

✕ THE Ford FAN ✕

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



After the pancakes
all heck broke
loose.

On full stomachs we launched
into The Musical Chairs event
where everyone had to sit and
stand, sit and stand again. I
have to say there was some
blatant cheating: One guy
even grabbed his chair and
took it with him, Chris Cook
ended up in some one's lap
and others found a way to
squeeze two butts on a one-
butt chair... *Contd on pg. 3*

1. Musical Chairs



4.



2.



5.



3.



6.



7. Don, The Winner!



San Salvador Ship Tour, Fri, July 19 10am— RSVP Barb Martin 760-230-2582

The Prez Sez.

We were halfway between Memorial day and the Fourth of July and Jim Thomas was feeling patriotic so the board had a discussion about honoring our veterans. Some are getting older and we wanted to do this before they're gone. Jim arranged for plaques honoring our two WWII Bronze star recipients. Both Don "Slim" Carlton and Fred Lobelo earned Bronze Stars during the WWII conflict. Slim won his as a machine gunner in the Pacific and Fred as a soldier in Italy. We took the time to honor our other veterans who served in Korea, Viet Nam and Iraq even though some of them were not in attendance. You can read more about Slim's time in the Pacific in his new book, "So You Want to Live Forever." Many of our regular attendees were at the Jubilee in Tahoe so we had a light but dedicated crowd.

The El Cajon cruise is coming up on June 26th. You may get the Fan after this event, so we hope you were there. There are many other events planned for Summer. Please put them on your calendar and join your fellow club members in the enjoyment of cars, people, places and things. We will also continue Bill's push for new members and again have an award for the V8er who brings in the most new members. If you have an interesting tech slant and would like to share with the rest of the club, please contact me or Richard Teubner. If you are shy about getting up in front of people, we can help to organize and present your tech tip. It's one of the reasons that we join groups like this – to learn and share our passion for these cars. 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. We have a strong club with many resources that can be shared. Tim will keep you updated in our wonderful publication "The Ford Fan." I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. *May the Fords be with you,--John Hildebrand*

Judging taken very seriously at the show



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

V.P. **Bill Lewis** - 619-851-3232

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

Directors:

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Dick Martin - 760-230-2582

Rick Carlton - 619-303-3353

Bill Lewis - V.P. & (President Pro Tem) - 619-851-3232

Other Chairpersons

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

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

Programs: TBD

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: **Sandy Shortt** 619-435-9013

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.



July 19, Fri, 10 am--Meet at the San Salvador Ship on Harbor Drive for a VIP Tour of the project. RSVP Barbara Martin 760- 230-2582



1. Egg on Spoon Relay



5.

More Pancakes, More fun.

Big V8 thanks to Greg & Debbie Murrell, Jerry Windle, Dan Pager, Jim & Ella Carnahan, Bill Lewis, Carl Atkinson, Barbara Martin & The Lady 8ers for putting in the core effort to make this a great event. The weather co operated with sunshine aplenty.



2.



6. Krehbiel vs Krehbiel race for the finish



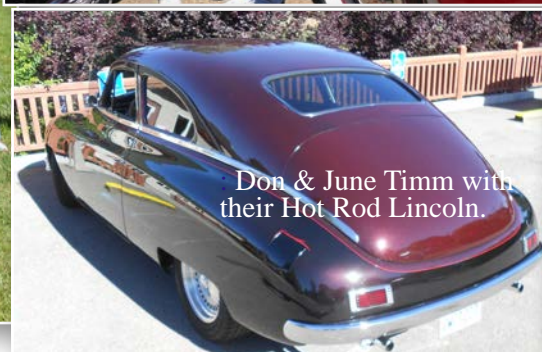
3.



Joe & Paula load up the '46.



4.



Don & June Timm with their Hot Rod Lincoln.



Second event, 'The Olympic Class Egg on Spoon Relay' was made more difficult thru the gopher hole terrain. Next we moved to the big event of the day: 'The Tug of War'. Contd on page 4.



