



## All Ford Picnic

## SANTEE Lakes

The Day started with Rain, then clouds, then sun and finally warmth-but it was too late. Many Fords stayed in the garage. Joe, Susan and all our volunteers were there. Plenty of Interesting Items were donated to raise the money for the event, Burgers, Hot Dogs. Chips and drinks were enjoyed by everyone . It was a good party as soon as the weather co-operated.







## Prez Sez

### Greetings V8er!

June should be a fun month for driving our old Fords. June 15<sup>th</sup> is the annual National "Drive your V-8 day", get out and drive them!

June 12<sup>th</sup> we will have our monthly breakfast at the Broken Yolk restaurant in Mission Valley. If you have not attended, come join us.

June 19<sup>th</sup> is our monthly Club meeting at the San Diego Automotive Museum. This month the meeting is at 7:00 PM.

May 5<sup>th</sup> we had another successful All Ford Picnic. It was cool to see the Early Fords, Model T's, Model A's, Classic Thunderbirds, and even hot rods and classic Chevys all together at the picnic, despite the inclement weather!

Our Club's first ***El Cajon Cruise*** night occurred May 22. Turn out was much lower than past cruises, with 8 Club cars attending, but it was still enjoyable. Congratulations go to Ric Bonnoront who was selected to be the night's trophy winner!

The Over the Hill Gang put on the Streak Car show over the May 10<sup>th</sup> weekend. The event raised money for the Wounded Warrior Foundation, an excellent charity. It was a well-attended event. The Over the Hill Gang is looking for volunteers to assist with the 2025 event if one is scheduled.

On Wednesday September 11<sup>th</sup> we will have a double header! We will have our Club breakfast in the morning, and the Club's final El Cajon Cruise night of the year. Circle that date on your calendar.

I know there are a couple of members working on cars. Paul Alvarado has his 40's flathead in the machine shop getting refreshed. John Davison has his 40 convertible and 56 pickup waiting for him to finish rebuilding his house so they get running again. Dennis is trying to do an exorcism on the Nova he has in his garage. I have my 49 Merc's flywheel, clutch and transmission sitting on the garage floor next to the car. Calvin has a car getting painted. Last, but not least, Brad Nelson is single handedly putting in a Columbia rear into his 41 coupe. Who else is having fun?

That's it for me this month. Get out and drive 'em!

Joe V

SD EFV8Club-----Page 2

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**Name Tag Drawing Volunteer**

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Meetings Monthly- Car Club Council

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### Volunteers

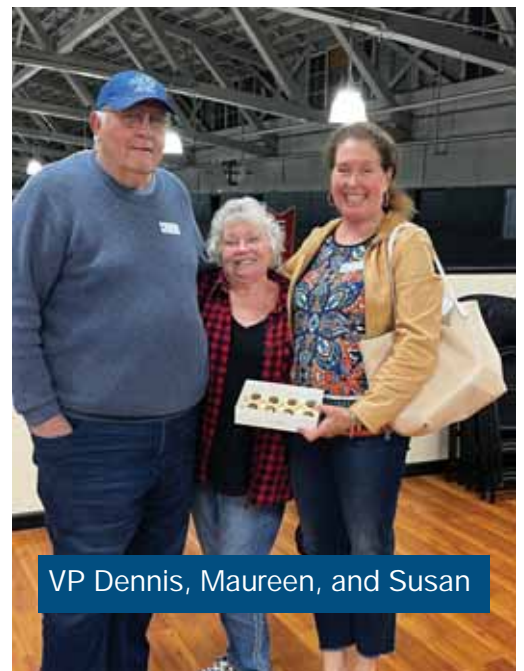
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*The Ford Fan of the Early Ford V8 Club to use materials provided The Ford Fan is credited as the source. Send Change of address to Paula Pifer Membership Chair. 3558 Bentley Dr. Spring Valley, Ca 91977*



VP Dennis, Maureen, and Susan





V8ers at Breakfast- Note, some snuck into more than one photo





## 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

## June Birthdays

6/06 Paul Mears  
6/08 Ro Ramirez  
6/11 Ron Shedd  
6/12 JoAnne Burke  
6/14 Frank Swedberg  
6/14 Patricia Hildebrand  
6/25 Michael Fritz

## June # of years in club

Gary & Karen Walcher -55 yrs  
Louise Croff-30 yrs  
Robert & Rhea McGehee-11 yrs  
Tom & Chris Cook-3 yrs  
George & Laura Lusk-2 yrs

## San Diego Early Ford VB Club General Meeting Minutes, May 15, 2024

President Joe Valentino called the meeting to order at 7:00 pm and led the club in the pledge of allegiance.

