

## May 7/23-All ForD Clubs -PICNIC a Success!



After several years hiatus of not being held, on May 7, 2023, the Early Ford V-8 Club, Classic Thunderbird Club of San Diego, Model A Club, Model T Club, F100 Club, Prowlers, and several unaffiliated Ford enthusiasts got together to create a very successful “All Ford Picnic”. There were members from the Early Ford V-8 Clubs of the Palomar (RG148) and Southern California (RG 11) that drove down to join the picnic at Santee Lakes Park.

The event started at 08:00, but there were organizers at the event getting the venue ready before that. Brad Nelson and Bob Brown guided cars as they backed into parking spaces. The first to arrive were a trio of Model T Fords. Then a parade of, at minimum, 12 Model A Fords rolled in impressively. After a while, there were 72 cars and over 120 enthusiasts in the park ready to enjoy the beautiful day.

Members of the Early Ford V-8 Club, Classic Thunderbird Club, Model T Club and Model A Club all donated items for the raffle. The 60 items in the raffle included beautifully crafted gift baskets that took time and effort to create, bottles of Champagne and wine, tools, automobile memorabilia, Padre’s baseball tickets, Midway museum gift packages, assorted jewelry, gift cards and more. Susan Valentino and Valarie Basham (of the Early Ford V8 Club and Model A Club, respectively) ran the raffle like pros. Elaine Villalpando (Classic Thunderbird Club) and Sheryl Carlton (Early Ford V8 Club) supported the raffle operation.

We were fortunate to also have had the support of a couple of sponsors; Walter Anderson, C&G Auto Parts, Quality Powder Coating, and Sedano Ford all providing material support to the event.



The Barbeque food service was led by John, Johnathan and Travis Davison and their families, along with Mitch Villalpando, Gary Allard and six other Thunderbird Club members provided critical sous-chef support to make the food service the equivalent of a 5-star eatery. All comments heard related to the food were positive. To say the burgers were delicious is an understatement. Folks moved through the line at a reasonably fast pace, and the food was bargain priced. Those that went through the food line had the good fortune to meet Kristi, who took the money with a smile from those lining up for food and at the same time oversaw the 50/50 raffle ticket sales. Multi-tasking was indeed her middle name on that day.

Rick and Sheryl Carlton brought a table and sold Early Ford V8 Clothing and accessories. They oversaw sales through the entire event. Rick said that the sales volume greatly exceeded expectations, making it an extraordinarily successful venture. Great idea and execution by Rick and Sheryl!

Jose Serrano designed the dash plaques for this year’s All Ford Picnic which Joe Valentino sourced and donated. Paul Alvarado picked out the People’s Choice trophies at S&S Trophy. John Davison and Joe Valentino donated the trophies for the event. The dash plaques along with the People’s Choice Trophies gave the picnic a car show feel.

Photos on Pg 3 by Bob Brown



## Prez Sez

San Diego Early Ford V8 Club—Page 2

Hello Early V-8 members , hope all enjoyed the club events in May , the All Ford Picnic / Car show , and The Memorial Day Cruise Honoring Our military service members .

The picnic / car show was a huge success drawing in more than 75 Fords ranging from Model Ts to the latest model Mustang & Ford Lightning truck. (over 100 yrs of fords)

Thanks to our Picnic committee Chairmen Joe Valentino , the committee members Brad Nelson ,Paul Alvarado and John Davison the event went off without a hitch. The event was profitable with \$ going to the clubs, Ollie Smith fundraiser raised \$567.00, of wich \$122.00 was the proceeds the T-bird club recieved from sponsoring the picnic , they donated back to the fund.

Thanks goes out to the Sedano Ford, C&G Auto Parts, Shawn Killian Powder Coating, Johns Automotive Repair for Contributing to the event .

Finally I want to thank my sons Jon & Travis, my future Daughter in-law Kristi for volunteering in the food services. This to ran like clock work every went even better than planned. All seemed to enjoy the Hot , freshly prepared hamburger and hot dogs , oh and I can't forget my fellow t-birders for assisting. There were many more not mentioned , thank All of You for making this a successful event.

We finished out the month Honoring our Veterans that gave the greatest sacrifice of all , their LIFE in serving our Democracy. We had 28 attendees from CTSD,EFV-8 and friends and 17 vehicles ranging from model A's, flatheads, t-birds, classic trucks . The cruise was a slow comfortable pace , we had no break downs, no lost participants, all though I did make a wrong turn but I don't think anyone noticed. After visiting the cemetery and placing 100 roses, we proceeded onto Cabrillo National Park where we enjoyed a casual picnic . All had a fun, memorable and gratitude filled time . Thank You All for joining me in this annual homage .

