that looks to reduce petroleum fuel use by 50% by 2030, less than 15 years from now. There are 34 million vehicles registered in California and the only way to reduce fuel use by 50 % is get 17 million fuel vehicles off the road and replace them with electric cars...Have you driven an electric car lately..Drive 100 miles and then wait for 6-8 hours for the battery to charge back-up if you are able to find a charging station. This bill basically gives the California Air Resources Board 100% authority to mandate regulations to get to the 50% reduction with no oversight from the legislature or independent third party. Get ready for fuel rationing; more fees; and potential penalties if this bill passes.

The ACCC strongly opposes these bills and encourages you all to let voice be heard as well as opposing these legislative bills. Contact your representative today!  
Not sure who your representative is?

Find your representative at <http://findyourrep.legislature.ca.gov/>.

Rex Roden, Pres--ACCC [accppres@gmail.com](mailto:accppres@gmail.com)





**Retired venture capitalist  
Gregg Bemis owns the salvage  
rights to the Lusitania — and he  
thinks he can solve the 100-year-old  
mystery of why it sank so quickly.**

Just after 2 o’clock in the afternoon of May 7, 1915, as the *Lusitania* was steaming toward Liverpool off the southeastern coast of Ireland. A German U Boat fired a single torpedo into the starboard side of the *Lusitania*, sparking a huge explosion. She went to the bottom in only 18 minutes. 1,201 passengers died, including 128 Americans.

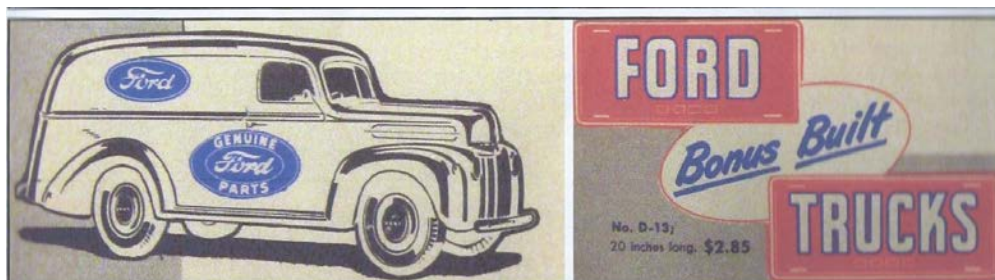


Gregg Bemis has owned the *Lusitania* wreck since 1982. Since then, Bemis’s investment has evolved into an obsession (he prefers “crusade”), not financial, but historical. Years of studying the ship’s catastrophic demise have convinced him that its shattered bones could resolve an old but still heated debate—by offering proof that the *Lusitania* was secretly carrying war supplies from then-neutral America to embattled Great Britain when it was sunk.

Years after Bemis became the *Lusitania*’s owner, a change in maritime law gave Ireland jurisdiction over the wreck. And Ireland’s cultural officials view the ship as a combination historic monument and cemetery, a fragile archaeological site that could be desecrated if Bemis’s efforts to solve the mystery of its doom involve physically altering its remains.

Any path forward for Bemis will cost him more money, more time away from family. “At age 87,” he admits, “I’m not going to make a career of this much longer.” And yet, Bemis passionately wants one final chance to determine what really happened. “We spend millions investigating a plane crash,” he says, “but we don’t do a proper investigation into why [the *Lusitania*] sank. Leaving that wreck on the bottom of the ocean does not serve the interests of the Irish people or the people of the world.”

The 100th anniversary of the disaster just passed—marked by new books, TV shows, and memorials in the U.S. and Ireland -- attracting a new and perhaps final wave of attention to Bemis’s cause. To seize the moment, Bemis and McGarry have designed a small steel plaque commemorating the *Lusitania* victims, which McGarry and another diver will take down and lay on the hull just forward of the bridge.