Presidents report: The president reviewed a list of club members' May birthdays, wedding anniversaries, and club membership anniversaries. The All-Ford picnic on Sunday May 5 th started slow and drew 33 cars this year compared to 73 cars in 2023. Nevertheless, sales of food and raffle tickets

cover the cost of the event with a \$128 profit. The event is deemed successful. Joe then read a list of business donations to the raffle, member donations, and Model A club and T-bird club donations. The El Cajon Cruise is May 22 with the first arrivals at 3:00 pm. The T-Bird club invited the EFV8 club for a Memorial Day cruise starting at the USS Midway display ship. Two shows this weekend, Pine Valley Run to the Hills on Saturday and Pal Joey on Sunday.

Vice Presidents report: The Vice President noted that his project car may be for sale.

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

Treasurer report: Ken gave the current Treasurer's report and read the financials and another motion was made and seconded and a vote taken to approve it.

Membership: No report. Accessories: Rick said perhaps \$10 of accessories were sold at the picnic. He has no requests from members for new merchandise.

Sunshine report: Joe Pifer is recovering from a medical treatment. Ray Brock is recovering from a broken rib.

Fan editor report: Tim reported being at a pivotal point in the fan and that it's "coming right along."

Historian: Susan reviewed the 2011 All-Ford picnic from the June 2011 issue of "The Fan." The event at Simpson's Nursery had perfect weather, a lama and a donkey.

Refreshments: Thanks to John Davison for refreshments.

Program: Joe Valentino showed a video about tire recycling in Nigeria. New business: Car Club Council donation to the Multiple Sclerosis Society chosen by the EFV8 club was noted. Ray Brock proposed a cruise the Helicopter Museum in Ramona. June 15 is drive your V8 day. July 13 is the club's 55 anniversary. Tim asked for stories for the fan.

50/50 drawing: Susan Valentino won \$36.

Name tag drawing: VP Dennis Bailey won \$25.

Meeting Adjourned: 8:20 p.m.

——Minutes submitted by Brad Nilsson.

## SD EFV8Club PG 4



This well-traveled truck conquered Brock Yates' 1979 Cannonball Baker Sea to Shining Sea Memorial Trophy Dash

Mark J. McCourt

While the Great Depression took its economic toll on the country, the Ford Motor Company offered consumers a great deal of value in its truck and commercial-car lines.

In particular, the affordable Panel Delivery proved an excellent choice for small-business transportation that doubled as mobile advertising. Some 40 years after it left Dearborn, this 1936 Ford V-8 Panel Delivery was still giving van-like hauling service and acting as a signboard for *Hemmings Motor News*, working year-round in its Vermont hometown and traveling as far afield as California. It remains a key piece of Hemmings' historical vehicle collection, and we're highlighting it as part of the 70th anniversary celebration of *Hemmings Motor News*.

This type would be carried into the V-8 era, where it was available in two sizes on the heavy-duty truck frame, as well as on the light-duty commercial-car chassis.

These trucks represented nostalgic memories for Terry Ehrich, our longtime publisher who purchased *Hemmings Motor News*



# All Ford Picnic Wrap-up

We had our annual All Ford picnic on the first Sunday in May. The event started out slow; it was raining in the morning. Paul Alvarado, and Susan and I sat in our cars in the rain. Rick and Brad rolled in and joined us, and then John Davison drove in with doughnuts and coffee. We got out of our cars, and we drank coffee and ate doughnuts in the gloomy drizzle. The day looked grim. Then the Model Ts and Model As started driving in. Alex and Ro Ramirez's cool 1936 five window drove in and they brought warm chocolate chip cookies, accompanied by Tom Cook in his cool ride. Then the day started to turn around. Cars started to slowly arrive. Attendance was down this year due to the rainy weather. In 2023 there were 73 old cars in attendance, this year there were only 33 old Fords. The good news is that the sales of food and raffle tickets were enough to cover the costs of the event. It turned out to be another successful All Ford Picnic.

