

# THE FAN

CONSERVATION OF 1932-1953 FORD MOTOR CAR COMPANY



## On The Way to Randy's Awesome Garage & Carl's 97th Party!



Two - title Over The Hill Prez flashes License Topper.

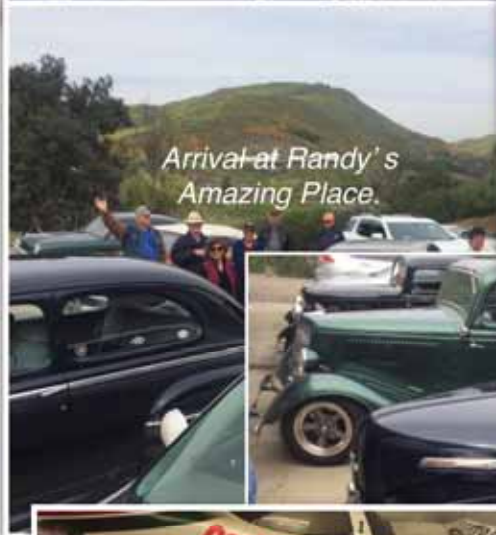


Drag Racing's biggest Fan, & rabid Collector, Randy Haapala talks trades with a like-minded and nearly as famous Bob Meyer.

The cars, trophies, motors surrounded by crowds of mannequins wearing well-used fire suits, and autographed helmets, made you feel like you were never alone.



Mike Petermann organized the tour followed by a surprisingly long lunch. Thanks Mike.



Arrival at Randy's Amazing Place.



V8ers add up value of collection...whoa!



Holy Cow—29 years of collecting adds up to a lotta stuff!—Bob Brown was beside himself.



Room after room, upstairs and down. But wait ...even more stuff down the hill in the "Storage Town" Randy built.





## PREZ Joe SEZ

Greetings to all Early Ford V8ers! Spring is upon us and so is the prime touring season. I know we all appreciated the rain, but I am glad to have some blue sunny skies ahead!

Bob Brown has several outstanding cruises lined up for us in the upcoming months. On Saturday, the 23<sup>rd</sup> there was a really nice meet held at Madi-

son High School that Bob suggested. It was a fundraiser for their Auto Tech training classes. Details later in the Fan.

ALL EFV8 Club members, no matter the make and model vehicle you drive, are welcome and encouraged to join the cruises. Check out the list of cruises listed in this FAN. Bob welcomes suggestions for potential tour events. Everyone's suggestions are of value!

Bill Dorr again put together an outstanding program. At our March General Club meeting the forty Club members in attendance were fortunate to have Jay and Janet Harris drive from Fallbrook in the dark and rain! They presented a pictorial account of their fabulous experience of driving their 1939 Ford Convertible at the head of *The Tournament of Roses* (also called *the Rose Bowl Parade* by those who are unaware of its proper name). In the 39's rumble seat was Chaka Kahn, a Grammy winning recording artist and Grand Marshal of the event and her daughter. What a wonderful experience and story Jay and Janet told. More details inside this Fan!

If you have a suggestion for a program for one of our general meetings, Bill Dorr would love to hear about it!

The March meeting attendees were treated to coffee and a delightful selection of cookies provided by the Orozco family! Thank you! Everyone has an opportunity to be a meeting refreshment provider, just ask to be put on the list. The Club reimburses your expense!

If you are enjoying reading the Fan, next time you see Tim Shortt tell him so! Tim puts in a substantial amount of time and effort making this newsletter interesting and with quality content. Tim always appreciates getting content from Club members. Stories or pictures that might be of interest to the Club are welcomed to be submitted to Tim.

We have some fantastic events on the horizon.

- The All-Ford Picnic on **May 5<sup>th</sup> at Santee Lakes Park**. This is a fun family event every year!
- **May 15** – Our general Meeting will be held at the **El Cajon Cruise**. We have the Orange Street venue reserved for our Club! Remember, do not go to the Museum, our usual meeting spot, in May!
- **The San Diego Early Ford V8 Clubs 50<sup>th</sup> Anniversary celebration / "Drive your V8 Day" on June 15**, at the San Diego Automotive Museum, in the picnic area behind the Museum. Attendees will also have access to the inside of the Museum on that date. More information will be available as the event planning progresses. Volunteers to assist in supporting this event will be needed. If you can provide some time to help, sign up at the next meeting or you can email me ([Joeyv@pacbell.net](mailto:Joeyv@pacbell.net)).

Our Club is a non-profit, and we donate funds to a couple of worthy causes. The Club regularly contributes to the Ollie Smith fund, the other is the San Diego Automotive Museum. We should all be proud that last month our Club donated \$1,000 to the Museum. Herb Johnson, the Museum's CEO was most appreciative, and he wanted to his heartfelt thanks shared with the Club!

I look forward to our next adventures!