Coming up in June is a great fundraiser the Garden of Innocence Car show , June 25th if you haven't attended before please attend it very worth while and fun. REGISTER soon as possible as it fill up quickly.

Thank You all for making this club what it is today, please contact me if you have any suggestions for club activities, cruises, places to visit.

God Bless you in your daily Lives. Pres. John

*Note Roscrans Memorial Flags were were planted by Teams of Boy Scout Volunteers*

President - **John Davison -619-729-7252**  
 V.P. -**Brad Nelson 517-357-8981**  
 Secretary - **Bob Hargrave** - 619-283-4111  
 Treasurer - **Ken Burke** - 619-469-7350  
 Directors: **Joe Valentino** - Prez Pro Tem-619-275-1255  
 V8 Historian **Susan Valentino-** 619-275-1255  
**Mike Petermann** -916-479-3665  
**Bill Dorr** -619-884-4188  
**Dennis Bailey** - 619-954-8646  
**Bob Hargrave** - 619-283-4111  
**Ken Burke** - 619-469-7350  
**Ray Brock** - 619-993-9190  
**Tim Shortt** - 619-435-9013-619-851-8927  
**Rick Carlton** - 619-512-7058  
**John Davison** - 619-729-7252  
**Paul Alvarado** - 619-749-9458  
**Other Chairpersons:** 50/50:  
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**Paula Pifer** - 619-464-5445 Membership Programs -  
**Volunteers** Tour Co-ordinator -  
**Monthly** Car Club Council -  
**Paul Alvarado** 619-846-7012  
 Web Master - **Rick Carlton** - 619-512-7058  
 Lady 8ers - **TBD**  
 Accessories - **Rick Carlton** - 619-512-7058  
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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 % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair, 3558 Bentley Drive, Spring Valley, CA 91977.





The All Ford Picnic—will again be a yearly event



Thanks Bob Brown for Photos



John Davison led a group out to Rosecrans to pay their respects.

John Davison led a group out to Rosecrans to pay their respects.







## GREAT RACE

### Final Report 2022

### Terrific Effort Wins the Big One.

The Early Ford V8 Foundation could not be happier with the results of the 2022 Hemmings Great Race. The two local teams made up of John McCollough of Auburn, Scott Armstrong of Auburn John Taller of Hunterton, Jack Pontius of Auburn, Gavin Swift of Auburn, Kaden Goebie of Egerton, Ohio and Conner Miller of Warren. These young men drove 2,300 miles across American back roads from Warwick, Rhode Island to Fargo North Dakota in a 1941 Ford Deluxe Sedan and 1948 Ford Standard Coupe.



### Dedication and Sportsmanship

The Teams learned each days route only 30 minutes before hitting the road. Along with detailed instructions. The boys were challenged daily as they had to maintain a prescribed speed to reach check points at required times. John McCollough and Commer Miller even won their first race during the race.- a perfect score on a leg of the race. The teams faced several difficulties/challenges including having to replace the transmission in the '48 Ford upon arrival to Warneck, Rhode Island.

The youth teams earned praise throughout the race for their willingness to help others during the race; never hesitating to help their fellow competitors fix their vehicles during the race, They even won the "Our Best Friend" award of 2022.



**June Anniversaries**

6/06 Jay & Janet Harris  
 6/09 John & Maria Jarecki  
 6/11 Walter & Jody Andersen  
 6/13 Bill & Sue Dorr  
 6/13 Ken & JoAnne Burke  
 6/14 Dick & Barbara Martin  
 6/15 David & Maryellen Huhn  
 6/16 Robert & Rhea McGehee  
 6/17 Russ & Marty Ries  
 6/26 David & Mary Cuzick  
 6/27 Ric & Billie Bonnoront  
 6/30 Bill & Linda Lewis

**June Birthdays**

6/06 Paul Mears  
 6/10 Ray Cavins  
 6/11 Ron Shedd  
 6/12 JoAnne Burke  
 6/14 Frank Swedberg  
 6/14 Patricia Hildebrand  
 6/25 Michael Fritz

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6/06 Paul Mears  
 6/10 Ray Cavins  
 6/11 Ron Shedd  
 6/12 JoAnne Burke  
 6/14 Frank Swedberg  
 6/14 Patricia Hildebrand  
 6/25 Michael Fritz  
 6/28 Jim Thomas



## 2023 San Diego Early Ford V8 Club General Meeting Minutes, May17,

The meeting began at 7:10 p.m. with president John Davison leading the flag salute.

