

March
2024



HAWK WATCH

It was a perfect FORD BLUE day.

Ray Brock was waiting at the start point and off we went right up the 67 to Highland Valley Rd. and left to Project Wildlife (on the third try).

Many cars were pulling in for parking on the grass, but our spot had been held, So we all backed up to a fence and went to the big barn. The Barn was jammed with the bird watchers and their cameras and kids, all here to see the birds up close.

Coffee, donuts and other snacks were available, A huge (Actual size) Eagles nest was available for pictures of you and your friends sitting in it.

Outside chairs lined up on the gentle hillside for a perfect view of the huge grassy meadow, where the Hawks and Owls own the sky.

The whole show is run by a very qualified Wildlife Biologists and Ornithologists from the S.D. County Parks. They really enjoy talking about the birds while one sits proudly on the special glove.

Did you know that an owl can spin it's head nearly all the way around? They also set up bird catch nets- little kids are invited to crouch down in the grass, cover their heads and a release click is heard which springs the net all over the kids.. Lots of volunteers for that one.

Final highlight was when a Drone with bait on a string was sent up to 900 feet and we were able to watch a hawk circle and climb and actually snatch the bait and bring it back to the meadow right in front of us with all our cameras clicking like machine guns.

We were reminded that this Wildlife Sanctuary was rescued from a plan to kill the meadow and put a shopping mall only 30 years ago. What a loss that would have been. And then we were reminded that it takes money to run the place, donuts are free, but donations are much appreciated.





Greetings, Early Ford V8ers!

There is a saying back where there are actual winters that March roars in like a lion and goes out like a lamb. In San Diego, you can forget about the lion, we are already getting into the thick of car show and driving season. Ray Brock has coordinated two car tours already this year, the last being a drive up to "Hawk Watch." We all appreciate Ray for taking the initiative to put those tours together! Any Club member is

welcome to put a tour together, if you need help with the logistics, let me know.

I couldn't attend February's monthly breakfast at the Mission Valley Broken Yolk, but I heard it was a smashing success and with a record turnout. Our next breakfast there is scheduled for March 13th. We meet at 9AM and kick tires, flap our gums for a while, then walk into the restaurant at 09:30. They treat us well and give us separate checks. Try it!

In case you missed the emails, there are the two future events that you should have on your calendar:

On May 5th, our Club is hosting the annual "All-Ford" picnic at Santee Lakes Park, the same location as last year. This is our Club's signature event, going back decades. We advertise the picnic as starting at 08:00 and ending at 1:00, but we can stay longer than that if we choose to. Like last year, there will be no admission fee other than paying \$7.00 at the gate to the park for entry. We do ask if you can donate something to the raffle that we hold. The proceeds from the raffle help pay for the park rental and other related expenses. I have to tip my hat to Greg Henckel who donated the first raffle prize for the picnic; a pristine street sign from old Pasadena, a "Dearborn Street" sign. It is a great piece of automobilia for someone's garage or bedroom. If you have something to donate, you can let me or anyone of the Board members know, and we will coordinate getting the items. Of course, there will also be a 50/50 raffle held at the picnic.

The other date you should circle on your calendar is December 7, the day of our annual Christmas/Holiday party and New Officer installation luncheon. It will be held at the same location as last year, at Marina Village on Quivira Way by Mission Bay. It should be another good year end bash!

Paul Alvarado is working with the folks that run the El Cajon Cruise to reserve Orange Avenue for exclusive use of the Early Ford V8 Club. Paul is targeting a Wednesday in April and one in September. More information on the dates and times will be coming your way soon.

There will be additional information coming out for all events, through email or in this fine publication, "The Ford Fan."

-----President Joe Valentino

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Reminders

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

SDEFV8Club---Pg 3



All Ford Picnic May 5th 8:00AM - 1:00PM Santee Lakes Regional Park

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



Cars-Food-Music

Greetings!

The Early Ford V8 Club of San Diego is having the annual "All-Ford Picnic" on May 5th. Attached is the flyer for the event. The picnic will be held at the same location as last year, Santee Lakes Park ([Directions - Santee Lakes](#)), a beautiful scenic location. There are clean restrooms and virtually no walking required between where the cars park and where the event is held. The event last year was a lot of fun, with a good turnout of Fords from Model Ts, Model As, Early Ford V8s, F100 Pickups, a couple of Rat Rods and new Ford Mustangs. There will again be Hotdogs and Hamburgers on sale, along with the fixings. There is



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 Joeyv@Pacbell.net or call (619) 300-4280

also a People's Choice contest for the attendees' top three favorite cars in attendance.