Your President - Joe Valentino

President: **Joe Valentino** - 619-275-1255

V.P. **Dennis Bailey** - 619-954-8646

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

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

### Directors:

**Mike Petermann Prez Pro Tem** 916-479-3665

**Bill Dorr - Programs** 619-884-4188

**Dennis Bailey** - 619-954-8646

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

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

**Bob Brown** 619-890-6988

**Walter Andersen** - 858-274-0138 619-224-8271

**Ray Brock** 619-993-9190

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

**Joe Valentino** - 619-275-1255

### Other Chairpersons

50/50: **Carl Atkinson** - 619-593-1514

Membership : **Paula Pifer** - 619-464-5445

Programs: **Volunteers**

Tour Co-ordinator- **Bob Brown**- 619-890-6988

Car Club Council: **Susan Johns Valentino** 619-275-1255

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

Lady 8ers: **TBD**

Accessories: **Ray Brock** 619-993-9190

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

Cell 619-851-8927

Refreshments: **Volunteers**

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

V8 eBlasts: **Sandy Shortt** [shortsandy@mac.com](mailto:shortsandy@mac.com)  
619-435-9013



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 25<sup>th</sup> 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.



### **Wear Your Name Tag- Apr pot is \$100 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!**

**RULES:** Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a winner.

Our Club's hosting of the Early Ford V8 Club's National Board of Directors was greatly appreciated by the Board and the National Officers. All of them said as much, but I wanted to share with the Club part of a letter I received from John Caldwell, the National Director from Georgia. It reads in part:

"I thank you and the San Diego V8 Club for your support and hosting of the National Face-to-face meeting in late February. The hospitality and generosity of the Club are greatly appreciated. Your warm and gracious welcome was so great to receive, along with the food, refreshments and great time. Your personal extension to me of the Honorary Membership to the Club was an added touch of welcome."

Be proud, EFV8 Club members!

Joe V





# Soap Box Derby, Viejas Casino, Mar. 16



Jim Thomas' Grandson Charlie barely fit the car but drove the SDEFV8 Flash to a 4th place — Wining a Medallion and Trophy. 20 competitors wowed the crowd with exciting racing. Charlie's little brother was there also-so Charlie shared the glory by giving him the Medallion.



**Carl Atkinson- Born 1922 and still going strong 97 Years later! Happy BDAY Carl!**



## Tours & Things to Come

Sun, Apr 14-  
Fab Fords Forever, Anaheim  
Info Bob Brown 619-890-6988

Thurs, Apr 18 tour: Julian Beer Co. for lunch.  
Meet at Macy's Parkway Plaza off of Fletcher  
Parkway @ 9:45am and leave at 10:00am.  
RSVP Rick Carlton, 619-512-7058.

Sun, April 28 -Cars on Main st, Coronado.  
Tour & show-  
ENTER NOW on line. Only 400 cars  
Meet at Coronado Vons Park lot 8am  
We go in as a group.  
Info-Tim Shortt 619-851-8927

Sun, May 5- All Ford Picnic  
Santee Lakes Park  
Info- Dennis Bailey 619-954-8646

May 6-11 Hwy One Jay Harris Tour

Wed. May 15- El Cajon Cruise Night and  
General Meeting on Orange St.  
5:30- Pizza served.

Wed, June 12 - SD County Fair-  
Sign up now- First 8 cars get in FREE.  
RSVP Ric Carlton  
619-512-7058

Sat, June 15 -V8 Club-50th BDAY Picnic  
Drive Yer Ford-Auto Museum  
back yard. Free BDAY Lunch.  
Info Joe Valentino 619-300-4280.

Thurs, July 18-  
Edelbrock Factory Tour, Torrance, Ca  
Leave Macy's MV 11am. RSVP Ray Brock  
619-993-9190

### April Anniversaries

4/10 Joe & Paula Pifer  
4/13 Bill & Sue Houlihan  
4/16 Bob & Liz Brown  
4/25 Calvin & Shirley King

### April Birthdays

4/01 Bill Lewis  
4/01 Janet Harris  
4/07 Jack Clegg  
4/10 Karen Walcher  
4/15 Joe Pifer  
4/22 John Hildebrand  
4/23 Ray Brock  
4/24 Loyce Swedberg  
4/29 Liz Dow  
4/30 Marianne Olsen

Membership- Paula says- 119 Members  
Sunshine Judy - Carl Atkinson Turns 97!  
Bill Lewis scheduled  
back surgery for his BDAY!

Long time member Gene Nichols has died. ...  
A celebration of life for Gene was held Mar 23.  
Our condolences to Jean.



## SAN DIEGO EARLY FORD V8 CLUB -General Meeting Mar 20

**Pres Report**—Joe Valentine opened meeting at 7pm, welcomed new members and guests. He talked about the Financial Audit completed by Bill Dorr and Mike Petermann and announced a \$1,000 gift to the SD Auto Museum. Changes to the ByLaws were presented as required by the for two monthly meetings and then at a third meeting they will be voted upon by the membership. Joe said the club's 50th BDAY Party will held in the museum back yard which has parking for the picnic. He also noted TECH Help is needed—members with expertise.