**President report:** John reported on the success of the "All Ford Picnic". The food was great, the turnout was great, the weather was great and financially it benefited the club, and the Ollie Smith Fund. Also Joe Valentino recognized

some of the sponsors and contributors that helped make the picnic a success.

John reminded the club of the Memorial Day cruise on May 27 to Fort Rosecrans

National Cemetery to place roses.

**Vice president report:** No report given.

**Secretary report:** The minutes from the April general meeting were published in the Fan, accepted and approved.

**Treasurer report:** Ken Burke read the financials, they were accepted and approved.

**Membership report:** No report given.

**Sunshine report:** Judy Grobbel reported everyone in good health.

**Fan Editor report:** Tim Shortt reported the Fan is "coming along better than most".

**Accessory report:** No report given.

**Car Club Council:** Paul Alvarado reported many car shows coming up including this Sunday's "Cars and Coffee". He also supplied a number of flyers.

**Historian:** No report given.

**Program:** No program due to technical malfunction.

**Name tag drawing:** No winner.

**50/50 drawing:** Brad Nelson won \$55.

**Meeting adjourned:** 8:12 p.m.

Minutes submitted by Bob Hargrave

## Build a Model A Hunt Vehicle



Ron Zimmerman, back in Michigan, had breakfast with Steve, who at one time worked for Ross at 3

Dog Garage. They got talking about Model A's. Steve told me about a cousin of his, Lou Ironside, from Almont, Michigan, who knew about a Model A that was built for the Ford Hunting Lodge. He was able to get the dimensions and build one of his own. Steve sent me the attached picture of the car. There are supposedly only three in existence. Have you ever seen one before?

This is why Shetland ponies never caught on in Wyoming.







## The Race of the Gentlemen Flabob Airstrip Drags

Tara Hurlin

Race of the Gentlemen (T.R.O.G.) Flabob Airstrip Drags kicked off on Saturday, April 15, bringing hot rod and racing fans back to the heydays of racing for good old-fashioned fun. The scene resembled a flashback to the '50s, with old school traditional rods, vintage motorcycles and a flag person leaping high between staged drag racers to signal each start.

T.R.O.G. is an event that has been celebrating the "run what ya brung" '40s and '50s hot rod and motorcycle drag racing culture since 2012. The first race, held on the beach in Allenhurst, N.J., was an instant success. Now acclaimed to be "The Greatest Race on Earth," T.R.O.G. has spread small town excitement through various locations across both coasts, paying homage to the simpler days when at-home mechanics and hot rodders wrenched around the clock.

Much like the '50s, T.R.O.G. enforces minimal racing rules. Elapsed times are not tracked and there are no formal racing classes. Vehicle requirements are limited to pre-1935 hot rods and pre-1947 motorcycles with a preference for tank shifters. Four-cylinder, flat-sixes and flathead V-8 engines are eligible to race. Only traditional, American-made parts are allowed, including old carburetors and steel wheels. Roll bars are optional and old-fashioned open-face helmets are acceptable. The above restrictions are what makes this race so unique and a joy to photograph. The spirit of old school racing is still alive.





# 394 Pre'74 Cars to Judge, Est-15,000 Gawkers



SDEFV8 Club was all over this show and got a medal for our troubles

## Motor Cars on Main Street in Coronado is an Annual Big Deal.

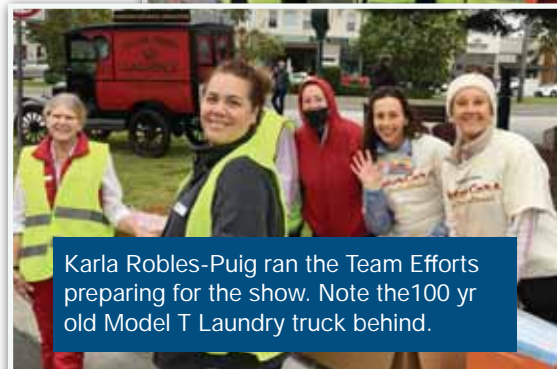
The town prepared for 400 Pre 1973 Show Cars, Plus displays of New Electric Cars, Exotic Hot Rods and Trucks, Original and 100 Year Old Cars—all for some 15,000 visiting car lovers to wander among..

Maine Street Volunteers put it all together. Starting at 5AM Police, Fire and Public Workers put up parking signs, road signs Bathrooms, banners , road signs.sound systems, and DJ booths All this taking place just a block from The Beaches and The Famous Hotel Del Coronado.

