

THE **FAN**

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



Campo Truck Museum Jan, 11.

Although Gary and Mary Timm live close to the meeting spot they barely made the group photo before our convoy moved out. The Timm's led and Tour Directors, Jim and Diane Thomas brought up the rear. The ride was weather perfect - all old Fords running like Henry intended. At the Museum Our guide gave us an historical overview of the 130 year old Felspar plant with a bad safety record. Sticking out of the desert like a sore thumb, the 100 foot tower is now converted to a restoration shop for the 200 project trucks patiently waiting outside. With only 2 or 3 volunteers working 2 days a week, restorations take a while (the '24 Cadillac "Julian Stage" took 10 years). Dave Huhn proudly showed off the Ford Boom Truck he donated a coupe of years ago. Some of the donated projects are sold each year at an annual Fund Raiser--I liked this International PU...TS



The Prez Sez

Welcome to the new year! We've already started it off with a tour to the Motor Transport Museum in Campo and a great meeting and demonstration with Ray Brock showing us the important points of a Holley 2 BBL carburetor. Joe Vidali added some classic reference material to the raffle pot for the Olli Smith fund. We had a great turnout with the Buxton family donating the soapbox racer to the museum. Joe sending out notices to other clubs is showing some return in attendance. We will continue our "Tech Tips" section of the meetings during the next year. If any of you have ideas or would like to see a program or guest speaker on a specific topic please email me at: jhildebr@cox.net. Jim Thomas is setting up tours for this year and Joe Valentino is working on programs.

We are still in need of more volunteers to work on the BIG 3 swap meet. This is our one big fund raiser for the club. This money pays for most of our tour and program support. Make sure you contact Barbara Martin (dnbmartin@cox.net) or my wife Patty (pattyhi@cox.net) to sign up and get your paper work. Our February meeting will be oriented toward the coordination of the BIG 3 event and will again have PIZZA for those in attendance. See details in this issue of the Fan.

Make sure you send in your checks for both the local (RG19) and the National Club for your annual membership to Paula Pifer. I would like to encourage the ladies to join in with the "Lady 8ers" activities during the normal monthly meetings. These have interesting ideas for those who are not so interested in why the car does or does not work.

May the good Ford get you to your destination,

---John Hildebrand



President: **John Hildebrand** - 760-943-1284

V.P. **Bob Symonds** - 619-264-7225

Secretary: **Dennis Bailey** - 619-954-8646

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

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John Hildebrand - 760-943-1284

Bob Symonds - 619-264-7225

Dennis Bailey - 619-954-8646

Duane Ingerson - 619-426-2645

Ken Burke - 619-469-7350

Tim Shortt - 619-851-8927

Jim Thomas - 619-669-9990

Dick Martin - 760-230-2582

Rick Carlton - 619-303-3353

Joe Valentino - 619-300-4280

Other Chairpersons

Tours: **Jim Thomas** - 619-669-9990

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

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

Programs: **Joe Valentino** - 619-300-4280

Car Council: **Joe Pifer** - 619-464-5445

Web Master: **Rick Carlton** - 619-303-3353

Lady 8ers: **Candaus Green** - 619-444-7174

Accessories: **Duane Ingerson** - 619-426-2645

Ford Fan: **Tim Shortt** - 619-435-9013 Cell 619-851-8927

Refreshments: **Jim & Diane Thomas** 619-669-9990

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

Big 3 Board Members

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-303-3353

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545

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 its 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.



Have You Signed Up For The Big 3 Yet? Call Barb Martin 760-230-2582

Presentations made, thanks given.

At the January 15, 2014 General Meeting, Bill Lewis reminded everyone of the important

contributions long time member, Gil Buxton had made to the SDV8 Club, and what a respected businessman and gentleman he was. He then introduced Meg Buxton and her family. Bill thanked them for coming and for donating the 1994 Soap Box Derby Finalist Car from Gil's collection. The Car had been driven by Gil's grandson - it and a driver's jacket were

presented to The Auto Museum Director and Curator for display in the Museum in the near future.