**VP Report**- Dennis Bailey reported the Bylaws are no longer printed in the Roster. They are available on Club Web Site.

**Secretary:** Bob Hargrave asked for a vote on minutes From the Feb Gen. Meeting. They were accepted and approved.

**Treasurer:** Ken Burke read the financials - accepted and approved.

**Membership:** Pauls Pifer reported 119 total members.

**Sunshine:** Judy Grobbel reported everyone healthy.

**Fan Editor:** Tim Shortt called in his report: Fan is coming along.

**Accessories:** Ray Brock reported the 50th BDAY hats and many other items for sale.

**CCC:** Susan Valentino offered several flyers for upcoming events.. Rick Carlton touted the June 12 County Fair & sign up.

**Programs:** Bill Dorr reported the program for April will be Walter Andersen' 1988 Great American Car Race.

**Tours:** Bob Brown listed Madison High School Car Show -Mar 23. Lake Elsinore Drag Race Museum -Mar 27, Fab Fords Forever Anaheim- April 14, Apr 28 Cars on Main St, Coronado -Apr 28 Cars on Main St, Coronado Ca and the ALL FORD PICNIC May 5th.

**Programs:** Jay and Janet Harris presented and narrated a video of the preparation for the Pasadena Tournament of Roses Parade. Their '39 Convertible was chosen as the Grand Marshall's car and completely decorated with flowers for the 5.5 Mile long Parade.

**Old Business:** No Report. **New Business:** No Report. **50/50 Drawing,** \$25 won by Jack Jarecki. **Name Tag Drawing:** No winner.

**Mt. Adj.** 8:43 pm. —Respectfully submitted by Bob Hargrave.



**Did You  
Know...??**

**The FORD  
Building in  
Balboa Park  
was used as a  
bomb shelter  
during WWII.**







## Jay & Janet- Coming Up Roses

The program for our March general meeting was a slide show presentation by Jay and Janet Harris. The Harris' were selected for the prestigious position of driving the Rose Parade Grand Marshall, Chaka Khan, in their impeccable and award winning 1939 Ford Deluxe Convertible Coupe. Khan is an American musician, singer and songwriter who during her five decade career received 22 Grammy nominations won ten Grammy Awards.

The presentation was a fascinating glimpse into the inner workings of the internationally famous Pasadena Rose Parade. Jay started out detailing his concerns and remedies every classic car owner has when driving in a long, slow parade. But this time, it elevated to an internationally televised show, i.e., overheating, engine reliability, mechanical issues, and much much more. Jay detailed his painstaking efforts to cover these areas so his trip down Pasadena Blvd., would not end up on the hook of a AAA tow truck. Jay even addressed the details on the Grand Marshall's comfort, access and visibility all while protecting their vehicle's fit and finish.

- \* In preparation, Jay replaced the stock clutch spring with a much lighter spring so that it would be easier on the leg. He has kept that change.
- \* The round steps going to the rumble seat were replaced with "foot sized" steps Jay fabricated.
- \* Jay fabricated a grab bar to ease access into the rumble seat.
- \* He had the generator replaced with a beefed up alternator.
- \* The water pumps were replaced with Skip Haney's leak-less pumps.
- \* The rumble seat was raised 4" with a Jay fabricated bolster

Additionally, the car was covered with literally thousands of flowers as part of the parade's theme and tradition. Equally as interesting was the eight days spent in Pasadena with total VIP treatment by the Rose Parade Chairperson and committee. Their experience was readily captured through their photos and when coupled with narrative and anecdotes from their week with friends, celebrities and volunteer workers made for a great program for our members. Janet explained the process Jay went through to be accepted for the position. She humorously explained Jay's naïveté about being vetted during interviews with the pageant VIP's. Jay grew up in Pasadena and has attended all but about six annual parades there throughout his lifetime. His fond memory of seeing Hopalong Cassidy and horse Topper, in person, as a young boy. He explained the honor of being selected to transport the Grand Marshall, the list of past notables included President Dwight Eisenhower, Shirley Temple, John Glenn, Jackie Robinson and many more.

With all that in mind, Jay was determined to finish the parade without a problem. However just two blocks from the end of the parade, with the crowd noise blocking out the sound of the flathead, he stalled the car. He was asked if he needed a tow, he replied with a defiant, No! He asked the 4 large men in the security detail to give the '39 a little push. They did and he popped the clutch. To the roar of the crowd the '39 started back up and finished the parade route in style.

The evening was a memorable one for the club and we thank Jay and Janet for taking the time and effort to share their experience with us.— *Bill Dorr & Joe Valentino*





# 2019 National News

Early Ford V-8 Club of America



## 1939 Ford Turns 80!

There are automobile enthusiasts who contend that the 1939 Ford DeLuxe was among the best looking models the Ford Motor Company ever built. Design credit for the 1939 Fords go to legendary Ford designer Bob Gregorie along with certain styling touches by Edsel Ford.