Teams of Public Workers and Volunteers, Set up tables, Shade Tents, Lunch coupons and 400 Goodie Bags each with your size T-Shirt of the event, **EFV8 Club WINS BEST CLUB PARTICIPATION AWARD**

Judges for the show winners included,v8ers Bill Dorr, Jose Serrano, Brad Nelson, Bill & Sue Houlihan, Rich Steinaker, Bob Brown, Jay Harris, Bill Gise, Mike Petermann, & many, many more.

The Featured Cover Car on the Motor Cars POSTER belonged to V8er, The Late Ken Tibbot, who won Best Car last year, and unfortunately died a few days later.



Karla Robles-Puig ran the Team Efforts preparing for the show. Note the 100 yr old Model T Laundry truck behind.







*What a Hoot!  
Thanks Bob Brown*





Original Hotel Del Laundry Truck



Dennis checks Messages



Cute



Killer



George checks his sign



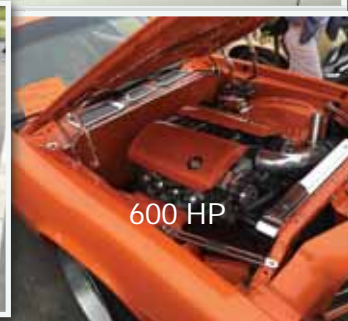
Home Made Roadster



Last Year winner, Jay Harris sneaks on grass



Winning Paint

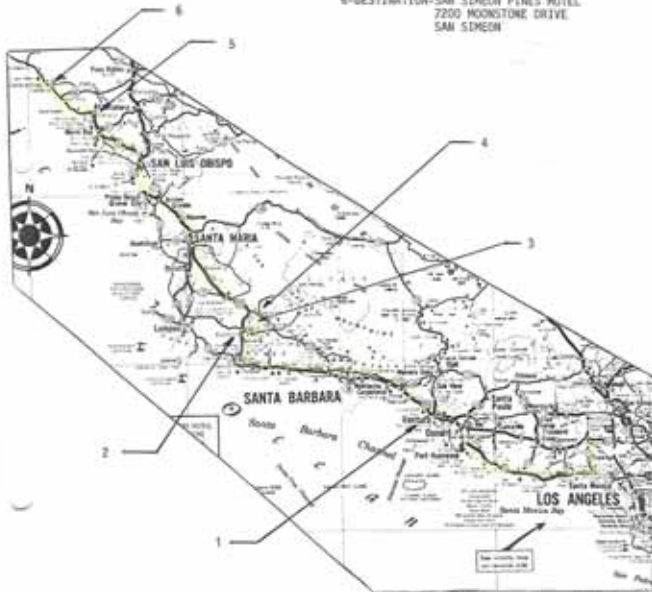


600 HP



DAY 1  
WOODLAND HILLS TO CAMBRIA

- 1-REST STOP-HOLIDAY INN, VENTURA(CALIFORNIA EXIT
- 2-GAS STOP - BUELLTON, EXIT ST 246
- 3-OLD SCHOOL HOUSE IN BALLARD. TAKE STATE 246 EAST TO ALAMO PINTADO RD., LEFT TO 'BALLARD' SIGN, RIGHT 2 BLOCKS, LEFT TO BALLARD SCHOOL.
- 4-LUNCH IN LOS OLIVOS PARK
- 5-REST AND SIGHTSEE STOP IN CAYUCOS
- 6-DESTINATION-SAN SIMEON PINES MOTEL 7200 MOONSTONE DRIVE SAN SIMEON



DAY 3  
FRESNO TO SONORA

- 1 - VISIT THE 'MEUX' HOME...A RESTORED VICTORIAN MANSION, LOCATED AT THE CORNER OF 'N' AND TULARE ST'S. TAKE U.S. 41 SOUTH THE TULARE EXIT, RIGHT TO 'N' ST. PARK ACROSS ST IN THE CHURCH PARKING LOT. TOUR BEGINS AT 9:30. \$3.00
- 2 - CASTLE AIR MUSEUM, CASTLE AIR BASE. TAKE THE SONORA RD EXIT OFF OF HIGHWAY 99 AND FOLLOW THE SIGNS TO AIR MUSEUM.
- 3 - LUNCH IN OSBORN PARK, ATWATER.
- 4 - POSSIBLE REST STOP AT BEST AREA LOCATED THREE MILES NORTH OF THE 'DELHI' EXIT, HIGHWAY 99.
- 5 - DESTINATION - BEST WESTERN SONORA OAKS MOTEL 19551 HESS AVE. SONORA (ROPOD OFF PARKING FOR V-8'S) LOCATED 3 MILES EAST OF DOWNTOWN SONORA ON HWY 108 AT HESS AVE.



Sonora is a small Western town with lots of shops to explore.

