

THE FAN

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



We swaggered in like the wild bunch...

But everyone was so nice there was no need for an attitude.... Our Tour guides split the group, inside and outside, and filled our brains with all the facts: The Air & Space Museum's annex at Gillespie Field has grown to become an integral part of the Museum's aircraft restoration and replica reproduction program.

Staffed mainly by volunteers, the Facility has produced some of SDASM's finest work, with numerous aircraft on display outdoors, a Convair SM-65 Atlas ICBM, museum model shop, fantastic restoration shop and dozens of aircraft projects awaiting a go-ahead. Thanks Tour Boss, Bob Brown.



NOTE: The Feb General Meeting is Moved to Wed, Feb 27 to share a FREE 6pm Dinner with the National Board at our usual Auto Museum Meeting place in Balboa Park.

We need a head count. RSVP Mike Petermann 916-479-3665



PREZ Joe SEZ

Greetings to all! It is hard to believe we are moving into February 2019. It seems as though we were just celebrating Christmas and Hanukah! 2019 is a long way from our Club's founding 50 years ago in 1969! Before we know it we will be planning our 2019 end of year Christmas party. Before we do this, I'd like to welcome our new

club members John Jarecki and Paul Mears and also a welcome to returning club members Diego Orozco and Tom Sytko. Welcome to the club! If you see them at our meetings or one of our tours, please introduce yourself and say hello. February is going to be an extraordinary month; our general meeting has been moved on the calendar to the fourth Wednesday, January 27 at 5 PM. Please make a note of that and tell any club member you know that might not have access to email of the change. The meeting will be still be at the Automotive Museum in Balboa Park. Come to the meeting hungry because there will be a full dinner served! Attending the meeting will be the EFV8 Club's National Board of Directors. This will be an opportunity for us to meet and greet the National Directors and share ideas.

On February 26 & 27 the EFV8 Club's National Board of Directors will be holding a meeting at 8 AM at the Hacienda Hotel at 4140 Harney Street in Old Town. This meeting is open to any EFV8 Club member who wishes to attend.

January Tours started off the year with Planes and Rockets! We had a successful January tour to the Air and Space Museum at Gillespie Field, organized by our Tour Director extraordinaire, Bob Brown. We had several modern cars and 11 Early Ford's in the run out to Gillespie Field. Five of the Fords were sporting flatheads. No one experienced any problems which would warrant them getting the Club's new "hardluck trophy". Our 41 Mercury did have a minor glitch, the engine would not turn off when the ignition switch was turned off! Fortunately, one of the first driving skills I learned was how to stall a manual shift car.

Bob Brown has more excellent tours planned in the upcoming months, and a "sweetheart" of a tour for February! Bill Dorr has some fine entertaining programs in the works for our general meetings. More details on these elsewhere in the Fan. If you have an idea for a program or a tour, contact Bob or Bill.

Please join us at our General meetings on the 3rd Wednesday of the month (except February!!);

enjoy the snacks, the refreshments, the camaraderie, and maybe get lucky and win the raffle! There are also very cool Early Ford V8 shirts, jackets, hats and other items for sale at the meetings. I look forward to seeing you there!
Your President -
Joe Valentino



Prez & VP on the job—First Board Meeting.
No violence, all business



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
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 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford Fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.

Joe says— First it wouldn't start, Now, it won't shut off...



Wear Your Name Tag-- Feb pot is \$75 Bucks

All current member names are in pot. If your name is drawn and you are at the meeting, wearing your name tag, **YOU WIN!**

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



The Early Ford V-8 Club's National Board of Directors will hold their annual "Face-To-Face" Board meeting in San Diego February 26-27.

The Early Ford V-8 Club's National Board of Directors will hold their annual "Face-To-Face" Board meeting in San Diego February 26-27. The San Diego Regional Group is hosting this meeting ending with a special Dinner February General Meeting, February 27 at the San Diego Auto Museum at 6 PM.

