

X THE Ford FAN X

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



1932 1940 1953



Prez Sez—Happy New

Year. From My perspective the Christmas Party was a tremendous success! Thanks to Barbara Martin and the Lady 8ers for a beautiful venue, decorations and table decorations, you outdid yourselves and the club appreciates your efforts and results.

Delicious, the food was perfect, plentiful and timely. I also want to thank Bill Lewis for the cake, I know it was for his wife Linda's birthday, but Lani Prager and I were also having birthdays so thanks to Linda for sharing. If you weren't there you missed a good one.

The event itself was great fun, nice to see so many of you there; it seems you all enjoyed catching up for the holidays. Awards and gifts were presented to the members who keep the clubs wheels greased. If you felt overlooked please say something to me, as I said at the meeting Susan and I are in the process of moving and my EFV-8 files are in a bit of disarray. The new board officers were presented at the luncheon, Walter Anderson returning senior advisor, Dennis Bailey returning Secretary, Ken Burke returning Treasurer, Ray Brock returning technical expert, Rick Carlton returning webmaster, Bill Dorr returning V.P., Bob Hargrave new member, Tim Short returning Fan Editor and Mike Petermann returning President. Both Jim Thomas and Dillard Harwell have resigned from the board, we thank them for their contributions and will miss their advice and counsel.

My thanks to the board for their continuing trust and support, I will do my best to deserve it. As I said last year, it is important to me that the club works the way you want, if there are changes you think we should consider please speak up. More tours, more tech tips, more movies, etc. I am open to making changes.

The Big 3 is fast approaching. Thanks to all that have already volunteered, I hope more of you decide to join us. This is likely your last chance to experience this event up close and personal. There are many jobs, suited to almost anyone's ability, so please contact Barbara Martin at 858-254-5009 or dnbmartin@cox.net. This single event funds many of the things we do; club refreshments, picnics, tours, Ollie Smith, etc.

I hope each of you had a great Christmas/Holiday season with friends and family. Please remember to keep the shiny side up and the rubber side down!

—Prez Mike Petermann

Jack Clegg- Famous Race Driver

I just watched an old video, "San Diego Wild Wheels—a History of San Diego Auto Racing" and about an hour in they were featuring racers from the '60s and there is Jack, driving a Modified, his name painted on the side... 3 shots. Plenty of famous names mentioned, many who went on to the big show at Indie, but there's Jack right there with the rest.

About 3 minutes after his appearance, the CD froze and the screen went black. Just proving Jack's impact on the whole Racing scene. —TS

President: **Mike Petermann** 916-479-3665
 V.P. **Bill Dorr** 619-884-4188
 Secretary: **Dennis Bailey** - 619-954-8646
 Treasurer: **Ken Burke** - 619-469-7350
Directors:
Mike Petermann 916-479-3665
Bill Dorr - Prez Pro Tem 619-884-4188
Dennis Bailey - 619-954-8646
Jim Thomas 619-669-9990
Ken Burke - 619-469-7350
Walter Andersen - 858-274-0138 619-224-8271
Dillard Harwell 619-954-9422
Ray Brock 619-993-9190
Rick Carlton - 619-754-6259
Other Chairpersons
 50/50: **Carl Atkinson** - 619-593-1514
 Membership : **Paula Pifer** - 619-464-5445
 Programs: **Dillard Harwell** 619-954-9422
 Tour Co-ordinator- **Jim Thomas** 619-669-9990
 Car Club Council: **Bill Lewis** - 619-651-3232
 Web Master: **Rick Carlton** - 619-754-6259
 Lady 8ers: **TBD**
 Accessories: **Judy Grobbel** - 619-435-2932
 Ford Fan: **Tim Shortt** - 619-435-9013
 Cell 619-851-8927
 Refreshments: **Tom & Chris Cook**
 Sunshine: **Judy Grobbel** - 619-435-2932



Big 3 Board Members:
Ric Bonnoront - 619-669-6391
Rick Carlton - 619-754-6259
Calvin King - 619-447-1960
Dave Huhn - 619-462-4545
 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.



Wear Your Name Tag-- Jan pot is Big 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 a winner.



And the Winner is...

