

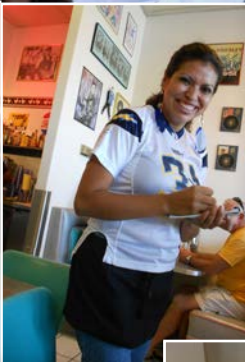
✂ THE  FAN ✂
 DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMPANY VEHICLES



Ice Cream Social-Poway

Sept 23

Tour Organizer Richard Tuebner did his best, but global Warming won out. No question, it was hot. Still, 18 V8ers showed up, hungry for Ice Cream, hanging out their windows gasping for air. But first, a hearty lunch at the Poway Chicken Pie Shop. At the club house we played pool and tried to be cool, proving there's no Minnesota Fats in this crowd. Richard sent each team of Treasure Hunters out two minutes apart. The clues were... intriguing, and the ones that figured them out - took home the big prizes. The ugliest Hawaiian shirts were selected by Judge and Jury, Betty Storrs and Sandy Shortt. Some shirts were so bad, they actually made your eyes water. Thanks to Dick and Barbara Martin for bringing goodies, table decor and competitive spirit to the party. It was fun and funny and did I mention, hot? --TS



**Holy Bratwurst- It's Oktoberfest! Oct 28, Sun-
 RSVP John Hildebrand 760-943-1284**



The Prez Sez.

The Western National Meet took place in Redmond, Oregon on Sept 11-15. The Meet was the tour goal for Jay Harris. He led 22 Southern California V8ers along scenic highways and through

National Parks to get there. From all reports, it was an excellent tour and six tour participants won awards at the meet. Pretty good share of the gold, considering the nationwide competition of over 350 cars judged.

Locally, Thanks to Richard Teubner for organizing the annual Ice Cream Social Party, Treasure Hunt and Ugliest Hawaiian Shirt contest. in Poway. And to Barbara and Dick martin for bringing the goodies. I had planned to go, but last minute things came up. I've heard there was a good turnout and the V8ers all had a good time.

October 28 is the date for the Oktoberfest. It's so close to Halloween, you might as well wear your costume. You can bet, prizes will be awarded.

Joe Vidali delivered another good tech talk, but suggested other members should step up and share their knowledge in future meetings.

The term for several Board members is up in December. We need new blood to step up and serve.

Remember The **Membership Drive Contest**--There will be special recognition and a handsome reward for the member who brings in the most new members by the Christmas Party-- *Keep those Fords running --Bill*



At the Ice Cream Social, Dick Martin and John Dow were laying bets as to who's shirt would be judged the ugliest ...

Submit caption suggestions to tashortt@me.com

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The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to The Ford Fan c/o San Diego Early Ford V8 Club, P.O. Box 881107, San Diego, Ca 92168-1107. 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.



**Oct 28, Sun - Oktoberfest. Noon party- Prizes for Best Leiderhausen!
RSVP John or Pat Hildebrand for Details & Directions -- 760-943-1284**

Woes & Wows on the Oregon trail

Harris Tour to the Western National Meet & Roundup, Redmond, Oregon, 2012



Sept 6, 2012-- Lake St, Lake Elsenor-16 V8ers met just off Hwy 15 for the first leg of the 2012 Harris Tour. We convoyed north to our Bakersfield hotel. After settling in, we met around the pool to consume snacks, and the three largest pizzas ever made. By the time the other participants had joined us along the road and the hotel, our numbers had grown to 44 - packed into nineteen old Fords (plus two modern sweepers and one truck with trailer carrying a '36 Touring). It was the official kickoff of the ride to Redmond for the Western National Meet. And a gentle roast of Jay Harris, our V8 tour guide for the last 40 years. Old friends told stories of Jay's escapades starting as far



back as high school days in the last century. Bud and Cassandra Williams presented a handsome plaque to Jay. And, yes, alcohol was served to loosen tongues. It was just the beginning of an epic 3,000 mile round trip - but not on the most direct route, you understand, because getting there is half the fun.



Day one: Everybody topped off and loaded up with great expectations. Jay honked this horn and the Tour-Ready parade of Fords pulled out - proudly heading north towards the giant sequoias, lunch and eventually our hotel in Fresno, just 225 miles up the road. Led by Jay and Janet, we passed Porterville, Lindsay, Exeter, and Woodlake without a problem. At the end of the convoy, Sandy and I were in our Prius camera car marked with official Press credentials



(I am the editor after all). The Cooks were in a factory hot rod Dodge enjoying modern creature comforts. Cal & Cheryl Weston's big truck/trailer combo was last in line, swinging wide to make the turns.