The National Board holds four meetings a year, three via conference call and the "Face-To-Face" meeting where the club brings the entire Board together for a two-day meeting. The 11 Directors and staff come from all over the United States.

Headquarters for the meeting will be the Best Western Hacienda Hotel in Old Town. The Board Meeting is open to the members of the V-8 Club.

Here's the meeting schedule*:

Tuesday, February 26 —Board Meeting – Hacienda Hotel, 8 AM - 5 PM

Wednesday, February 27—Board Meeting—Hacienda Hotel, 8 AM - Noon

The board meeting starts at 8 AM both days – Feb. 26/27

Breakfast is included with rooms so directors are on their own for breakfast. No organized breakfast altho many will be there at the same time. There will be coffee and juice in the meeting room. The board has a working lunch in the meeting room on Tuesday. If guests are there. They are welcome to join in the lunch. Afternoon activities are planned.

*Wednesday Dinner /General Meeting with SDRG at the Auto Museum – 6 PM

*The SDRG February General Meeting date was changed to February 27 to enable San Diego members to meet and interact with the National Directors.

This will be similar to the dinner meeting held last year to honor the Big 3 Committee.

RSVPs required. Call Mike Petermann 916-479-3665. Plan to attend.



Set Up Feb 21, SWAP 22, 23

"Unofficial" San Diego Regional Group booth

at spaces NNB 16-17. open

starting Thursday afternoon through Saturday. Stop by, take a break and enjoy a soda/water **And HOT DOGS – YES!** The world famous hot dogs will be served Saturday, Feb 23 starting at 11:30 AM.

As you know, the San Diego Regional Group is no longer involved with the Big 3 Parts Exchange (Swap Meet). However that doesn't mean we won't have a presence there.

There will be an "unofficial" San Diego Regional Group booth at spaces NNB 16-17.

Look for the Club Banner on the side of a motor home.

Plans are to have the "booth" open starting Thursday afternoon through Saturday. Stop by, take a break and enjoy a soda/water and **snacks on us. Free Hot dogs will be served on Saturday starting around 11:30 AM.**

If you plan to attend the swap meet, please stop, have a **FREE DOG** and say HI!

Tours & Things to Come

Thurs, Feb 14, Valentines Day
Sweetheart Country Drive
lunch & Shopping spree at Viejas
RSVP- Sandy Shortt 619-851-7878

Sat, Feb 23, Event- THE BIG 3
Free Hot Dogs
V8 Space NNB 16-17 11:30-
for old times sake.

V8 National Board of Directors Meeting
in San Diego Feb 24-27.
Former National Pres, Jerry Windle
in charge of SD activities.
SD group moves Gen Meeting to Feb 27
and Hosts Free Dinner with
National Directors
6 pm at Auto Museum
NEED RSVP for DINNER
Mike Petermann
916-479-3665

February Anniversaries
 2/04 Jose & Vivian Serrano
 2/14 Dan & Bonnie Krehbiel

February Birthdays
 2/05 Gale Pospichal
 2/08 Joe Vidali
 2/21 Annette Guerrero
 2/23 Tom Sytko
 2/26 Teri Brandon

50th Club Birthday Party
Coming Up in June.
Gird your Loins

Membership- Paula says- no change
 Sunshine Judy -no report

SAN DIEGO EARLY FORD V8 CLUB

General Meeting Minutes—Jan 16, 2019

President Joe Valentino pounded the gavel at 7pm

Guests: Paul Meers. **Pres. Report:** Joe welcomed everyone and reminded us that the Feb Gen. Meeting has been moved to Feb 27 (the 4th Wed of the month). The National Board will join us for dinner and a RSVP is needed to plan dinner-Call Mike Petermann 916-479-3665. Also we are planning a BIG 50th Birthday Party for SDEFV8 Club in June. He thanked Bob Brown for planning our 2019 Tours and he will speak to Todd Harding regarding the upcoming BIG 3's need for V8 volunteers.