Spectators scatter as determined participants flex muscles for The Tug of War.

1. Dave Huhn signals, "Pull"
2. Team 1 gave one mighty yank & Team 2 anchormen went down in a squirming heap--(blaming wet grass)
3. Victorious Team 1 celebrates as Team 2 tries to get back on their feet.
4. Final Scavenger Hunt won by Sandy "the scrambler" Shortt



4. Scavenger Hunt

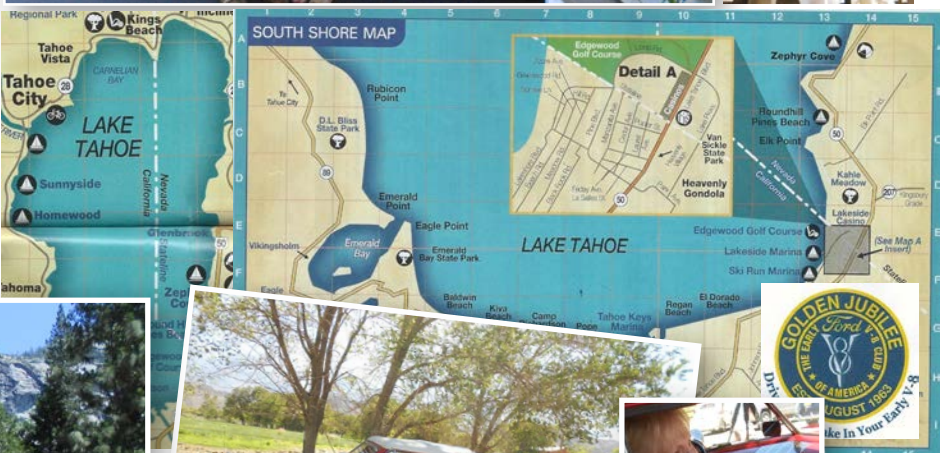


Harris Tour 2013-- 41 years on the road

Jay always makes it sound so easy--

"The Plan: Our 22 cars meet up in Ojai (a mere 180 miles from home), ramble up to Kettleman City, north through Fresno (where our dear leader got lost), cruise the slow roads to Oakhurst, take a rest at Wassermann Roundhouse State Park, circle through Yosemite, and next afternoon mosey over the hill on the Tioga Pass (only 9,500'), stop at Lee Vining to take in the scenic views of Mono Lake (If the old brakes haven't faded completely on the 8% decent). The next morning we catch our breath at Mono Lake Town Park watching Birder's chase birds before attempting the Ford Heartbreaker-- The Kingsbury Grade ascent (7% grade and multiple switchbacks) to South Lake Tahoe where the official EFV8 Grand National Golden Jubilee begins."

Surprisingly, no breakdowns. Only small worries, Bill Harvey sputtered until he changed his distributor, with the help of Dan Krehbiel. I had to wire my passenger door shut (broken lock) transforming my convert into a rare one-door model, but because of the dicy door, Sandy stayed close the whole trip - just like college. Thanks to Jay & Janet, we all had a great time. -TS (PS - J&J planning yet another cross country trip. Alone.)





2013 V8 National
in a nutshell.



Big scenery, hot casinos, beautiful cars,
prizes & nice folks. Doesn't get any better.





The Red Ball Express.

"When Gen. Patton said for you be there, you were there if you had to drive all day and all night. "

---James D. Rookard, a truck driver with the famous World War II Red Ball Express.



Army Gen. George S. Patton's bold armored advance across France in 1944 is credited historically as a significant contribution to the Allied victory in Europe in World War II.



And he stretched his supply line to near-collapse.

Since an army without gas, bullets and food would quickly be defeated, the Army Transportation Corps created a huge trucking operation called the "Red Ball Express" on Aug. 21, 1944. Supply trucks started rolling Aug. 25 and continued for 82 days. Men like Rookard, then 19, played a major role in the Nazis' defeat by ensuring U.S. and Allied warfighters had what they needed to sweep across France into Germany.