The 1939 Fords were once again divided into the DeLuxe and the slightly cheaper Standard models. Whereas the new 1939 standard Fords looked very much like their previous year counterparts, DeLuxe models received a more stylish front end as well as hydraulic brakes that were new for the whole line-up for the year.

Model year 1939 would prove to

be the last year for the floor shifted manual transmission until the popular Ford Thunderbird of 1955.

In 1939, The Ford Motor Company started using Lockheed type hydraulic brakes on their automobiles for the first time. Prior to 1939 Henry Ford believed that hydraulic brakes were essentially unsafe and was the last automaker to finally employ them.

## Face-To Face Board Meeting

The annual Face-To-Face board meeting was held in San Diego February 26-27. Here are some highlights:

- Settlement of the Dan Wittern lawsuit was made. Details in the March/April V-8 TIMES.

- Membership has been in a slow decline and the numbers can vary depending on when renewals come in. Presently the paid membership showed an ending balance of 7,795 members at the end of 2018.

- Book and accessories had a good year with total sales increasing over \$23,000 from 2017. The new thumb drive with the back issues of the V-8 TIMES has sold out half of the original inventory. The new FLATHEAD FORD V-8 ENGINE ALBUM is also selling well.

- National Meets

2019 - Central National Meet: Auburn, IN, August 24-27 Ohio RG #141

2020 - Eastern - Morgantown, PA, June 15-18, National Capital RG#36

2020 Central - Open

2020 Western - Alamosa, CO, September 21-24, Hi-Country RG#28

• The Club's annual audit was completed in good order. Results published in the March/April issue of the V-8 TIMES.

## Can This V-8 Be Saved?



Back in 1993, Gene Drake spotted this 1933 Ford DeLuxe Roadster's rusting bones lying on her side in a potato field in Skowhegan, Maine, thrust aside to enable more "important" work to be done. He bought it and towed it to his shop where it sat for over 25 years as he began collecting parts for its restoration.

Gene Drake is a living legend in the greater Bucksport-Blue Hill region of Maine. He has been repairing and restoring cars now for over 60 years in his crowded, cluttered, but (at least to him) perfectly organized shop.

Don Colt and Gene became close friends over the last 15 years, having shared a number of restoration projects together. A few years ago, they started looking around for the next reclamation project.

It was then that they began to have some serious conversations about the appropriate future of the 1933 Roadster sitting out back in his shed. They both agreed that it would be a crime to sell it to anyone who might to chop it down into yet another hot rod.

The only logical conclusion they could come up with was to let Don buy the car, together with an engine and the assortment of parts collected over the last two to three decades, and get on to Gene's schedule for restoration. They shook hands on a price, and this project was born.

Did they succeed? Find out in the May/June 2019 V-8 TIMES.



OK, you have to be home before dark. The lights on your '32 don't work, Your wife tells you NOT to be late for dinner! You forgot your watch, your cell phone batteries are dead. And you WILL be dead if you don't make home before dark. Read above how to tell the time at sunset and save your marriage

**2019 National Activities**

**Drive Your V-8 Day**  
June 15

**Driftless Tour**  
July 15-19  
Minnesota/Wisconsin/Iowa

**Central National Meet**  
August 24-27  
Auburn, Indiana

**Three National Parks Tour**  
September 15-20  
Colorado/Utah

Details V-8 TIMES  
[www.efv8.org](http://www.efv8.org)

## FORD FACT

The Ford Motor Co. built two convertibles in 1939. The 1939 Ford Convertible Sedan DeLuxe cost \$920. The 1939 Ford Convertible Coupe DeLuxe cost \$790. Other popular Ford automobiles included the Standard and DeLuxe Fordor, Five-Passenger Station Wagons.

Presented by the Early Ford V-8 Foundation

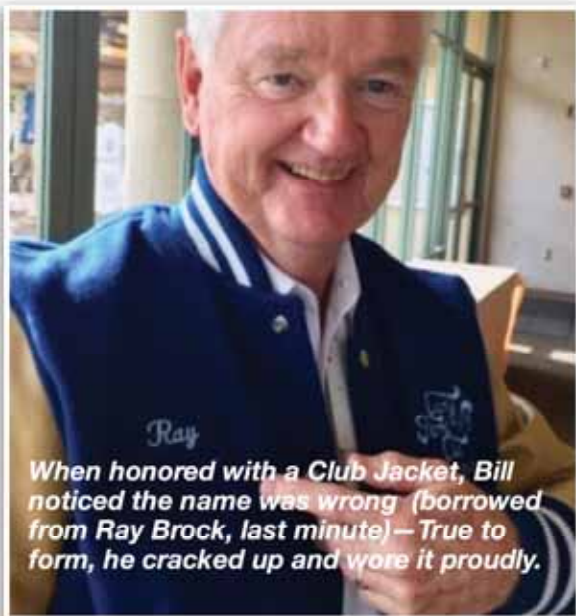
## FIRST UTE!