VP Report: Bill talked about the v8 dinner program on Feb 27 which will include a video about us.

Secretary: Dennis Bailey moved for approval of the minutes from the Jan. General meeting, as published in the fan, and they were accepted and approved.

Treasurer Report: Ken Burke read through the financial figures and they were accepted and approved.

Membership Report: Paula noted that membership was off to a slow start. 20 members have yet to send in their dues.

Sunshine Report: Linda Lewis' sister has died.

Fan Editor, Tim Shortt: Yes, The Feb. Fan is coming together.

Accessories: Ray reported sales are slow. **Car Club Council:** Susan Valentino Delivered a lengthy report on her first meeting where discussions were ongoing re SEMA Membership.

Programs: Bill Dorr as Program Director, has many plans in progress.

Tours: Bob Brown listed a number of upcoming tours including a Jan 23 tour to Gillespie Field to the Air and Space Museum Restoration shop. And a Valentines Feb 14 Sweetheart tour, romantic lunch and shopping spree.

Old Business: None

New Business: Jerry Windle outlined the National Board meetings Feb 24-27 (SD Members invited to attend) and side trips around San Diego.

Bill Lewis reported the Mar 16 Soap Box Derby will take place at Viejas Mtg. Adj. 8:30 pm — *Respectfully submitted: Tim Shortt for Bob Hargrave.*



Got V8 Problems? Ray Brock Is a Walking Shop Manual...

Ray has seen it all. What he doesn't know he figures out. Ray is available to talk about your V8 problems -

Call Ray 619-993-9190
The Doctor is in.



More Aerospace Museum Resto Shop Images...



Unofficial Cruise to unfamiliar places...

South Bay Cruisers invited anyone to come along on one of their monthly tours: Where? Meet at Bonita Donuts on Sat, Dec 28. Leave Time? 10 am, To Where? Not sure... Just follow the '57 Chevy hardtop.

About 16 hot rods and stockers - all makes and models, went East alongside the golf course on Bonita Road for a couple of miles, then right, into a dead end neighborhood. At the end of the street, we looked for the driveway with a '56 Pink Lincoln Premier, a Maroon '48 Hudson step down, and a '72 Chevy Malibu Convert under a tent extension on the two car garage.

Inside, the garage was packed with a fully electrified railroad hub, five different RRs on the move at the same time, in different directions —miniature towns, landscaping, bridges, tunnels and period cars inhabited by tiny people. Ken says he builds it all every winter, then dismantles the whole situation and moves the real cars

back in for for the rest of the year. The walls of the garage provide shelves filled with antique toys, model cars, antique clocks, radios and doodads from long ago. What a collection. Ken tells me he had a health scare last year, and suddenly there's a lot of conversation about what to do with his life-time collection of stuff.

The second destination was a ride through scenic Coronado, regrouping at the Golf Club and continuing south down the strand for lunch at the BIG KAHUNA restaurant in IB, where Hamburgers are as big as your head and a very friendly wait staff takes care of your every need.... Nice day



Bad Valentine's Day

...the day has not always been a happy one...

*Feb 14, 1929: St. Valentine's Day Massacre—Five members of 'Bugs' Moran's North Side Gang and two collaborators were machine gunned in a garage on North St. Some of the gunmen were dressed as Police Officers. When the real cops arrived, they found one victim still alive. They asked the man, "Who shot you?" The man who had sustained fourteen bullet wounds, replied: "No one shot me." He died a few hours later. Although perpetrators have not been conclusively identified, suspects are part of the Egan's Rats Gang that worked for Capone.

*Feb. 14, 1940: Automobiles in Adams Square (Washington Street) in Boston were stalled out in the heavy snow. From the time the snow started at 3 p.m., it fell at a rate of more than an inch an hour for the first nine hours. Winds reached gale force of 60 miles per hour, and it whipped the snow into impenetrable drifts.

