

THE FORD FAN X

1932-1953 FORD MOTOR CAR COMPANY VEHICLES

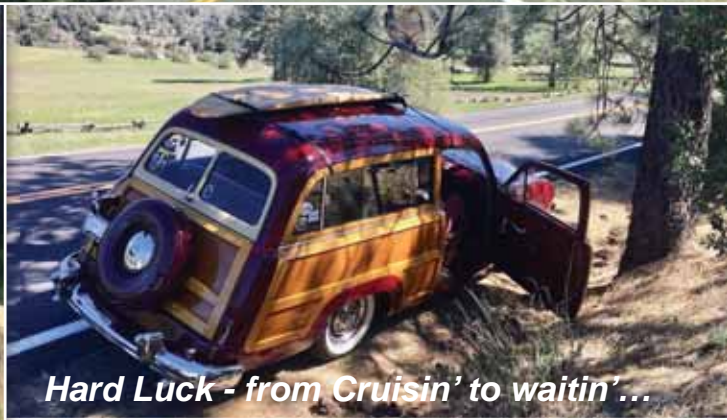


The Long Road Home From Julian.

Rick Carlton set up a scenic run to The Julian Beer Co. Perfect day, beautiful country, flowers everywhere. All cars running like new. In the parking lot, Rick noted the hard luck trophy I had won the night before for my Red Convert breakdown. Kidding around, he said, "I was the odds-on favorite for today's breakdown..." We were met in the parking lot by a very friendly 50 year old Irishman who we assumed was the owner. He welcomed us and described the Brewery as consisting of two old houses, a tiny cemetery up the hill and a small garage brewery capable of producing a tremendous amount of beer — 400 barrels a month! We lined up for lunch and studied a huge wall-mounted menu listing the food and the beers. The cashier/order taker dressed in an off-the-shoulder sweatshirt and torn up shorts - called everyone "Honey" - served us at long common tables happily shared by a mosh pit of bearded locals, tourists, babies and geezers. And back in the kitchen we saw the Irishman greeter, washing dishes and cooking up a storm.... In the Brewery Garage, we saw the 14 different beers in the vats and were invited to taste the barley that has done its job, before it was hauled off to the pig farm. I

couldn't leave without having apple pie a la mode (we were in Julian, after all). Off for the scenic return around Cuyamaca Lake, past Green Valley Falls and through the hair pin turns down the mountain — My woody was rolling smooth and quiet ...too quiet - the motor had quit and wouldn't restart. I coasted two miles before finding a wide spot to stop. Out of gas? Not according to the gauge... Finally a Cop passed by and stopped. He had emergency gas—so I added fuel, but it would only run when I primed the carb. Definitely a fuel Pump. Called Triple A. Waited 90 minutes on a scenic overlook, loaded the woody and got a fully air conditioned ride to Coronado. Rick was right. Chances are I might win the

"Two in a Row Hard Luck Trophy."—TS



Hard Luck - from Cruisin' to waitin'...



PREZ Joe SEZ

Greetings to all Early Ford V8ers! Touring season is in full swing, so get those old Fords, Mercurys and Lincolns out and get driving! It is nice to be on a tour organized by the Club, and fun to do an impromptu "mini cruise" by emailing or calling some of the members to meet up and drive somewhere. I ask that you be ambassadors for the Club, when

you see another 32 - 53 Ford, chat with the owner and encourage them to try attending one of our meetings.

Speaking of cruises, Bob Brown has several outstanding cruises lined up for us in the upcoming months. Details later in this Fan. ALL EFV8 Club members, no matter the make and model vehicle you drive, are welcome and encouraged to join the cruises. Bob encourages suggestions for potential tour and cruise events. Everyone's suggestions are valued!

At our last Club meeting Walter Andersen and Ken Andersen told of their adventure driving their '34 Ford in the Great Race that ran from Disneyland in Anaheim, California to Boston, 4,500+ miles! I always thought that would be a fun trouble-free cruise. Not necessarily so! Walter and Ken told of it being a cruise of a lifetime! What a tale of a '34 Ford and two tough, resilient guys and Walter's daughter!

The Club has a couple of fun events coming up in May and June. May 5th - The All Ford Picnic at Santee Lakes Park, which is a beautiful venue. Every year this is a fun event with Fords of all years, from T's to GTs! Pizza and drinks are \$5.00, while supplies last. More details in this Fan.

May 15th is the Club meeting at the El Cajon Cruise. If you plan to attend *and* wish to eat some free pizza and drinks, if you haven't already, **please RSVP** to Susan Valentino (SRJV@Pacbell.net) **no later than May 13th**. Please put "El Cajon Cruise RSVP" in the subject line and you will later get a confirmation email that you are on the list. We will be buying Pizzas based on the number of RSVPs. No need to RSVP if you are not eating Pizza, just show up! More details in this Fan.

June 15th is the San Diego Clubs 50th Anniversary Celebration at the area behind the San Diego Automotive Museum at Balboa Park. We will be able to park a lot of our Club Cars in the event area. A catered lunch will be provided for Club members that RSVP. If you haven't already, **please RSVP no later than June 1st** to Susan Valentino (SRJV@Pacbell.net) if you plan to attend and wish to eat. Please put "50th Anniversary" in the subject line and you will later get a confirmation email that you are on the list. This will be a great event with the Club; food, music, and laughter!