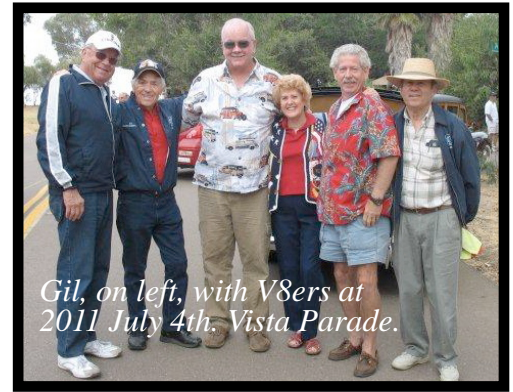
Next, President John introduced the program for the evening: Ray Brock. Ray is our walking book of knowledge for all things automotive. As a master builder, Ray

has built racing engines for individuals as well as Corky McMill's successful Baja Race Team. Tonight he explained the mysteries and marvels of the Holley 94. In his own quiet, confident way, Ray described every moving part and the wear points to look for, all the while completely dismantling the 94 carb without missing a beat or losing a part. When all the pieces were in the tray, Ray announced, "That's about it -

I've run out of carburetor." Clearly, he has done this before. We're waiting for the police report confirming it has been reinstalled back on the Auto Museum's '41 truck - where Ray 'borrowed' it. Next Dave Huhn presented an original 45 year old SDEFV8 Club

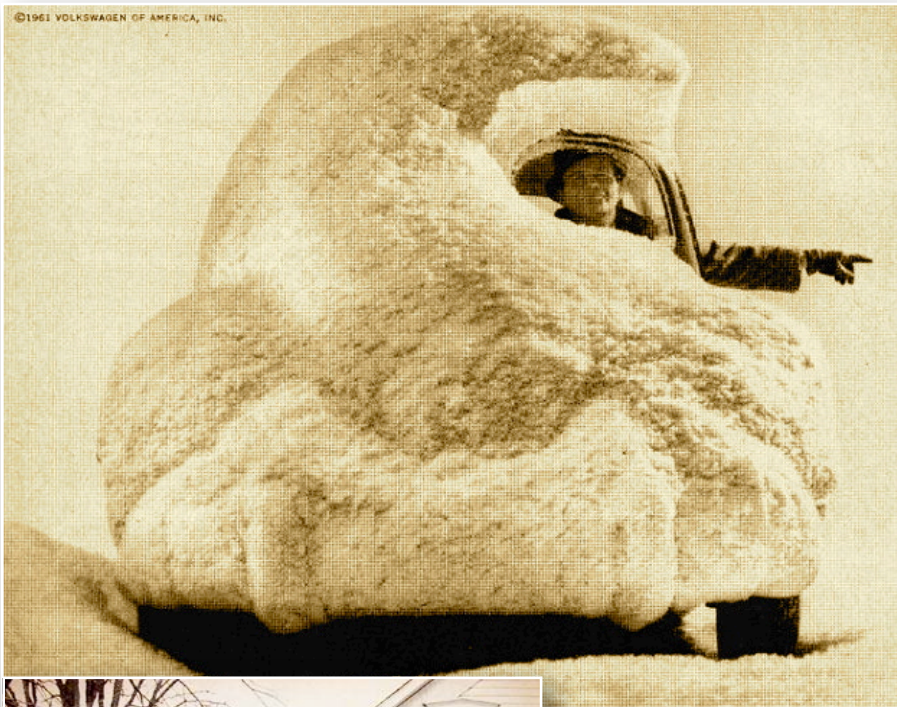
Jacket to the museum. It will be included in a display of Club Jackets from all over San Diego.

--TS



Gil, on left, with V8ers at 2011 July 4th. Vista Parade.





What was your best wintertime car?