- Feb. 15, 1940: Crowds of men ready to go to work shoveling snow waited at the City Yards on Albany Street. In all, approximately 17,000 men were hired to dig Boston out of its snowy mess as 9,000 WPA employees were authorized to join the force of over 7,500 regular workers and extras. Any man with a shovel could go to his local work yard and get a job. The city couldn't supply shovels though, as it had run out.



Good Valentine's Day

Each year on February 14, people exchange cards, candy or flowers with their special "valentine." St. Valentine's Day is named for a Christian martyr and dates back to the 5th century, but has origins in the Roman holiday Lupercalia.

It is in that tradition that the EFDV8 Club announces a day to remember—

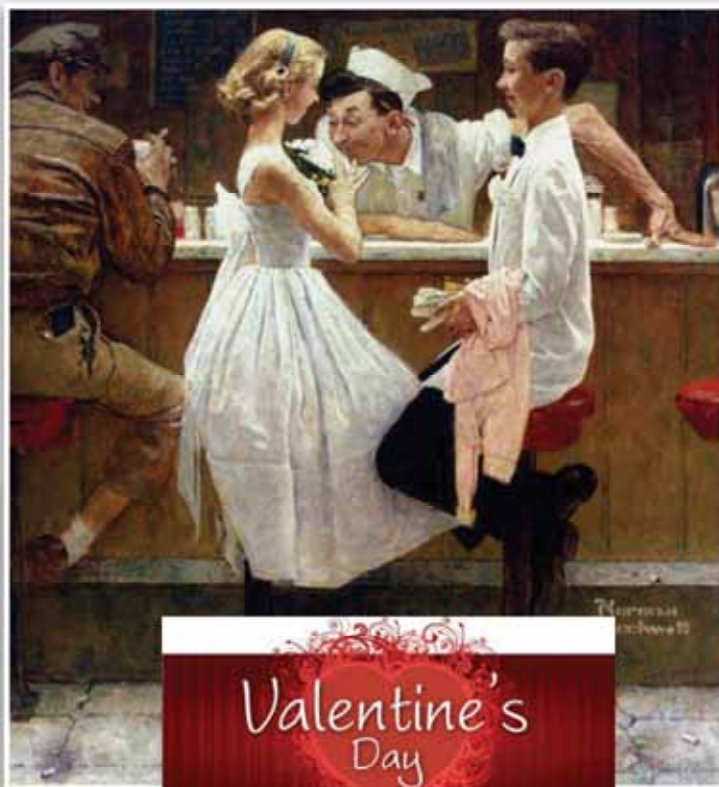


Mark your calendars for the SDEFV8 Club's Valentines Day tour on Thursday, Feb 14.

Grab your sweetie, hop in the flivver (gas tank full please) and meet us in the old Leave Macy's parking lot in Fashion Valley about 10. We'll provide the roses and you provide the driving expertise as we tour through some scenic East County back country roads.

Final destination will be the Viejas Casino and Outlet Mall for a romantic lunch and shopping spree. See you on the 14th!

RSVP Sandy Shortt 619-851-7878



Valentine's
Day



DRIVEABLE DREAMS

The joy of tinkering – Michael Lamm interviews himself about being an auto mechanic

Michael Lamm replaces an external aluminum water manifold on his 1948 Jaguar Mk IV. The old one was internally blocked with corrosion. In 2006, thanks to the internet, he found a new one in South Africa. Photos by and courtesy of the author.

Michael: Hi, Mike... is it all right if I call you Mike?

Michael: Sure, if it's okay to call you Mike, too.

M: Fine, let's do that. Now Mike, you say you're an automobile mechanic. Is that accurate?

M: Well, I very much like to work on cars. I do work on cars, mostly my own. Sometimes I even fix something. I guess you could call me an advanced tinkerer—an amateur auto mechanic.

M: By "amateur", you mean you don't get paid.