How did Australia come to give the world the ute? As Unique Cars pointed out this week, there's two conflicting reports on the origins of the coupe utility, and naturally, both Ford and Holden vie for the title of ute inventor.

There had never been any argument about this being an Australian invention, but the former managing director of General Motors'-Holden (1934-1946), Sir Laurence ('Larry') John Hartnett, claimed in his 1964 memoir Big Wheels and Little Wheels to have come up with the idea himself. It's a tale that makes good reading, but it is missing a key word: 'Ford.' Perhaps the most remarkable thing is that in November 1934 the boss of GM-H could fail to be aware that Ford Australia was already selling precisely such a vehicle. This seems disingenuous because at least one photograph of a Ford ute was taken during the construction of GM-H's new Fishermans Bend headquarters in 1934!





*When honored with a Club Jacket, Bill noticed the name was wrong (borrowed from Ray Brock, last minute)— True to form, he cracked up and wore it proudly.*

## BILL DORR - MVP

Bill Dorr has been a v8 member for about 7 years. He has stepped up in just about every way possible for this club. First of all as a friend and then as a leader. No matter the job, he's got everybody's back.

He's the first guy to volunteer, but not just to show up - he plans out what's needed, comes prepared, stays until the job is done, cleaned up and put away.

This kind of motivation must be somehow connected to his years with the FBI. As a Federal Criminal Investigator, he became a gun-carrying expert witness, wise in the ways of narcotics trafficking, money laundering and organized crime cases. A background very relevant to being around the shifty characters on the SDEFV8 Club board.

Bill also serves on his community board, overseeing needed owner fees, grouchy neighbors and property management. And, until recently he owned/maintained his own 40 foot sailing vessel (a full time job now sold). So more time to play with his '37

Fastback and continually update his home. Somehow he manages to squeeze in a full social life with Sue and a collection of dues-paying club members. And keeps up with his gang of siblings scattered around the eastern states.

Little known to the general membership, it was Bill who spent 2 weeks consulting with Prez Joe, Treasurer Ken Burke, former Prez and Banker Mike Petermann and Membership Chief, Paula Pifer to write up a thorough professional overview and audit of the clubs finances, liabilities and tax consequences given our BIG 3 payout and scholarship program bank accounts, assuring the board there was nothing to worry about regarding the clubs tax status. He does stuff like this.

As Pres pro tem, Bill knows how to lay on positive pressure when recruiting the next President. ( just ask Mike Petermann and Joe Valentino) —“Take the job and I'll be your backup”. For the BIG 3, Bill was there every February working with Ric and Joe, painting lines a week before, working the tent erection and freezing in the dark and before dawn to handle the grumpy Vendors coming into the event. Then driving Parts Pick Up the rest of the day. He has served on the V8 Board for years as VP, President, Tours and now Program Chair. In February, when other volunteers fell ill, Bill single-handedly set up the dinner and entertainment program for 100 members and the National Board. Next challenge, entertainment for upcoming 50th Birthday Party.

He's proven again and again that he's a friend you can count on.







Saturday, March 23rd

## 5th Annual Madison High School Car Show.

It was a day that the weather alternated between being warm and sunny and cold and cloudy. Bob Brown, Ray Brock, Rick Carlton, Susan, and I were representing the EFV8 Club at this show.

There was a good mix of 60+ cars, all makes and models. Early Fords, Tri Five Chevys, Mopars, a stretch limousine 64 squareback VW (no kidding), a Bugeye Sprite, a Riley replica, a Packard and on and on. Madison Auto Boosters sold good coffee, snacks, event t-shirts and raffle tickets for a chance to win one of 30+ prizes. A live band played throughout the day which had some people dancing while others were kicking tires.

We spoke to a couple of enthusiastic Ford owners in attendance and told them about the all Ford Picnic and our Club. Hopefully, we will see some new faces at both!

The Show had a \$25 entry fee, all of which went to the school's Auto Tech program. The funds will be used to cover the program's expenses which are not covered in the school's budget; mostly consumable supplies. We toured the High School's Auto Shop, and it is impressive! The section we toured had eight bays, most with large BendPak auto lifts. All the equipment looked very current, and of high quality. There was another building of shops across from the section we toured that was quite large as well. The Auto Tech program receives support through donations and fundraising. Omar Sevilla, the teacher that oversees the program, told the crowd of its successes. One notable was a graduate that is managing a NHRA facility in Texas as well as others that are working in good jobs locally. Clearly it is a worthy cause.

There were 16 trophies awarded. All the trophies were designed and constructed by the students and made of Toyota engine parts! The trophies were awarded based on judging by Auto Tech students. Rick Carlton took home a trophy for his beautiful '56 pickup with that gorgeous Ray Brock built **FORD** Racing engine. It is an awesome truck! Susan Valentino was awarded a Trophy for the '41 Mercury Businessman's Coupe with its flathead engine and cute skirts!

