

# X THE Ford FAN X

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



*Happy New Year  
2014*



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



## The Prez Sez.

Pat and I hope you had a Merry Christmas and a Happy Holiday. Plenty of good things ahead for 2014: At the Jan 15 General Meeting, Bill Lewis has arranged a Presentation of the Soap Box Derby Car donated by Meg Buxton and her son Tom Buxton, to the EFV8Club. The 1995 Finalist car was driven by Meg and Gil's grandson in the World Championship held at Derby Downs in Akron, Ohio. The Museums Board of Directors has agreed to display the Car, including a SDEFV8 Club Plaque that explains the car's history and thanks to the Buxton family for their generous donation.

Also Ray Brock will demonstrate the rebuilding of a vintage Ford Carburetor.

**Don't forget to call Barbara Martin (760-230-2582)**

**and Sign Up for The Big 3 - our one and only fundraiser for the year.**

*Keep your Ford on the road,---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

### Directors:

**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

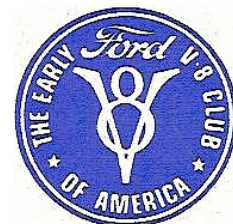
**Ric Bonnoront** - 619-669-6391

**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 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.



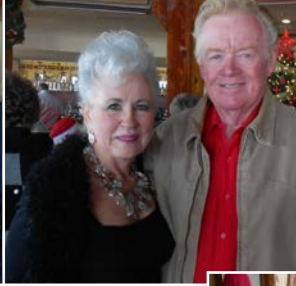
*Bill Lewis accepts the Soap Box Derby Car from Meg Buxton and Tom Buxton on behalf of the SDEFV8 Club.*



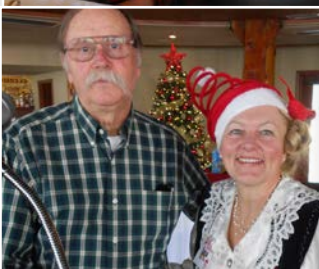
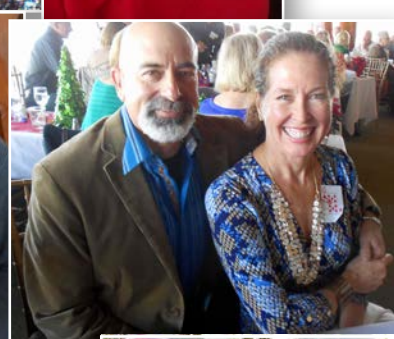
*Yep, that's my car, my son-in-law, my daughter and my grand daughter having fun in the Coronado Christmas Parade--*

**Member Dues were Due before Dec 31, 2013-**  
**If you have not paid your Dues, this is your last Fan.**













## Ford's "Soybean Car"

*Robert Boyer and Henry Ford pose with Ford's Soybean Car.*

Henry Ford was a man obsessed with eschewing the status quo, one driven to continually improve any product or process he could. Aware of the limitations of steel as a building material for automobiles, Ford began research into alternate materials, such as plastic. Equally aware of the complexity of converting ore into steel, Ford once sought a better way to make cars by using the lowly soybean as a building block for body

panels. Though much of the car remains shrouded in mystery, the result of those experiments is forever known as the Ford Soybean Car. Its roots can be traced back to a visit that Ford made to his Deerfield Village Trade School. It was there that Ford found a book on the soybean, then a virtually unknown (and financially insignificant) crop in the United States. Fascinated by the plant's untapped potential, Ford became obsessed with soybean-based food products, serving foods like soybean cheese, soy bread, soy butter, soy milk and soy ice cream to media guests at the 1934 Chicago World's Fair. Ford also became focused on building a car that came (partially) from the ground, in the form of renewable crops.