The Park charges \$7 to get into the park. There is no charge to attend the picnic. The Early Ford V8 Club of San Diego has been able to afford to put on the event through food sales and raffle tickets. There will be a 50/50 drawing and many prizes will be raffled off. We ask those that attend the picnic to donate an item for the raffle. If you have a Ford themed item, car part, gift card, gift basket or you name it, that you can donate for the raffle, it would be greatly appreciated. Donating an item for the raffle is completely optional and not a requirement to attend the picnic. Do bring your appetite!

Please pass this flyer along to members of your Club and to any others that might be interested in attending the 2024 All-Ford Picnic.

If you have any questions, please email or call me.

Joe Valentino
(619) 300-4280

March Anniversaries
 3/02 Brad Nelson & Heather Wiggins
 3/11 Rick & Sheryl Carlton

March Birthdays
 3/04 Diane Thomas
 3/05 Ferol Henkels
 3/08 Richard Steinacher
 3/13 Louise Croff
 3/15 Sue Houlihan
 3/19 Jim Miller
 3/23 Alex Ramirez
 3/25 Bob Hargrave
 3/25 Carl Atkinson
 3/29 Ric Bonnoront

March # years in club
 Russell & Marty Ries 29 yrs

Mandarin Wok, Lunar New Year & Valentines- all same day...



..Tina took our picture...

San Diego Early Ford VB Club General Meeting Minutes, February 21, 2024

President Joe Valentino hammered the meeting to order at 7:00 pm and led the club in the pledge of allegiance.

Presidents report: The All-Ford picnic is on for Sunday May 5th. Volunteers and raffle items are needed. The Board of Directors voted to secure the same venue as last year for the Christmas party on Saturday December 7th. The same caterer is available. Please pay your local club dues. April, July, October and the Christmas party are all day meetings. Tim Shortt still has the hard luck trophy.

Vice Presidents report: The last SD EFV8 breakfast was awesome. Approximately 40 people participated.

Secretary report: The minutes from the January meeting were published in the Fan. They were accepted and approved.

Treasurer report: Ken presented the current year budget. A motion was made and seconded and a vote taken to approve it. Ken then gave the current Treasurer's report and read the financials and another motion was made and seconded and a vote taken to approve it.

Programs: Joe stated that tonight's program would be a 16 minute video about Henry Ford.

Tours: A February 24 Hawk Watch tour is planned with departure from the Mission Valley Broken Yolk parking lot at 8:30.

Accessories: Rick asked folks to let him know if they wanted him to order something.

Sunshine report: Judy reports no known health issues.

Fan editor report: Tim reports it's "coming right along."

Car Club Council (CCC): Paul stated there are several fliers on the table for upcoming events. He reported that he'd asked the CCC for April and September dates for the club to host the El Cajon car show. Those months were requested to provide maximum sunlight for the trip home given the concern with night driving and 6 volt lights. The CCC will be meeting at Pernicano's Italian restaurant in El Cajon.

Historian: Joe, substituting for Susan, showed the club copies of the January/February V8 Times with San Diego V8ers on the front and back cover. A tour of the Barona Indian Reservation took place. A club jacket, with an emblem, could be purchased for \$6.50. Early Ford V8's and B-17 bombers have the same ash trays.

New business: Rick Carlton stated he was contacted by the family of former club member Jim Harris and provided with a collection of club memorabilia. Rick's assessment was that it had minimal monetary value but that there might be something there that would work for all-ford picnic raffle prizes. He said the rest of the collection is on the back table and asked club members to take what they wanted.

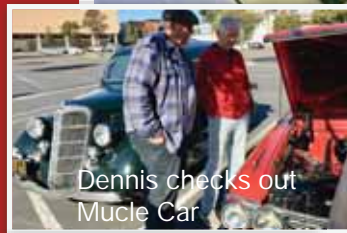
Old business: none

Technical Help: none requested

50/50 drawing: Maureen Colvin won \$60.

Name tag drawing: No winner.

Meeting Adjourned: 8:40 p.m.



Dennis checks out Muscle Car



Where's my food?

..Plus -V8 Breakfast!



What's Carl smiling about?