Nearly 75 percent of all Red Ball Express drivers, like Rookard, were African American. That's because the Army relegated blacks primarily to "safe" service and supply outfits and the Navy assigned them as mess stewards. All Marines are combat troops -- the Corps refused to take blacks at all until 1942.

"Red Ball Express" was the Army code name for a truck convoy system that stretched from St. Lo in Normandy to Paris and eventually to the front along France's northeastern borderland. The route was marked with red balls. On an average day, 900 fully loaded vehicles were on the Red Ball route round-the-clock.

At the Red Ball's peak, 140 truck companies were strung out with a round trip taking 54 hours as the route stretched nearly 400 miles to First Army and 350 to Patton's Third. Convoys rolled all day every day regardless of the weather. Night driving was hard because of blackout rules.

"We had to drive slowly at night because we had to use 'cat eyes,' that reduced light to a dim beam on the highway. "If you turned on your headlights, the

Germans could bomb the whole convoy.

The strain on personnel and equipment began to show. They regularly began to ignore speed and weight limits and their own fatigue. The the Army assigned relief drivers to ride shotgun to cut down on one-vehicle accidents.

"We hauled anything Gen. Patton needed". "We took supplies all the way to the front line, back and forth, back and forth. The Germans had 'buzz bombs' (V-1 missiles). They were set to fly a certain amount of miles and (then) drop just like a bomb. We lost a lot of trucks to those bombs and had to drive around dead bodies and dead horses on the highways after the bombings. "

When the program ended in mid-November 1944, Red Ball Express truckers had delivered 412,193 tons of gas, oil, lubricants, ammunition, food and other essentials. By then, 210,209 African Americans were serving in Europe and 93,292 of them were in the Quartermaster Corps. -- James D. Rockard



Saturday night in the Woody Wagon..

Here's the thing, I was hired to bring my '49 lumber wagon to a mystery event on the park point of Sea Port Village. All I knew was my car was to be used as a background display and the event was produced by a group calling itself, All Star Events. I was expected to be there from 6 to 9 Saturday night...

I packed Sandy, Bill and Sue Dorr and Jon and Maryann Sanford in the car for an evening of "who knows what?"

We arrived as a crew of food vendors, several bands, a famous DJ, a mime, a 10 foot tall blonde woman on stilts, waiters, security, production personnel and company organizers were setting up a massive and sprawling private party that covered the entire seven acre grassy point on the water.

The Production co ordinator met us at the front gate and directed us to drive on the sidewalk through the crowd of workers with hand carts, supply trucks, past Tiki Huts, surfboards, palm frond decorated bars, hundreds of tables and chairs with Beach Boy center pieces, and up a grassy incline to a premier parking spot under a bank of spotlights set up just to highlight the woody - like a movie star. The featured DJ and band stage was on our left and one of the seven high-end caterers on our right. The woody was front and center on the hill overlooking the entire scene - the only antique car, representing all of California's Surf Culture.

As we unloaded, the gates opened, the band fired up and 1,500 Allstate Insurance Agents, their coworkers, families and managers poured through to find their seats, hit the bars, and begin to party. I'm thinking, "This party must be costing as much as the IRS 'conventions' scandal in recent headlines."

While hanging around near the wagon, I met old car lovers from all over the U.S. and took their pictures next to the wood as proof they had been in California.

We didn't have Company Badges, but we had Head Security and Head Production VIP permission to join in the festivities. I have to say, it's pretty scary to witness 1,500 people of all shapes, ages and sizes, dancing en mass to the Macarena Gan Gan Style, doing Rap Cha Cha, the Electric Slide, Rap Wriggle, and every other jump and groove song on the planet. According to the DJ, the crowd set a new world record on longest Congo line led by a Mime - which snaked all through the party and even through the 10 foot tall blonde Stilt Lady's spread-open legs.

We had fun, got home after dark, and the woody was much admired--I have the finger prints as proof. -TS



Yosemite--we were there.