M: That's true, but in a way I do get paid, because if I didn't fix my cars myself, someone else would have to—a professional mechanic—and I'd have to pay him. Or her. But yeah, I guess I'm an amateur, strictly speaking. In my case, "amateur" also means I'm slow compared to an honest-to-goodness mechanic. Professionals get paid not just for their expertise but also for their time, and professional mechanics try to beat "the book." The book is ALLDATA or something similar—guides that lay out how long it ought to take to do a specific job. Professionals get paid by the amount of time the book says the procedure should take, not by how long it actually takes, so a good mechanic will try to beat the published time. And most do. But because I work on my own cars for pleasure, I'm almost never in a hurry. Sometimes I even drag out a procedure just because I'm having fun doing it.

M: How long have you been working on cars? When did you start—and how did you learn?

M: I started out of necessity when I got my first car, a 1931 Hudson. That was in 1950, when I was 14. I couldn't afford to have a real mechanic work on the Hudson, so I began doing the little, easy things myself. And I also started working at a couple of after-school jobs, one at Joe Machner's filling station and the other at Miller's Garage. This was in La Feria, the little Texas town where I grew up.



M: And did the other people at those jobs help you learn how to work on cars?
M: Oh yes. My boss at the garage, Guy Miller, sort of took me under his wing. I remember the first thing he had me do was wire-brush the carbon out of a Studebaker head. He laid the head upside down on a workbench, and I cleaned out the combustion chambers with a wire brush on the end of an electric drill. Next, he had me lap the valves of that same car. And after that, I got involved in all sorts of things.

M: So, Mr. Miller was a good teacher.

M: Guy Miller was a very patient, thoughtful teacher. About a week after I started working for him, he handed me an edition of Dykes Automobile and Gasoline Engine Encyclopedia. That's a wonderful book. It not only had practical instruction, like how to change the bands in a Model T transmission, but it also explained the theory—the Zen—of how engines and cars work. For example, it explained the difference between four-cycle and two-cycle engines,

what a carburetor does, how an ignition system works, differential, steering, brakes... basically everything you need to know about the mechanical aspects of a simple car.

M: Any secrets you'd care to share about working on cars?

M: One very important thing: You have to know how to swear. Swearing's important, because if you get frustrated—and you will—you need to blow off steam. It's not a good idea to throw hammers at the car, but it's all right to swear at it in the most serious and emotional way.

M: Did Mr. Miller teach you how to swear?

M: No, no, no. I had lots of teachers for that. In the 1950s, swearing (we called it cussing back then) wasn't nearly so popular as it is today. We teenagers really didn't cuss much and almost never used the F-word. And we never, ever swore in front of a girl or a woman. Women, of course, didn't swear at all—at least not in public. Today, I hear the F-word constantly from both sexes. No one thinks much

about it. But yes, cussing is a normal part of working on a car, and I think it does a lot of good. In the battle of me-against-it, cussing lets the car know where you stand, and it takes away some of the frustration you feel during certain tense operations, like a rusted bolt not coming loose or the water pump hiding behind the radiator... like that. Those repairs call for swearing of the loudest, clearest sort.—Hemmings





AUTOMOBILIA

Planning fire protection for your collector car

[Editor's note: While authorities are still at work determining the death toll in the recent California fires, some thought is already being given by homeowners in regards to further protection of their four-wheeled valuables from the next fire. Car writer/collector/fine artist Wallace Wyss sent us this article.]

Having had the unique experience of driving my Mercedes-Benz 300SL Gullwing out of a burning building, I can add a little advice on protecting your classic car from the threat of fire. Here are 10 tips to keep in mind:

1. Store it with the key in it, or at least readily accessible.

True, a thief could break in your garage or the garage working on your car and steal it, but believe me — when the building is on fire, no one is going to take too long to search for the keys.