PRESIDENTS AWARDS 2017



Ric Bonnoront - Big 3
Dave Huhn - Big 3
Mike Pierson - Big 3
Calvin King - Big 3
Rick Carlton - BIG 3, Web Master
Joe and Paula Pifer - BIG 3, Membership, Asset Scholarships
Barbara Martin - Big 3, Christmas Party Organizer
Bill Dorr - Board, VP
Ken Burke - Board, Treasurer
Dennis Bailey - Board, Secretary
Dillard Harwell - Board, Program Director,
Jim Thomas - Board, Tour Director
Diane Thomas - The one who gets it done
Walter Andersen - Board, Personal Collection Tour
Tim Shortt, Fan Editor
Sandy Shortt - Communications Director
Ray Brock - Board, Accessories Chairman
Judy Grobbel, Accessories, Sunshine
Carl Atkinson - 50/50 Drawing
Chris Cook - Refreshments
Liz Winters Dow - Refreshments
Bill Lewis - CCC Representative
Jerry Windle - V8 Foundation Founder and San Diego Representative
Mike Petermann - Prez 2017 (Welcome back for second term)

Sandy & Tim Shortt Recognized for their Outstanding Service

To one and all,

If you were at Sunday's Christmas party at Coronado's golf course restaurant, then you know how nice it was. Many thanks to Chairwoman Barbara Martin for putting together a super party, the Lady Eighters for making the candy boxes for those attending, our President Mike Petermann for his serious and humorous presentation, the delicious lunch, the never-empty pots of coffee, ice tea and ice water, Tim Shortt for the light-hearted certificates presented to those who make the wheels go round for all of us V-Eighters and to Veep Bill Dorr for a lively presentation of the Presidents award.

It was an especially fun gathering. I am sorry for those of you who couldn't be there, because you missed a really good time. There was electricity in the air with lots of smiles, laughter and gratitude.

—Sandy Shortt

Jan Tour -Sat, Jan 13
Walter Andersen takes us on
an easy ride to the COOLEY
Museum, located at Park Ave
and El Cajon Blvd. SD 92103
jsthommas@shock.com

Feb 27-28-29-
Could be OUR LAST BIG 3
Sign up now and be a part
of history—a half century
of the biggest Swap in So

January Anniversaries

1/17 Lee & Shirley Hopkins
 1/26 Al & Stephanie Tarkington

January Birthdays

1/02 Don Pettee
 1/02 Phil Spaid
 1/02 Ignacio Castanada-Garcia
 1/02 Bob Brown
 1/05 Augustin Martinez
 1/06 Jim Wells
 1/07 Judy Gladden
 1/07 Marty Ries
 1/09 Dennis Bailey
 1/10 Maureen Colvin
 1/19 Raphael Hargrave
 1/20 Ken Tibbot
 1/21 Webb Smith
 1/23 Lois Pierson
 1/23 Sheryl Carlton
 1/24 Jack Hunt
 1/26 Diego Orozco

Paula Reprts Membership
Renewales coming in.
Miss Sunshine, Judy, has had sugery
on her knee.
Tom Cook having back & leg problems.

SAN DIEGO EARLY FORD V8 CLUB

General Meeting Minutes—Dec.10, 2017(Christmas Party 2017)

President Mike Peterman pounded the gavel at 11.45

Guests: None

Pres. Report: Mike welcomed everyone to the 2017 Club Christmas Party. He also asked for members to sign up for the Big Three. Thanked everyone who brought gifts for the Toys for Tots drive and asked everyone not to forget to have their pictures taken for the roster. Mike also asked the members to say a final goodbye to Rick Storrs.

VP Report: No Report

Secretary: Dennis Bailey asked for approval of the minutes from the Nov. General meeting, as published in the fan, and they were accepted and approved. (there was one correction to the minutes, Chris Cook won \$25 for the name tag drawing.

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. She also noted that there are 24 new asset students.

Sunshine Report: Tom Cook having back trouble.

Fan Editor: The Jan. Fan is coming together.

Accessories: No report

Car Club Council: Everything is the same, 4 to 5 new clubs have recently joined.

Programs: TBD

Tours: January 13th, Cooley Museum on Park Blvd.

Program: Mike introduced the new Board members for 2018 and swore in the new board. The new board members are as follows: Mike Peterman Pres., Bill Dorr V.P. Dennis Bailey Secy., and Ken Burke Tres. Awards were handed out to our most prominent club members that are active it making the club a success in 2017. All of the Board members also received awards for their service.

The 2017 V8 Club Award went to Tim and Sandy Shortt and their names will be added to the plaque .