The promised 'fun' began once we turned onto Route 245 headed up to the giant Sequoias. The road narrowed and turned to a challenging, slithering snake of climbs and curves. First car down, Rudy & Lori Perez's '38 Touring burnt a condenser and later lost it's brakes, resulting in a tow, Bud & Cassandra's '40 Coupe struggled in higher altitudes with the big race cam, Don & Jan Gilbert lost a hubcap from their '54 Vicky, high school buddies Dan Prager and Fred Meyers developed a worrisome miss in the '40 Merc Touring that would plague them the rest of the trip. Norm & Peggy Petrucci thought they had a cracked brake drum in his '40 Deluxe Coup and turned back for repairs, Tom & Gale Anderson's '47 Tudor sputtered to a stop when the electric fuel pump quit. He thought he could fix it, so we went on 9 miles to the top of the mountain, where we received a cell



call that they were stuck at the bottom and needed a modern ride. Sandy was a bit green from the ride up, but we went back and helped, then retraced the stomach-churning turns once more up the hill. All breakdowns happened in the worst possible places along the steep, narrow, winding road with the blind turns and no shoulders. After a three hour wait for Three A, the Andersons were towed back to Woodlake for parts and caught up with us later in Fresno. By the way, The scenery was beautiful. Sandy and I stopped at a quaint fruit and vegetable stand in Centerville just outside Fresno. Little did we know the place had been featured in Huell Howser's 'California Gold' - our one & only brush with greatness.

--Continued next page...



ANDERSON, TOM AND GALE	47 FORD TUDOR
BANGIOLA, CLYDE AND GAIL	40 FORD COUPE
BENTO, STEVE AND SHEILA	42 FORD COUPE
BISHOP, STAN AND EMILY	UNKNOWN
COOK, TOM AND CHRIS	36 FORD COUPE
DOW, JOHN AND LIZ	36 FORD TUDOR
GILBERT, DON AND JAN	54 FORD VICTORIA
HARVEY, BILL AND SUE	48 LINCOLN CONT
HOUGH, JIM AND SUSAN	41 FORD PICKUP
HULSEY, ROYCE AND LOUISE	63 FALCON SPRINT
JAMES, JERRY AND BARBARA	51 MERCURY SEDAN
KREHBIEL, DAN AND BONNIE	49 FORD CONVERTIBLE
LITTLE, JIM AND DIANE	51 FORD VICTORIA
OLSON, DON AND DE	56 FORD F-150 PU
PEREZ, RUDY AND LORI	38 FORD CONV SEDAN
PETRUCCI, NORM AND PEGGY	34 FORD COUPE
POTTER, TOM AND HJORDIS	51 MERCURY SEDAN
PRAGER, DAN. & MEYERS, FRED	40 MERCURY CONV SED
SHORT, TIM AND SANDY	50 FORD CONVERTIBLE
TEISTSWORTH, ROBT & MARY JANE	40 FORD COUPE
WATSON, GERRY AND KATHY	34 FORD FORDOR
WESTRA, CAL AND CHERYL	TRAILERING A 36 PHAETON
WILLIAMS, BUD AND CASSANDRA	40 FORD COUPE
HARRIS, JAY AND JANET	51 FORD VICTORIA

Woes & Wows on the Oregon trail-
contd...

At lunch, we were approached by Gene Windfield who invited us to see his legendary custom shop and vintage junk yard on the edge of Fresno. He's customized cars for such films as "Blade Runner", "Back to the Future II", "Dukes of Spades", and many others. He's quite a self promoter ((\$15 Bucks for an autograph).

Day Two - On to Chico. The Watson's joined in with their '34 Dearborn Fordor- for them, this was the first leg of a three week trip into Canada. Dan Prager started the day by changing his fuel pump. Tom Potter's clutch was slipping on his '51 Merc. Bill & Sue Harvey's OD stopped working on the '47 Lincoln (Sue jumped in our Prius for some AC and less worry) The convoy soldiered on past Modesto and Lodi, with a delightful lunch stop at The Mike Grove Park (just in time to watch a mile long train pass through) and a surprise stop at the Almeida Classic car showroom in Turlock. What a terrific collection of cars for sale. Later at the Sacramento mish-mash interchange, everybody (including Jay, The Dear Leader) got lost. Before we knew it, we were all headed to Reno. It took a while for a regroup at a gas stop farther up the line.

Because of the mix up, we skipped an Antique Tool Museum in Oroville and drove on into Chico.