2. Make sure neighbors know how to start your car and get it in gear.

Let's face it — in 2018, driving a manual transmission vehicle is a dying skill. Wouldn't it be a shame if your Porsche or Ferrari roasted because someone didn't know how to let out the clutch, or even put the car in neutral?

3. Move it at the first sign of fire.

Even if the fire is five miles away, move the car if you live in high-risk fire area. One report I read from Malibu cited a Ferrari Testarossa owner who moved his car to the beach; true, it will get covered by ash and salt-laden dew at night, but there's less chance of it burning in a cement parking lot than in a wood-frame garage surrounded by shrubbery.

4. Always keep the car on four wheels.

Having the original wheels repainted? Put "slave" wheels on with old tires, thus enabling the car to be moved. A car can't be rolled out of the garage if it's on jackstands.

5. Don't pile stuff on it.

You've let your non-running car become a shelf for boxes of old magazines and clothes? If a fire is coming, who has time to move all that (combustible) stuff?

6. Don't have non-valuable cars obstructing the path of valuable ones.

An acquaintance has a pricey Italian sports car — worth more than his three-bedroom home — but it's blocked by three or four junkyard cars in his driveway, likely worth little more than their salvage value. The pathway for rolling out the valuable car should remain unimpeded the whole time — don't let a sentimental attachment cause you a financial hardship.

7. Aim the car outward.

Even if your significant other or neighbor can't drive a stick, they can easily roll the car if it's aimed out of the garage. Keep the wheels pointed forward, too — if the keys are lost and the steering wheel locks, the car may not make it out the door otherwise.

8. Take neighbors for rides in non-fire season (assuming there IS a non-fire season).

Let them drive your collector car, and put it in reverse from a standstill. You may be 50 miles away when the fire alert comes, so having a dependable and knowledgeable neighbor — who can move your car out of harm's way — gives peace of mind.

9. Reduce combustible clutter in your garage.

Minimize the amount of rags and drop cloths you keep on hand, and never store things like oily rags in your garage. Try to minimize the amount of combustible liquid, too, and beware of storing dangerous and highly reactive chemicals — like pool chlorine — in the garage.

10. Keep an A-B-C rated fire extinguisher on hand.

Though it won't do much good in a wildfire, a fire extinguisher rated for A (trash, wood, and paper), B (flammable liquids), and C (electrical equipment) could be the difference between a minor inconvenience and a major insurance claim. Make sure it's mounted in an easily accessible place inside the garage, and checked regularly since extinguishers will lose pressure over time. It's a good idea to practice with an extinguisher as well — putting out burning gasoline isn't as easy as it looks.—THE AUTHOR/ARTIST Wallace Wyss—Hemmings



For Members

Auto Club News and Benefits




Paul and Cindy Dunne
Lakeside
8-year members

SHOWROOM

1928 Ford Model A

By Peter Bohr • Photograph by Rob Andrew

It's a safe bet that Henry Ford never imagined a Model A station wagon quite like Paul and Cindy Dunne's woodie wagon. In place of a flathead 4-cylinder engine, it runs with a mighty 302-cubic-inch Ford V8 connected to an overdrive automatic transmission and a differential poached from a Mustang.

Other yet-to-be-invented components in the late 1920s include rack and pinion steering and front disc brakes. And—horrors!—the steering column isn't even Ford stock, but came from Cadillac.

The Dunnes' car is a "street rod," and the Dunnes built it with their own four hands. Though Ford offered a Model A station wagon beginning in 1929, the Dunnes decided to start from scratch with this 1928 model, gathering bits and pieces at swap meets and from specialty parts dealers. They cut, shaped, sanded, and finished the body from pieces of maple.

This craftsmanship came naturally to the Dunnes, who met in high school when Cindy showed interest in Paul's metal shop class projects. In the years since, the Lakeside couple has built a variety of Fords. When they display their wagon at car club events with a surfboard strapped to the roof, folks often ask if they still hit the waves. "Not since I saw Jaws," Paul replies.