Complicated Trip Required  
several more MAPS than  
shown. Thanks to Jay, no one  
was lost.

Hi all! Here is the story of the 1990 HARRIS TOUR to the Western National Meet in Reno, Nevada. Three years had gone by since our tour to Bend, Oregon, and everybody was anxious to hit the road again. The following V8 folks joined the group:

Lloyd & Donna Pasquals	Motor Home
Ron & Mary Miller	'40 Ford coupe
Jay & Sylvia Harris	'39 Ford Std 2dr
Dan & Bonnie Krehbiel	'36 Roadster
Dennis & Vickie Keene	Modern
Lois & Don Trunick	Modern
George & Ruthie Watts	Modern
Charlie & Lucille Graham	'35 Coupe
Sam & Olympia Chastain	'33 Cabriolet
Shell & Linda Harriman	'32 Victoria
Charlie Butler	'50 Ford Fordor
Glen & Barbara Davis	Modern
Bill & Carol Harvey	'47 Ford Conv
Don & Joycelyn Gray	'47 Ford Coupe



The HARRIS TOUR faithful gathered at the Holiday Inn in Woodland Hills for an August 2nd, 9:00 am departure. It was going to be HOT, but our first night would be spent in cool San Simeon, so spirits were high! Stops along the way on our first day out included a stop at the historic Ballard school house, lunch in Los Olivos Park, and a rest and sightseeing stop in Cayucos. No mechanical problems!!

Day two started with a nice breakfast in Cambria, then we headed inland on SR 46 to a planned stop at the James Dean Memorial in tiny Cholame. As usual, many vacationers had stopped to pay their respects to the young but already famous actor, and several folks wandered over to see our Early V8s and tell stories about 'uncle' Bob who had one 'just like it', only his had four doors and the top was metal, not canvas! We stopped for the night in Fresno at the Ramada Inn.

Day three started with a visit to the historic Meux Home in Fresno. Built in 1889 by Dr T.R. Meux at a cost of \$12,000, it was said to be the 'most elaborate residence in Fresno'. In fact, one of the Meux children grew up and remained in the house for 81 of her 85 years!! Our next stop was at the Castle Air Museum at Castle Air Base before enjoying a picnic lunch at Osborn Park in Atwater. Then it was off to the Best Western Sonora Oaks Motel in Sonora for the night. The motel manager had roped off a secure area for our Early V8s.

Day four started with a stop in Historic Columbia, just two miles from Sonora, and then another stop in the little town of Jackson for more window shopping and sightseeing. (SR 49 is loaded with antique shops, historic buildings, and Gold Rush artifacts of all kinds.) With that in mind, we stopped at the Marshall Gold Discovery Historic Park just north of Placerville to have a look round, then made our way up to Grass Valley for the night at, what else? - the Best Western Gold Country Motel, of course! From here it would be an easy 90 mile run to Reno on our final day on the road.

Day five saw us in Reno at the host hotel - The Peppermint, before noon. The entire tour was trouble-free, and everyone was happy to settle in and enjoy another fantastic Western National Meet!

Next month we'll remember the beautiful tour up to Whistler, British Columbia, Canada in 1991.—

—All for now!—Jay Harris



## FOR WOMEN ONLY

A warm welcome to the hobby..By Stephanie Ragan  
Clutch Chatter, Tri County Regional Group  
September, 1994

As a relative newcomer myself, I have some observations and words of advice I would like to share with you wives who are new to the hobby of collecting antique and/or classic cars. To those of you who say, "Oh we're not actually collecting - we're just going to have this one car", I respond with those perceptive words of the younger generation "Yeah, right." That's what I thought too. But there's this little word that's going to change all that: PARTS.

There are parts that your car needs, and parts that it might need some day. There are parts that it doesn't need, but would be good for trading for parts that it already has, but needs better looking ones. At this point you might say "Were not going to show this car. We just want to drive it." But I have found that to a man, every car is a show car. You probably don't care if the left rear ash tray is missing. How often are you likely going to have a left rear passenger who smokes? But he cares. And he cares if all the hubcaps don't match, or the radio doesn't work or the rear view mirror is incorrect (another word you're going to hear a lot.) "I know it has a perfectly good one - but it's incorrect for a '48. "After all, even if your pride and joy is not going into competition, his car buddies are going to be looking it over. So it's, in fact going to be shown and it's got to at least be respectable. Imagine his embarrassment if some total stranger at a car meet, glancing casually under the hood were to remark to him, "Hey guy you know you got the wrong dipstick for that year?" Well, there is a never-ending need (lust?)for parts, and they are frequently expensive and often hard to come by, as you will find the first time you are sent out into a mile long flea market to turn up a, what's it, exactly like the one weighing twelve pounds and covered with grunge which you have been given to carry around in your purse for easy reference.