The task of designing such a car fell to Lowell E. Overly, whose background prior to working in Ford's Soybean Laboratory was as a tool and die designer. Overly sought the assistance of chemist [Robert A. Boyer](#), and the net result was a car that utilized a tubular steel frame to support a total of fourteen body panels, allegedly made of a plastic derived from soybeans. To save weight, acrylic sheets were used for windows in lieu of glass, and a 60hp flathead Ford V-8 provided propulsion. The finished product weighed less than 2,000 pounds, a weight reduction of 25 percent compared to conventional (and comparably-sized) cars of the day.

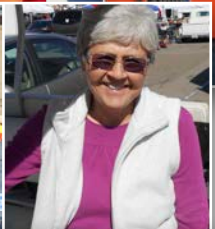
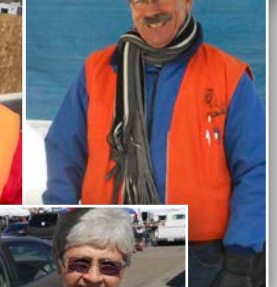
Ford first showed the Soybean Car at Dearborn Days in August of 1941, and then later at the Michigan State Fair. Despite its extraordinary origin and materials, the car hardly appeared futuristic; from a distance, it was conservative in its styling, almost to a fault. The most controversial aspect of the car, however, was likely the composition of its quarter-inch-thick plastic body panels, details of which were never fully revealed to the public. One would think that reconstructing the plastic panels would be as simple as checking the engineering notes for the project, but no record of the formula used to create the panels exists today. Materials analysis could be performed on the car itself, but it, too, has been lost to time, reportedly destroyed by E.T. Gregorie shortly after the car's appearance at the Michigan State Fair. A second car was said to be under construction, but the onset of World War II put an end to any further development of civilian vehicles. Like the original car, any

trace of this second Soybean Car has been lost to history.

Conspiracy theorists are quick to point out that success has many fathers, while failure is an orphan. Had the Soybean Car been the miraculous conveyance that Henry Ford once promised, it's unlikely that the composition of its body panels would have been lost to history. Given that modern materials science has still yet to produce a plastic durable enough for automotive body panels from soybeans, it hardly seems likely that Ford's Soybean Laboratory staff was able to do so more than seven decades back. Still, the car was significant in that it was the first American vehicle to wear a plastic body, and it used a construction method not dissimilar to that employed by General Motors on the Pontiac Fiero in 1983.--*Hemmings Blog*















**Loose Cannon Customs** was founded nearly four years ago by San Diego Artist Nick Battaglia. Nick has nearly 30 years of experience creating custom works of art. Nick can, and has, painted anything you can think of, from objects such as helmets, skateboards, bikes, watercraft and automobiles to murals, appliances, musical instruments, furniture and shoes. If you bring it to him, he can turn it into a piece of artwork.

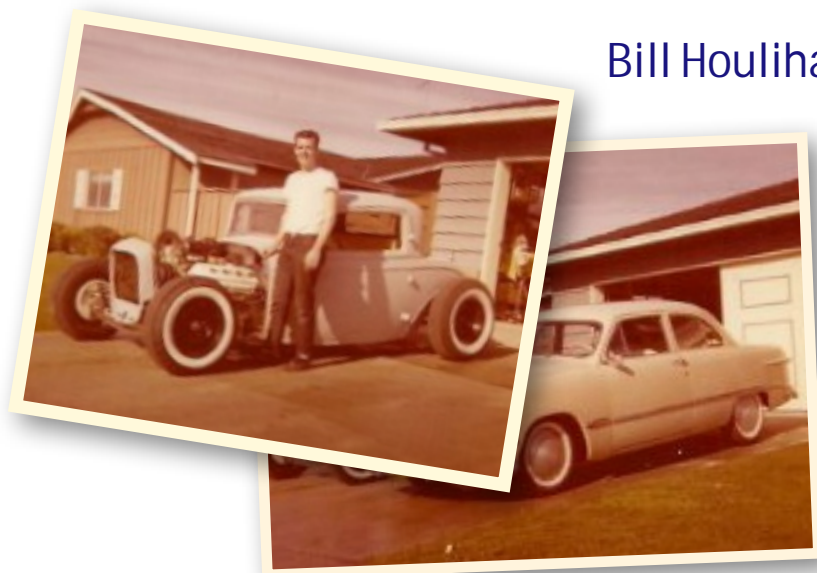


Because of Nick's talent and the shop's commitment to quality work done with quality products, Loose Cannon Customs has become San Diego's leading shop for custom paint design, collision repair, auto body repair, auto body modification, auto restoration, airbrushing, pin-stripping, graphics and fabrication. All insurance claims are welcome.