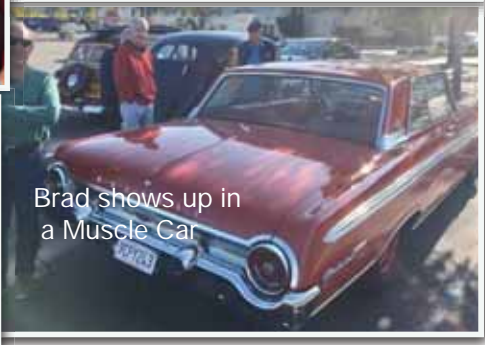
George Lusk tells me his radiator blew up and so He's taking my Hard Luck Trophy-



Candy Green Planning a Party



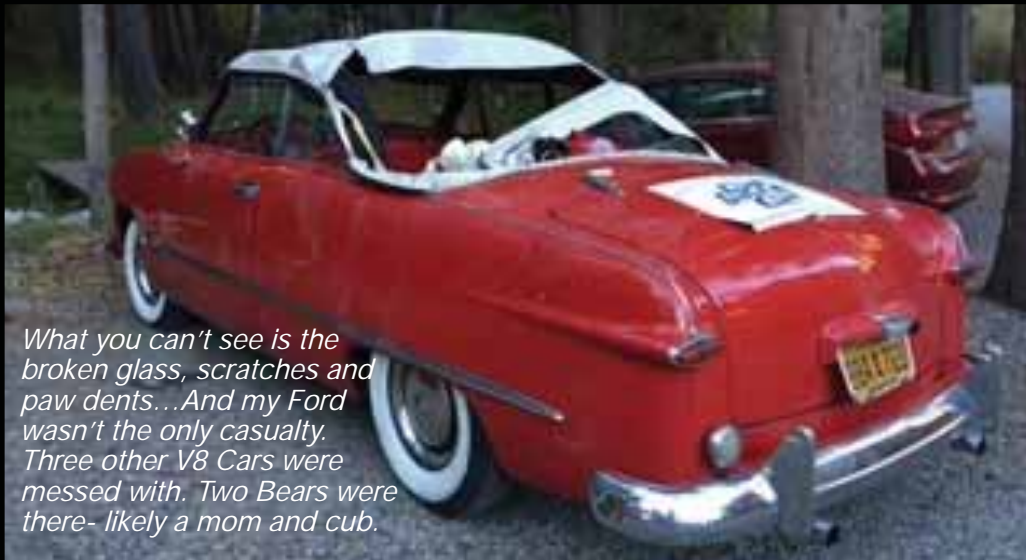
Lead Table a little too quiet



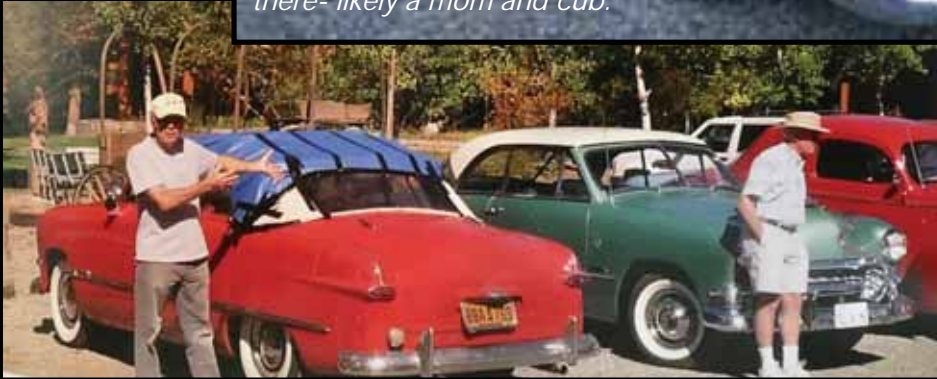
Brad shows up in a Muscle Car



BEAR CAR



What you can't see is the broken glass, scratches and paw dents...And my Ford wasn't the only casualty. Three other V8 Cars were messed with. Two Bears were there- likely a mom and cub.



*One Harris Tour in the Sierra Mountains, we stayed over at a hotel in the woods. During the night Bears broke out a window, busted the main Top beam & tore the top off my favorite Ford to get at a bag of nibbles in the back seat. Once they bit the bag, they then ate the seat also. Thanks to my insurance, I have new paint, Interior and top. —
Take that, Buddy Bear!*



Look what Bill Lewis is driving these days.



Bill may not be walking as fast as he used to, but when he gets behind the wheel of his hot '36 three window Coupe, look out.