I want the Club to be enjoyable for the members. In the future general meetings I will have a suggestion box for members to put in their thought on how to make the Club better. You can do it anonymously or sign your name. Anything goes! Are the meetings too long, too short? Are the Programs meeting your expectations? Are tours meeting your expectations? How long should the refreshment break be? Does President Joe drone on and on and should shut up? I was in customer facing jobs for 35+ years, and I have very thick skin, let me know! You can also email me at JoeyV@Pacbell.net, for this or any other reason. That's all for this month, Enjoy every day! Your President - Joe Valentino



President: **Joe Valentino** - 619-275-1255

V.P. **Dennis Bailey** - 619-954-8646

Secretary: **Bob Hargrave** - 619-283-4111

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

Directors:

Mike Petermann Prez Pro Tem 916-479-3665

Bill Dorr - Programs 619-884-4188

Dennis Bailey - 619-954-8646

Bob Hargrave-619-283-4111

Ken Burke - 619-469-7350

Bob Brown 619-890-6988

Walter Andersen - 858-274-0138 619-224-8271

Ray Brock 619-993-9190

Rick Carlton - 619-512-7058

Joe Valentino - 619-275-1255

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

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

Programs: **Volunteers**

Tour Co-ordinator- **Bob Brown- 619-890-6988**

Car Club Council: **Susan Johns Valentino** 619-275-1255

Web Master: **Rick Carlton** - 619-512-7058

Lady 8ers: **TBD**

Accessories: **Ray Brock 619-993-9190**

Ford Fan: **Tim Shortt** - 619-435-9013

Cell 619-851-8927

Refreshments: **Volunteers**

Sunshine: **Judy Grobbel** - 619-435-2932

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-- May pot is \$100 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 winner.

Ray Brock won the 50/50- & Donated to Ollie Smith Scholarship.



1956 oglers



Walter Andersen's 1929 SAGA... continues.



My '29 Model A has been stored since about 1975. 90% of the metallic blue paint that was on the car when it went in the shed, fell off. I had taken the engine out and put it in the nursery's Model A Pickup, because I knew I probably would not be driving this for a 'few

years'. Not sure what Art is doing, maybe pretending he is the engine (I heard some strange noises)

When I got the car in 1959, a couple of years ago, the FAN featured it as that barn find when I got the car home from Nebraska (I drove it) I took the car all apart, body off the frame in my parents garage. I put on hydraulic brakes from a '40's Ford. Time and non-use takes it's toll. We replaced all the wheel cylinders and remounted the master cylinder to a more convenient place, all new brake lines and hoses. Welded up two cracks on the frame and repainted it black. The engine I had rebuilt with counter balances on the crank and insert bearings, hardened valve seats and SS valves. the block was sleeved back to stock size. I rebuilt the water pump with the new 'leak-less kit'. Brand new radiator mounted on the frame also.

The body, WE sandblasted the whole outside of the body and fenders, huge job. It took two people to do this one to blast and one to pay attention to the sand blaster tank, many issues with that. Shake the tank to keep the sand flowing, blasted two holes in the hose from the sand, I was warned about that. I won't be doing that again. If I have to have a body blasted, I'll call one of those guys with the portable air water and sand blasting units. Then we sprayed all of the bare metal with an phosphate etching type acid, makes it really look bad, like it has been in the bottom of the bay for years (I'll try and find a photo it is not in this group)

Then we sprayed it with a 'super' primer developed for boats, supposed to be very resistant to everything. Light sand that and spray it again with high build primer, at least two coats after sanding half of it off, some places three. Very little bondo, but yes there is some. There was a dent below the left rear window when I bought it. I filled it 60 years ago, but the sand blasted it out, so there was basically only one area of the body that needed much attention attention.

We got a color 'kind of close' to an original Model A color, we went with the base-coat, clear-coat process, that went pretty well, two and a half quarts (two colors) not including the black fenders. We will finish color sanding and buffing next week, then the body can go back on the frame. Hopefully that will be next week also.

The steering column has been restored, the throttle and timing controls are now stainless steel, with new black paint on the metal. The gears were in very good shape, so we just cleaned those and put everything back together. The 'speedo' reads about 60,000, I think that is probably correct, the car lived on a farm for 20 years before it was 'retired'. I don't think cars back then gathered miles like they do today.

Transmission was 'ok' but the 'second-third' slider had some 'christalization' (is that a word?) small 'pits' on some teeth and also the cluster gear. Border Parts in Casa de Oro had the second- third gear on the shelf and he found a 'good used' cluster gear in El Centro, took three weeks but he found it. He is an amazing guy if you are in need of gears for old 'stuff', check with him. It is interesting just to see his warehouse. He said the cluster gear came out of some old tractor?? Anyway it was good and the price was right.

The starter was rebuilt by Broadway Electric, converted to 12 volts, It's supposed to be easier on the Bendix gear.

When we installed the engine we put in 'Float a Motor' mounts, easier then stock and it reduces engine vibration.

Stay tuned... Body is now back on chassis!



Tours & Things to Come

Sun, May 5- All Ford Picnic
Santee Lakes Park-
More Volunteers Needed!
Call- Dennis Bailey 619-954-8646

May 6-11 Hwy One Jay Harris Tour

May 10-11 THE STREAK
Campland- Over The Hill Gang-
Call Joe Pifer 619-464-5445

Wed, May 15- El Cajon Cruise Night
and General Meeting on Orange St.
5:00- Pizza served. Don't be late!