Day Three- McCloud is the goal--Everybody was ramped up for this day- Lassen National Park was our lunch and tour stop. What a place- Lassen embodies our most violent volcanic history- a reminder that we sit upon a thin crust of land over a boiling caldron of molten rock and gasses. The park is home to smoking fumaroles, meadows freckled with wildflowers, clear mountain lakes, and numerous volcanoes. Jagged peaks tell the story of its eruptive past while hot water continues to

mold the land. Lassen Volcanic National Park is one of the few areas in the world where all four types of volcano can be found (plug dome, shield, cinder cone, and strato). We saw it first in a movie at the visitor's center and then with our own eyes from the road. Spectacular.
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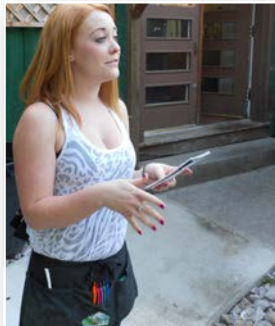
Woes & Wows on the Oregon trail- contd... Don't forget Burney Falls- another beautiful last minute attraction thrown in for no extra charge.



Day Four- The town of McCloud sits at the base of Mount Shasta. It's a small town with a huge view of the mountain, quaint shops, hotels with character and history. Because the hotels are small, V8ers spread out all over town. We stayed at The McCloud Guest House - a restored seventeen room historic hotel where U.S. Presidents and Statesmen have stayed - enlarged rooms, private baths, Jacuzzi tubs, vintage pool table and a very fancy breakfast thrown in. It's set on a rise of manicured lawn edging into the surrounding woods - woods that are teaming with black bear and deer. According to the caretaker, one bear is a nightly visitor to the trash cans at the hotel- ("Don't go for an evening stroll without a flashlight and Bear Whistle", he advised).



Dinner that night was across the highway on the large patio of a small restaurant. The waitress took charge and announced, "If you're patient, all will be fed". Jon Dow presented Jay with a Thank You Card and token Cash Award for leading our parade.



We lined up in the morning ready to go, however, James & Jerry Barbara accidentally locked the keys in their '51 Merc. Everyone stepped up with Slim-Jims and wire hangers to help. But the car was locked so tight, nothing but a key would open it without damage - suddenly a light bulb went off- The key - Henry Ford only made so many keys - maybe one from another car would fit... 10 guys came forward without success, until Norm Petrucci stuck his '40 Ford key in and the lock turned.. Cheers rocked the town. *Continued next page...*

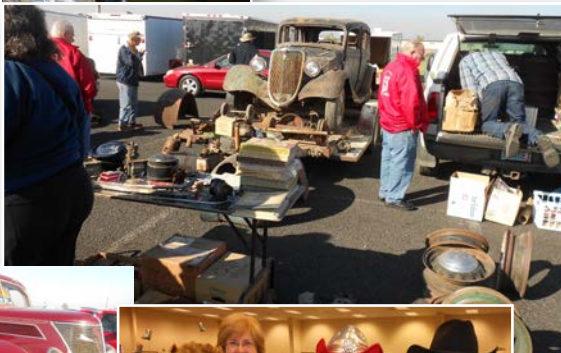




Woes & Wows on the Oregon trail- contd...



Day 5- Next stop Redmond, 225 miles to the meet. But, of course Hwy 97 is very distracting. It's scenic the whole way - over the Cascade Mountains, passing Klamath National park, a rest stop at Klamath Falls, Crater Lake, Fort Klamath, Diamond Lake rest area for lunch, past Gilcrest, stop at La Pine for a brief visit to a local car show, and then following the Dechutes River into Bend - where we turned off for our hotel. The rest of the group continued another 15 miles to Redmond, the Dechutes County Fairgrounds and their respective hotels. Tuesday was filled with Early Arrival Car Wash, Registration, Raffle Display and ticket Sales, and the welcome Ice Cream Social & Cocktail get together. Wednesday was crazy busy with The Bulletin Board, Operations Check, Swap Meet, Foundation Update, Registration, More Raffle Sales, Steering Box Seminar, Tour to Vintage Auto Wire Factory, Judges & Owners Meeting, Cocktails and the Western theme Dinner/ Dance with a live band - Partay! *Continued next page...*





Woes & Wows on the Oregon trail- contd...

Day 7- Thursday at the fairgrounds started with the Judges Breakfast, Concourse Placement, Raffle Sales, Ladies Cowgirl Brunch, Engine Blow (Chevy- of course) and Q&A with President and Board of Directors. We met friends in Bend for lunch, took a hike to



the Falls and had an Italian dinner in the Mill Town area to the beat of 'Huey Lewis & The News' who were playing in concert across the river. *Note: Dan Prager once again having troubles under the hood on Judgement Day.*



Concourse set up for judging - No easy day for the judges.