'36 was the last year of the 3 window with the chicken wire wlole in the roof. Bill's coupe is an all steel well done custom finished about 2015. Powered by a 350, with TCI and 700R Trans. Beautiful interior with custom comfortable adjustable seating. Power steering and AC, of course. Carl Atkinson is Bill's best friend and often rides along to V8 events. The rumble Seat is being used now as a trunk, but could easily be switched back for passengers.

Bill has loved fast cars all his life. In High school 20 speeding tickets led to losing his license in three cities. He was chased by several cops during the Drag Riots on El Cajon Blvd, avoiding arrest by slipping into niegborhoods where he once delivered papers.

Now days he's a Former President and Law biding Citizen.

My 50 Year Love Affair with a 1934 Ford



While living and working in New York, I bought and sold hundreds of old cars. They were my hobby and passion. One car stands out. That would be my 1934 Ford Rumble Seat Cabriolet. That car was the perfect combination of Classic Styling and top down fun, Bill Hawkey was a good friend who had just moved into a farm house about 15 miles north of me, He called me to say he had been over to meet his new neighbors and spotted some old car mostly hidden under a tarp in the corner of their Barn. "I was to his house 10 minutes later."

We walked backed to the barn. No one was home and the barn was locked,

So we went around back where there was a window. Bill climbed on my shoulders to see in and said, "Aww, from what I can see, it's not sports car, it's more like an old convertible or somethig". I said, "Let me up there!" An old Tarp covered most of the car, but I could see a distintive curved door handle, It's a Ford ... A '34 FORD! I'm going to buy that tonight!"

Got the owner on the phone later and he explained that the Ford came with the house, It had been in the barn since 1941. Parked there by the young man who was headed to WWII...and never came home.

Motor is stuck. It's got a few small dents, but no rust. The seat and top have chicken damage, Paint has scratches, but is still shiny Black. I offered \$1,500 and we settled on \$2,000.

Next day I took the 4 tires off my '35 woodie, a Tow Bar and tools, packed them in my '67 VW Bus and met the owner back at the Barn. We traded cash for key and Title. Ihe asked me how I was going to pull it home with a an old bus? Well, it's mostly downhill to my house, so we should have no problem. The Bus did it—And I got a lot of "Thumbs Up" from passing cars.

My kids were all over the car as soon as they saw it.

I picked up a new old stock '36 Flathead Motor just in from South America, new carb, clutch, Battery, gas tank the next day from JOB LOT AUTOMOTIVE, Queens Village, Long Island, New York

Original Brakes lubed up and still worked.

Two weeks later I was driving her.

A year later I had new paint, interior and top installed. She was ready to party.

Many Parades, Tours,(one to the Baseball Hall of Fame where we pulled up, while the Govenenor was speaking all camers turned to us.). Many Photo Opps and Car Club Tours, Car Shows and later, my Daughter's Wedding, and Son's Graduation and all the family visits, I felt like a celebrity in this ca ...-



Look what's happening to my '34 Ford now...



Say Goodbye to Coronado

Last year I decided I wasn't driving the '34 Ford enough. I keep her clean, but the weekly drive around town wasn't fun. I had Found, restored and proudly driven it on tours, in parades and around the neighborhood for 50 years, but California freeways were no fun in that original Flathead, original Brakes— No Fun. So, after much consideration, I sold the '34 to Bud, - a nice guy in the middle of the country, where roads are slower and the car could be used more often. Below is the latest note n from the buyer, Bud.



*Hi Tim,
I have been meaning to drop you a note on how the 34 is. I have taken it to a restoration/ hot rod shop in Pa. It a well respected business. Posies in Hummelstown, Pa.*

I am having it restored with a few upgrades. It had a bent front axel and inner rocker panels and floor needed repair. Took me awhile to get the parts I needed to upgrade the car. Almost a yr for H&H Flatheads in Cal to Build me a " Glow Job" motor. Has a lot of period speed parts Navio heads and a improved crankshaft. 200HP is what it is rated for. New GM 5 speed trans with adapter for motor and a new period

correct differential, and of course upgraded brakes.

I am keeping the body untouched except repairs to floor and rockers. The paint job that you had done yrs ago has aged well. Not doing and chrome work grille and bumpers a fine. So the 34 will look the same as when you owned it with these upgrades. I felt that the young man who went off to WW 2 and didn't make it home was going to modify her to late 40s -early 50s upgrades and in many ways that I have tried to do this. I hope you would approve of this restoration.