1961 VW Beetle print ad, touting the car's winter superiority.

A blanket of white has descended upon the Hemmings offices this year, and all signs point to it being a long, cold winter. As I slipped and slid on the drive going home, it got me thinking about a Volkswagen from my distant past, a 1967 Beetle, which, when fitted with skinny lug "snow" tires, could handle the very worst a Northeast winter could dish out. With a tire contact patch roughly the size of a quarter (not literally, but give me some artistic license) and the bulk of its weight centered over the drive wheels, the Volkswagen Beetle could plow through nearly any amount of snow, delivering a surprising amount of grip even in slush and on packed snow. Admittedly, the

"forced air" heating system was about as effective as lighting a Zippo, the defroster was utterly non-existent and the car's propensity for oversteer on ice required constant attention behind the wheel, but the original Volkswagen Beetle still ranks up there with the most confidence-inspiring winter vehicles I've ever driven.

Assuming that winter is a fact of life where you live, what was the best car you've ever driven in snow? Do you have a wintertime ritual (such as mounting snow tires and throwing a bag of kitty litter in the trunk), or you leave things to fate and a set of all season radials? Do you have a "winter beater," or do you drive the same car all year long?--*Hemmings Blog*

I lived in NY for 36 winters. Over those years I owned several well-used VW Bugs. During major snowstorms my old Fords were stuck in my driveway, but I could always get where I needed to go in a VW, and then, in the summer, they worked as dune buggies. A famous VW TV ad featured a guy driving through a blizzard in his bug. The copy asked, "Ever wonder how the snowplow driver gets to work?" At that point the guy pulls up to the snowplow garage and

transfers to his truck. ---TS



33 years later, he got the bug.

We're glad that most people don't wait 33 years to buy their first Volkswagen. But Albert Gills did, and maybe he had the right idea all along. He didn't buy a new car for 33 years because he didn't happen to need one. He and his 1933 Model A Ford did just fine by each other.

He always did his own repairs and even jacked it up on nights to save the tires. When he needed a new car last year, he went out and bought a Volkswagen. "I bought their little bug," he explained. Does he like the VW? Mr. Gills is 76, is a fan of the Beach, and not given to hasty decisions.



New DMV Penalties-Be Careful Out There...

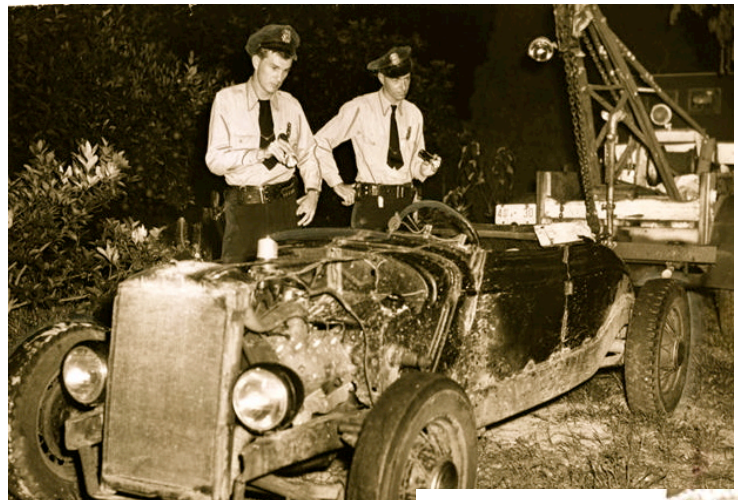
(New California DMV Law Effective 1/1/2014).

All are plus administrative fees. Usually more than the fine.

- Driving without driver license: \$214
- After 10 days changing of address without notifying DMV: \$214
- Driving without car insurance & having car accident: \$796 with license suspension for 4 years
 - Run Red Light: \$533
 - Run over 2 yellow double solid lane: \$425
 - Forbidden U-Turn: \$284
- Exceeding Speed Limit (from 1-15 miles): \$224
- Exceeding Speed Limit (from 16-25 miles): \$338
 - Driving too slow: \$328
- Do not stop at Stop Sign: \$284
- Pass Transportation Bus when light flashing: \$675
- Using hand phone while driving (first time): \$160
 - Parking in Bus reserved area: \$976
- Do not turn lights on when it is dark (30 mins): \$382
 - Cover car to block sun while driving: \$178
 - No Seat Belt while driving: \$160
- Kids without Seat Belt or Car Seat by law: \$436
- Wear head set on both ears while driving: \$178

All of the above tickets require "Traffic Violator Class".

After completing class, record will be kept for 18 months.