SHOW US! Would you like to see your vehicle in Westways? Tell us why it's special in 100 words or less and we may feature it in a future issue. Send an email to westways@aaa-calif.com and put "Showroom" on the subject line.

8 Westways January/February 2019 AAA.com



Nice to see this story in WESTWAYS magazine, featuring Paul 'Kip' Dune. A Prowler from long ago who has developed a business building Model A (Square Board) Woodie hot rods.

And making and installing wiring harnesses for any old car. No kits for Paul - he simply rolls out spools of different color and weight wire, Hooks up the radio for tunes and goes at it until the car is completely wired and everything is working. He calls his garage, "My Happy Place".

He's wired one car for me and several cars for Ray Brock, John Dow and who knows how many others...

**More
Aerospace
Resto
Shop**





2019 National News

Early Ford V-8 Club of America



Card & Coupon

That elusive "free" classified ad coupon is headed your way! Don't throw it away!

One of the "perks" of your V-8 Club membership is the "free" classified ad coupon each member gets every year.

Unfortunately, the coupon, good for a 40-word ad - a \$12 value, is often thrown away.

So, where do I find it?

Your 2019 Membership card AND free classified ad coupon are on the mailing label sheet that comes with the March/April V-8 TIMES.

There will be three items in the bag you receive:

- March/April V-8 TIMES
- 2019 Membership Roster
- 2019 Membership Card/Coupon

So, double check the bag for your membership card and coupon and don't throw them away!

Drive Your V-8 Day

The Board of Directors has designated June 15 for the Second Annual DYV8D (Drive Your V-8 Day) observance honoring the early Ford V-8 and promote the Club.

On that day you are encouraged to get your car/truck out of storage - barn, garage, museum or whatever - and drive it somewhere special.



Better yet make it a Regional Group adventure. The possibilities are limited only by your imagination. (Take along membership information.)

Take photographs of your adventures on this day and submit the best ones (not more than four, please!) along with a short description of what you did or what the photo(s) depict to the V-8 TIMES. E-mail your pictures (put "Drive Your V-8 Day" in the subject line) by July 15 to v8times@cox.net or mail them to P.O. Box 16630, San Diego, CA 92116.

Your photos and captions may appear in the V-8 TIMES. It could be your chance for a cover shot!

Create your own adventure by driving your V-8 somewhere and doing something special on June 15 - Drive Your V-8 Day!

2020 Director Election

The June 15 deadline for 2020-2022 Directors is not far away. Have you thought about it? The 2020-2022 National Director positions open include: Southeast, Midwest and California/Southwest 2.

International Representative positions are Canada and New Zealand

What's required of a Director?

Each director has the opportunity to work on special assignments for the future of our V-8 Club and interact with all of the terrific V-8ers on the Board and staff plus the Regional Groups he/she represents from one of the regions in the country.

Directors serve a three-year term. They are required to participate in four Board meetings per calendar year, three via telephone conference call and one being a Face-To-Face meeting held in January/February.

International Representatives are not required to participate in Board meetings.

For full details on how to submit your name, see the January/February 2019 V-8 TIMES.

Volunteering Candidates should send their resumes and photo no later than June 15, 2019 to:

DAVE COLLETTE
844 Mountville Rd.
Portersville, PA 16051
(724) 368-8226
E-Mail: collette@aol.com

Coming Up Roses



It only took 68 years for V-8er Jay Harris to realize his dream - driving his 1939 Ford Convertible in the world famous Rose Parade.

On January 1, Jay drove his V-8, covered with roses, the five-mile parade route along Colorado Boulevard in Pasadena, California in the 130th Tournament of Roses Parade.

He had the honor of carrying Grand Marshal Chaka Kahn.

Everything went fine - that is until he stalled the car just short of the parade's end. Ms. Khan's security detail gave it a push and it started.

You can read Jay's story of this once-in-a-lifetime experience and see more pictures in the March/April 2019 V-8 TIMES.