The 34 will live on for another 90+yrs hopefully. ————Bud



Favorite Fords

Rich Steinacher

Had a fiddy-six Ford Crown Vic, 312, three on the tree, white over black (spray painted over the original salmon color). Loved that car! Had a hard time keeping mufflers on it (northeast roads ate mufflers for winter snacks). One morning, in the summer of '64, I woke up early just after sunrise, and noticed the sun lighting up some bright metal on my front crossmember. Turned out a tie-rod was patiently working its way out of the salt-rotting crossmember. Yikes! I drove very slowly about ten miles to Voltz Collision Service in Mahopac, NY. The yard was jam-packed with Mercedes cars awaiting service (old Mr. Voltz was the best MB body and frame guy in the territory). He looked at me, then my car, told me in his thick German accent how crazy lucky I was that I hadn't lost control when/if the rod gave up the ghost, repaired the crossmember and had that car back to me the next day.

I needed money to go back to college, so I put the word out to sell the Ford. A friend of one of my younger brothers showed up with folding money in his pocket and asked to drive it. "Get in," I said, motioning to the passenger seat. I went down the driveway, aimed the car north up about a half-mile straight away, revved the engine, dropped the clutch, and literally tire and oil-smoked up the entire half mile, chirping into second gear. "I'll take it! I'll take it!" he screamed.

I happily took his money, bought a motorcycle, and went off to college.

That's a car I wish I still had. Sorry it ain't a flathead, but it was a Ford, and I did love the thing. Similiar to Victoia pictured, but you all know how pretty that car was!

—Rich Steinacher

1956 Ford Crown Victoria. Two-door, with distinctive bright-metal stainless-steel B-pillar and mid-roof tiara ("crown-of-chrome") trim and transparent top. Price was \$2,802.99 in L.A. Calif. (\$2914 in Wash. D.C.)—\$70 more than the steel-top Crown Victoria. Now valued at \$39,000 and up.



Margaret and Rich—both college Grads

1960—El Cajon Boulevard riot

The riot began during the evening of August 20, 1960 as an organized protest over the closing of [Hourglass Field](#), an unused [United States Navy](#) airfield, to [drag racing](#). The drag racing had been organized by the San Diego Timing Association, a local group of [hot rod](#) clubs, but was unauthorized. The Navy and the police looked the other way because Hourglass Field was the only off-street venue available for drag racing at the time.

On August 8, 1960, three (possibly four) bystanders were injured during a drag race. The Navy had been under some pressure to crack down on the drag racing and shut down the airfield to drag racing after the incident. Car clubs lobbied the city for an official drag racing site but were denied as the [San Diego Police](#) Chief A.E. Jensen said "Drag strips actually stimulate highway recklessness among those viewing such contests".^[1]

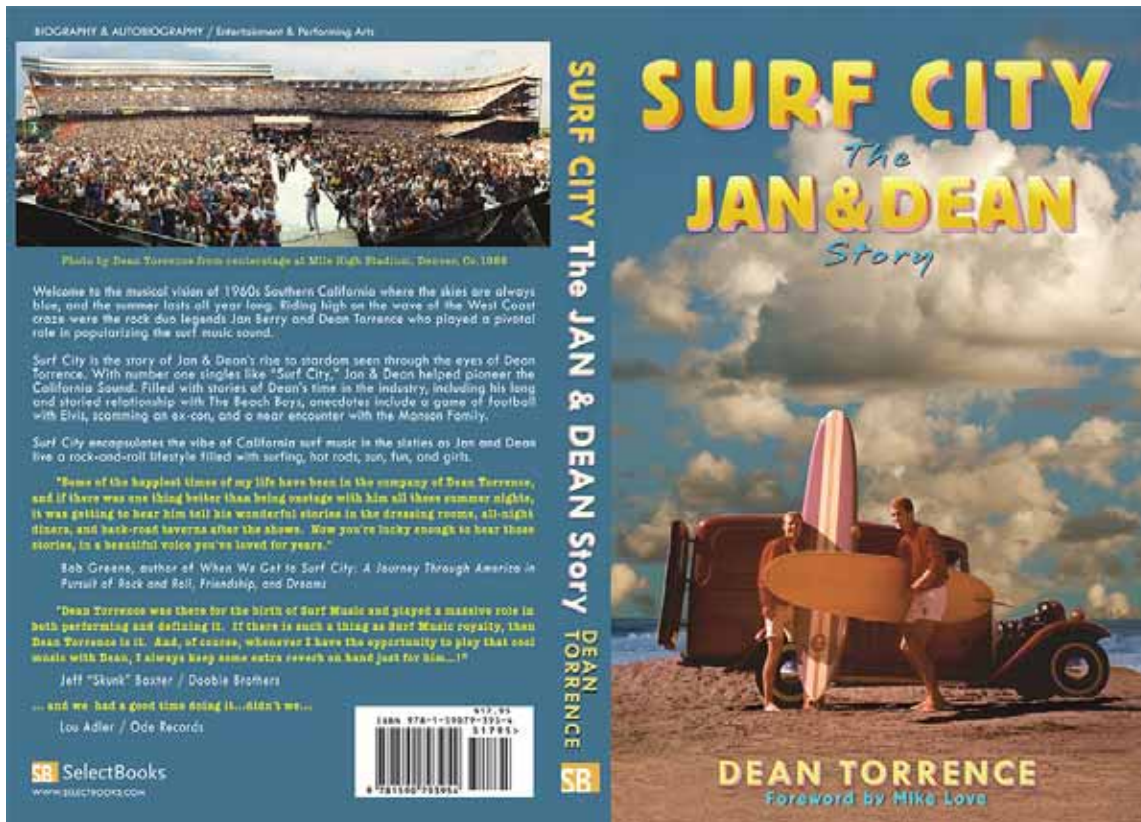
The Protest was organized by thousands of fliers that were spread around town at coffee shops, car clubs, movie theaters and other places where people would gather. These fliers stated that there would be a "mass protest meeting" on [El Cajon Boulevard](#) on Sunday August 12. The news was also spread by the a DJ named Dick Boynton on the local radio station.^[1] Two days later the police arrested a printer by the name of Herbert Sturdyvin, 20, on suspicion of conspiracy of printing the fliers that were used to organize the protest. He was released two days later without charges due to the fact that the police did not have enough evidence.^[2]