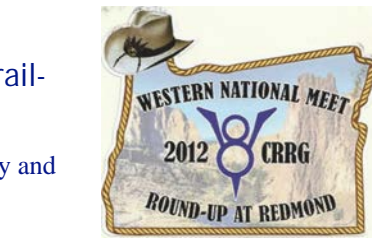
Friday, Day 8-- All 350 registered cars and 700 participants went for a 50 mile jaunt around the county. The convoy was a mile long, requiring the help of local cops to get through intersections. The ride was beautiful. The Rock (with climbers included) and the deep Gorge (with a passing train on the 100 year old bridge) were absolutely spectacular. *Continued on next page...*



Woes & Wows on the Oregon trail-
Last page..

Friday Night banquet Dinner- Sandy and I did not attend the final festivities. Instead we were having a delicious dinner at a riverside restaurant called 'TapRock' in Bend. But, thanks to Fred Meyers, here are the official Judges results for just the Harris Tour Participants. Pretty good, huh?

First Place Touring Division:
Rudy Perez -1938 Touring Sedan



Second Place Touring Division:
Clyde Bangiola - 1953 Mercury Hardtop

Third Place Touring Division: Dan Prager - 1940 Mercury Touring Sedan



Second Place Dearborn Division: Cal Westra - 1936 Ford Touring Sedan



Medallion Award (Previous Winner) Dearborn Division: Jim Little - 1951 Ford Victoria Hardtop



Medallion Award (Previous Winner) Dearborn Division: Jay Harris - 1951 Ford Victoria Hardtop
Other Awards Included:



- Fresh Restorations - 22
- The President's Award: 1937 Lincoln Zephyr Coupe (the Green one)
- Longest Owned Car: Some old guy- 62 Years
- Longest Distance driven to meet:

A Guy from Texas
-Hard Luck Award: Millie Scheidt - 1937 Ford Fordor driven alone from Rochester, NY. Car nearly stolen. Perp arrested. Persistent carburetor problem resulted in car being trailed the last 100 miles. Problem finally resolved when plugged air cleaner screen cleaned.

Bill Harvey's sputtering Lincoln trailered home and ran fine as soon as he got it in the garage.

2013 Western Meet just 9 months away, South Shore, Lake Tahoe. 250 reservations in so far. Don't miss out, reserve now.

Dan and Fred attempted to haul the rough-running Merc, but when a trailer was not available, they decided to slog on and it made it home on it's own wheels!

We continued our trip for 5 extra days stopping at Crater Lake,- traveling the Redwood Hwy through the big trees, inspecting the largest one-log home, continuing on 101 down the foggy cool coast, stopping to see friends in L.A. and finally home, Wed - butt tired --TS





Eye Candy from Candy.

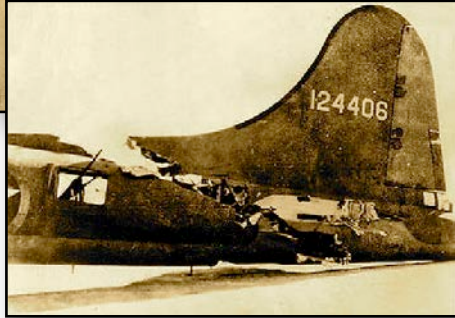
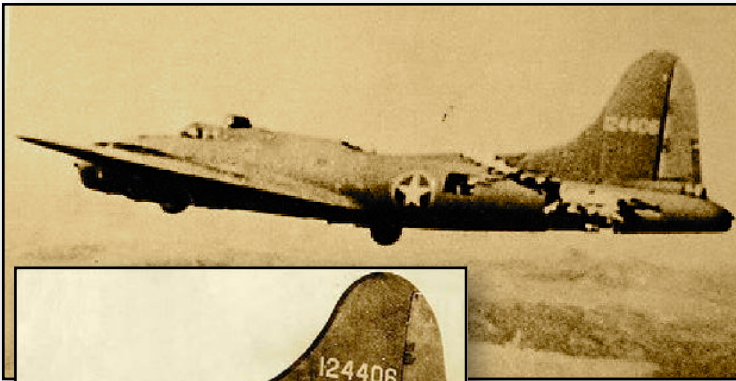
Maybe you don't know about the multi-talented Lady8er, Candaus Green. Not only does she covet COE trucks, she also creates glass flowers and they are beautiful. Here's a few of her latest creations, including a "group" picture. If you are interested in any of them, let her know and she will send you individual pictures. Most are \$25. 619-444-7174



Star Cars

Clack Gable prepares his hunting gear and checks his map for an upcoming trip in his brand new 1933 Ford Roadster Speedster. Gable starred in three Academy Award winning Best Pictures - [It Happened One Night](#), [Mutiny on the Bounty](#) and [Gone With the Wind](#).