Continuing the winning streak, several raffle prizes were won by our crew!

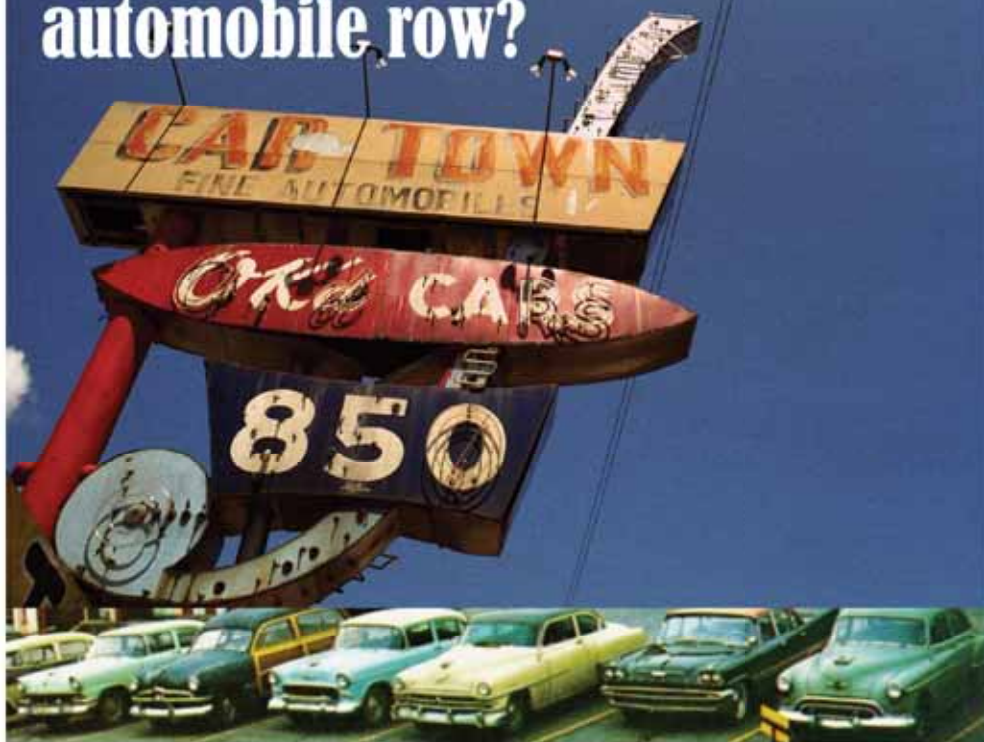
The Madison High Car Show event was a wonderful show for a good cause. I will attend again next year. My only regret was that the Madison High event conflicted with the JBA Race Shop tour Over the Hill Gang and Joe Pifer invited our Club to attend. I'm sure that was a lot of fun too! It is always nice to get an invitation from another Car Club...a great model to follow! —

Joe V





# Where was your town's automobile row?



Located in **National City, California**, between **San Diego** and the border of **Mexico**, the **Mile of Cars Association** is an automotive association in the United States. The mile-long stretch of National City Boulevard comprises 21 new car franchises. It was first established in 1904 when the first motor car was introduced to the city, which was soon followed by the opening of the first dealership. Some time afterward, more dealerships and vehicles began to appear.

Crowds gathered in 1904 when Ralph Granger, one of **National City's** most prominent citizens bought the first motor car in the city. The vehicle traveled on the dirt road carved by Spanish missionaries, from **Mexico** to the north. The first dealership opened later that year. Sales were slow but increased over time, fueled by an ad for the \$850 **Ford Model T** in *The Saturday Evening Post*.

Over the decades, more dealerships opened in the prosperous area. **Chrysler Crown Imperial** sedans arrived in 1941. **Chrysler Town and Country** convertibles, trimmed with wood, arrived shortly after. In 1955, the **Ford Fairlane Sunliner** arrived, advertised for \$2,764. At this time, the region took the name: "Mile of Cars" and was the center of California's car culture.

In 1960, muscle cars arrived. There were twenty car agencies competing for attention. By 1970, more than one million dollars in vehicles were sold on the "Mile". By 1978, the Mile of Cars showcased cars from around the world, from Suzuki to Alfa Romeo to Toyota.



Ray Brock has a few memories of National City Mile of Bars & Cars—  
Next page



*Daniel Strohl-Hemmings*

Photo by Alexander Rabb.

In larger cities, automobile rows stretched as long as a mile, chock-full of automobile dealerships with their neon ablaze, service stations with rotating signs, and parts stores that made it possible to work on the cars you bought three doors down.

By no means were automobile rows relegated to big cities, however. Pretty much every locale across the country had its own smaller version of concentrated auto-related businesses. Some, like Pittsburgh, even had factories or assembly plants anchoring their automobile rows.