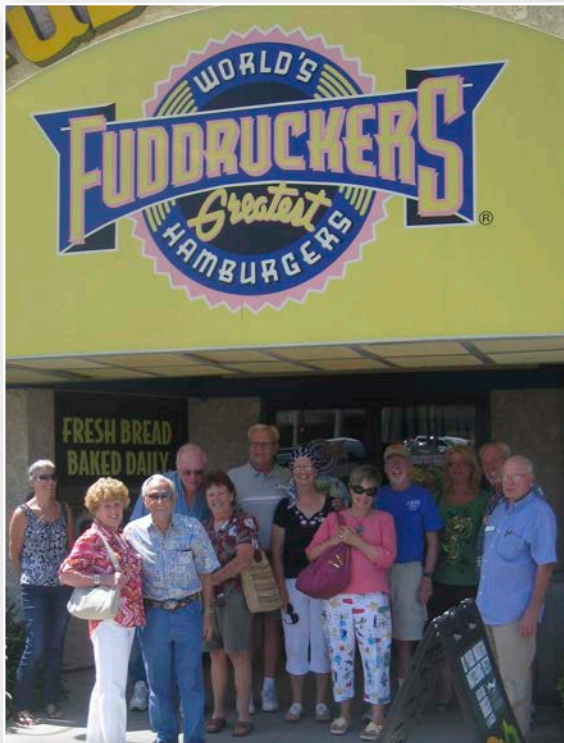
*Bill Houlihan recently had his '36 Tudor repaired and painted at Loose Cannon- He's very pleased with their work.*

## Bill Houlihan's checkered past.



Bill's calm demeanor and Naval Officer background belies a wild hot rod past. Here in his own words are the facts surrounding this revealing Photo: "The fuzzy snapshot was taken in January 1959 in Redwood City. Even though I had a perfectly good '50 Ford Tudor, I still had to have this chopped and channelled '32 Coupe. I bought the '32 from a dirt lot in San Carlos or San Mateo. Towed it home. Somehow scraped enough money to buy the Hemi. When we moved to Chicago area, brought it along, much to my parents dismay. Screwed with it for a year or so, then sold it but kept the Hemi and put it in my 49 Chevy 4 door (- totally stock on the outside) but with a Lincoln Zephyr trans and Cadillac rear end. Couldn't get across the street without having to shift. Tried to follow up on the next owner but never could find him and I was spending most of my time at school in San Jose. After I sold the Chevy it was the end of my motor-head days. That's the story as I choose to remember it!"--Bill Houlihan









## Jan 11, Sat-10 am Truck Museum VIP Tour

Meet at Edwards Theater  
2951 Jamacha Road corner of  
Campo Road. Arrive by 10 am  
and leaving 10:15. Distance  
from parking lot to museum is  
37 miles and worth the trip.  
Docents stationed at exhibits to  
give history and significance of  
each truck. Take your time. Food

service is  
available--club  
subsidizes  
lunch \$5  
bucks.  
**RSVP- Jim  
Thomas -  
619-669-9990**



## Tech Question:

Years ago I had a Ford 390 that started chewing up water pumps every 9-12 mos. An old timer suggested that I add **Prestone Antirust additive** to the radiator fluid. Presto/Magico no more issues. That water pump stayed healthy until the truck was eventually sold years later.