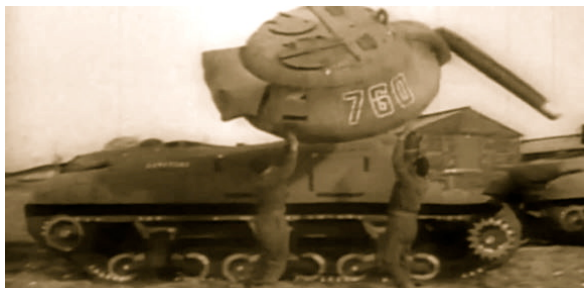


# The Ghost Army of WWII that Duped Hitler ---By Messy Nessy

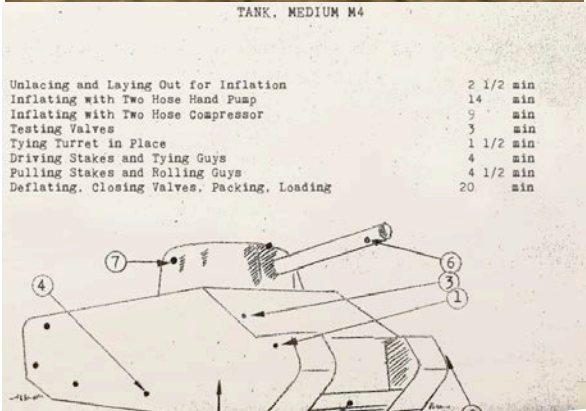
This is not a photograph of a strong man contest. That tank weighs about as much as an inflatable dingy. But what were World War II U.S soldiers doing clowning around with a blow-up tank? Actually, there was nothing funny about it; these were the brave men of a unique secret mission to intimidate and deceive the enemy with an elaborate fake army. They were better known as the Ghost Army.



Before 1996, images like these had never been seen or talked about, the mission remained top secret for decades and details of it are still classified. The 1,000 soldiers that made up the 23rd Headquarters Special Troops were unsung heroes of WWII, who staged more than 20 crucial "battlefield deceptions" that helped defeat Germany at their final frontier before losing the war. Using dummy tanks, cannons, jeeps and trucks, fake aircrafts, phony radio transmissions and special effects, this small group of American soldiers pretended to be two divisions of up to 30,000 allied troops moving in for the attack, when in actual fact, the real attack (with real tanks and artillery) was going to take place miles away. Surely though, a few inflatable tanks and trucks couldn't fool Hitler and his army in their final stand? But the Ghost Army was so much more than that.



TANK, MEDIUM M4



Most of the men in this secret unit were recruited from art schools in New York and Philadelphia or America's best advertising agencies. Outside of war they were painters, architects, actors and set designers, encouraged to use their creative minds and talent to help defeat the German army in France once and for all. They arrived just after D-Day with bundles of compressed inflatables in tow and top secret tapes recorded at Fort Knox with sounds effects of heavily armed infantry units to be played on giant boom boxes that could be heard from more than 20km away.

They inflated their dummy tanks and the unit's artists got to work painting them with imperfect camouflage so they could be detected by unassuming the enemy. The set designers staged dummy airfields and camps complete with fake laundry hanging out on clothes lines. Empty trucks manned by a single soldier in the driving seat made looping convoys to simulate a truck full of infantry under the canvas roofs to spare lives elsewhere. The contingent's actors were turned loose in French towns posing as divisional generals where enemy agents were likely to see them and overhear them "talking loose" in the local café over bottles of wine.

In their down time, they continued painting, sketching and documenting the war through art. Fashion designer Bill Blass and painter Ellsworth Kelly were among

the artists turned soldiers who served in this secret mission, and their unit became an incubator for young artists who went on to have a major impact on art in post-war America. Across the river from Dusseldorf, enemy reconnaissance saw hundreds of American vehicles from the air. The presence of "two large American divisions" was confirmed by German intercepted allied radio transmissions. Enemy observation posts reported hearing the Americans moving in fast across the river. Of course, none of this was true. A genius deception from a ghost army and their inflatable tanks that helped win the war.