This led to an organized mass protest the night of August 20 and 21 at the intersection of El Cajon Boulevard and Cherokee Street in [San Diego](#). The crowd of about 3,000 teenagers and adults blocked three blocks of El Cajon Boulevard (one of San Diego's major east-west thoroughfares) and began holding impromptu drag races with just enough room for cars to race two-abreast down the street. Around 2 A.M. more than 65 police officers began quelling the riot first by ordering them to disperse and then moving in with tear gas and riot sticks. Some protestors tried to fight back by throwing coke bottles and rocks at the police and trying to overturn police cars. It took 3 hours to control the mob and two police officers were hurt during the course of the night. At the scene of the riot 80 adult demonstrators and 36 juveniles were arrested for the riot. The next night several drag racers drove around town taunting the police. This led to a further 100 people being arrested, including over 30 juveniles who were charged with curfew violations.^[1]

After the riot, the City of San Diego promised to form a committee to look into the problem of a lack of drag racing sites. The president of the [National Hot Rod Association](#) also pledged his support to getting local enthusiasts a place to race. Eventually, all of these pressures came together and two new Drag racing strips were opened. The San Diego Raceway opened in [Ramona](#) in 1963 and the [Carlsbad](#) Raceway opened in 1964.^[3] San Diego closed down after 1968 and Carlsbad after 2004. There was an attempt at running in the parking lot of [Jack Murphy Stadium](#) in an organized event in the 1970's, but currently drag strips in the [Barona Reservation](#) serve the purpose.



August 21, 1960 – Police stop a Corvair on El Cajon Blvd. The women were part of a group protesting the closure of Hourglass Field, near Miramar after an August 8th accident that injured four people.



Rock That Surf

For a while there in the mid-1960s, a powerful synergy existed between cars, surfing, and rock and roll. While “Mustang Sally” and “Little Deuce Coupe” were perhaps the consummate car songs — and “Surfin’ USA” among the best surf tunes — nowhere were cars, surfing and music better meshed than in Jan & Dean’s 1963 chart-topping “Surf City.”

First penned by Brian Wilson of the Beach Boys, the original lyrics honored a ’33 panel truck, but Dean Torrence of Jan & Dean, a dedicated beach

rat and car guy, knew surfers favored station wagons. So he rewrote the song’s opening line to read, “I bought a ’34 wagon and we call it a woodie.” After Wilson gave Jan & Dean rights to the song, the duo finished the new lyrics and recorded it, and the rest is history. Almost.

Because, in reality, Dean Torrence, despite making the ’34 wagon famous in surf culture, never actually drove one. Until now. With us. In Huntington Beach, a.k.a. “Surf City.”