It would not have been successful if it were not for our Club members, and a couple of companies, which contributed time, money, and effort.

**C&G Old Ford Parts, John's Automotive Service & J.C. Taylor Insurance** donated items for the raffle.

Please consider using these companies that were kind enough to contribute to our event. Members of this Club stepped up with contributions for the raffle. I will not mention them all, but a few stand out. Greg Henckels, Russ Ries, Tim Shortt, Paul Alvarado, Joe Pifer, Carl Atkinson, Liz Winter, Sue Dorr, Maureen Colvin, Susan Graves, Laura Lusk, Sue Cook, Sue Houlihan, Susan Valentino, and me. Beverages, ice, tables, water, coffee, doughnuts, tablecloths, stationery etc. were donated by members including John Davison, George Lusk, Bob Hargraves, and Susan Valentino. If these folks and companies did not contribute as they did, the event would not have been as enjoyable as it was or would the Club be able to cover the costs associated with the event.

The Picnic required volunteers to make it run smoothly and successfully. A big thank you goes out to these members, who include Sandy Shortt and Marty Ries who did fabulous prep work for the BBQ. John Davison and Mike Petermann were excellent cooks. The food was delicious! The food was so good, we sold out!

Brad Nelson and Paul Alvarado who did a fantastic job getting out and selling raffle tickets.

Susan Valentino, Dennis Bailey, Ro, and Alex Ramirez did a fantastic job of managing the raffle. Thank you to Club members that helped with the clean-up after the picnic was over.

I apologize if I missed any names of people that helped make the picnic a success.

Without all the Club members that contributed time, effort and raffle prizes, the event would not have been nearly as enjoyable and successful.

***Congratulations to the Club for having a great 2024 All-Ford Picnic—Joe***

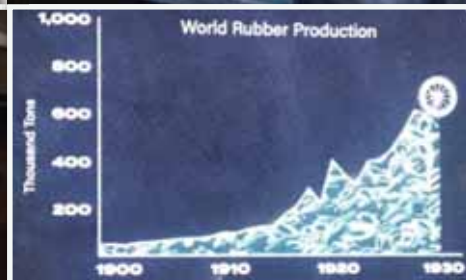




### V8 Meeting May 15, 2024

Prez Joe went through the usual Club reports, Historian, Susan read a story from an old FAN and then Joe introduced a very interesting film from **World Wide Waste** about the world wide problem of used tires. Millions of tires are piling up everywhere. They can't be buried, burned or thrown in the sea because they rot, releasing toxic chemicals.

A very smart woman from Nigeria, **Lillian Manansala**, has come up with a way to break the tires down, separating the wire from the rubber. It's a complicated process of several steps, but it works to make new rubber on a massive scale into shoes, outside floors and other commercial uses with no bad toxins left behind. .



**Then the fun suff.** Dennis had the lucky NameTag, winning \$25. And it was The Club Historian, Susan Valentino who won the 50/50 and -\$36 Bucks!... hmmm Joe draws, Susan wins...hmmm





The MIDWAY 1971- just retired

The USS Midway was built to fight Japan in 1945. But a week later the War was over. And 70 years later the ship was retired as a friend to Japan.

Memorial Day,  
Early Ford V8 Club and T-Bird  
Club meet at the wharf for a tour of  
the USS Midway.

Just climbing the ramp gave us a  
hint of what it was like to serve on  
this ship. We met up with Paul  
Alvarado, who has volunteered  
on the ship for the last ten years.  
On Board there are hundreds of  
rooms to explore. Not only for the  
operation of the ship, but also for  
the 400 members of the crew.

Very interesting.

*Contd...*







Many Thanks to Paul Alvarado for an excellent Tour of the Midway Carrier. Paul has been leading tours and helping restore Carrier rooms, offices and working areas since 2010. He knows every secret on board this complex warship. The Midway Aircraft Carrier was launched in 1942...just one week after WWII, but ready for the next 20 years of Wars and threats of Wars. She was built in only 17 months and named after the battle of Midway in June of 1942, that turned the tide in the war in the Pacific. She was the longest- serving carrier in the 20th century. On June 7, 2004, the USS Midway Museum opened to the public as a floating naval aircraft carrier museum. Over the past 20 years, Midway has not only become the most popular, but the most visited naval ship museum in the world, with more than 20 million visitors. Proudly known as America's Living Symbol of Freedom, Midway has become a treasured icon for the city of San Diego. On June 7, 2004, the USS Midway Museum opened to the public as a floating naval aircraft carrier museum.