So if it hasn't already materialized, I would suggest that you prepare yourself for the imminent arrival of - The Parts Car. it is, of course, the only practical way to go. All the parts your car will ever need, packaged in a rust heap that sat axle deep in cow manure for the last twenty years.

Maybe for some folks it ends there just like he promises. For us it didn't work out that way. Three or four days after the parts car took it's place (my place) in the garage, it started the rubbing the chin, the shaking of the head, as he prowled around the soon to be dismantled vehicle. "You know honey, I hate to say it (not as much as I hate to hear it) but this darn car is just too good to part out. In some ways, it's better than our other one?" Yes, on the grounds that it would be a criminal act equal to the slaughter of the innocents, the plans for the removal of parts was abandoned and we ended up, in due time (about 48 hours) with another parts car - for our parts car. This was the one that was only going to be around for a couple weeks until he could get all the stuff he needed off of it, and then it was definitely going to be hauled away.

Do you have any idea how much of a parts car is going to be salvaged? I didn't. The doors came off, the hood (It's better than either of the others!). the back seat (for springs), the rotten piece of smelly carpet in the trunk (for the pattern); anything that can be sold, traded or leaned against a tree. There was so much of the car still around after it was hauled away sixteen months later that I didn't even know it was gone. Our thoughtful neighbor lady actually came over one day to inquire if we knew that heavy metal trash pickup day was coming up. My husband was highly insulted.

By the way, you don't really want to know what lives in parts cars, especially in the depths of the scruffy seats. I will just mention that my husband once tried to convince me that the reason the entire floor of a certain car rusted away was because of mouse urine. Yeah, right, He thinks I'll believe anything. We did find enough tiny skeletons to construct a family tree going back countless generations, and in one of our part cars we even found a large family alive and thriving with new babies and a well-stocked larder of nuts and seeds. Also a very long shedded snake skin, which is why I'm not going to sit in that car no matter what he does to it...*Contd*  
*ContdContd,,.back seat containing the rodent home place was taken outside and left near the woodpile to encourage relocation.*

Now there's something else you should know about parts. As a species, they may start in the garage, but they don't stay there.—*Contd Next Page*



*Condt...*

Some parts are too valuable! You never know when someone might break into your basement and steal that set of new old stock head gaskets or the really cherry tail-light assembly, and besides he just plain likes to look at them during commercials. That's why the rebuilt water pump is on the coffee table and crankshaft is resting across the arms of the newly upholstered reading chair. There has been an item sitting on the side of the sink in our powder room for the last six months. A recent inquiry brought the following information. It's a '41 Cadillac siphon, and that is not a typing error. Just before Easter, I finally came to terms with it. I found an artificial zinnia of a coppery color that just matched, and stuck it in the middle of it where there is a little hole, possibly for just such a purpose. My husband approved, and seemed pleased that I was finally appreciating the ornamental value of these things.

You should also know about the library you may have already started to acquire. The books will include everything that has ever been written about your particular brand of car, including histories of the company, every collection of photographs of all cars of the same vintage as your car, and railroad timetables that happened to have printed in - get this! - the exact same year your car came off the assembly line! There will be new magazine subscriptions, some of them costing more than your mid-winter heating bill, and for God's sake don't set a glass down on the cover of one. Of course there is Hemmings (cross yourself). It's the one in the plain brown wrapper that replaces your husband's face for the first several days after it arrives. It will often be found by the telephone with little pieces of paper sticking out of it. That's another thing. Your telephone bill is definitely going to go up. The phone rings one evening and your husband, the one who never answers the phone once he is settled in front of the TV, makes a dash for it explaining, "That will be the guy in Kalamazoo I called earlier about a '51 clutch disk." Or Albuquerque or Trinidad. Antique car buffs are not bound by traditional mores regarding an appropriate hour to call one another. When you grope for the phone ringing beside your bed at half past midnight, the guy in New Jersey is not really going to understand why you sound so testy when he knows your husband has been waiting anxiously for the information on whether the rocker panels he has for sale are the correct ones for your car.

Lastly, I'd like to mention money. You are about to get your priorities straightened out for you. Any money spent on old cars is not money gone. It is an investment. Unlike what you squander on food, clothing, travel (unless to a car show) and the beauty salon. You will be constantly reminded of "what these cars are going for at the big shows," and you will be read to from ads from Hemmings - and you had probably better not say anything smart like "That's what they are asking, but do you know if that's what they are getting"? Be prepared when you come home with a terrific bargain of which you are justly proud, something frivolous like, say, a second hand vacuum cleaner, to have you news greeted with a look of sad reproach and something like "What you paid for that would have bought us an authentic license plate holder so we could have had and the car on the road by Christmas."