Old Business: None

New Business: Dillard Hartwell has resigned from the club and was thanked for his service. Jim Thomas will serve as our Tour Coordinator and will lead a select committee to determine and plan tours for 2018.

Tech Tips: None

50/50: No 50/50

Name tag drawing: Liz won \$25.

Misc:

Mtg. Adj. 1:35

Respectfully submitted: Dennis Bailey Secy.



The Spirit of Jerry Windle Award

The spirit of Jerry Windle Award presented to Bob Malley for his steadfast vision, leadership and unending spirit which has helped the Early Ford V-8 Foundation soar to new heights.

Bob Malley of Rochester, NY is the recipient of the Spirit of Jerry Windle Award for 2017. Bob has served on the Board of Trustees for many years and has served as President, twice. Bob generously donated his beautiful, original 1939 Mercury 4-door Sedan to the Museum as a raffle car in 2017. It raised \$38,000 in ticket sales.

Here's a nice story about a recepiet of the 'Spirit of Jerry Windle' Award.

But many members still do not realize why Jerry has an award named for him. First of all he is the EFV8 Foundation Founder and driving force behind the new Foundation Building that is destined to hold a major collection of Ford Cars and Memoriabilia. As Editor of the V8 Times since 1996, he has won many awards. In '91and '92 he served as President. Not to mention being Editor of The SD FAN for a decade. He is a quiet speaking V8 Dynamo.

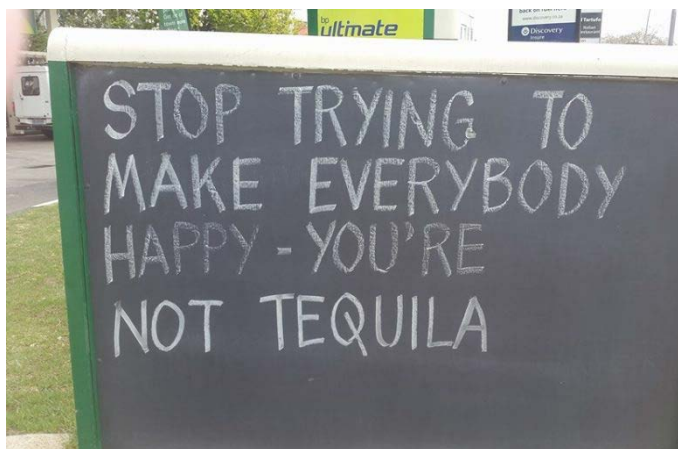




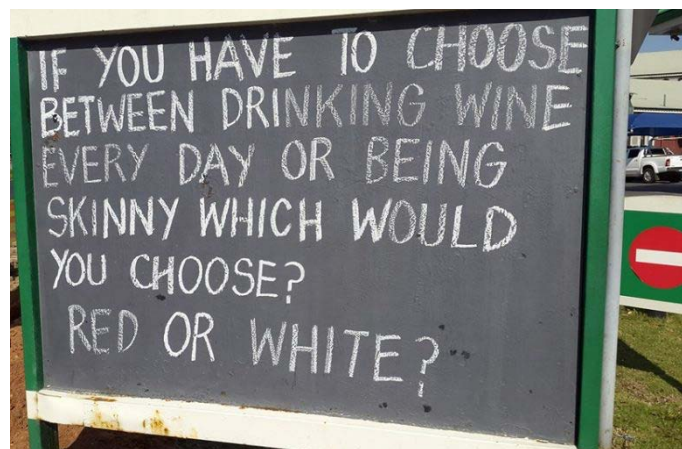
The Streamline Moderne Era: Los Angeles in the 1930s and 1940s

Debuted in 1949, a Los Angeles innovation promised total elimination of carhops. At a new drive-in called "The Track," it attracted customers from as far as Santa Monica with its unique type of service. Like a group of horses at a trough, cars ringed around a central building, forming a circular pattern. Twenty semicircular parking spaces bridged a center kitchen by means of metal tracks. Food and condiments rode the rails within carrying...compartment[s] each powered by a small ½-horsepower motor.... The mechanical setup was reminiscent of the wackiest Rube Goldberg device. Positioned in a pre-determined parking space, the diner rolled down the car window and was greeted by a stainless-steel bin that could be made flush with the door. Inside the box were plastic cups, a water bottle, menu, order pad, and change tray. It was large, too. Food for six people could be ferried back and forth on the elevated platforms. Patrons would jot down their orders and with the push of a button, the unit scooted a return to the kitchen. When the empty bin arrived at the kitchen, an attendant put through the order and added up the bill. As hamburgers and other entrées were prepared, the rail box made its second journey to the automobile to collect the money. By the time it returned to the

preparation area, the food was ready to go—loaded into the compartment along with condiments and the customer's change. According to inventor Kenneth C. Purdy, the spoke-and-wheel-track arrangement sped service 20-25 percent. Source: Historic Los Angeles.—Thanks Walter Andersen