Last Flight of the All American B-17

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the

B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

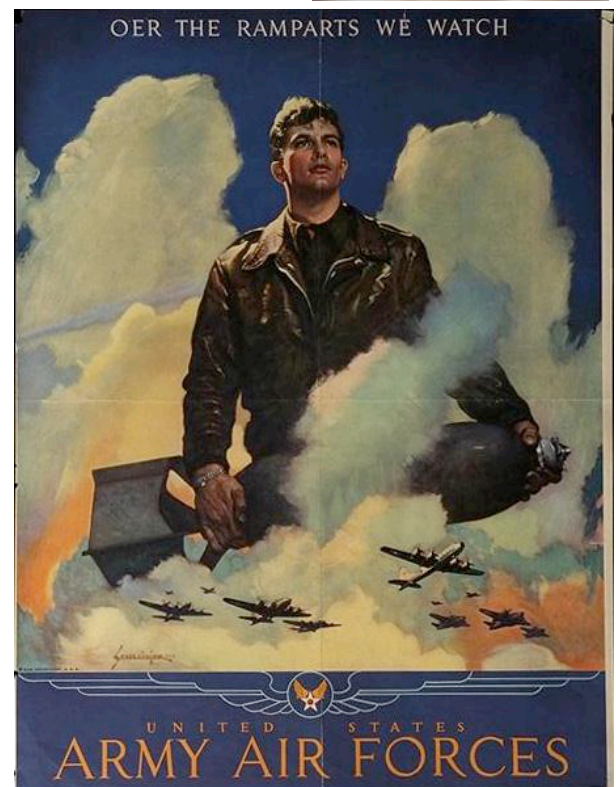
When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.



75 Years of Golden memories

May 27th marked the 75th anniversary of the opening of San Francisco's Golden Gate Bridge. Before 1937, the city's growth was hampered by a reliance on ferry traffic. The 8,981 ft (2.7 m) suspension bridge changed that, creating a link between San Francisco to Marin County. Its construction was completed under budget, but at the cost of 11 workers' lives.

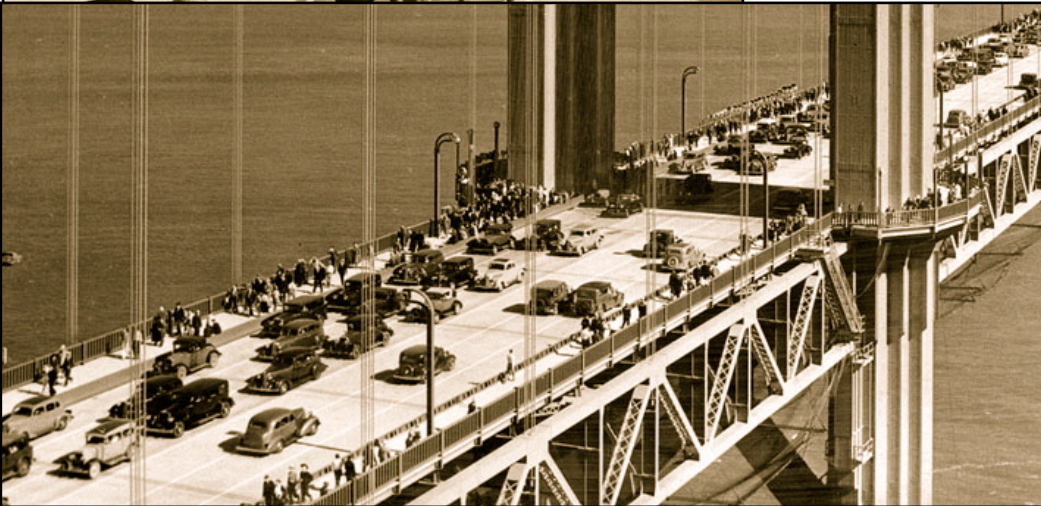
A. Construction of the Golden Gate Bridge, ca. 1933.

B. Opening day -- the Golden Gate Bridge was opened to pedestrians on May 27, 1937. C. Military biplanes fly between the towers of the Golden Gate Bridge as pedestrians walk across the span during opening ceremonies.

D. The next day it officially opened to vehicular traffic from Marin County to San Francisco.

E. Motor traffic crosses the Golden Gate Bridge, 1951.

F. The Queen Mary 2 sails beneath the Golden Gate Bridge as it enters the harbor in San Francisco, February 4, 2007. The ship, is the largest vessel to ever sail into the San Francisco Bay.





*Excerpts from
David Dudley's*
**The Last
Car Guys**

Tim McManus is a car guy, the son of an Edsel Dealer. He is the kind of man, who, when you ask him how many cars he owns, has to stop and think. "Twenty three," he decides.