Lore of the Surf Woodie

In 1929, Ford’s original production “station wagon” was designed to haul people and luggage to and from train stations. But by the 1950s, they were just second-hand cars, cheap and roomy companions for surfers’ rambling trips along the coast. Film and song soon followed, and woodies and surfing were permanently intertwined.

We contacted Dean and asked if he would be willing to take a drive in a ’34 wagon — if we could find one. Luckily he said yes, but finding a drivable example wasn’t so easy. Of the 2,810 V-8-powered 1934 Ford station wagons built, only 19 are thought to remain. The example here was expertly refreshed by Tim Krehbiel for collector Nick Alexander in 2003, and was robust enough to drive from Los Angeles to Michigan, where it won a Dearborn Award from the Early Ford V8 Club. Charles McPherson, Jr. subsequently purchased it, and graciously let *Hagerty* use it for a day. Our meeting place was the International Surfing Museum (surfingmuseum.org), located just a few blocks from the famous Huntington Beach Pier.”

Some 51 years after rewriting Brian Wilson’s famous line, Dean Torrence opens the door to the ’34 wagon and finally slides behind the wheel – barely. Because at over six feet, Dean is certainly taller than the folks who designed and drove these wagons in the day. The cabin is small, and it’s a close reach to the steering wheel and dashboard.

Dean is perceptibly nervous about driving this rare car, but he needn’t be. He gently turns the ignition key, like he’s tuning a guitar string, presses on the floor-mounted starter button, and the old 221-cubic-inch V-8 engine slowly turns over. But it won’t fire. Familiar with the issue, owner McPherson drips some gasoline into the carburetor and tries different throttle and choke settings. Finally, the engine starts — idling almost silently — and we’re ready to go.

The Ford has a non-synchromesh first gear, but Dean knows how to work it, engaging low with a minimum of noise. And then we set out. Slowly and deliberately, he engages the clutch and the woodie builds speed as he feels out the stiff steering, rod-operated brakes and long control motions. He does well at it all, and before long we’re humming south on Pacific Coast Highway.

Invigorating beach air swirls through the open cabin, the wood quietly talking to us as we encounter pavement ripples, and we have the slow lane to ourselves. “It feels like a tank — stiff,” Dean says, glancing around the cabin as we trundle along at 26 miles per hour. “This thing is about floored!”

Our speed climbs to nearly 40 mph, at which point the mechanicals are chattering and the wood vibrating. “You can’t be in a hurry,” he adds.—*continued next page*

'34 Ford Woodie makes the TOP 10 List

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And if My Woodie Breaks Down on Me...

We reach Crystal Cove and its landmark Shake Shack and pull in to switch drivers. Remembering the earlier starting difficulty, we leave the Ford idling while photographer Joseph Puhly shoots some images. Little do we know, the ethanol-laced modern gas blend is busy vaporizing in the fuel line, a common Ford flathead V-8 problem.

It happens on the uphill leaving the Shake Shack, the woodie chugging slower and slower, until it can't chug anymore. Now we're stranded beside the Coast Highway, with Audis and Acuras zipping past at speed. Bad scene. With no luck re-firing the engine, I resort to bump-starting it backward downhill. This works, and the '34 has just enough power to get us turned around and find safe haven in a nearby park. But the woodie's day is over. "I think this has cured me of wanting an old car!" Dean says, laughing.

Oddly enough, another "Surf City" lyric has portended our current situation: "And if my woodie breaks down on me somewhere on the surf route/Surf City, here we come/I'll strap my board to my back and hitch a ride in my wetsuit." With the photo and video teams close behind, our rescue isn't quite that dramatic, and we all safely return to the museum in modern cars, leaving the generous McPherson and his beautiful '34 awaiting Hagerty Plus Roadside Service.

Adopting A Rescued Woodie

Aside from our concern for McPherson and his stricken Ford, we have another worry: What will this story look like minus its star car? Surfing Museum manager Cindy Cross saves the day by calling local resident Randy Lyford, who has owned a 1950 Ford Country Squire wagon since '65. Although newer than the '34 of the Jan & Dean song, it's actually more like what surfers drove throughout the '60s and '70s as the pre-war cars disappeared.

While in high school, Lyford found it behind a squalid apartment building, missing its powertrain and wheels, with local teenagers leaping onto its roof from an upstairs window. He scrounged wheels and tires, towed it home and fixed it up; he has been cruising ever since. "My dad and I worked on the car most weekends," he explains. "I've taken it surfing all over California, down to Mexico and up to Oregon."