**“Quotes
you can
use at the
New Years
Party”**





Barbara Martin asked for more volunteers to work the BIG 3 in February, and Ric Bonnoront gave updates on a possible replacement venue for 2019, after the stadium is closed. It's not looking good. All possible venues are too small and too expensive.

Barbara Martin announced a winner in the CARD MATCH and awarded center pieces.

The V8 Christmas Party Party.

Some 70 V8ers showed up. There was hugging, laughter and friendly handshakes all around. It soon became aparent that no one was making eye contact. Because everyone was looking at the playing cards pinned to each others chests. Made sense, if your cards matched you won a prize.

Prez Mike welcomed everyone and pounded the gavel at noon, assigned every table a serving order number and sent us all to the food. When we settled back down to eat, he began an abbreviated business meeting - reports and all. The mood was light and plenty of jokes were passed around. After the New Business, we went right into Awards for work done beyond the call of duty. The Prez and I tag-teamed the award certificates and rewards of appreciation. Twenty Five awards were passed out. Two were somehow lost by me and mailed later. The 2017 Board was called to the front, "Thanked" and then sent back to their seats. Only Jim Thomas sat down. Bob Hargrave came forward as the one 2018 replacement for Jim.

The swearing in took place with the "So Help Me Henry" pledge.

Finally the big moment to announce the new Prez.

Mike stretched out the drama by siddleing up to Dennis, describing the new Prez, as big, opinionated, and experienced... Without missing a beat, Den immeately blurted out, "NO!". Mike moved onto the real new Prez - himself. Huge applause and laughter. He then passed the gavel to the new Prez by handing it with his left hand to his right hand... more laughter.

Great turnout of TOYS FOR TOTS, bikes, footballs and every manner of toy known - all were loaded at the end of the party into Joe's Coupe, Dennis's Tudor and my old truck for delivery to the Marines the next morning.



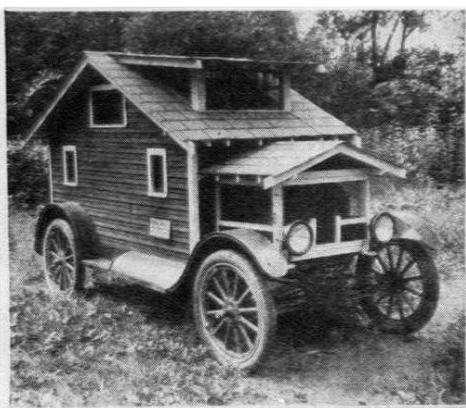
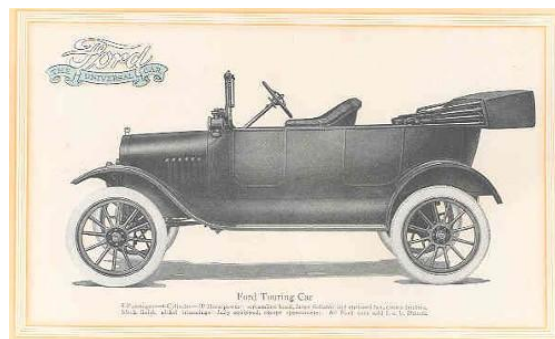


Christmas Party -Dec 10, 2017



May 31, 1927, the last Ford Model T rolled off the assembly line.

It was the first affordable automobile, due in part to the assembly line process developed by Henry Ford. It had 2.9-liter, 20-horsepower engine and could travel at speeds up to 45 miles per hour. It had a 10-gallon fuel tank and could run on kerosene, petrol, or ethanol, but it couldn't drive uphill if the tank was low, because there was no fuel pump; people got around this design flaw by driving up hills in reverse. Ford believed that "the man who will use his skill and constructive imagination to see how much he can give for a dollar, instead of how little he can give for a dollar, is bound to succeed." The Model T cost \$850 in 1909, and as efficiency in production increased, the price dropped. By 1927, you could get a Model T for \$290. "I will build a car for the great multitude," said Ford. "It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be low in price that no man making a good salary will be unable to own one - and enjoy with his family the blessing of hours of pleasure in God's great open spaces." The 1928 Model A ushered in the next generation of Fords. In 1932, the first V8 came on line and, as they say, the rest is history.