Northerners seen in Coronado



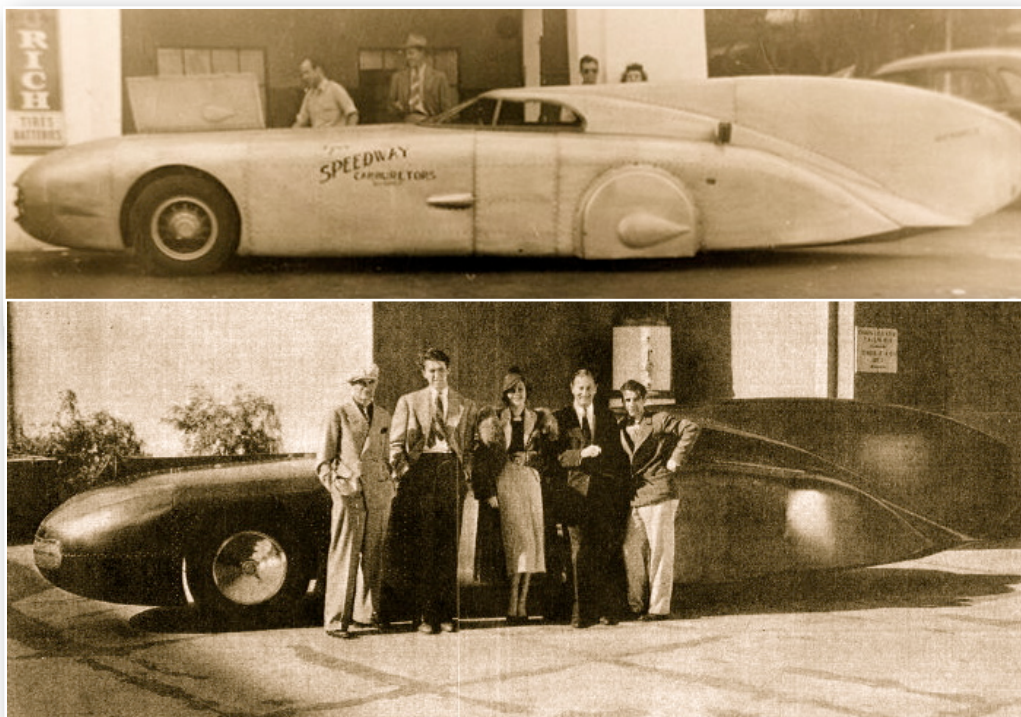
Jay and Janet Harris led the Palomar group of 35 V8ers 50 miles south for a walking tour of Coronado. The group parked at the Hotel Del, where Sandy and I caught

up with them. We hooked up with our hired Guide across the street at the Glorietta Hotel (J. D. Spreckles personal mansion overlooking Glorietta Bay). Our guide introduced herself as a person who's "done the tour for 40 years and therefore knows everything." She imparted historical facts, rumors and humor for an hour and a half as we walked around the Del, along North Beach ogling the Point Loma view and big money mansions on Ocean Ave. Finally we sat down at Miguel's Mexican Restaurant - downing a hearty lunch on the shady courtyard patio. Nice Tour. --TS



*The Ford Forty-Niner Tudor Sedan-
Thanks Hoosier V8 Views*

Lost and Found Redux – Thunderbowl Comet



Daniel Strohl

According to Ohioan Ron Carbaugh, the Thunderbowl Comet was built by Harlan Fengler in the 1930s for the Metro film studio, specifically for use in the 1936 Jimmy Stewart film, *Speed*. In the film, the car – known as the Falcon – is taken to Muroc Dry Lake for a land-speed record attempt, but Fengler apparently believed that the car was actually competitive and devised a plan to switch out several different engines for different land-speed record classes. The only drivetrain we know that powered it was one from a front-wheel-drive Cord L-29. To the best of anybody's

knowledge, Fengler never proved the car's competitiveness, and it instead spent the next couple of decades promoting different venues around Southern California. At one point, it promoted the Carpinteria Thunderbowl, a quarter-mile dirt track, and later it promoted The Village Inn outside Palmdale, California. The Thunderbowl Comet had one other guise, promoting Speedway Carburetors of Glendale. This apparently took place before the Carpinteria Thunderbowl pressed it into service, though we don't know really anything about Speedway Carburetors in Glendale. Beesley also located a couple of photos of Alex Tremulis with the Thunderbowl Comet sometime during its tenure in Palmdale, a natural pairing given Tremulis's interest in streamlining.