USS Midway next to first Carrier, USS Langley, built in 1922







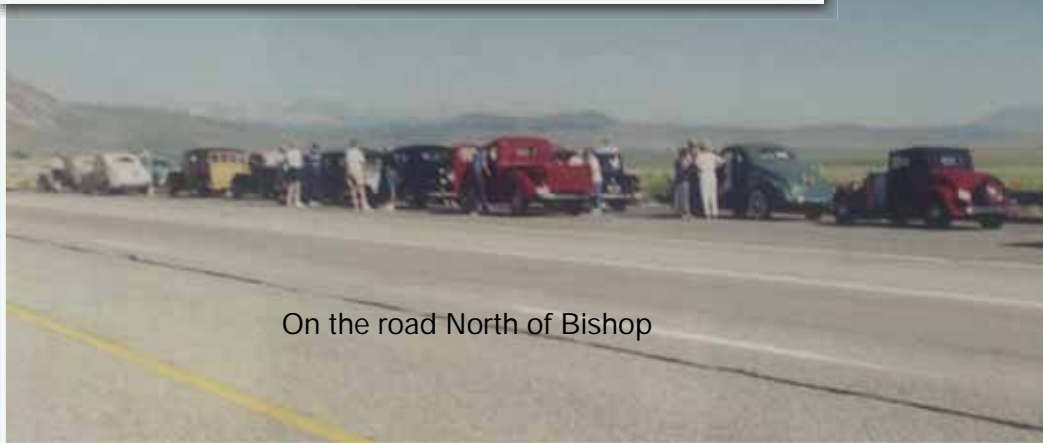
Parking at  
Timberline  
Lodge



Entrance to Manzanar



Tour Ladies at  
South Lake Tahoe



On the road North of Bishop

**Hello again, everybody.  
It's Jay Harris here, ready  
to resume the monthly  
accounts of HARRIS TOURS  
to Western National Meets  
enjoyed by V8 Club  
members so long ago.**

This month we're remembering the very ambitious tour to Victoria, British Columbia, Canada in the summer of 1996. The total miles from our departure location in Palmdale to the Empress Hotel in Victoria

was 1,524 miles! That took us seven+ days.

Let's try and remember some of the V8ers making the drive 28 years ago:

Blackie and Gerry Blackwell Dave and Marry Caperone

Glenn and Barbara Davis Bill and Carol Harvey  
Jerry and Jill James Dan and Bonnie Krehbiel  
Jim and Diane Little Jay and Sylvia Harris

Actually there were others, but poor record keeping, not to mention poor memory, have taken their toll!

Day one: A notable and very interesting stop was made at Manzanar, the Japanese relocation camp just north of Lone Pine on US 395. We learned that schooling was provided, plus sporting activities, medical attention, and 'three squares a day'. We enjoyed a thorough tour of the facility before departing for Bishop and the delightful Creekside Inn for the night.

Day Two: Our scenic stop for the day was at June Lake, where everybody was invited to stroll through the shops and enjoy this little town on the south shore of June Lake. Upon departure we took the very scenic June Lake loop to return to US 395 and continue north to the little town on the south shore of June Lake. Upon departure we took the very scenic June Lake loop to return to US 395 and continue north....*Contd next page...*



Lunch Stop at Lone Pine



...Contd

Day three: Historic Truckee was our 'Point of Interest' stop for the day, and we spent 45 minutes there taking in all things "Western".

Day four: Lava Beds National Monument, best known for cave exploring and sightseeing, was the target for our fourth day on the road. We also stopped at the Sunriver Resort, located on the Deschutes River, for a welcomed bathroom break.

Day five: The Timberline Lodge greeted us as our 'Point of Interest' stop today. Built as a WPA project, and dedicated by none other than President Franklin D. Roosevelt, it is situated on the south slopes of Mt Hood and is truly a sight to see.