Wed, June 12 - SD County Fair-
Sign up now- First 8 cars get in FREE.
RSVP Ric Carlfon
619-512-7058

Sat, June 15 -
V8 Club-50th BDAY Picnic
Drive Yer Old Ford-Auto Museum
back yard. Free BDAY Lunch
Free entry to Museum Display
Need all members for Rooftop Photo!
Info Joe Valentino 619-300-4280.

Thurs, July 18-
Edelbrock Factory Tour,
Torrance, Ca
Leave Macy's MV 11am.
RSVP by May 15 - get FREE V8 Hat.
Call Ray Brock for head count
(Sign Up—Need 25 people-
To hire BUS for trip)
619-993-9190

May Anniversaries
5/10 Ron & Kathy Shedd
5/16 Tim & Sandy Shortt
5/16 Bob & Susan Symonds
5/17 Mike & Lois Pierson
5/22 Bob & Raphael Hargrave

May Birthdays
5/08 Avalee Smith
5/09 Norm Burke
5/12 Jerry Windle
5/14 Bill Dorr
5/15 Bill Houlihan
5/19 Jack Rabell
5/30 Lynn Clement

Membership- Paula says- 119 Members

Sunshine Judy -Bill Lewis Back Surgery was
brutal according to Linda. Best wishes for a
fast recovery.

REPEAT UPDATE-Carl Atkinson
is getting younger! After
announcing his 97th BDAY, he
tells me he's
just 92!

SAN DIEGO EARLY FORD V8 CLUB **General meeting minutes: April 17, 2019**

PRESIDENT: Joe Valentino opened the meeting at 7:03 PM and welcomed visitor, Walter Anderson's son, Ken. He started with a review of the new By Law proposals. A motion was made to accept the changes, and it was approved. Joe reminded us of the need for volunteers at the ALL FORD PICNIC on May 5. He talked about ideas for growing the club membership. As a side note, Tim Shortt, received Honorable Mention in the National V8 Times magazine for his excellent stewardship as San Diego's Regional Group FAN editor.

VP Report: None . Secretary Bob received approval of Minutes.

Treasurer: Ken Burke read the financials. He also presented the budget.

Membership: Paula Pifer reported 119 total membership.

Sunshine: Bill Lewis is recovering from back surgery.

Fan Editor: Tim Shortt reported the FAN is coming along just fine.

Car Club Council: Susan Valentino displayed many fliers for upcoming car events.

Tours: Bob Brown announced the dates for several tours. Read the fan or see emails for tour details.

Program: Walter and Ken Anderson gave an in-depth description of the 1988 Great American Race they participated in, driving a '34 Ford full of trouble. Very interesting and funny.

50/50 drawing: \$39 won by Ray Brock. No winner for Name Tag Drawing.

Old Business- None. **New Business-**None. **Sunshine,**

Meeting Adjourned at 9 PM

Submitted by Bob Hargrave



Walter Andersen has a couple of Pen Pals in Australia and shares the FAN with them. Well, I ran this story and photo of the purported first (1934) UTE. And a second Pic of one for sale. Turns out both are bogus—now we have an international incident...

Hi Walter, I have just read through the latest San Diego V8 Club Newsletter On Page 4 is a Photo of a 34 Ford Coupe Ute, The Ute Pictured is not what a proper 34 Ford Coupe Ute looks like.

The one in the photo was made up from a Sedan and the rear quarter window is all wrong.

My son Matt has a genuine 34 Ford Coupe ute, here are is a side shot of his Ute.

The one made from a Sedan was built for the late Lew Bandt who was the designer of the Coupe Ute, he was killed in a Coupe Ute so Ford Australia had this one made and have been showing it off as the real deal, it is not.

Ford Australia is promoting a lie and they have enough money to get away with it.

I have a friend who has a register of all the 333/34 Ford Coupe Utes that have been found recently.

Now in the For Sale section there is a pic of a 34 Ford Coupe Ute for sale less doors etc, I would warn of anyone contemplating buying this Ute as he is showing a photo of my son's Ute, in the pics I have attached you can see the same photo where my son found his Ute.

Do what you like with this information. —*Regards, Bill*



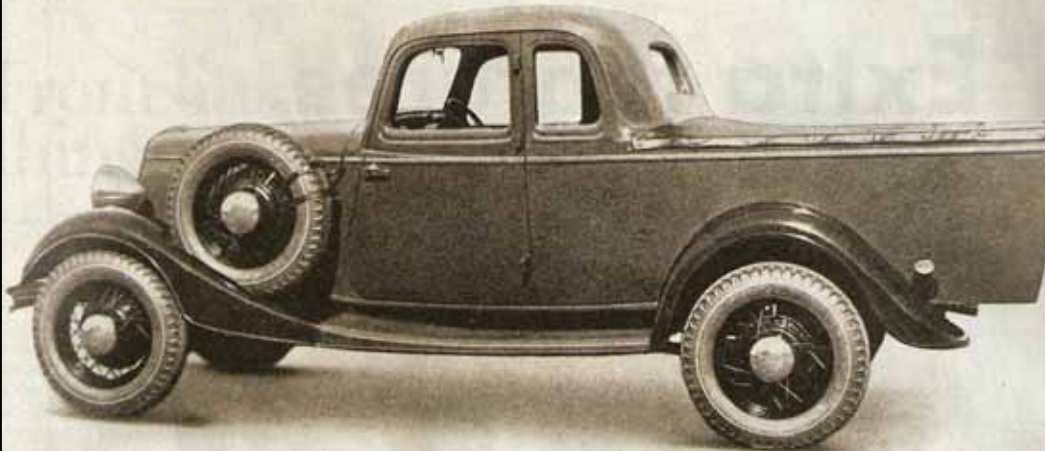
Note-
correct
small
window



History of The UTE

ICONS

IN THE BEGINNING...