Coincidentally, at about the same time Beesley found the lead photo, reader Robert Frumkin of Los Angeles sent us this photo that reportedly shows Fengler (on the right) along with Lucien Hubbard (producer of *Speed*), Stewart, Wendy Barrie (Stewart's co-star), Edwin Marin (director of *Speed*), and the Golden Eagle Special, as Fengler apparently called it. --*Hemming Blog*



1985, NY-- My 15 year old son, Mike and I rescued this worn out '51 Victoria, dragged it home like a dead tuna and gave it a new lease on life. A fresh Flathead, radiator, exhaust, body work, primer, brakes, gas tank and tires. Later, she even made a few trips into The Big Apple before being traded for a '41 chopped Coupe.
TS





John Dow's Dad Owned a small Used Car Lot.

1952-1954- nothing priced over \$250. John (check out the hair) got plenty of experience changing tires and washing cars, and convincing customers they were getting a good deal - nothing has changed.

Ron Hall's Dad had a lot in Idaho.

Our car lot was in Pocatello,

Idaho - very similar to the lot in last photo. My father called it Circle 9.

Most cars on the lot were late 50s. to early 60s and they were priced

\$999 or less. I was expected to work at the lot after school everyday and on Saturdays.

I kept the tires pumped up, batteries charged and cars clean inside and out. Of course there was no pay - it was expected - after all I came from a large family so everyone had a job. I loved hanging around there, you never knew what would happen next. I remember my Dad traded for a pie truck from the local shop and it was full of pies from the day before so I got all the neighborhood kids to help me eat the pies before they spoiled. We were a bunch of sick kids the next day. I also remember driving at 12 years old from the car auction in Salt Lake City a four hour drive at night alone, to get the cars back to Pocatello. I rigged up wood blocks on on my shoes with bicycle inter tubes to reach the clutch, gas and brake pedal. I was so short, my view was between the horn ring and steering wheel and it looked like the car

had no driver. But I always found a way to get it home. Any car that looked fast was tested at the local Drag Strip. You know its funny how life runs full circle. Now I'm working on the same cars doing restorations, keeping them clean inside and out, batteries charged and tires pumped up.--Ron Hall



Pat's Auto Farm on South Figueroa in L. A. 1947. The slogan said, "Always a Good Crop of Good Used Cars."



E.T Gregorie explains the Ford Sportsman's origins

The beach buggy that gave rise to the Ford Sportsman woodie convertible. Photos courtesy Ford Motor Company Media Archives.



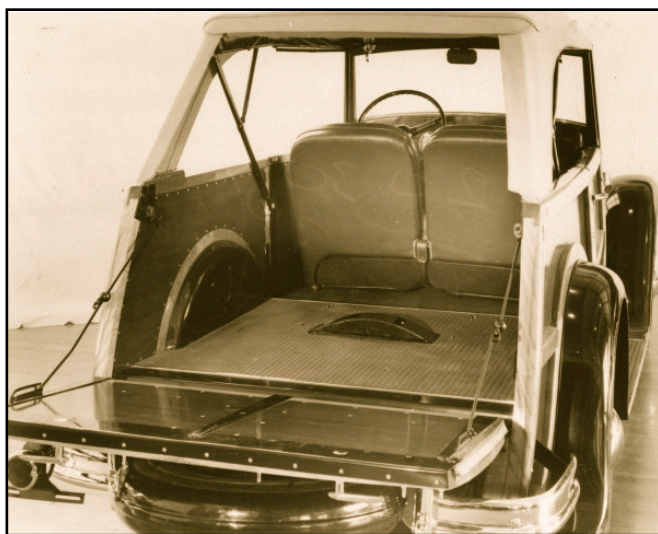
Gregorie retired from the Ford Motor Company in 1946 at the age of 38 and moved to Florida to resume his career as a yacht designer. In 1970, despite being away from Ford for some 24 years, Gregorie corresponded with Dr. Thomas Garrett, an early collector of the Sportsman model, clarifying the car's origin. Per a 1945 request from Henry Ford II, the Ford designer sketched a wood-bodied convertible station wagon design to be mounted on a 1931 Ford Model A chassis, on hand in Ford's Dearborn, Michigan offices. As