July 19, Fri, 10am
-Welcome aboard for a VIP V8 Tour of the San Salvador Ship.

Iye Matey, The Maritime Museum is building a replica 500-Year-Old Spanish Ship --The San Salvador. The nearly completed ship is located at Spanish Landing, on Harbor Drive and we will meet there at 10 am, Friday, July 19 for a VIP V8 Tour. Admission paid by the club. Convoy to Lunch after tour. RSVP, **Barbara Martin 760-230- 2582**



We stopped in Lone Pine to see 300 movies.

The Lone Pine Film History Museum is dedicated to preserving the Heritage and History of the Iconic "Cowboys," Men & Women" in American Western Film. The museum's 10,500 square feet of exhibits and "State of the Art" movie theater offer visitors a unique visual experience, helping to document and interpret the cultural heritage and deep historic roots of one of America's indigenous and colorful personas as portrayed in Western cinematic film history through film programs, artifact preservation and exhibits. A museum gift shop carries a wide assortment of collectibles and memorabilia. For over 100 years, beginning in 1922, with the early silent films, the Hollywood studios have found the Eastern Sierra Nevada and the rugged Alabama Hills the perfect "back lot" for making films. The region has provided a rich and varied palette for over 300 Hollywood films and endless landscapes for TV Westerns, major Sci-fi and action films; and as a fill in for India,

China and other Eastern locations. Hollywood's greatest actors and directors have graced our Alabama Hills and Owens Valley locations. The area is also host to a myriad of commercial shoots each year featuring the latest and most powerful new autos and trucks, as well as a dramatic background for numerous fashion commercials. The Museum's exhibits represent a wide and extensive collection of historic memorabilia. Feature exhibits include a tribute to the 20 year era of the Singing Cowboys in movies; an exciting new exhibit honoring the 75th anniversary of the silver screen release of the Lone Ranger Serial; and updated exhibits on Hopalong Cassidy, William Witney, William Wellman and Audie Murphy, The Museum is honored to display a 1905 Bisley Colt 45 that was customized by Colt and given to Audie Murphy in 1946 by Gary Cooper. Contemporary actors including William Shatner, Kevin Bacon and Robert Downey Jr. have

all filmed in the shadow of Mount Whitney, in such films as Star Trek, Tremors, Iron Man and Django Unchained. Quentin Tarantino thought Lone Pine the perfect place for his 2012 release, Django Unchained, and our lobby hosts the Dentist Wagon from the movie.





July 19, Friday -V8 VIP Tour of the San Salvador Ship.

Iye Matey, Meet at the San
Salvador Ship on Harbor Drive at
10 am. Convoy to Lunch after tour.
RSVP, Barbara Martin
760-230-2582



2013 Tour Schedule

July 19, Fri, 10 am-
Meet at the San Salvador Ship on
Harbor Drive, 10 am. RSVP
Barbara Martin 760-230-2582
August TBD-Deering Banjo
Factory, Spring Valley, Richard
Teubner
Sept 15, Sun -Ice Cream Social-
Barbara Martin 760-230-2582
Oct 27- Oktoberfest- John

Hildebrand- 76-943-1284

Nov- TBD

Dec 12, Sun - V8 Christmas Party

Membership- Welcome new members **Art & Donna**
Barbee, from Encinitas. **Sunshine-** Judy reports- **Skip**
Braden suffering cancer woes.

July Anniversaries

7/07 Joe & Susan Valentino
7/08 Gary & Karen Walcher
7/19 Michael & Teri Brandon
7/29 Skip & Susan Braden

July Birthdays

7/02 Faye Stone
7/03 Dave Sohr
7/06 Tom Hurley
7/07 Dixie Showalter
7/07 Susan Synods
7/08 Susan Braden
7/16 Fred Meyers
7/16 Linda Petani
7/17 Judy Grobbel
7/18 Billie
Bonnoront
7/19 Penny
Williamson
7/20 Jose Serrano
7/21 Shirley King
7/28 Donna Close
7/28 Sue Dorr
7/28 Lynne Miller

-Fancy Lunch on the road

*-Fred & Dan after a hard day
behind the wheel.*



General Meeting Minutes 5/15/13

Prez. : John Hildebrand pounded gavel at 7:10pm.