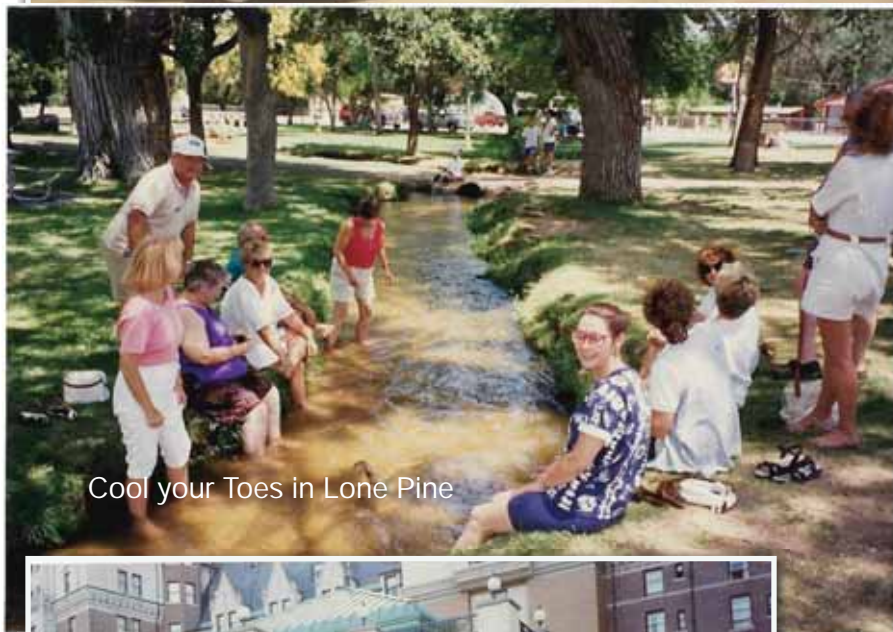
Day six: Today we visited the Mt St Helens Memorial Visitor's Center, dedicated to the memory of that fateful day in 1980 when, as your's truly was conducting an Early Ford V8 Club National Board meeting, we learned of the Mt St Helens eruption! Quite a day indeed!

Day seven: We were privileged to stop at The Sportsman Shop in Alger today, and were given a driving tour of the property by owner Bob Brown. It's amazing what he can do with these wood-bodied cars! Today also included a stop at Seattle Center for a ride in the glass elevator up to the top of the Space Needle.

Lunch anyone?

Day eight: The mileage was short today, but the ferry ride over to Victoria took over three hours. We all arrived in Victoria in good spirits.

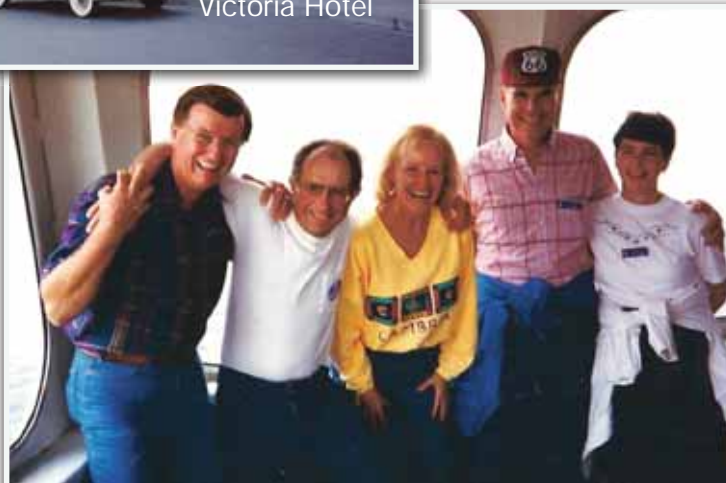
Cool your Toes in Lone Pine



Victoria Hotel



Jim Miller (Retired Secret Service)  
Bill Harvey, Mrs Miller,  
Jay and Sylvia Harris)



**That concluded the 1996 HARRIS TOUR. Next year many V8ers were looking forward to the tour planned to Rohnert Park.**





Orange st, El Cajon. It didn't take long to realize this was a salute to AIR COOLED CARS, mostly VWs. Oh, the Ford club was there, and others, but we were way outnumbered. Country Beards, tatoos, Big Boobs and dogs were everywhere. & then **Ric Bonnorant Showed up and WON A TROPHY!**

Sandy and I wandered off for dinner and when we returned there was a **WINNER SIGN** on my Woodie. So we raced over to the Line of six other winners waiting for their Moment when the Girls lead you to the stage for a **VW BUS SHAPED Trophy** saying "WINNER!" (BUS SHAPED??)