Gregorie described it, "it was a cute little car with a drop tailgate, nice red leather trim and folding top." The car was constructed and delivered to Henry Ford II's Southampton, New York, beach house, where Ford reportedly drove the car for "a couple of months" before gifting it back to Gregorie. Gregorie later took the car with him to Florida, where it remained in his possession for "quite a few years."

The car prompted a request from Ford to apply the same treatment to a 1946 frame, and the first prototype was displayed in October 1945. This particular car was gifted to actress Ella Raines on Christmas Day 1945, but a second prototype was also built for testing purposes.

Used by Henry Ford II during a Florida vacation in March 1946, the car was left in the state and used the following month by Gregorie himself, who remarked that the car "created a great deal of interest, which prompted our putting the car into production."



Full production of the Ford Sportsman began in July 1946, a feat that likely could not be duplicated in today's complex manufacturing environment, where the span from approval to production is measured in years, not months. Gregorie is quick to point out that the Ford Sportsman beat the Chrysler Town & Country to market by a full model year, which was clearly a source of pride for the Ford designer. What became of the original wood-sided convertible "estate wagon" is anyone's guess, as the car passed into automotive obscurity after Gregorie's ownership.

In the letter, Gregorie laments that wood construction was pretty much on the way out when the Ford and Chrysler convertibles hit the market, a victim of rising costs and growing reluctance to the

additional upkeep required by wood frame bodies. Even in the collector market, it would take time for most to appreciate the subtle elegance of woodie convertibles, which helps to explain their rarity (and value) today.--

Hemmings Blog



MARCH 16 TOUR DEER PARK WINERY AND AUTO MUSEUM

This is one of the top things to do in San Diego County. The museum has literally hundreds of cars on exhibit from American through Willies and everything in between. It is also home to a world famous collection of American convertibles.

In addition, there is a huge collection of American memorabilia including vintage vehicle garages, 1950's new car showroom, classic gas pumps and gas station and an entire room of Cocoa Cola collectables,

They have displays of antique bicycles, tube TV's Barbie dolls, soap box derby cars, wagons and carriages, classic automotive signage much more.

Admission \$10....over 55 & AAA member is \$9.

Bring a picnic. No food service is available and you will want to stay a long time.

We leave from Macy's parking lot on Camino Del Rio North at 10:15 am., Mar 16. Look for the silver pickup truck with balloons flying from antennae. This is a 36 mile trip. You will probably wish to visit this attraction more than once and bring friends with you. Jim Thomas 619-669-9990

February Anniversaries

2/04 Jose & Vivian Serrano
2/13 Jon & Eloise Kowal
2/14 Dan & Bonnie Krehbiel

February Birthdays

2/08 Joe Vidali
2/11 James White
2/11 Les Hilgers
2/22 Duane Ingerson
2/26 Teri Brandon

2013-14 Tour Schedule

**Feb 21, 22, 23
Big 3- Sign Up Now**
Ric Bonnoront
619-669-6391
Or Barb Martin
760-230-2582

**March 16,
DeerPark Winery /
Auto Museum Tour-
Jim Thomas
619-669-9990**



SDEFV8 Gen Meeting, Jan 15, 2014

Prez: John Hildebrand pounded the gavel at 7:05 pm.

Guests: Gil Buxton's family, Executives from the Automotive

Museum, Tom Wright and Walter Anderson.

Presidents Report: John noted that he has been elected as President for one more term. He also commented on the Tour to the Truck Museum. He then turned the meeting over to Bill Lewis to introduce the Buxton family and the Exec's from the Auto Museum for the donation of Gil's Soap Box Derby.