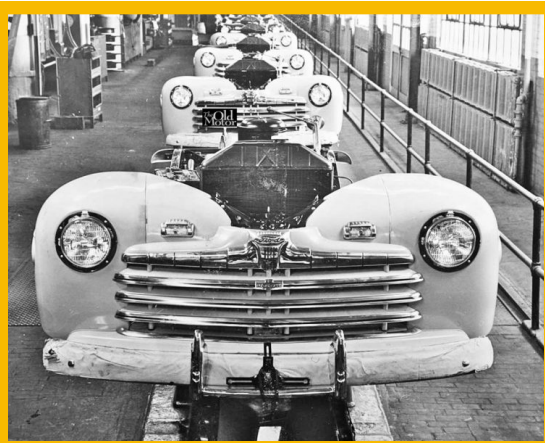
Comfortable Cottage Touring Car that Sheltered Family of Four on Cross-Country Run





The First New Postwar Production Car – The 1946 Ford July, 1945

The Ford Motor Company shut down its automobile production line in Detroit and at its assembly plants across the country early in February of 1942. In the three month period after the US entered WWII due to the bombing of Pearl Harbor on December 7, 1941, a stockpile of cars was set aside for essential uses during the war; military staff car production continued. It would not be until three years later in July of 1945, when the first 1946 Ford would roll off the production line ahead of its main competitor, Chevrolet. In the meantime the driving public that was able to purchase rationed gasoline and tires had make do with used cars.