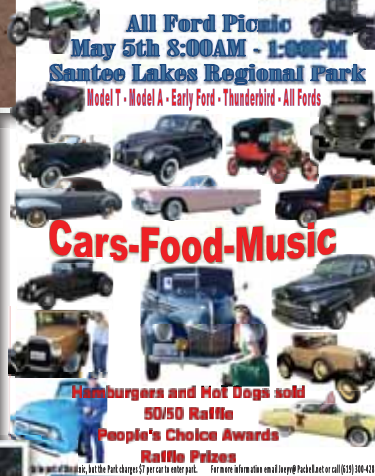
Great to see Ric Bonnorant







Brought to you by The Early Ford V8 Club of San Diego



is not at Santee, but the food charges \$5 per person to enter park. For more information email: [info@fordclub.net](mailto:info@fordclub.net) or call (619) 444-4200



Main St Judges- Coronado



# All Ford Picnic WINNERS





I spent the first 6 years of my life surrounded by people that were in the military for WWII. San Diego was the training ground and stepping off point for overseas duty. My family hosted goodbye and welcome home parties. My Dad was Too Young for WWI and Too Old for WWII, but both parents volunteered for Neighborhood Watch Duty and other volunteer activities which led to long lasting military Friendships all over San Diego for the kids and parents.

## HISTORY

In 1942, the United States was faced with a severe shortage of pilots, and leaders gambled on an experimental program to help fill the void: Train women to fly military aircraft so male pilots could be released for combat duty overseas.



WASP Interactive: Family essays, timeline and audio slideshow  
The group of female pilots was called the **Women Airforce Service Pilots — WASP for short**. In 1944, during the graduation ceremony for the last WASP training class, the commanding general of the U.S. Army Air Forces, Henry "Hap" Arnold, said that when the program started, he wasn't sure "whether a slip of a girl could fight the controls of a B-17 in heavy weather."

"Now in 1944, it is on the record that women can fly as well as men," Arnold said. Women Pilots initially started by flying planes to bases to replace lost planes. But with so many pilots lost to the war, some 1,100 young women, all civilian volunteers, flew almost every type of military aircraft — including the B-26 and B-29 bombers — as part of the WASP program. They ferried new planes long distances from factories to military bases and departure points across the country. They tested newly overhauled planes. And they towed targets to give ground and air gunners training shooting with live ammunition. The WASP expected to become part of the military during their service. Instead, the program was canceled because women were soon flying actual combat missions along side the men.

## Female WWII Pilots: The Original Fly Girls



WASPs leaving their B-17, 'Pistol Packen' Mama'







Thirty Eight female pilots did lose their lives serving our country. One was 26-year-old Mabel Rawlinson from Kalamazoo, Mich. And, because Rawlinson wasn't considered military, the American flag was not supposed to be on her casket, but her family put it there anyway.



**The Program Is Pulled** .The head of the WASP program was Jacqueline Cochran, a pioneering aviator. (After the war, she became the first woman to break the sound barrier.) Cochran's goal was to train thousands of women to fly for the Army, not just a few dozen integrated into the men's program. She wanted a separate women's organization and believed militarization would follow if the was a success. And it was... In those days, no major commercial airline would hire these experienced women as pilots. Like many World War II veterans, most WASP never talked about War experiences. A few of them got piloting jobs after the war, but not with any of the major airlines. Some of them stayed in the air as airline stewardesses.

"We were children of the Depression. It was root hog or die. You had to take care of yourself. Nobody owed us anything," she says. The WASP kept in touch for a while. They even formed a reunion group after the war. But that didn't last long. Then, in the 1960s, they began to find each other again. They had reunions. They started talking about pushing for military status. And then something happened in 1976 that riled the whole WASP's nest.

"The Air Force comes out and says that they are going to admit women to their flying program," Landdeck says. An Air Force statement says "it's the first time that the Air Force has allowed women to fly their aircraft." Thirty years later, that comment still upsets former WASP members.







'37 Buick Roadmaster Sale in Coronado, Solid car, New seats, Runs good. \$28k or Offer. — Hal 619-865-8039



1949 Ford Convertible. Ford Guru Dan Krehbiel's Car. All-around excellent. \$35k 951-300 4280

For Sale:

### 1932 Ford Pickup

Restored like new, 1936 V8, Mitchell overdrive, fog lights, beige (light tan), red powder coated spoke wheels, new upholstery.