VP's Report: No Report

Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for Dec. as written in the Fan. **Treasurer: Ken Burke** gave the financial report and it was MSC to approve.

Membership: Paula Pifer: No new members 38 single and 55 Joint members. **Accessories:** Duane Ingerson has a good selection of hoodies, t-shirts, hats, and license toppers for sale. **Sunshine:** Fred Lobello, Dan Prager, Mary Ellen Huhn and Joyce Brock are all on the Sunshine list. **C.C.C.: Joe Pifer** No report **Fan Editor: Tim Shortt.** The Jan. Fan and the Roster are coming together. Tim is always looking for more stories. **Tours:** The Big 3 will be the tour for Feb. and March is still T.B.D. **Programs:** Ray Brock gave a comprehensive demonstration on rebuilding a 94 Carburetor as well as theory on how the carburetor works. Joe Valentino has volunteered to be our program director and can use any ideas from the members. Feb. program will be on the Big Three and Mar. will be pin stripping with Lyle Fisk. **New Business:** None

Old Business: Ric Bonnoront gave an update on the big 3 status and the need for vendor gate and Traffic Control volunteers. Barb Martin gave out volunteer information to the members.

Tech Tips. None. **50/50:** Dave Huhn won the 50/50 and Ray Brock won a V8 coffee mug donated by Jerry Windle. The meeting was adjourned at 8:30. **Dennis Bailey Secy.**



"I'm home from the land of ice and snow!"

Took me 4 try's but finally got a ticket home that didn't get canceled. One ticket had me fly Knoxville to Chicago, two days layover, then fly to San Fran., then Ontario. No thank you. Sunday nite Atlanta had a wind chill temp. of -9. Hows that for the south.....Thank God we didn't lose power like some did In other states. Thank you Sharon & Butch for taking me & picking me up from Riverside to Ontario Airport. TV said there were 2,500 flight cancellations & 5,000 people stuck camping out In airports. They claim this was the worst weather In 17 years. Went to go out to eat

Wed. nite & two main restaurants were closed.

Frozen broken pipes. -Richard Teubner

Membership- Paula reports 158 total Joint members and welcomes all new members. **Sunshine: Judy Grobbel** reports **MaryEllen Huhn** faces a third back surgery. **Dan Prager** recovering from 8 day hospital stay for back and hip problem. Long time former member, **Bill Goshhorn** has died. **Fred Lobello** struggling with new meds. Everyone else okay, I think..

General. Meeting- Feb 19, 2014. FREE PIZZA. Big 3 Planning.
Auto Museum, Balboa Park. 6:30 pm

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

**Gen. Meeting- Feb 19, 2014, FREE PIZZA
Big 3 Planning. -Auto Museum, Balboa Park. 6:30 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 then to: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107

Sale: Pair of Black reproduction fiber-glass fender skirts for '36-'40 Ford. \$60
Kerry: kjkowal@cox.net



'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

'51 Ford Victoria Hardtop. All original. Fresh paint, chrome, interior, New flathead & Auto Trans. All repairs made with OEM parts, factory AM radio & clock. **Reduced to \$15k.** 619-981-0117, or 619-594-6748. mpenalosa@mail.sdsu.edu

'51 Deluxe Tudor. Strong running Flathead. New WWW, paint and interior. 12V, Salt Flat hubcaps plus original caps. **\$8,950.** Nick, 962-956-2945, Minnesota.

'48 Super Deluxe Coupe \$10k first fresh air heater by Ford, Stock Running Gear, Chrome Reverse Wheels. Orig Ford Hub Caps. Big & little new Firestone Tires. 2&1/2 half inch dropped axle. John @ 707-688-4616 or Jaci @ 951-654-9141 or just shoot me an email.



Sale- Misc Model A Parts. John 619-302-8376

'52 Convert Crestliner. Flathead, Auto, 12V. Good Cond. One owner. Runs great. Low Miles. Needs Top. \$19,999. Indiana Ad 1621379, Hemmings.