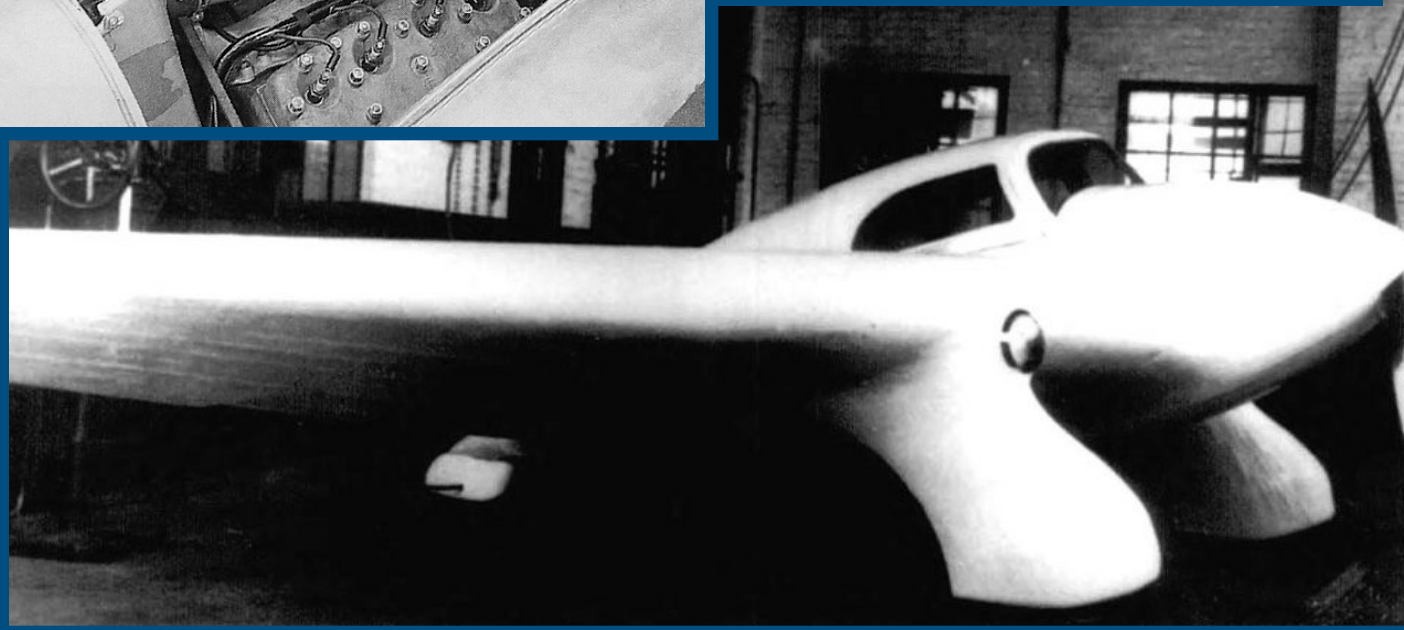


The only notable mechanical change to the new 1946 Ford was the adoption of the larger 239 c.i., 100 h.p. V-8 engine used in prewar Mercurys and Ford trucks. The outward appearance of the revamped 1942 model was essentially the same except for a newly designed three-bar horizontal grille capped with a heavy tapered trim bar below the hood. In the rear, the deck lid received two added horizontal trim strips below the license plate. Roughly 450,000 of the new Fords were manufactured during the production run.

The lead photo was taken in October 1945 showing the new 1946 models, and an enlargeable version of it below are courtesy of the [Wayne State University Archives](#). Learn more about postwar auto transport trucks similar to those seen below at [Moving the Metal](#) an interesting five-part series here on [The Old Motor](#). —Thanks Bill Dorr and The Old Motor



Flying Flathead



Ford's purchase of Stout led to a number of innovations, perhaps the least known until now was the experimental 15P, a tailless plane powered by an aluminum version of the Ford flathead V-8. The Jalopy Journal this week had the story on the one and only example built. You probably know that Ford had an aircraft history starting in the early 1920s with Model T-powered Sky Flivvers, cheap and cheerful like the cars. Bigger success came later in the decade with the sturdy and reliable Ford Trimotor, essentially the first commercial airliner, made in conjunction with FMC's acquired Stout Metal Airplane Company. However, by 1933 bigger passenger aircraft companies like Douglas and Boeing were coming into play with far more advanced planes, the Great Depression was in full swing, and Henry was losing interest in flying all together. In their waning days, Stout had one last, radical trick up it's aircraft sleeve with an experimental flyer called the '15 P'. The swoopy aluminum teardrop design had no tail, and was essentially a flying wing aircraft.

It was an answer to a challenge put forth by the Aeronautics Branch of the Department of Commerce to develop an \$800 airplane that the common man could afford, fly, and maintain. To keep the cost down, the 15P was equipped fairly stock, single carb 221 c.i. Ford Flathead V-8, so that parts could be purchased at any Ford car dealer. However, this motor was of an all aluminum construction, and was rated at 115 hp, as opposed to 75 for the car engine... I'm not sure where that extra horsepower would have come from, but I like it. The rest of the details are pretty scarce- She had a 34 foot wingspan, a mere 14 feet long, and only weighed 1600 pounds. The top speed was listed at 120 mph with a maximum range of 500. Unfortunately, the 15 P's tailless design was a little too radical and proved hard to control. After sustaining damage during a test flight landing, she was grounded and Ford Motor Company ceased their aircraft operations, closing the Stout Metal Airplane Division permanently in 1936. —*Jalopy Journal*



Seen in the Coronado Christmas Parade: Sandy and daughter Suzy, her daughter Kayla and best bud, Flo—all waving to the crowds like three Queens of Sheba in my '50 Ford (Note the 'Leg Lamp' hood ornament)

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

**Next Meeting : Wed, Jan 17, 2018, 7pm,
Auto Museum, Balboa Park**

FORD V8 SWAP CORNER...

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

Sale—Complete front clip for 1954 F100 Pick Up. Front fenders, Grill, Valence and Hood. Plus a Tailgate and Bed Rails. No Rust, small dings, in Primer, good metal. \$600 for all. 619-851-8927

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

Frame straightening to body work and paint . Billy Lynch 619-436-6913-(Recommended by Calvin King)

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



'56 TBird. V8, auto. Port-hole Top. New Pearl paint. Very clean \$20K. John Hildebrand 619-850-4099

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

Wanted- Two Wheels-16" x 4.5" Mike Pearson 760-729-4645. m.pearson@roadrunner.com

Jeep CJG Trans, Transfer Case. Everything from fly-wheel to Drive Shaft. \$500. Carl 619-593-1514

'37 Fordor. Good shape. New V8 60 Motor, radiator & everything else under hood. Solid body, good interior, WWW tires. Runs & drives great.-619-829-1678 Dr. Tom



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Sidemounts, Luggage Rack, Leather. Runs great. \$95k OBO.