I hope with this forewarning doesn't sound too negative, because the antique car hobby is really a lot of fun. You meet nice people, your husband will have more friends than he has ever had before, especially when he is parting out a particular popular model, or has lucked into a deal for an outhouse full of the remaining mildewed but original boxes from a car dealership that went bust in the forties. You'll go on neat tours and really thrill to the sight of a long line of these old automobiles slowly pulling out on the road, chrome gleaming in the sun. (That's when it's all worth it!) And you'll really learn a lot of interesting stuff.

So just keep your mind open, your sense of humor finely honed, and your money in a secret Swiss Bank account (just in case someone gets sick), and you're going to love the world of antique cars.



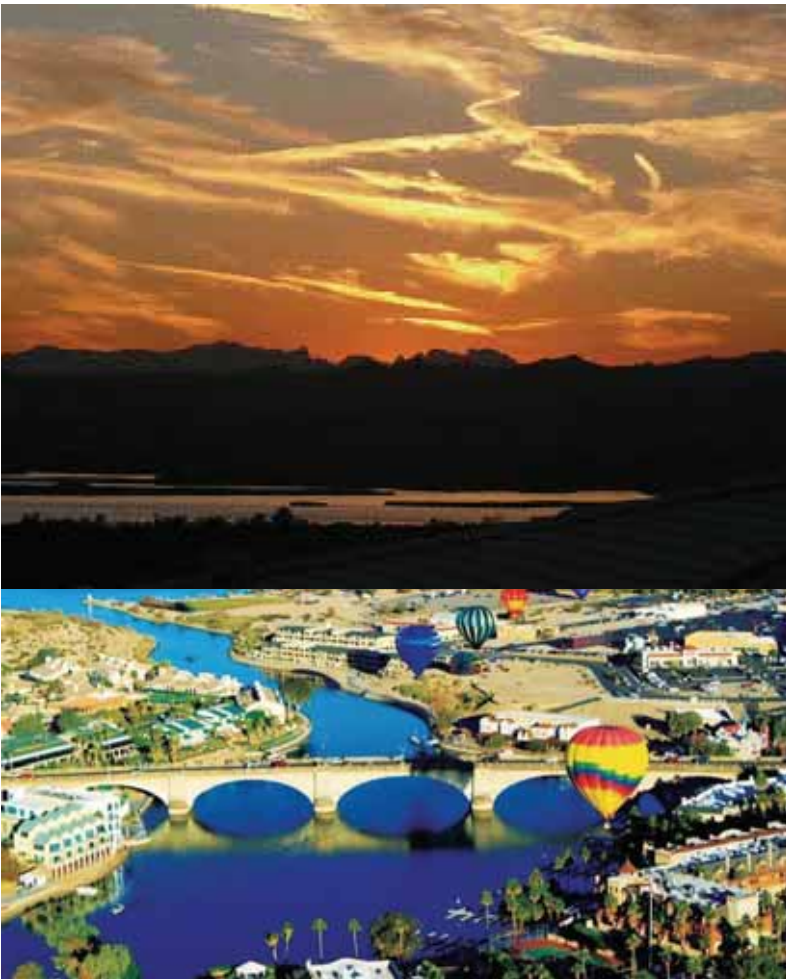
"Rosie the Riveter" was an iconic poster of a female factory worker flexing her muscle, exhorting other women to join the World War II effort with the declaration that "We Can Do It!"

Mae Krier, 93, an original Rosie the Riveter, worked at Boeing aircraft, producing B-17s and B-29s for the war effort from 1943 to 1945 in Seattle. She is advocating Congress for getting March 21 recognized annually as a Rosie the Riveter Day of Remembrance. Saying she wants to inspire a "We Can Do It!" attitude among young girls.





## An Overnighter in Lake Havasu You Say?



Yup, that's what we did. This road trip, by a stoic group of EFV8'ers, was the brainchild of and led by Ray Brock in his 51' Ford Victoria Hardtop A/K/A Root Beer Float, with his rear seat passengers John Dow and Liz. Thereafter, was a sissified line-up of Japanese moderns with Dennis Bailey and Maureen, (Suburu); Mike Petermann and Susan (Infinity); and Bill Dorr and Sue (Mazda) headed east on a beautiful Wednesday morning. If the editors of Motor Trend Magazine had made this a road test of American versus Japanese endurance and attitude, the Vic was about to show why it's #1.. Ray did inform us his car runs best at 65 mph. We assumed that was cruising speed. It's actually the point he accelerates to before he exits the parking lot in Mission valley. Thereafter, it's the minimum speed he maintains until reaching Lake Havasu. Our route took us to El Centro then north to Blythe passing through the north side of beautiful Glamis Dunes. From Blythe, we followed the Colorado River up through Parker and into Lake Havasu City.