And then, from the Fifties through the Eighties, a confluence of factors led to the wholesale dispersal of automobile rows. The properties they occupied either became prohibitively expensive or the targets for urban renewal. Dealerships evolved from offering cars on order to offering them on demand, which required larger inventory lots. And, as *The New York Times* wrote in 1984 during the last days of Manhattan's automobile row, dealerships also chased their customers as they fled inner cities for the suburbs. Similarly, auto parts stores and gas stations soon staked out corner lots across suburbia.

These days, automobile rows might get an offhand mention or fond remembrance as developers come in and revamp the old buildings, but at one point they were big drivers for many local economies. And they were where a lot of automotive history took place on a local level.

So, rather than list every city and town's automobile row, we thought we'd open it up to you to tell us about your town's automobile row. Do some digging, tell us what you find.



## National Avenue: A mile of bars, cars, fading history.—Logan Jenkins

During Prohibition, a religious sect painted an arrow pointing south on National Avenue. Below, in huge white letters:

### "THE ROAD TO HELL."

The sentiment behind that sulfurous graffiti wasn't unique.

In Del Mar, Father Peter Quinn agonized over soon-to-be-lost souls gunning past his Catholic church. He commissioned a towering statue of Jesus to slow the headlong rush toward alcohol-soaked perdition in Tijuana.

For the fading record, National Avenue (now National City Boulevard) was a seductive leg of Highway 101, the straight shot to hell -- and back.

In 1870, when pioneer developer Frank Kimball surveyed what was then National Ranch, National Avenue was the main north-south thoroughfare, 100 feet wide and 6 miles long.

After National City incorporated in 1887, one of its first ordinances spelled out various behavioral limits, including the speed limit: It was forbidden to fire "any cannon in the populated city, drive mules over six miles an hour, inhale opium fumes or throw earth in the bay."

More than any other San Diego County city on the coast highway -- with the possible exception of Oceanside -- National City embraced California's car culture.

In 1920, the first Ford dealership set up shop on what, some 40 years later, would become the gleaming Mile of Cars. In 1941, Kile Morgan, who would later serve 26 years on the City Council, jump-started his business career with a used-car lot at Ninth and National. Edith Hughes, CEO of the Chamber and at age 76 among the sweetest of the city's seasoned hearts, remembers a vital National Avenue in the '40s -- restaurants, banks, department and hardware stores, the whole wholesome works.

Then, in the early '50s, National began to change.

In 1954, South Bay Plaza, the first shopping center in San Diego County, started sucking the life out of the main drag. Big ships like Woolworth's weighed anchor.

Around the same time, Harbor Drive (San Diego's bay-side Highway 101) was extended, bypassing the bulk of National City. Called Montgomery Freeway, this loop honored John Montgomery, the aviation pioneer who some believe manned the first glider in 1883, south of Otay.

National Avenue sank into the tattooed arms of sailors looking for a good time.

At least 10 bars boomed day and night on National Avenue. Ray Brock, who has owned a National City auto garage since the '50s, can tick off names of the watering holes as if they were old girlfriends -- Mustang, Tahiti, Melody, Westerner, Brown Bear, Trophy.

This was the 80-proof school of woozy knocks observed by young night owl Tom Waits, the beat and lowdown singer/songwriter who went to Hilltop High in the late '60s while working in National Avenue's Napoleone Pizza House as a dishwasher and cook.

In "The Ghosts of Saturday Night (After Hours at Napoleone's Pizza House)," Waits' pitch is dead-solid -- if not dead-drunk -- perfect:

And the early dawn cracks out a carpet of diamond  
Across a cash crop car lot filled with twilight Coupe Devilles,  
Leaving the town in the keeping  
Of the one who is sweeping  
Up the ghosts of Saturday night . . .

By the time Waits hit the big time in the late '70s, Mayor Morgan

and others were cleaning up the so-called Mile of Bars and promoting the Mile of Cars, a sleek cash cow on the southern end of National Avenue.

In 1978, the city changed the street name to National City Boulevard to avoid confusion with the National Avenue in south San Diego. By then, Interstate 5 had turned 101 into a mythic highway south of Los Angeles. Even National City locals with long memories -- Hughes, Victoria Waters (wife of the current mayor), Morgan, Brock -- have a hard time recalling how Highway 101 worked its way through National City.

However, they well remember driving down National Avenue, pulling into the drive-ins that flourished during and after World War II. Keith's, a Western-themed drive-in with gussied-up carhops, opened in 1941. Retooled in 1967, it's now a sit-down diner where you go for honest food and friendly service.

Oscar's, Keith's drive-in rival, folded in the '70s. It's now a used-car lot on the northeast corner of 16th and National City Boulevard. On the hopeful side, a long-awaited redevelopment project will bring Southwestern and San Diego State classes into one mixed-use high-rise, an urban complement to two high-rise hotels on the boulevard.

The Trophy Lounge, a former bowling alley, is the lone survivor of the Mile of Bars. The Pussycat Theatre, once the last X-rated cinema in the South County, was purchased by the city and awaits demolition.