Guests: None **Presidents Report:** John reported on
the progress on the pancake breakfast on June 2nd.

Prez: John Hildebrand pounded gavel at 7:10pm.

Guests: Bob and Rea McGee, Don Carlton, Candy
Lobello, and Mike Brandon's Brother. **Presidents**

Report: John reported on the progress on Tours for the
rest of the year. The meeting tonight is between
Veterans Day and the 4th of July and we will be

honoring our veterans. **VP's Report- Bill Lewis:** Bill
read an interesting email about Lee Marvin and other
Hollywood Celebrities that served in the military.

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

Membership: Paula Pifer: No Report. **Accessories:**

No report. **Sunshine:** Linda Lewis had knee surgery
and Sheryl Carlton's brother passed away **Fan Editor:**

Tim Shortt. No report. **C.C.C.: Joe Pifer** came to
our board meeting to discuss the old and new C.C.C.
The Board decided to stay with the old CCC for now.

Old Business: Bob Symonds checked with the
museum to see if we could use any of the cabinets in
the meeting room and they are not available to us.

There is a membership drive for the year that will be
prize to the Club Member that brings in the most new
members this year. We are going to get with the

museum to see if we can use one of the old cabinets it
the meeting room. **New Business: None Tours:**
And Cruis'in Grand in El Cajon on the 26th of June.

July 19, San Salvador Ship Tour, Aug. pending, Ice
Cream Social Sept.15th, Oktoberfest Oct. 27th, Nov.
pending, and the Christmas Party on the 8th of Dec.

Programs: All Club Veterans were honored for their
service and three of our WWII veterans Carl Atkinson,
Fred Lobello and Don Carlton each spoke about their
experiences in the war. Fred Lobello was sporting his
original jacket with his dog tags and his Bronze Star.

Tech Tips: None. Misc. Fred Lobello gave an update
on the progress on his Bonneville Roadster. **50/50 Bill**

Lewis won the 50/50. The meeting was adjourned at
8:01. **Dennis Bailey Secy.**



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

**General Meeting- July 16., 2013.
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 then to: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



Original '36 Sedan delivery...95% complete-\$16k. Also-'56 Ford COE with rare original 8ft bed mounted on a GM chassis--Sell/trade..contact

fordtrk56@gmail.com



'32 Radical Roadster-chopped, channelled, sectioned, lengthened head turner. Fast & Furious \$40k Carl 619- 892-0222

'37-'40 Columbia. Rebuilt. 98% complete w/ controls. \$3k OBO- Webb Smith 619-479-9567



'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 flat-head & 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



SALE: '46 Ford parts. Would consider selling individual parts but I would like to sell everything to one buyer. New running boards, glass, Lincoln stainless window trim, bumper guards,

hood ornament, window divider (outside), bumper wings, window stainless, new tires and wheels original radio.
16X4 Kelsey-Hayes -\$400 obo. And MUCH MORE-Dennis at htrod@cox.net or 619-593-0109

Sale- '32 Horns-(Ahooga & beep) \$200, '32 18" Rim restored (Tacoma Cream) \$125. "32 Tacoma Cream rim (one bent spoke) \$125. '40 Delux Speedo w/ new face plate "Bob Drake" 800-221-3673. Make offer. '31-'32 KRW Serv Sta equipment. one orig \$35. One repro \$17. Five water outlets- bolt to block \$18 ea.."32-'33 '34, '35, '35 & '37 Ford Service Bulletins -Original-Mech- V8 & V12 \$65. Timing Gear-metal, 8BA-6256A 1932-40 \$30 1949,'53. \$65. Fiber-Fred Meyers, 619-916-9970