First was a quick check-in at the hotel, quick as in desert time, then 20 minutes to regroup before we met in the bar. The beverage(s) of choice went down easily and the prices

were cheap enough that we made plans to come back after dinner. But first our Sunset Cruise to Copper Canyon. We left the boat docks by the London Bridge at 6:30 PM. It was warm, sunny and the boat only held 20 passengers so very spacious and comfortable.

Initially, our docent provided the history of Lake Havasu City and the Founding Father Robert McCulloch. McCulloch was a Stanford grad in mechanical engineering, who married into the family which owned Briggs and Stratton. McCulloch developed the McCulloch chain saw among many other successful items. He eventually went into land development and was the mastermind behind the purchase and relocation of the London Bridge. Our vessel traveled five miles into the South Lake Basin to Copper Canyon, considered the most scenic canyon on Lake Havasu. We were entertained with the rich history of copper mining along the Colorado River all while in search for wildlife along with replicas of historic lighthouses from around the world which dotted the shoreline. As we started the return trip, the sun was setting and night eventually fell by the time we returned to the London Bridge. The warm air, night lights and panorama were perfect and made for a stunning visual.

Now it's about 8:30 PM, well past our normal time for dinner. We were all famished but there in the English Village where we docked was "The Chair" restaurant. As usual, getting the group all in the same location is like herding cats but we managed. And with a collective sigh of relief, we found our respective spots around the table. As luck would have it, the food was excellent, service fast—all managed by a super-friendly young gal of an age we all passed through many decades ago.

Once dinner ended, a new challenge arose. Our bodies had settled after a 300 mile drive, a few drinks, a 2 hour boat cruise around the lake, a few more drinks then a fine dining experience. As the bodies reluctantly lifted and the stairs to the cars awaited, our knee, backs, balance and good sense all seem to fail. But being who we are, we supported and guided one another down the stairs, across the cobblestone and up the hill to where we parked, chuckling at our foibles all the way. It was reminiscent of being a teen again, albeit with a few more aches and pains, and hanging with the neighborhood friends...just different faces and names but still the same bond that makes us want to be together, laugh and have adventures. We returned to the hotel and to nobody's surprise we passed up on returning to the bar. A good night's sleep loomed ahead before our return trip to San Diego the next day. But that's another story..... —Bill Dorr



# ...Havasú...





As always, Breakfast was great, the conversations were fun. My Red Ford was running fine...except for a strange rattle when I used the clutch. Well after breakfast, on the way home, **on the Coronado Bridge**, the noise suddenly got louder, as we reached the island. We made it over the bridge just as the car pulled hard to the right. As you might know, I won the last club Hard Luck Trophiy and was ready to give it back...but, not so fast. My Woodie Wagon blew it's transmission two weeks ago. Now the rag top is falling apart.



Happy big Family Table behind our V8 Table



As I loaded the Ford, I had a clear view of the broken suspension arm that caused the wheel to lean into the wheel well. Seems when this car was lowered, some 30 years ago, that connection was re-made out of a thinner metal than the original steel.) Now that has been fixed. But then, on the way home, SCREECHING like something is dragging hard against the clutch plate .

My Ford is known as the " Bear Car".( 8 years ago two Bears tore into the car at a Sierra mountain Hotel. The paint, dents and tears have been fixed) But, the curse now continues...SCREEEEEEEEEEEECH...!



Early Ford V8 Club of San Diego Meeting Schedule	
~ 2022 ~	
Date	Time
Wednesday, November 16, 2022	7:00 P.M. - 9:00 P.M.
Wednesday, December 21, 2022	No Meeting
~ 2023 ~	
Date	Time
Wednesday, January 18, 2023	10:00 A.M. - 1:00 P.M.
Wednesday, February 15, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, March 15, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, April 19, 2023	10:00 A.M. - 1:00 P.M.
Wednesday, May 17, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, June 21, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, July 19, 2023	10:00 A.M. - 1:00 P.M.
Wednesday, August 16, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, September 20, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, October 18, 2023	10:00 A.M. - 1:00 P.M.
Wednesday, November 15, 2023	7:00 P.M. - 9:00 P.M.
Wednesday, December 20, 2023	No Meeting



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