McManus is pursuing number 24. An hour earlier he had been on the losing end of a bidding war over a 1957 Thunderbird at the Barrett Jackson collector car auction. Now he sips a beer in a Scottsdale, Arizona hotel bar, running the numbers on his life behind the wheel. A semiretired Denver industrial realtor, McManus, 66, has

owned 77 cars-so far-and aches for more. A few weeks back, a close friend died, passing on his own cache of 19 vintage vehicles – most from 1957, each one black. This brush with mortality has left McManus with a fleet of monochromatic cars and a gnawing unease about what to do with them. His own children aren't interested. "I don't want to burden my kids with my fantasies," he says.

Yet McManus is here, looking to fulfill one more fantasy. Explain this to me, I ask: "How many old cars does one driver need?" And what exactly do you find when you sit inside that '63 Rivera you lusted after at 17, and smell the leather seats, and listen to the ageless rumble of a Wildcat V8? What's in there?." He smiles, indulgently. "Yesterday," he says.

"Behold the dilemma of the last Car Guys, creatures of the early 21st century's crash-up of memory, demography and disposable income. These are men slipping past midlife with empty nests and full wallets, and an almost primeval urge to take another spin in the icons of their past – logic and garage space be damned.

Their desires lead them to places like this: arid and affluent Scottsdale, where the climate is kind to old bones and rust prone machinery. For the past 41 years Scottsdale has hosted the Barrett-Jackson auction. Nominally a place to buy and sell classic and collectible cars – more than 1,000 vehicles will change hands over the course of this six day phenomenon, the largest and gaudiest of half a dozen auto auctions in the phoenix area each January – Barrett Jackson has transformed itself into a "lifestyle event," a curio laden celebration of American Car Culture. On my visit, I often heard the phrase, "the Superbowl of car collecting." Some 270,000 attendees came through the gates of Barrett-Jackson 2012, drawn by by the promise of communicating with the what-ifs and never-wases. Some, like Andy Smith, 67, arrive with a mission. He drove here with his wife, Judi, 66, to buy a Mustang like the one they owned when they married half a century ago.. Earlier in the week, Andy found a tidy Arcadian Blue 1966 coupe and bid \$24,000 for it. "Phoned the kids and said, 'We've spent your inheritance,'" he says merrily.

Thanks to buyers like Smith, American performance cars of the late 1960s and early 1970s have enjoyed eye-popping value inflation. But many market experts are predicting – the collectible era of automobiles has essentially ended, and future gearheads will churn through a dwindling stock of ever-more elderly cars until the gas finally runs out and the last V8 sputters. Few anticipate that aging Gen Xers, gripped with nostalgia, will rescue their high school Corollas from the junk yards a decade hence.

The emotional bond that boomers forged with their wheels in car-crazy post war America didn't carry over to later generations, and few modern cars possess the soulful intangibles that elevate into a vessel of dreams. Andy Smith motions at the crowd. "Look at all this gray hair/," he says. "I fear we're the last ones. This is the peak right here."

October Anniversaries

- 10/08 Jack & Phyllis Clegg
- 10/11 Jim & Sandy Hurlburt
- 10/12 John & Pat Hildebrand
- 10/18 John & Judy Giuliano

October Birthdays

- 10/05 Richard Storrs
- 10/14 Ella Carnahan
- 10/17 Dave Whitton
- 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 reports 39 single members and 59 joint =156 total. **Welcome all new members.** **Sunshine: Judy Grobbel** reports: **Gil Buxton** under treatment for cancer-and doing as well as can be expected. Early member **Bill Grosvenor** suffered a serious stroke at his home in Tennessee.



*Felt like
108 in
Poway...*

*...maybe
more.*

A friend in NYC sent this Celebrity Brush-By

"I caught President Obama and motorcade on 66th and Madison! Faster than a speeding bullet! 55 cars ramming by!!! 60 mph. In NYC thats like 120 mph. they cleared the streets. He's in there. This was the right stretch limo! On his way to taping The View, for tomorrow Tuesday Sept 25th." --Sherry



SDEFV8 GENERAL MEETING Minutes –Sept 19, 2012 Automotive Museum

Prez. Bill Lewis pounded the gavel at at 7:05pm.

Guests: Bob Rowsell and his grandson Dustin. The lady V8'ers invited Major Henry Graciani, from the Salvation Army.

Presidents Report: Bill had a hectic week and didn't have a report. **VP's Report: John Hildebrand** – John announced once again that it was that time ask for nominations for new board members. It's a two-year commitment. **Secretary: (Rick Carlton) for Dennis Bailey:** The minutes for last months General Meeting were approved for August as written in the Fan.

Treasurer: Ken Burke gave the Treasurer's report and it was M.S&C to accept.