The Aussie ute has muscled its way into our affections with equal measures of grunt and panache. By Liz Henderson.

Fast facts

1925 Ford Australia opens in Geelong as an outpost of the Ford Motor Company of Canada.

1979 The Prevention of Cruelty to Animals Act makes NSW the first state requiring dogs in the back of moving vehicles to be restrained.

1987 Lewis Bandt dies near Geelong after a crash in a vintage Ford ute he'd had rebuilt.

1999 The Ute Muster in Deniliquin, NSW, breaks the Guinness record for the world's largest parade of registered utes – 2839 in all.

2009 GM Holden's US subsidiary, Pontiac, cancels its orders of the Commodore ute.

The letter arrived on Hubert French's desk at the Ford Australia plant in Geelong, Victoria, in 1932. French, Ford's managing director, couldn't ignore the request from a farmer's wife sick of travelling to church in a truck: "Why don't you build us a vehicle to go to church in on a Sunday, and which can carry our pigs to market on Mondays?" During the Depression, banks would lend farmers money for trucks but not passenger cars, so it was likely this woman wasn't the only one exasperated by her Sunday ride.

French set the wheels in motion. The company asked its rising star, 22-year-old engineer Lewis Bandt, to construct a vehicle suitable for both hard yakka and family life. A car simply cut down to add a rear tray would tear in half from the weight loaded onto the back. Bandt's solution was to strengthen the weak spot between the cabin and tray with a frame and extra pillar.

Two prototypes of Bandt's new utility coupe were built. Too small to be a truck, its 1.65-metre-long tray could still lug more

than 500 kilograms and featured a fully enclosed, weatherproof steel cabin. Production was approved and the first 500 utility coupes took to the road in 1934.

In an interview just before his death in 1987, Bandt remembered telling the plant superintendent: "Boss, them pigs are going to have a luxury ride around the city of Geelong!"

Accustomed to no-frills living, farmers also initially viewed early models as an extravagance, but the utility – or "ute" – was soon embraced as a country staple.

Copies appeared within six months, while designs more closely resembling trucks were manufactured overseas. By the 1950s, companies including General Motors Holden had begun offering their top-selling cars as utes in Australia.

These days, revheads and rural types alike are smitten by the practicality and machismo of this vehicle, which so uniquely blends the city and the bush.

Car designer Lew Bandt died recently at the wheel of the workhorse wonder he gave to the world in 1934. But his pioneer creation lives on...ready to be restored and exhibited as a giant in Australian vehicle history.



The fully-restored 1933 Ford coupe now a pile of junk in a Geelong wreckers' yard.

Designer of the world's first ute is killed in the original vehicle

The designer of the world's first coupe utility – commonly known as the "ute" – was killed in an accident while driving the original vehicle near Geelong yesterday.

Mr Lew Bandt, 80, died when his fully-restored 1933 Ford coupe utility and a sand-truck collided at Bannockburn.

Police said Mr Bandt had been taking part in a television documentary before the accident.

Yesterday, Mr Bandt's painstakingly restored car had been reduced to a pile of junk in a car wreckers' yard in Geelong. Parts for a car with a wooden frame and

and read 83,909 miles. The petrol gauge was a glass tube with a bubble in it.

Mr Bandt began working for Ford as a draughtsman at its new Geelong plant in 1928. He worked there until his retirement 44 years later.

A new design group was set up at the Geelong plant and the coupe utility was its first major job.

A Geelong farmer had approached Mr Bandt during the early 1930s and told him he wanted a vehicle that combined the passenger car comfort of a V8 coupe with the practicality of a utility tray.



Mr Bandt... design seemed to please everybody.



More Ute...

*Correspondence with Mike Petermann from Robert Ryan, Australia.
Greetings.*

*Thanks for your prompt response and the sudden let down. :-))
(shall now require further counseling !)*

*The Ute in The Fan, Page 11 is 100% right with the exception of
stripped parts as described.*

*Please keep me in mind if anything eventuates. Obviously a pic of one
such vehicle in Australia that has escaped my due diligence. !*

Regards, Robert Ryan

Greetings, thanks for your assistance.

Overnight I have scrolled my Register files.

Voila!

Pic taken in 2012 in countryside Peak Hill NSW is the Ute in "The
Fan" advert.

A guy procured the 1934 Ford Coupe Utility total collection for
\$AU12,000 the lot. This is a genuine example of a Ford Australia only
1st Ute built in the world.

Ute is now well advanced in a full rebuild.

I am at a loss as to how the picture was made available to "The
Fan" ??

The world after all is a very small place :-))

You may be interested in showing this same pic and then mine as a
form of understanding the possible beginning and end of a
resurrection.