*Finally, soldier artists given their due for winning the War--TS*





**Did the '49 Ford really begin life as a Studebaker design?**

At the close of World War II, the Ford Motor Company was losing a fortune. Top management felt that the '49 Ford, styled by their own E.T. "Bob" Gregorie, was too big and heavy to turn their fortunes around. So they made that design the 1949 Mercury. That was in October 1946. Then a crash program was organized to produce a revolutionary 1949 Ford to be introduced in June 1948, an incredibly short amount of time. The engineering "package" was laid down by Harold T. Youngren, Ford's

corporate engineering vice president. Except for the wheelbase, dimensions were virtually identical to the 1947 Studebaker Champion. In fact, Ford engineering went out and bought one or more 1947 Studebaker Champions and dissected them. Meanwhile, Gregorie was instructed to come up with an entirely new 1949 Ford design in competition with George Walker's outside industrial design firm. But after a few weeks, Walker was not coming up with very much. Then, at just the right moment in time, he was approached by Richard Caleal who had just been let go from Studebaker

styling. Walker promised Caleal a \$50,000-a-year job at Ford if he could come up with a winning design in just three weeks. Caleal then asked his Studebaker styling buddies if they could help him, and they agreed. A car was designed and produced in quarter-size clay form by moonlighters working on Caleal's kitchen table in Mishawaka, Indiana, in three weeks.

Caleal presented the model, painted bright blue, to George Walker, who was impressed. But Walker also came up with his own quarter-size model done by Joe Oros and Elwood Engel. This was very similar to the Caleal model. Both models, in quarter-size plaster form, were presented to the Ford Operating Committee, and they chose the Caleal model. This model, along with Gregorie's model, was then brought up to full size at Ford. The Caleal car won out hands-down over the Gregorie car, and became the 1949 Ford that saved the Ford Motor Company.

It was also one of the most influential car designs of all time -- Hemmings



...so we sold the '34 for \$75 and bought this '37-V8 60 for \$80, a '41 Tudor-for \$40, and a dual-carb '30 Coupe for \$50....now we all had junkers...





*Woman of The Month:  
Shirley King*

*I was born July 21, 1945 in Fresno, Calif. My Dad, who was in the Navy, hitched a ride to Caruthers, my home town, to see me for the first time. I grew up on my grandparents farm. We had a dairy and raised cotton. Working in the field was a large part of my life starting at age 5 or younger. My grandmother taught me to cook and I have always loved it. (I took home economics starting in 6th grade and through my high school years)*

*I graduated from high school in 1963 and started working for Travelers Insurance two months later. One year later I went to work for Pacific Bell and worked there for 6 and half years.*

*I transferred to San Jose in 1966 and to San Diego in 1967. I met Calvin at our church in 1967. We started dating in Nov 1969 and we were married April 25th, 1970. Our daughters were born in Jan, 1972 and Oct 1973.*

*We started our business, Litho Equipment Service, in March 1976. I have always worked in the business, full time and part time, though Calvin called me a guest worker!*

*Since I have always loved to cook our many customers were the recipients of my baking, cookies, fudge and breads! Our daughters and son-in-laws have given us 4 wonderful grandchildren. We also consider my nephew as our son, my sister passed away in 1994. His wife is from Bulgaria and we have 2 more granddaughters.*

*We stay busy watching the kids and their sporting events. Our youngest daughter, Wendy, lives in St Paul, MN, so we travel there to visit them. Looking forward to retirement and traveling. Our trip to Italy last summer, will hopefully be the beginning of many more to come! In my spare time I enjoy working in the yard. (Calvin is having a hard time giving up his work) His cars will always be the love of his life, after family. God has been good to us!*

**SDFV8 Club, General Meeting, Sept 16, 2015**  
 V.P. Bob pounded the gavel at 7:05 PM.  
**Guests:** Mike Peterman 40 Ford Coupe  
**President's Report:** No Report  
**VP's Report:** No Report  
**Secretary's Report:** Dennis asked if there were any additions or corrections to the Aug. minutes published in the fan, and a motion was approved.  
**Treasurer's Report:** Ken Burke detailed the Aug. 2015 monthly financial report, including the Ollie Smith Scholarship Fund, which was accepted as submitted.  
**Accessories Report:** None  
**Sunshine Report:** No Report  
**Fan Editors Report:** Tim Shortt reported the Oct Fan is coming along .