FORD FACT

The 1939 Fords were introduced on November 4, 1938 and production included 532,152 units. In 1939 The Ford Motor Company adopted Lockheed style hydraulic brakes on their automobiles for the first time. Prior to 1939 Henry Ford believed that hydraulic brakes were unsafe.

Presented by the Early Ford V-8 Foundation



At the January Board meeting there was a discussion about the insurance from national. Here is something I just got from the national's insurance guy briefly explaining what's covered and what's not...

GENERAL LIABILITY INSURANCE SUMMARY for the REGIONAL GROUPS of THE EARLY FORD V-8 CLUB of AMERICA

Bill Simons
Club Insurance Advisor

I often get questions from club members as to what kind of insurance the National Club provides for the Regional Group members and how can they get proof of coverage for their many events throughout the year. It is extremely difficult to summarize in a couple of paragraphs all the provisions contained in an insurance policy however, here is my attempt to cover the basics.

The National Club purchases a General Liability policy each year to protect itself and each Regional Group for sums for which the club may be legally obligated to pay due to Bodily Injury and Property Damage arising out of an occurrence associated with activities of the Club. Any claim payments are based on negligence and the policy provides defense coverage for frivolous law suits. (The concept of negligence is difficult, if not impossible, to define because the issue is so situationally specific.) Covered Club activities include, but are not limited to, meetings, tours, picnics, flea markets, banquets, car shows, and parades. Covered persons include all National and/or Regional club members including non-club member volunteers who are performing duties on behalf of the club at the time of the occurrence. There is no charge to the Regional Groups for this insurance.

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

PLEASE NOTE: There is absolutely NO coverage under this policy for an accident related to any automobile. Each automobile owner is responsible for insuring their own auto for the various coverages as they see fit.

There will be occasions when the venue of an upcoming event will require the club to provide proof of insurance. Hotels and restaurants typically do not require an insurance certificate but private property owners and municipal properties, such as parks and parking lots, typically do. To obtain a required Certificate of Insurance go to the Club website and on the left, click on "National Club Information." In the pop-up box click on "forms" and it is the first one shown. Complete the form entirely and email it to me, well in of the event. My contact information is at the top of the form. For a summary of the Directors and Officers Liability policy please see the 2018 May/June issue of the V-8 TIMES, page 14.

Jerry Windle, V8 Times Editor

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

**Next Gen. Meeting & FREE DINNER with Natl
board Ford Feb 27, 2019. Auto Museum, Balboa**

FORD V8 SWAP CORNER...

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

'32 Ford Phaeton. See ad below. Also several Large Metal signs
and gas pumps Dixie 619-677-8922

'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**

'59 Edsel Ranger. All original, green & white, 4 dr, Needs TLC.
\$1900-Cheap. Rick 619-512-7058

Wanted- Two Wheels-

'37 Fordor. Good shape.
New V8 60 Motor, radiator
& everything else under
hood. Solid body, good
interior, WWW. Drives
great.\$29,900-OBO
619-829-1678 Tom Svsko



'32 Phaeton-All Steel. All Original.
Once was Dickey Smothers car, then
Harrah's Museum. Good condition.
Side-mounts, Luggage Rack. Runs
great.
\$85k OBO. Dixie, 619-677-8922



'56 Victoria HDTOP- Runs, some rust. Needs Resto. Good
Potential. \$3,500. **Norm Burke 619-462-8956**



'36 Coupe Hot Rod-
Proven Tour Car. Best Offer.
Extra set new running Boards
\$400.
Tom Cook 619-200-8114

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



'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**

**Unique & Rare Tools for Sale- Joe
Vidali 619-994-3357**



**1934 Fordor Beau-
tiful Original
\$28,000**

**1936 Beautiful -
original Trunk back
Sedan- \$18,000.
Both cars in Lake
of Ozark's—Bob-
573-280-4073**



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





Feb/19