Thanks for forwarding. Keep up your good work.

Regards, Robert Ryan

Attachment:

My Australian only
1934 Ford Coupe
Utility.

1 of only 528 built
with less than 10%
remaining recorded
on the Australian
Model 40 Register

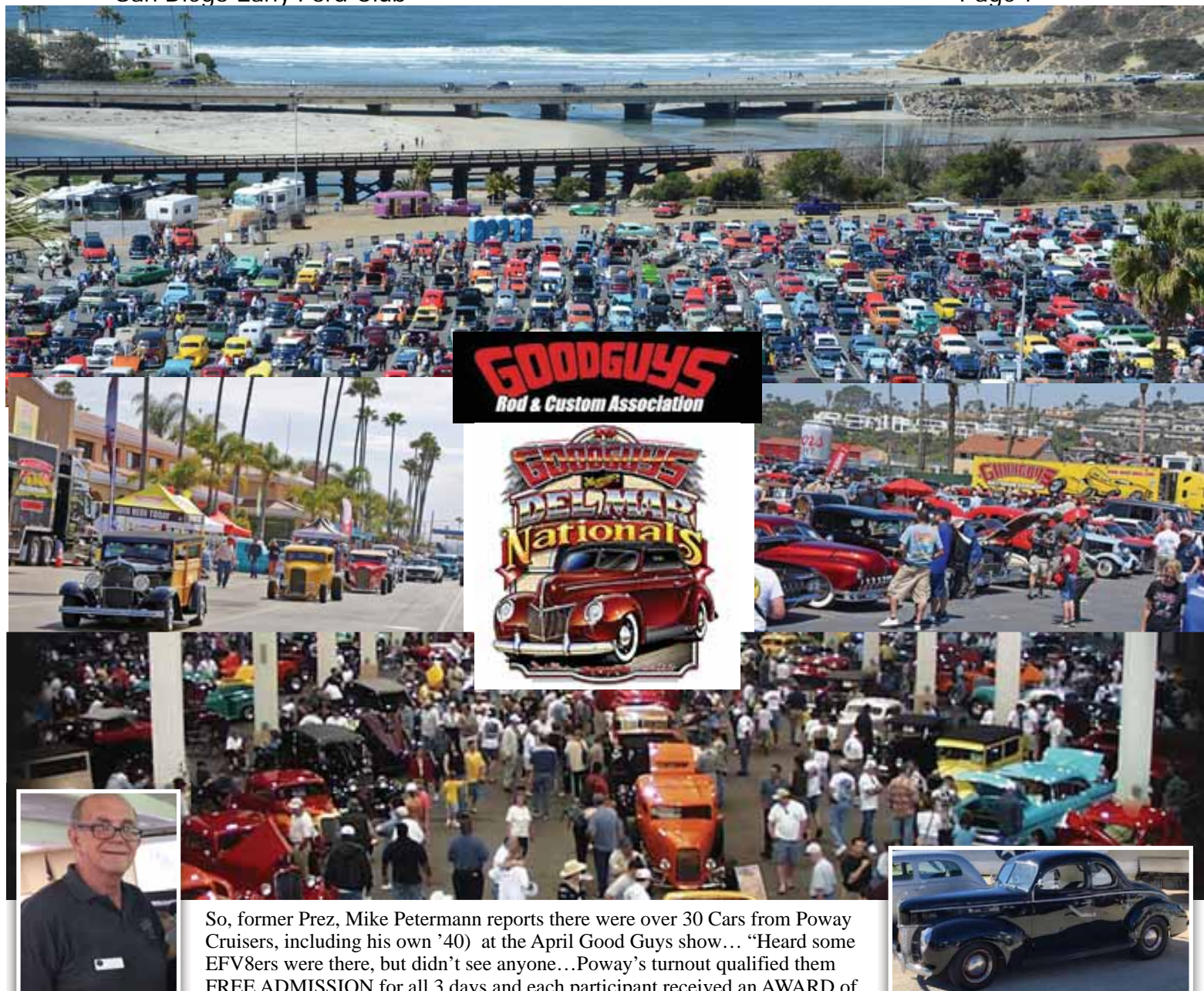
(Timber clad farm
vehicles led to their early
demise)

This one is no joke-----All
Steel --- the Real Deal.
Permission is granted for
Tim Shortt to use these
pics in "The Fan."



**Meanwhile—
Could be
'Romance in the
Air' at the old Gas Station ...**





So, former Prez, Mike Petermann reports there were over 30 Cars from Poway Cruisers, including his own '40) at the April Good Guys show... "Heard some EFV8ers were there, but didn't see anyone... Poway's turnout qualified them FREE ADMISSION for all 3 days and each participant received an AWARD of PARTICIPATION—souvenir. Noted, the Low Riders showed up with a whole new generation of high-end rat rods, No expense spared on finishing touches, chrome, paint and intricate engravings all over and under. Very impressive."



10th Annual So-Cal Early Ford V-8 Club Inter-Regional

Giant... Collector Car **Swap Meet** *Lots of Ford Flathead Stuff*

Sunday, May 19th 2019

The only place that you're going to find Early Ford stuff is at a swap meet like this - put on by Early Ford V-8 Folks
Car & Truck Parts - Accessories - Tools - Literature, Books & much more

3855 E. LaPalma Ave, Anaheim, CA

At Our Clubhouse Location Parking Lot

 EFV8 SWAP MEET LOCATION
The Apoca Professional Building
1/4 mile east of Tustin Ave.