In an ideal world (which this one rarely is), vintage 101 shields -- the same handsome models that line the coast highway in North County -- would be posted along National City Boulevard.

This proud city so adores its architectural landmarks -- Brick Row, for example, or the Granger Music Hall.





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

**Next Gen. Meeting - Apr 17, 2019-7pm  
Auto Museum, Balboa Park. pm.**

### **FORD V8 SWAP CORNER...**

The Ford Fan will publish ads relating to 1932-1953 Ford

**FOR SALE:** Pair of '34 Ford Tudor Bucket Seats, complete springs, Need reupholstery. \$450.00 OBO. **Todd, Speedo Shop 619-258-8195**

**Lots of New CEMENT ANCHORS-Large and Small. Call  
Greg Murrill 858-483-3998**

**'40 Deluxe Opera Coupe.** Beautiful shape. Drive anywhere.  
**Terry Johnson 303-888-8231 Englewood, Colorado.**

**'35-'36 Wanted - '35 Sway Bar. For Sale-Ford Rear  
Shocks-never used. Greg Murrell 859-483-3998**

**50 ford flathead V8 engine** equipped with rebuilt 5speed trans.  
Also included: new water pumps, radiator, MSD ignition, 12v  
coil, ceramic coated headers new plugs and plug wires. The engine  
has good compression, no oil leaks or smoke. I drove the car from  
San Diego to Colorado with no problems. I have paperwork on the  
transmission. Asking \$2,900 OBO for all. **619 -339- 0902**

**Wanted- Two Wheels- 16"x 4.5" Mike Pearson 760-729-4645.**

**'37 Fordor. Good shape.**  
New V8 Motor, radiator  
& everything else under  
hood. Solid body, good  
interior, WWW. Drives  
great.\$29,900-OBO  
**619-829-1678**  
**Tom Sysko**



**'32 Phaeton-All Steel. All Original.**  
Once was Dickey Smothers car, then  
Harrah's Museum. Good condition.  
Side-mounts, Luggage Rack. Runs  
great. New lower price...

**\$83k .Dixie, 619-677-8922**



**1946 Ford CEO  
custom roll back.**  
One of a kind  
truck. \$375,000  
Please, PLEASE  
call for details—  
-Orange Co,  
Craigs List



**'34 Ute. stripped, No drive line, seats,  
glass or doors, etc, etc. Avail in Australia-  
New Low price ONLY \$16,000- ???!**

**Jay Harris wants '39-'41 Generator or  
parts. 760-310- 9530**



**'46 Lincoln. New motor. Factory PW  
and door locks, Nice interior, clean all  
under. . \$18,00 OBO. Attilio Petani  
AZ, 928-710-7566**

**Sale- NOS & Used Ford Shoe-  
box Parts- left over inventory  
from '49-'50-'51 Parts business.  
B.O—619-466-5475**

**'37 Ford —Good Gas Tank, Radiator,  
Front Seat, Box of extra V8 stuff-  
Take All for \$300. -Joe Silva 619-224-  
2645**

**9" Ford Rear End— 2.70:1 Ratio  
\$100-Bob Brown 619-890-6988**

**265 Chevy V8 Motor- Total Rebuild,  
Best Offer 619-247-6525**

**'37 Ford Tudor Fastback, All Steel  
Hot Rod. Beautiful. Karen Renberg  
619-413-5054**



**Wanted'35-'39 Coupe-any make  
basket Case.  
Carl,  
619-892-0222**



**1934 Fordor Beautiful Original \$28,000**

**1936 Beautiful - original Trunk back Sedan- \$18,000.**

**Both cars in Lake of Ozark's—Bob- 573-280-4073**

**302 v8 complete  
motor with 4 BBL  
& C4 Trans. 78k  
miles. Good  
shape-dry storage  
for 7 yrs. Turns  
free. \$400 obo.  
Dave  
619-392-4545**

**FORD PARTS FOR SALE :**  
1951 WOODY ONLY - SET OF EXTER-  
RIOR METAL WOOD GRAINED  
SIDE INSERTS - \$100.  
1941 RIGHT REAR FENDER - \$ 50.  
1941 HOOD - \$50.  
1942-48 RIGHT REAR FENDER - \$50.  
1949 - 51 WOODY RIGHT & LEFT  
FRONT QUARTERS - \$50.  
1949 -51 WOODY RIGHT & LEFT  
REAR QUARTERS - \$50.  
VOLKSWAGON PARTS: FREE --- BUT  
MUST TAKE ALL !!!  
1960's FENDERS : 5 EACH FRONT  
3 EACH REAR  
1967 ORIGINAL REAR BUMPER.  
**JIM HURLBURT (760) 789 - 0220**

**'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver-needs minor stuff. \$20.  
Ken Van Wormer 619-302-5714**





Anaheim, Calif.- arriving at Walt's new Place in a 1958 family Ford.



***If you ever talk to Susan Valentino about her love of old cars, she will tell you that she grew up in a rumble seat. Here is photographic evidence of that!***