Asking \$33,000 or reasonable offer.

Fred Selensky, Oklahoma City  
selenskyf@sbcglobal.net

405-550-6503



### FOR SALE

1941 Ford Super Deluxe Coupe. Complete rotisserie style restoration was completed several years ago. The car is absolutely flawless with nothing overlooked. The frame/suspension and drivetrain was either powder coated or nicely painted. Has a flathead V8 with 3 speed, Columbia Overdrive rear end, MSD Electronic ignition that is still 6V. The upholstery is perfect with no tears or stains, brand new tires, all stainless trim is polished and in great shape. The body and paint are a 10 out 10. Comes with skirts that need to be painted the color of the car. The trunk is complete with matching spare tire, trunk mat and side panel.

**\$30,000-**

**Alex Ramirez — 619-952-0044**



**1941 Ford Coupe:** Engine overhauled several years ago but never installed. Most all the parts are there but in boxes. \$5000 neg. Gary Werner, 303-808-3519, calls only, no text or email.



**\$4,000**



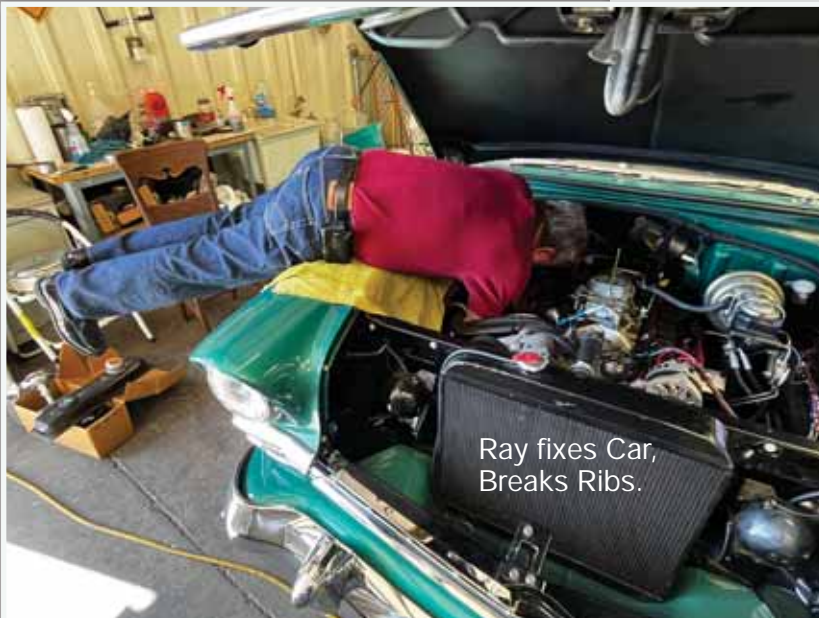
Our Prez , Joe Valentino  
Won Best In Class with his  
Model A at the PAL JOEY's  
EYE CANDY Car Show. The  
Proceeds from this show  
Benifts The Braille Institue.



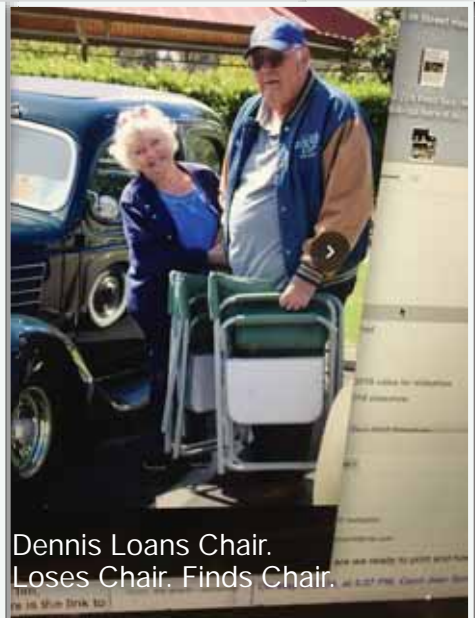
SD EFV8 Club,C/O Tim Shortt, 1211 5th St.Coronado, Ca 92118



Sandy Tours Old  
Town. Meets old  
guy, Sees Old Tree.



Ray fixes Car,  
Breaks Ribs.



Dennis Loans Chair.  
Loses Chair. Finds Chair.