The Early Pickers
Get the Best Deals

•BUY •SELL •SWAP
All Makes & Models

 3855 E. LaPalma Ave
Tustin Ave
Santa Ana Lake
91 Freeway

Dealer Set-up 7:00 AM

The Fun Begins at 8am

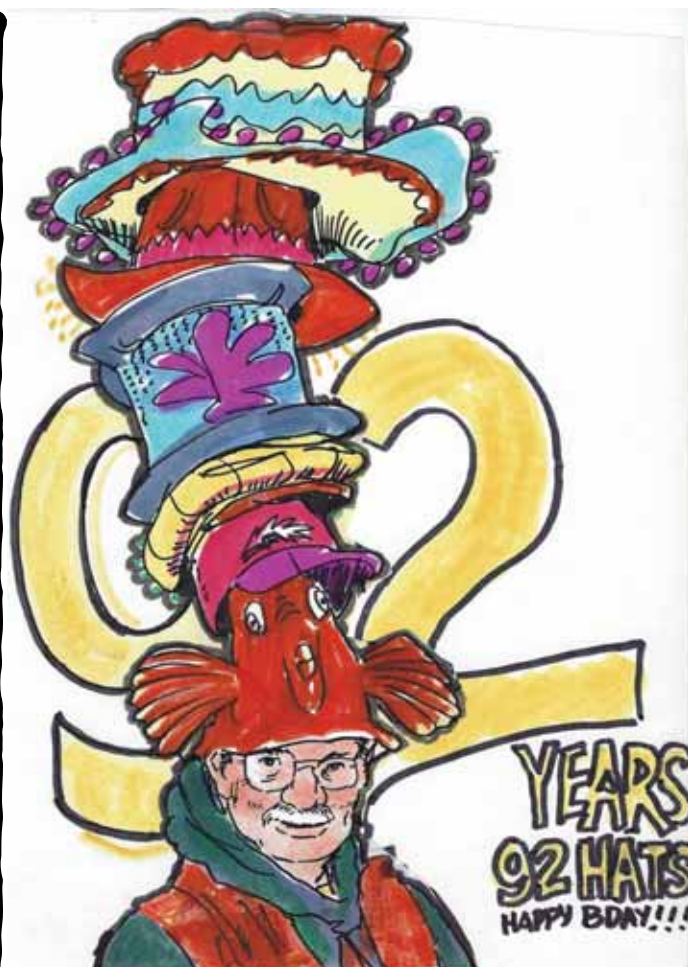
Open to the Public 8:00 AM

Reserve your Space Now!
Only \$10.00 per space

Call Tom McLaughlin Ph. 714 998-4528

coffee and donuts will be on sale
Supplied by the So-Cal Regional Group of the Early Ford V-8 Club