**The question is: Should this product be used in a flat head V-8. Is the rust inhibitor/water pump lubricant by GUNK a better product? Does this product also prolong the life of your radiator and maintain efficiency of the cooling system by actually inhibiting rust in the block?-Jim Thomas**

### January Anniversaries

1/19 Nick & Rachel Murrell  
1/22 Al & Linda Petani

### January Birthdays

1/02 Phil Spaid  
1/05 Augustin Martinez  
1/06 Jim Wells  
1/07 Marty Ries  
1/09 Dennis Bailey  
1/19 Raphael Hargrave  
1/20 Ken Tibbot  
1/21 Webb Smith  
1/23 Lois Pierson  
1/23 Sheryl Carlton  
1/26 Mary Timm  
1/28 Rachel Murrell  
1/30 John Giuliano

### 2013-14 Tour Schedule

**Jan, 11, Sat-10 am**  
meet to convoy at  
Edwards Theater  
parking lot. 2951  
Jamacha Road corner  
of Campo Rd.  
**Campo Truck  
Museum**  
RSVP-  
Jim Thomas -  
619-669-9990

**Feb 21, 22, 23**  
**Big 3- Sign Up Now**  
Ric Bonnoront  
619-669-6391  
Or Barb Martin  
858-254-5009



**Dec 8, 2013 General Meeting Minutes for Christmas party-** Bali Hai on Shelter Island...

**Prez: John Hildebrand**  
pounded the gavel at Noon, sending the first

group of hungry V8ers to line up for the bountiful Buffet lunch. There were nine tables to serve and everyone waited patiently for their turn. The "Matched Cards" were announced and prizes awarded. After lunch John had to break up the lively conversations to get down to business. Current Board members were called forward and thanked for their service. Now relieved of duty, V.P. Bill Lewis grabbed this moment to take off for the Giants football game. Then three new Board members were announced: Bob Synonds took the reins of the VP job, Jim Thomas came aboard as Tour Director (replacing Richard Teubner who had resigned for health reasons) and Joe Valentino stepped up to serve. John announced that he would soldier on as President for another year. Duane Ingerson, Dick Martin, Tim Shortt, Ken Burke, Dennis Bailey, Joe and Paula Pifer also stayed on. Judy Grobbel continues as Miss Sunshine, sending out those important Get Well and Sympathy Cards. Carl Atkinson remains the 50/50 Chairman. Rick Carlton keeps his position as WebMaster. Awards and certificates were handed out to The Big 3 Board: Calvin King, Larry Larkin, Rick Bonnoront, and Dave Huhn. Other members who had gone beyond the call of duty during 2013 received certificates and gift certificates. John announced that the Ford Asset Program is closing down and the Ollie Smith Scholarship Fund is searching for other qualified Scholarship students. **Sign Up For Big 3!--Tim Shortt for--Dennis Bailey, Secy.**

**Membership- Paula** reports 158 total Joint members **and welcomes all new members. Sunshine: Judy Grobbel** reports: Long time member **Art Seltzer** died peacefully at home surrounded by his family and wife Edie, Dec 6, 2013. Service was held Dec 9 at Allen Bros Mortuary, San Marcos. **Ray Brock's** wife, **Joyce** is quite sick with cancer.

## Confessions of the Editor:

Yep, typos happen. I was born a bad speller and proudly remain so. Grammar is not my strong suit. Punctuation-who cares? I misspelled Joe Vidali's name three times last issue--Vitali, Vidally, Vidilli, but who's counting? Dyslexia is a family trait--not my fault. I'm a two-finger typer and I'm missing part of one of those fingers.