Membership: Paula Pifer: absent, no report, no new members in attendance. **Accessories: Duane** absent, no report. **Sunshine:** Bill Grosnor, past EFV8 club president now living in Tennessee, had a stroke. The club will send a card. The coffee and doughnuts event with Gil Buxton is temporarily postponed. **Fan Editor:** Tim reported that he has been out of town. The Oct Fan is almost ready. He is always looking for new stories on your first car or car adventures. **Tours:** Ice Cream Social & ugly Hawaiian shirt contest, Sep. 23rd, 13648 Edgemoor St., Poway. Meet at the Chicken Pie Shop for lunch at 11:00am. The Gillespie Field breakfast Sept 29th, has been cancelled. The Oktoberfest on Sunday, October 28th is at John and Pat Hildebrand's. So Cal Paint tour still not finalized, may be on the 15th, 16, or the 17 of Nov. **Car Club Council; Joe Pifer:** was absent. The CCC has new board members. **New Business:** No new business. **Old Business:** The museum will put up a wall display for car club jackets. The blue jacket recovered from the display case at Simpsons will be included. Still working on the disposition of the other memorabilia. **Programs:** No program for the men, the lady V8ers shared **Major Henry Graciani**, from the Salvation Army. **Tech Tips: Joe Vidali** gave a presentation covering fuel regulartors, battery switches, Shell gasoline, jacking technique, using nitrogen to fill tires, and parking on plywood to extend tire life. **50/50** was won by Lane Showalter. Dan Prager gave a report about the national meet in Redmond. He received a third place even though his car had problems. The meeting was adjourned at 8:15. *Rick Carlton for Dennis Bailey Secy.*

Refuse One-Use Plastic Bags, bring your own & save the oceans.



Octoberfest

October 28th from 1 to 5 P.M.
New location this year
790 Bracero Rd. Encinitas 92024

The EFV8 club will provide Brats, Sauerkraut, buns and drinks. Please bring a serving utensil with your dish.

Last name A-P: Side dish/salad/veggie

Last name Q-Z: Dessert

1932-1953 cars park in yard. Newer cars park on street along West side (curb). Halloween costumes encouraged. Prizes and fun for all.

Take freeway 5 north to Santa Fe and turn right. Go to first stop light and turn left on Nardo. Go to first stop sign and turn right on Melba. Go to first street and turn left on Bracero. Go 3/4 down the block on left. See banner on gate.

RSVP (760)943-1284 John and Pat Hildebrand

Early Ford V8 Club RG-19

2012 Tour Schedule

Oct-28- Oktoberfest -John & Pat Hildebrand- 790 Bracero Rd, Encinitas, Ca 92024- RSVP-760-943-1284
Nov -So Cal Paint Works- Mike Brandon.
Dec 9 -Christmas Party



Oct 17, Gen Meeting--Fabric flowers continue to be the Hot Fall Accessory. There will be a hands-on workshop to make fabric flowers for your lapel, hair or hat. If you would like to make a fabric flower pin bring a sharp pair of scissors, if you have a glue gun & glue sticks, and if you wish 9 – 5X5 inch squares of fabric. It can be sheer or just about any weight cloth will work. You can even use an old scarf, colored t-shirt, old piece of clothing, lace table cloth... I will have fabric. Let me know if you plan on attending, so I will have enough supplies. They make a great gift. Barbara Martin (858) 254-5009

V8er finishes Bike Ride.. On June 21, **Jim Ferguson** left Anacortes, Washington, and traveled 4,000 miles over 91 days. On Sept 18, 2012 he arrived in Bar Harbor, Maine. **Barbara Clark** flew in to greet him. They joined in the group's lobster celebration dinner. Congratulations, Jim! He had just one request -- he wanted to walk to dinner.



Just north of Redmond, Oregon, there is this rock...

Send Joe your email address- Joe Pifer will update you for any last minute event details.

**Gen Meeting Oct 17, 2012.
Auto Museum, Balboa Park, 7 pm**

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: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



'68 Ford XL Convert.. 54k orig mi. 390 motor, Ac, power top, One family owned. \$13,900. Chip-770-643-1355. Cell- 404-863-8521



'36 convertible sedan. Unrestored reliable driver new top, new whitewall radials , new running board covers, Mitchell overdrive, rebuilt 1937 engine, \$35k. Dick 858-485- 5488



'36 Ford 3 window Coupe. 20 MPG 327, 700R 308 gears. Back up electric fuel pump. AC. Oversized gas tank. Original gauges. Power windows. Custom seat & interior. Hidden sound system. Ceramic exhaust system. Powder coated everything. Sweet ride. \$60,000. Calvin, 619. 247. 6525