Visit our Website at <http://www.socalefv8.org>

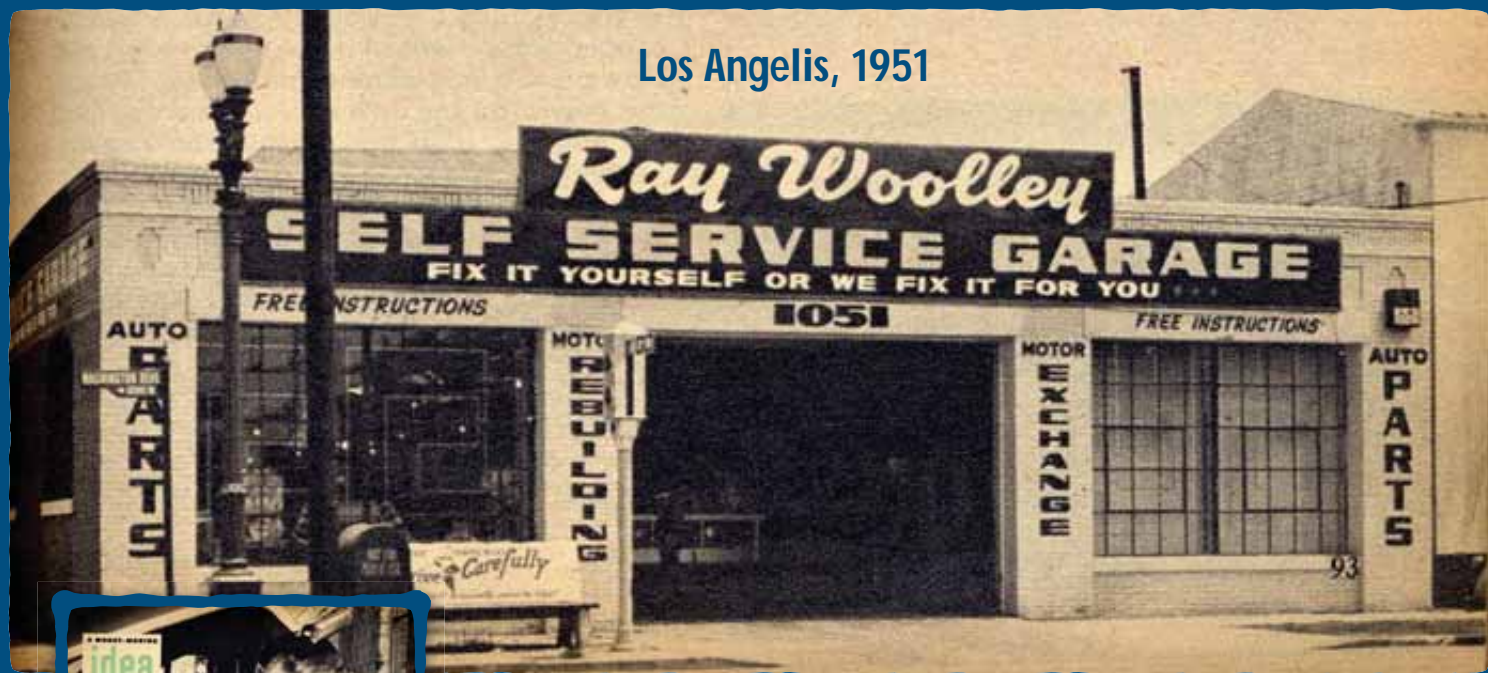


Just who is this Lady?

Carl is getting younger!
After announcing he's 97, Carl is now just 92!

Bill feeling older, after painful back Surgery.

Los Angelis, 1951



I Run a Help-Yourself Garage

All you have to do is furnish the car and the labor—Ray Woolley provides everything else.

By Ray Woolley

Mechanix Illustrated

If you've ever lived in an apartment, or in some other arrangement where you didn't have access to a space to work on your car, you've likely had the same idea that Ray Woolley had: a self-service garage, where the garage owner provides the space and tools for rent, while you provide the labor. Woolley discussed his idea rather in depth for an article in the November 1951 issue of Mechanix Illustrated.

Would an idea like this work today? Of course not. You'd have lawyers swarming on you in an instant, and if you managed to fend them off, you'd have insurance rates through the roof. I would like to know, though, how long Woolley made a go at his idea. However long Ray Woolley's Self-Service Garage did make it, we know that it doesn't exist today: a Mercado Garibaldi now occupies the building at [1051 W. Washington Blvd.](#) in Los Angeles.



**Remember your
Prom Date in 1972?**

...and her mom?





Worth The Trip Across The Bridge...

So, I was up at 4am, dressed and driving my woody to the show before I was awake. As Co-Chair to this annual event I've found the hours are long, but the pay is even worse. I volunteer because I've got friends who do the same - we all want to keep this 27 year old Main Street event going like the old cars it celebrates. Every make and model of movable motorized mayhem you can imagine shows up, dressed to party.

This year 340 Preregistered—and about 320 showed up. Star Park Circle is the center point with five neighborhood streets connecting to the rest of downtown and the beach. First cars showed up at 5:45, like there was a free sunrise breakfast or something. Our crew was not near ready - official opening is 7Am and the show doesn't really get rolling until 10am. Police, Fire and utility crews were still positioning parking cones, setting up the directional cones, Bollards, Band Stand, Port-a-Potties, signage, trash, lunch tents and tables. Individual Driver Packets containing correct size Event Shirt, info and windshield signs for their car, describing the Year, Make and Model were handed to individual drivers as they entered. Each packet contained info for Judging—Convertible, Original or Restored, - all 1972 or older. Street Rod, Hot Rod, Modified or 'Real Steel' and finally, "Bad To The Bone" best hot rod 1945 & older.

Cars come from all over, but many very interesting "Pebble Beach" quality cars live right here on the Island. Our Judging teams (3 judges and 1 scribe per team)—total 28) gathered together to receive their category assignments—Each team, was issued badges, work sheets and assigned color-coded category signs.

Then the work began. V8ers including Calvin King, Mike Petermann, Jose and Vivian Serrano, Jim and Diane Thomas and Bill Dorr joined in with local teams - to judge overall condition, paint, body and bright work, interior and motor compartment.

It takes serious work to reach agreement with new team mates - all intent on giving fair scores to about 300 cars over just three pressure-packed hours.

In one category, a freshly restored, mint condition '36 Ford Fordor was picked to win a First.

INTERESTINGLY, Bill Dorr hadn't

expected his '37 Ford Slant back to even be judged, but it was and he won a Second...

NOW the scoring results were turned in, checked and winning drivers notified they had won and must bring their cars forward to the Awards ceremony at 2pm.

THEN it was discovered that the winner had won a First last year and wouldn't be allowed to win two consecutive years.

EGAD. Embarrassed Staff decided they winner had to be told he couldn't win two years in a row with the same '36 Ford - which meant Bill's car moved to First place.

Bill was embarrassed with the unplanned win, but moved his car forward as asked.

I went to the owner to explain the mix up. But when we talked I found out the same owner owned two '36 Fords - one an all-original and the other a modified hot rod.

HOLY CRAP, now we had TWO first Place Winners headed up for ONE trophy.

On a dead run, I caught Bill just before he parked in the Winners Circle - he was relieved the other car had fairly won so he turned out of the spotlight and out the exit instead.

Trophies awarded. Everybody happy. *Cont next page...*



More Motor Cars on Main St





Walter's story: The Great Race- 1988 Anaheim (Disneyland) to Boston. What a trip!

The players in this comedy— Ken, my son the driver. Me the navigator. Mark an employee, the support vehicle driver (still works for us). Karen my daughter, just tagging along for the fun. Jody my wife after day 3

In the mid '80's Ken and I went to a few Great American Race starts it looked like these guys were having too much fun. We found 1934 tudor sedan Ford at Carl Burnett's Antique Automotive about 1986. Nice car, totally stock.