**Tours Report:** Jim Thomas reported on last month's tour and provided details on up-coming tours which are published separately in each month's Fan.  
**Car Club Council Report:** Joe Pifer reported for Bill Lewis, on the various events other car clubs members are sponsoring around the county over the next few months.

**Membership:** Paula reported 142  
**Sunshine:** Judy said all is well  
**Programs:** Joey Valentino mentioned the program for October will be at El Cajon Cruise Nite which will also be our **general meeting night on the 7th of October. There will be NO Meeting Oct 21.**  
**Old Business:** Jim Thomas spoke on the subject of the Chargers leaving SD and how it would affect the Big 3, He also spoke of our sponsorship of a Soap Box Derby car. First Race Oct 10 in Alpine.  
**New Business:** Tim Shortt commended Jim Thomas for his string of creative & fun Tours.  
**Miscellaneous:** Dennis Bailey noted that his '39 Ford Tudor has finally been painted after 27 years in the shop.

**50/50 Raffle:** Mike Peterman won \$33.  
**Name Tag Drawing:** No Winner  
**Meeting adjourned:** 8:20 PM  
*Respectfully submitted: Dennis Bailey*

**Next Tour:**

**Sat, Oct 24--OKTOBERFEST  
 At Ken Tibbot's House, Jamul.  
 Details to follow on email.**

**Ford and GM Donate Vehicles  
 to re-energize  
 Scholarship Programs.  
 Ollie Smith Program Filled.**

**EL CAJON**

Students in the General Motors-sponsored automotive technology program at Cuyamaca College have three vehicles to hone their skills through a donation by the automaker.

GM gave its Automotive Service Educational Program technicians-in-training a boost with a 2013 Corvette, a 2014 Silverado truck and a 2012 Impala sedan they will use for hands-on learning.

The two-year program offers advanced automotive technical training on campus and in paid positions with dealerships, along with courses in math, English, electronics, and analytical and technical skills. Cuyamaca College is one of three colleges in the state to offer the program.

Students complete the program with an associate of science degree.

Many find full-time employment with a dealership or in another auto-related field or transfer into the California State University System to pursue a bachelor's degree, school officials said.

Program coordinator Chris Branton said the donation will help give students a high-quality education and fill a critical need in the auto industry to develop and retain skilled automotive technicians.

The college's automotive technology program combines academics and skills training through a partnership with two American automakers who sponsor students.

Ford also sponsors a degree program at Cuyamaca College through its Automotive Student Service Education Training, or ASSET, course.

The college's auto tech program enrolls about 300 students each semester. Those who complete the program graduate with a transferable degree and the near-guarantee of a job with a starting salary that ranges from \$35,000 to \$50,000 a year, according to school officials.

**October Anniversaries**

- 10/08 Jack & Phyllis Clegg
  - 10/11 Jim & Sandy Hurlburt
  - 10/12 John & Pat Hildebrand
  - 10/25 Jim & Lynne Miller
  - 10/27 Richard & Marta Torres
- October Birthdays**
- 10/02 Allen Deerhake
  - 10/04 Paula Brents
  - 10/05 Richard Storrs
  - 10/08 Susan Valentino
  - 10/14 Ella Carnahan
  - 10/18 Jay Harris
  - 10/19 Rick Carlton
  - 10/19 Dillard Harwell
  - 10/20 Bob Symonds
  - 10/21 Russ Ries
  - 10/21 Richard Teubner
  - 10/23 Phyllis Burke
  - 10/26 Gary Timm

**Membership Paula:** Latest head count: 142. Welcome new member and Raffle Winner, **Mike Petermann-1940 Coupe.**

**Sunshine Judy:**  
 Sheryl Carlton likes her new shoulder and new house.

Send Rick Carlton your email address-if you want to receive EAN by email.