'34 Ford Victoria- owned 35 years. email- for full info- samegan@cox.net

'55 TBird Fresh frame off restoration. New everything. PS, PB, Auto. Powder Blue, Darker Blue Soft Top plus Hardtop. Beautiful- \$35k Poss. part trade. John 619-302-8376



'36 Ford Coupe New Running Boards for half the purchase price--\$500. Tom, 619-200-8114

'59 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner. 361 eng, 305 hd, AT, PS, PB.. Total frame-off resto.. Only 6 known to exist. REDUCED PRICE-\$49,900 OBO. Dick, 760-230-2582

'06 Yamaha Roadstar Midnight, 1670 cc
Kelly Blue Book: \$6,305. Actual miles 6,375. Accessories: rack, windshield. All required maintenance. done at local Yamaha dealer (North County Yamaha). All sales and maintenance records. Wayne, 858-451-2873

Sale -Rebuilt Columbia Rear End- New drum to drum. Brakes, ring & pinion, open drive conversion, kick down switch, gauges & wishbone \$4,500. OBO. **Complete rebuilt 59AB Motor w/ rebuilt C4 auto & open drive shaft conversion kit \$4,500.** **'48 Ford Complete restored Steering column & wheel-** \$450. Rick 619-443-0184.

Sale-'49 Olds Club Coupe- Orig S.D. car. No rust. **'02 Lincoln Town car.** 36k miles. Like new. All power, & sunroof. New tires \$7900. **'00 Lesbre Ltd.** 55k miles. All power. New

tires. 37 mpg \$5900. Wanted **'48 Ford Coupe- Original...** Mike 619-977-9777

Sale- 37 motor & trans - \$150; 37 motor w 36 heads - \$375; 40-41 motor - \$375; 46-48 motor - \$400; 46-48 block, cleaned, magnafluxed-no cracks, bored 0.060" - \$650; 36 black fiberglass fender skirts - \$100. All items OBO. Jon in Poway. 858-486-5317; kjkowal@cox.net.

Wanted-'42 Ford Parts.

1. Both doors stainless (short doors) 42-46
2. Hood stainless 42 only
3. Parking light housing (2) 42-46
4. Windshield inside molding & upper right piece 41-48
5. Hood 42 only Jim ASAP at 760-789-0220

'65 Falcon Ranchero. V8, 4 speed- Handles like a fast Mustang. Power Steering. New batt, brakes, exhaust, carb, water pump, fuel pump, major tune, belts, hoses, etc. Towed behind RV most of it's life. \$11,500. 619-851-8927



Wanted- Tail lights for 46 ford and front signal lights for 46 ford. **Sale:** All stainless for 47 Ford.-Dennis 619-593-0109

For Lease, 2,000 (or more) SF Manufacturing Space. \$1. per foot. Chula Vista on Faivre St off Broadway. John Dow, 619-302-8376

'55 F100. Frame off resto 2010.

New 289 motor with no miles. C6 auto trans, New Power steering, Walker radiator and all accessories. New glass, tires, brakes, rubber and interior. New bed rails, louvered tailgate, etc. \$19,500. Bill, 619-884-4188



Sale- Stick Welding Machine. 25-295 Continuous Amps. Control 100% Duty Cycle. \$75. Ken Tibet 619-669-0211

'36 Tudor Humpback hot rod.- Beautiful black body, paint & interior. 350/350 auto. Stock appearance except lowered. BO. Bill Hoolihan 619-917-9896

Wanted rear shocks for 1933 / 1934 Ford 4 door sedan. 661-943-1862 or 928-710-7566.

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



'38 Tudor- Untouched barn find. newer WWW & wiring harness. 85hp V8. Runs good.. 54k miles. Minor rust. \$10k OBO or trade. 208 353-2626 or 861-7871-Boise, ID

'41 Ford PU converted to Hot Rod. Well done..I built it. Full info-email me--samegan@cox.net-Joe Vidalli.

Sale- '40 Ford Axles- rear. Ray, 619-993-0190



Sale-Chevy 265 V8 w/all adapters to replace Flathead. Three Carbs & Manifold. Calvin- 619- 247-6525



This restorable 1939 Ford coupe retained its title and sold for \$2,200 at the Morgan Estate Auction.



This 1928 Cadillac was a gangster's paradise and a new owner's slice of history. The Cadillac was previously owned by Al Capone, who dictated several protective features for the car. RM Auctions called the Cadillac sold at \$310,000.



A restored 1957 Chevrolet Bel Air convertible sold for \$92,000 to take top honors at Girard's South Dakota sale.

Auctions moving cars around the country. --*Old Cars Weekly*

San Diego Early Ford V8 Club, P.O. Box 881107, SD, Ca 92168-1107



Did you see the prices above?

Oct /12