'51 Ford Auto Trans. Working order when removed \$150. OBO. **'51 Ford OD Trans-Good shape.** complete with kick down and solenoid-**\$300 OBO.** Jim Hurlbert 760-789-0220

Award Winning '36 Ford Tudor, Standard, Humpback Sedan. All original, 4 owners, always garaged, RARE LB V-8 engine. 1 repaint, 1 engine rebuild, 63K miles. **\$19,995..** Dillard Harwell- 619-825-8025.

Sale- New Edelbrock Alum heads. Block letters, in the box, 24 stud. '38-'41 style. Inclds new studs-\$450. **New Disc Brake set up for '35-'48 Ford.** Complete less calipers- \$200. Dan Krehbiel-951-302-5922

'36 Coupe New pair of Running Boards. \$500. Tom 619-482-2642

Wanted- '34 5 window coupe-Quarter & back window Inside Mouldings. Richard Teubner 858-748-2849

'40 Panel Delivery Advertising vehicle during the '50's and '60's for "That Famous Preston (Idaho) Night Rodeo" Since 1934. Rebuilt 350 engine, 350 trans. Runs and drives. California title. A great piece of the western heritage. **\$12,500** or partial trade. Call Ray 714-270-8878 Costa Mesa



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

'40 Ford Rear end center section ring & Pinion & axles. Ray 619-993-9190

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

UFO Chassis carefully stored for many years. Needs restoration. Bring shovel.



'36 Tudor Touring Trunkback. Looks stock in and out except its been lowered. 4" drop axle -350 V8 Goodwrench Crate motor. 400 Turbo Trans. New Power disc brakes in front, drums in rear. Painless wiring, 12V, New steering box, turn signals, Thermo-static Radiator fan. Original look with plenty of power. **\$29,500.** Bill Houlihan 619-917-9896. Email-sysunbaby@gmail.com



'49 Ford F1. Runs Great 350 Mercury Motor New dropped front axle, new leaf springs (front and rear). 9 inch rear. New shocks, rims and tires. New brakes (front and rear) all rotors turned, new brake lines and master cylinder. New alternator and water pump. All lights and turn signals working. Trim complete. Extra set of new rubber for front windshield and rear window. Clean title and current regis. **\$7,500.** 714-271-1875. Orange County.



'34 Deluxe Roadster. Fresh frame off Resto. Runs and drives excellent. **\$79,000.** Southampton, NY. Hemmings Find of the Day, Jan 6, 2014. Hemmings.com



'40 Deluxe Fordor. Good Interior. Flat V8, Runs and drives good. Brand new WW tires. Stored 35 years. 50k orig miles. **\$9,000.** Syracuse, NY. Hemmings.com Stock # C81425L.



**Feb 21,22,23--Fri, Sat Sun --The Big 3
Sign Up-Barb Martin 760-230-2582**



TV's most famous teenagers, Ricky and David Nelson, show off a '32 hot rod near their Beverly Hills home.

Ricky began his entertainment career in 1949 playing himself in the radio sitcom series, *The Adventures of Ozzie and Harriet*. In 1952, he appeared in his first feature film, [Here Come the Nelsons](#). In 1957, he recorded his first single, debuted as a singer on the television version of the sitcom, and released the #1 album entitled [Ricky](#). In 1958, Nelson released his first #1 single, "[Poor Little Fool](#)", and in 1959 received a [Golden Globe](#) nomination for "Most Promising Male Newcomer" after starring in [Rio Bravo](#). A few films followed, and when the television series was cancelled in 1966, Nelson made occasional appearances as a guest star on various television programs.

Nelson and [Sharon Kristin Harmon](#) were married on April

20, 1963, and divorced in December 1982. They had four children: [Tracy Kristine](#), twin sons [Gunnar Eric](#) and [Matthew Gray](#), and Sam Hilliard. On February 14, 1981, a son (Eric Crewe) was born to Nelson and Georgeann Crewe. A blood test in 1985 confirmed that Nelson was the child's father. Nelson was engaged to Helen Blair at the time of his death in an airplane crash on December 31, 1985. Nelson was inducted into the [Rock and Roll Hall of Fame](#) in 1987, and to the [Rockabilly Hall of Fame](#). He has a star on the [Hollywood Walk of Fame](#) at 1515 Vine Street.



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



Feb/14