**Off Site Gen. Meeting- Oct 7--3:30- 7 pm, Cajon Cruise Night- Orange & Main St, El Cajon**

**FORD V8 SWAP CORNER...**

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto related items. Ads are collected at the General Meeting or you send them to: The **SDEFV8 Club c/o Tim Shortt, 1211 5th St, Coronado, Ca 92118**

**Sale- New & NOS Ford Shoebox Parts-** left over inventory from '49-'50-'51 Parts business. **Les Bartlett 619-466-5475**

**Wanted: 1947-'48** (car) lower rear shock brackets that mount to the rear axle.**Brent Clark-Mobile: 714 814-1380**

**WANTED Garage for storage and restoration of '47 Ford Woody Wagon Phil Stone 619-723-6754**

**Wanted: '36-'39 Wheels (two) Carl 619-593-1514**

**FOR SALE:** One pair of '34 Ford Tudor Bucket Seats, complete springs, hardware. Need to be reupholstered. Asking \$450.00 OBO. **Todd at the Speedo Shop 619-258-8195**

**SALE:** The 6 Fordiana Series Books by Loren Sorensen, all signed, low serial number (215) excellent condition, \$500.00 out of town, you pay shipping  
**Gary Walcher-619-588-6228**



**'35 Deluxe Coupe. All apart-Project. Best Offer Gary 619-463-4068**

**Frame straightening to body work and paint . Billy Lynch 619-436-6913-(Recommended by Calvin King)**



**'29 Ford Model " AA " One & Half Ton truck. With Crate 350 V8 engine, 350 Auto Trans. Front disc brakes. Trans cooler. Heater. Hydraulic brakes. 9" rear with high gears. Teak wood bed & rails ( steak bed ). 12 volt. under 5,000 miles since build. Trailer hitch with brakes used occasionally to haul signal horse trailer. Show Quality or drive, a really neat truck that looks vintage but drives more modern. Close to 80K invested \$35k OBO.Fred Meyers 619-916-9970**

**'46 tudor Deluxe. 350/350 plus much more. Jim Scheidle. 479-200-5831**

**Wanted: '36 Ford Steering Drop with ignition. Bill Brents 619-224-7391. [willybrents@yahoo.com](mailto:willybrents@yahoo.com)**

**'97 SVT Ford Cobra 4 cam, 4 valve motor> Extra Clean. Never wrecked. Sp. edition Cobra Green. Dealer installed roll bar, buckets, w/full harness. Wider Cobra wheels. frame connector w/ updated New World Trans. New Batt, adj shocks, etc. 83k mostly freeway miles. \$14,250. 619-425-3241.**



**'36 standard Tudor. 63k miles, all orig, Award Winner.dillardharwell@cox.net 619-825-8025**

**WANTED-'41-48 Studebaker M5 PU.** should be complete, running & driving. **Joe Vidali 619-444-7174 or [samegan@cox.net](mailto:samegan@cox.net)**

**'37 Ford Slantback Fordor.** Tour Proven hot rod. 350/350. Ready to roll. **\$25k Rick Carlton 619-512-7058**

**Sale-Misc Ford Parts--1946 -'48. Rick 619-985-0032**

**'41 Ford Deluxe Convert.** Restored 1980s- Still nice. Rebuilt motor, new top, batt and pump. Nice ride.**\$28,900-714-422-4998 Mich.**

**'50 Olds 'Tin Woody'-88 Deluxe wagon.** Needs complete resto. Some parts. **\$3,500 Also, complete Parts Car for \$600. Mike 619-977-9777**