'34 Vickie Tudor. All Steel. All Original. Lebaron Bonnie interior. Survived Silmar Quake. Runs good. \$45k OBO

Motor Home—runs, drives well. \$9k OBO

Dixie, 619-677-8922



'32 Tudor. ready to go hot rod. Real Nice Car. \$30,000. 36 Coupe Running Boards-NEW—\$400 Tom Cook



'36 Coupe Hot Rod- Proven Tour Car. Best Offer. Tom Cook 619-200-8114

Wanted: '49-'51 Ford Tudor Basket Case. Carl 619-593-1514



'48 Ford Deluxe Bus Coupe. New motor. Everything else NOS. \$16,500 OBO Norm Burke 619-462-8956



'39 Tudor. Beautiful. All Orig, inclding Interior. Two Owner, no rust. Runs quiet and strong. New WWW. Drive anywhere. **Club member price \$18,500. John 619-302-8376**



Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. Sell all for B.O—619-466-5475

'50 Convertible. V8, OD, R&H, Spot, and Factory Continental. New Paint, Stayfast Top, Rebuilt motor, new

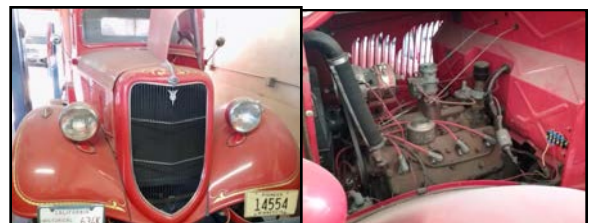
pumps, batt, tune, tank, steering, brakes, etc., Solid 2-owner Car. \$24,500 -619-466-5475

One Sweet 1930 Model A Rumble Seat Sport Coupe.

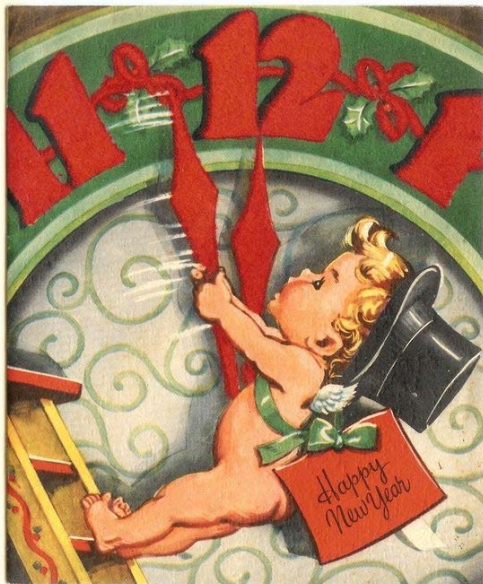
Rebuilt engine slightly warmed up with many improvements: 5.5 compression head, stainless valves with adjustable lifters, fresh Babbitt bearings, 'B' grind camshaft, balanced, Weber down draft carburetor, cast iron exhaust header, lightened flywheel, V-8 pressure plate, Flot-a-motor mounts - both front and back, stock transmission - BorgWarner overdrive in the torque tube, new design one piece 2 blade fan, 4 core radiator - pressurized, 12 volt system with 1 wire alternator, F-100 steering box with shortened pitman arm, 16 inch radial tires on cut down Model A wires, regular Model A muffler so it has the distinctive Model A sound, new brake shoes and cast iron drums, Lebaron Bonnie Interior and top, good paint but does have a few scratches, Xtra parts and A Literature. All mechanical work has been done by Hansen Garage in Ramona. **\$18,500 OBO -Dave Huhn 619-392-4545**



'35 Ford Pumper Fire Truck. 21 Stud Orog Flathead. Runs, needs TLC. Body, paint, Lyle Fisk gold leaf pin striping all good. **\$15k OBO-Rick Carlton 619-512-7058**



SDEFV8 Club, C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118



Jan/18



**We've done it
again...**

We left the Christmas party loaded...with Toys. Joe and Paula's Coupe filled to the brim, Den and Morene's Tudor packed with soft toys, Tim and Sandy's Truck stacked with bicycles. The Marines were waiting and helped us unload. Now it's up to them to distribute the booty around town. There will be a lot of grateful kids and parents on Christmas morning. Thanks to all who donated.