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

SALE: 1941 flathead engine. \$300.Hank: 619-980-9384

Sale- Merc AB Crank-stroker for stock Ford power boost.
Wanted- Light weight AB Block Calvin 619-247-6525

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

'41 Lincoln Continental/Zephyr Coupe. Late '40s Lincoln flathead V-8. Body good, one dent LF fender. Orig interior complete. Minor rust.. \$5800. OBO. Contact Jim 760-433-5931



Sale '40 Ford Dash-(with ash trays that move up) \$400. Greg 858-483-3998



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

'40 Deluxe Coupe-columbia, YOM Plates. Featured Movie car-\$39,500 OBO 310-390-4767



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



'36 Ford Tudor. 2 Rouge Awards.- One repaint. One engine rebuild. 63k miles. No rust. Garaged for 76 yrs. \$22k. Dillard 619-825-8025. Also '40 Chevy RB 216 motor \$100.& parts for sale or trade.

Sale 1955 Crown Vic. Fully restored. \$25k. Art 760-798-7931

'31 Victoria w/ sidemounts & trunk.55k orig miles, Older resto on good original. Recent brakes , tune,-good driver. Nice interior redone as original. Kathy Day 858-254-5908



Sale Four 16 inch wheels from a '32 Ford Model B. Condition serviceable average.Price is half the market value. Doug dougandmae@cox.net 858-405-7996

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

Early Ford Carb kits, spark plugs, intake & head gaskets, fan belts, & everything else small-even OEM Manuals & fog lite switch. Email Joe Vidali-samegan@cox.net with very specific needs.



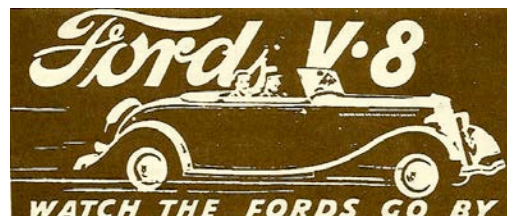
Wanted--'49-'53 Ford or Merc V8 flathead- good running condition. Tim, 619-851-8927



1940 Ford body parts for sale.

-Original running boards. \$300.00
-Right front fender \$75.00
-Coupe Deluxe doors \$200.00
-Sedan trunk lid \$150.00
-Deluxe hood \$175.00

Call or e-mail Sam (619)454-8852 sam8852@hotmail.com



Ban Plastic Bags--Save The Oceans



AACA joins with SEMA, AMA to oppose ethanol in fuel.

As gas stations across the country get ready to roll out gasoline blended with 15 percent ethanol – and as the EPA has begun to [recommend increasing the ethanol content in fuel to 30 percent](#) – the [Antique Automobile Club of America](#), one of the largest collector car clubs in the country,

has come out in opposition to any mandate that places ethanol in automotive fuel. “We know what E10 does to our cars; it’s very disruptive,” said Tom Cox, the president of the AACA. “So if we go to E15 – and E20 after that, I suppose – that doesn’t bode well for those of us with vintage vehicles.” Cox and several other AACA members joined representatives from the [American Motorcyclists Association](#) and the Specialty Equipment Market Association’s [SEMA Action Network](#) (which has also recently [vocalized its concerns regarding ethanol in fuel](#)) last Wednesday in traveling to the Capitol in Washington, D.C., to rally in protest against ethanol-blended gasoline. During the rally, the AACA members parked their cars on the National Mall and met with members of the Congressional Automotive Performance and Motorsports Caucus, some of whom spoke out against the use of ethanol in fuel. “There’s a lot of reasons to be against E15,” Cox said. “It creates vapor lock, it softens rubber parts, it eats up gas tanks and carburetors by causing them to rust and corrode, it pollutes more, and it gets less fuel mileage. I think that, in essence, this constant ratcheting of the levels of ethanol in gasoline is in so many ways achieving the early vehicle retirement goals that we’ve seen come out of Washington before. In all best possible circumstances we’d like to see ethanol out of gas completely because it is destructive.”---*Hemmings Daily Blog*

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



Paradise Found

July /13