If you see a problem, call me. We'll put our best people right on it. And, don't forget, send me one of your personal project or first Ford stories. Stay loose and keep the old Fords on the road... TS

# Have You Signed Up For The Big 3-Yet?



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

**General Meeting- Jan 15, 2014.  
Auto Museum, Balboa Park. 7pm**

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

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto related items. Ads are collected at the General Meeting or you send them to: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



**Sale: Pair of Black reproduction fiberglass fender skirts for '36-'40 Ford.** \$60 Kerry: [kjkowal@cox.net](mailto: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 \$17k.** 619-981-0117, or 619-594-6748. [mpenalosa@mail.sdsu.edu](mailto:mpenalosa@mail.sdsu.edu)



**'37 Ford sedan.** Solid, great running car with flathead V/8. 18k obo. JIM MORAN 541 948 0997 cell

**'48 FORD SUPER DELUXE COUPE** \$10k first fresh air heater by Ford, Stock Running Gear, Chrome Reverse Wheels. Origi 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

**'50 Custom Coupe.** Red, Customized, Flathead out-389 Ford V8 in. AC, Continental kit, WWs, Skirts \$20k - email- [lee3d@cox.net](mailto:lee3d@cox.net)

**'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. Incls 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

**'32 Ford Four Door.** No rust ever .All Garnish moldings. Window regulators. Original Seats. Original Hood. Original wood. Original 32 Chassis. New Brookville fenders/grille shell/frame horn covers/ grille splash/firewall. New Bob Drake Running Boards/headlights/cowl lights. \$23k Steve Legens- 731-514-1355 [duecedude@cablone.net](mailto:duecedude@cablone.net).



**1935 Chev Master Dlx Cpe Original -** \$8,500

1935 chev Chevrolet 1935 Master Deluxe 5 Window Coupe Original steel body rare suicide doors sport model running boards factory low 400 unit final production stored inside since 1968. Correct 5 wire wheels extra hood & extra grill complete except tail light-glove box door-coil. Original deluxe heater. A-1 candidate needs restorations. True Barn Find restore-street rod or ? Optional additional new-used related valuable parts inventory. Good title. Appreciating better than money in Bank. \$ 35,000 Current High California Book Value. Consider \$8,500. Call John 661-943-1862 Quartz Hill, Cal

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

**'42 Business Coupe.** Original car-owned 30 years. Apart, but much done- New 85 hp flathead, powder coated frame, interior, buffed trim. Solid, straight body. Want V8 member to buy & finish. Asking \$3,000. David Garcia 619-520-9811 Lakeside

**'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 [erpman@sbcglobal.net](mailto:erpman@sbcglobal.net) <<mailto:erpman@sbcglobal.net>>

**'36 Tudor Humpback.** Looks stock in and out except for American Racing wheels and 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, Thermostatic Radiator fan. Original look with plenty of power. \$29,500. Bill Houlihan 619-917-9896. [Email-svsunbaby@gmail.com](mailto:Email-svsunbaby@gmail.com)



**You Know  
you want it...**



**Sat, Jan 11, Guided Tour Campo Truck Museum- Lunch during.  
RSVP-Jim Thomas 619-669-9990**



# Toys For Tots



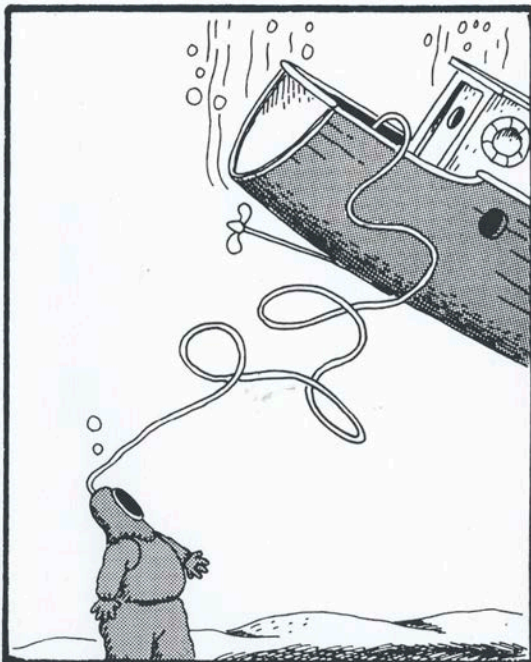
Joe and Paula, Sandy and I and Dennis and his date entered the base loaded with booty. The Marines were busy filling a line of trucks with Toys for Tots to distribute to 300 organizations around S.D. Merry Christmas...



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

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