**'52 Ford Sedan** 8BA,Ford-O-Matic.-Solid.Driver., **Bob Symonds 619-993-7225**

**Wanted-- parts for my Ford '32 5 window coupe.**

-An original radiator for the V8 which should be good to rebuildable condition,  
--Anti-chatter bars for the engine. That's the best name I can think of as they go from the the bell housing to the frame.  
-Throttle and choke linkage.  
Any other parts that are required changing from a 4 to V8---  
**CALL Don Pettie 619-838-09867**

**'55 Merc Monterey woody wagon.** Beautiful. Restored one yr. ago. Runs, drives excellent.Original 292 Y block motor with Merc O-Matic automatic trans **Ron Hall 619-507-0053 Coronado**

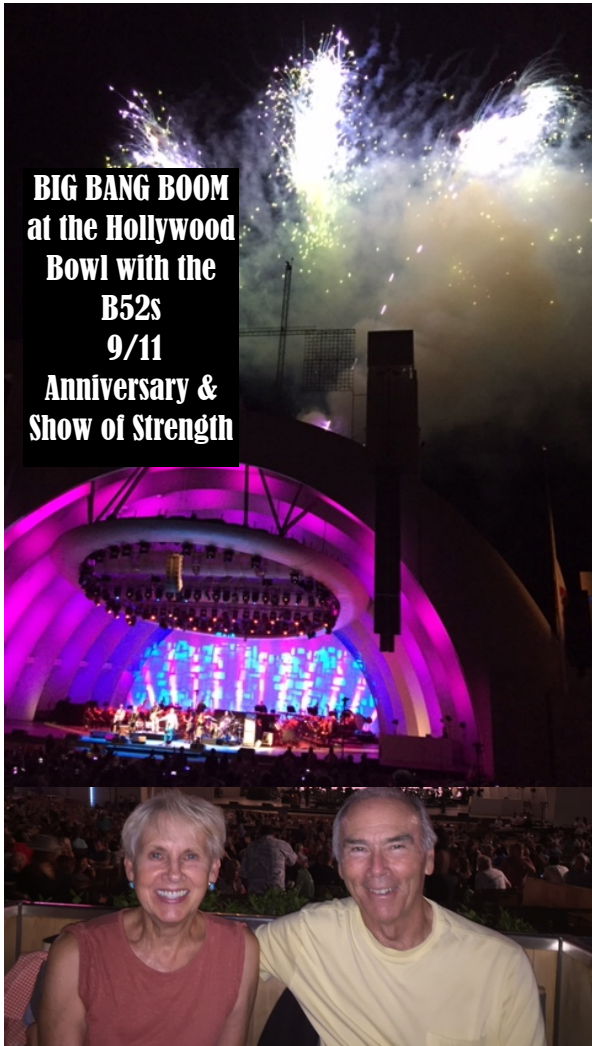
**'50 Ford Custom convert-** Restored 2015 Flat 8 w/Merc crank. 12V, LB Top.**\$35k. Ron Dreher 541-592-6994 So, Oregon**

**Marshal Scotty Amusement Park Cars-**Die cast & weigh approx. 100 lbs ea.. . Great condition- **\$250 ea.. Mike 619-977-9777**



**ALERT**  
**Off -Site General Meeting-**  
**Oct 7**  
**3:30- 7 pm, Cajon Cruise Night-**  
**Orange & Main St, El Cajon.**  
**FREE PIZZA & DRINKS.**

**NOTE**  
**NO General Meeting on**  
**3rd Wed, Oct 21**



**BIG BANG BOOM  
at the Hollywood  
Bowl with the  
B52s  
9/11  
Anniversary &  
Show of Strength**



*Summers Past Picnic & 'Memories' Concert Crowd*



*Crowd was tiny-  
but good...  
The Band was Super  
Stupendiliches!*

**ALERT**  
**EARLY Off-Site General Meeting - Oct 7**  
**3:30 -7 pm, Cajon Cruise Night - Orange & Main St, El Cajon**  
**PIZZA & DRINKS**

**NOTE : NO General Meeting on 3rd Wed, Oct 21**

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**Ready for Global Warming-1918**

**Oct/15**