Lyford's '50 Ford is an entirely different animal from McPherson's '34, providing easy starting and far more robust performance. And with a mild chassis rake, vintage Torq Thrust wheels and Randy's old Santa Cruz made Arrow surfboard on the roof, it also looks like the prototypical surf woodie.

Dean is no stranger to 1950 Fords like Lyford's, though the hopped '50 he had in high school wasn't a wagon. It was followed by a '32 Ford pickup with 20 coats of white lacquer and a series of Corvettes and Porsches during the Jan & Dean heyday. But the brief 1962–66 car/surf song period — culminating in "Surf City" and three other top-10 records about hot rods — has definitely left him nostalgic for McPherson's '34 Ford woodie. "At the time we recorded that song, plenty of cars like that were still around, mostly unrestored, so it didn't seem important to actually drive that exact year and model, but now that I have, it's like finally completing the song." End



Well folks, here is the story of the second HARRIS TOUR to a Western National Meet...

...held at the Inn of the Seventh Mountain in Bend, Oregon. Our first tour to Bend took place in 1987, and the members of the Columbia River Regional Group hosted another event for our enjoyment in 1995. You're invited to ride along.

On a mid-August morning we departed the Vagabond Motel in Woodland Hills for our seven day, 1045 mile odyssey through some of the most beautiful country in the western U.S. As we travelled north we picked up V8ers along the way, ultimately totalling 22 vehicles - 20 early V8s, one modern car, and one trailered. Stops were made in Lompoc, Cambria, Morro Bay, and Pismo Beach before our stop for the night in San Simeon.

Day two saw us enjoying wonderfully scenic Hwy 1, with a lunch stop at Nepenthe before crossing over the iconic 1932 Bixby Bridge on our way to Monterey for the night

Day three continued on Hwy 1, with a stop at Moss Landing for a little antiques before re-joining US 101 and a planned stop in the historic town of Benicia for some exploring of Old Town. Then it was on to Fairfield for a late day stop at the Herman Goelitz Candy Factory - famous for their Jelly Belly candies. The Holiday Inn, Fairfield, welcomed us for our third night's lodging

Day four greeted us with the anticipation of visiting Old Town Sacramento, and the Towe Museum, plus a scenic picnic lunch stop in Southside Park. After lunch we proceeded north to pick up Hwy 49 in Auburn, and a planned stop at historic Empire Mine Historic Park, the oldest and richest hardrock mine in California (1850-1956). We all enjoyed the \$2.00 self-guided tour.

Day five began with a fantastic drive over the Feather River Scenic Byway and on to Lassen Volcanic National Park for a picnic lunch at King's Creek Picnic area. SPECTACULAR! Our stop for the night was at - get this - the **-Charm Motel** in Burney. Not sure if we were 'charmed' or not?

Day six was highly anticipated due to the fantastic stops that were planned, starting with a stop at Burney Falls, followed by a stop in

McCloud as guests of Lee and Marilyn Ogden, owners of the historic McCloud Hotel, which they had lovingly restored. The Ogdens were old car hobbyists, and were anxious to see our cars parked on the street in front of their hotel. But the best was yet to come. Our stop for the night was the recently restored Crater Lake Lodge, and it was a sight to behold! A perfect ending to a perfect day!

Day seven saw us easily completing the remaining 102 miles to Bend and the beautiful Inn of the Seventh Mountain resort, which sits in a scenic valley area some 10 miles outside of town. What a way to conclude this year's HARRIS TOUR! Happy touring!

——Jay Harris





1941 Ford Super Deluxe Coupe. Complete rotisserie style restoration was completed several years ago.

The car is absolutely flawless with nothing overlooked. The frame/ suspension and drivetrain was either powder coated or nicely painted. Has a flathead V8 with 3 speed, Columbia Overdrive rear

end, MSD Electronic ignition that is still 6V. The upholstery is perfect with no tears or stains, brand new tires, all stainless trim is polished and in great shape. The body and paint are a 10 out 10. Comes with skirts that need to be painted the color of the car. The trunk is complete with matching spare tire, trunk mat and side panels. **\$30,000**



Completely restored 1949 Mercury 2 dr coupe. Rebuilt flathead with performance speed equipment, Fenton headers and 12V electronic ignition, 3 speed. Excellent upholstery. **\$39,500 or Best**



Alex Ramirez

619-952-0044





Daughter's Wedding 1991

Friends & Family.
The '34 Ford was
the get-away Car.

The '50 waiting,
just in case.



San Diego Early Ford V8 Club— 1211 5th St, Coronado, Ca 92118



HAWK
TOUR
LUNCH