We entered a 'California' Great Race, they 'clover leaf' from a hotel for 3 days, to get the feel. This is supposed to prepare you for the cross country race. Many just did it for fun with no intention of entering the cross country run. The practice was fun, met some nice folks.



104 Degrees- No shade- Ken heads home with heat stroke.



Engine needed help so we had it rebuilt in Whittier by a flathead expert. Installed a larger fuel tank, put an electric fan on the radiator. Ken said it is a '36 LB engine, domed pistons and more.

The BIG day, we entered. For \$5000 you get an Interstate battery and lots of stickers to put on your car. Pre-Rent 15 hotel rooms across America we have 'support' truck so that is 30 rooms and twice the gas. My daughter, Karen, was going to be company in the support truck, with Mark just for fun.

The cars have to be mostly original, but can be modified as 'racers' No fenders -no hood or side panels removed etc. Hydraulic brakes encouraged - we kept the trusty mechanicals brakes. Other things they approved of: Alternators 12 volts is OK we kept the 6 volt generator. Cooling fan, yes we added. Larger fuel tanks, we bought the one out of the Bonny and Clyde car (it ran the event in '87). Extra radiators if they don't show. Overdrives if you want. Nitrogen in the tires if you want. Expensive Speedo's if you can afford - we used the '34 Ford speedo. Our only modifications were the gas tank and the electric fan.

More rules -- Support vehicles can't be anywhere close to you while you're on the road. They can only assist before or after a day's run. Odometer is blocked out on your speedometer?? (not sure why). No binoculars or cameras in the cars, no maps. Each day there is a different start order. Each car is started 1 minute apart - takes 2 hours to start everyone each day ---- well until later when some have stopped running it is shorter.

Check points, there are several, you have no clue where they will be, you just come around a corner and there it is! The object is to be exactly on time, each second off is a point. 10 seconds early = 10 points, 10 late = 10 points. These are called "Legs". There were 4 or 5 check points every day, a second early is a point a second late is a point, each leg you start a 'new time' makes no difference if you were bad in one leg does not affect the other times. They total up all of your times for the day and that is your score. All cars are handicapped by age, so driving an older car can have a 'chance' competing with a newer car. (example a 1924 car with a score of 23 for the day would beat a 1934 car with a score of 23 with the handicap adjustment)—Cont....

Great Race Cont—They give you your instructions EXACTLY 60 minutes before your start time. (SO EVERYONE HAS THE SAME TIME TO READ THE INSTRUCTIONS) So if your start are number is 45, you would get your papers at 5:45AM for a 6:00 AM start (because your *actual* start time is 6:45). This gives you a little time to highlight things you think may be important. Most have highlighter pens in several colors, one for turns one for a speed change another for a landmark you are supposed to look for, etc.

The instructions, about 12 to 15 pages each day, it tells you exactly where to drive and also your precise speed you are 'supposed' to be driving while you are 'on the clock' ---- participating. Through towns they give you a 'transit time' which can be 10 or 20 minutes for traffic or a gas stop. You are then supposed to restart at a certain landmark on the other side of town, a sign, church, McDonald' or something you can't miss. Then you start exactly 10 o 20 minutes after your 'transit time started' was, when you entered the 'transit zone'. There are always other cars at this spot waiting for 'their time' to leave. This is where you can see many have accumulated the wrong time/speed for the first part if this 'leg'. It gets kind of funny to watch. Sometimes you see two cars starting at almost the same time, so you know someone has calculated something wrong. Officially Ken is the driver I'm the navigator, but you can switch off if you need to.

Anaheim orientation, we meet a lot of nice people including two guys from Poway in a 1931 Nash George and Bill. All 120 teams are there ready to go, everyone is pretty 'amped up'

Off to the start at DISNEYLAND June 23, 120 cars parade down Main Street. It's kind of a mob, **AMAZING!** The Great American Race is mostly run on State and County back roads, when they can. Speeds are usually no more than 45 to 50 MPH, which can be an issue on freeways and big cities. This also takes you on some really picturesque areas that many driving cross country do not see. Some unusual circumstances they have to take you on a freeway, but they try not to. The route is 'pre-run' several time to find the best roads and also to 'plot and measure' the exact route. I believe it is calculated to 100th of a mile for each leg of the event.

First overnight stop San Luis Obispo – our 'host' is drunk – Our right head gasket is leaking, he wants to take us to dinner. We can't do that. We repair the leaking head gasket, which took about two hours -- he went home disgusted. He was planning to eat and drink, we must have spoiled his fun. OIL looks good, getting dark now, find a place to eat and go to bed, up early the next day.

Day 2 off at 6:00 AM heading to Sacramento HOT, about noon the same head gasket is leaking again, we thought we could limp to Sacramento 'just add water'. NOPE, U joint is getting super-hot and squeaking. Fuel pump stopped also – Passport Transport picked us up late afternoon got to Sacramento in the dark.

We spent the whole next day doing repairs, 104 temp. Towe Ford Museum parking lot. Lots of free Lemonade from the Museum. Can't leave a tool on the asphalt, you can't pick it up – too hot. Jacked up car to move rear end back, we had new U joint, right head off again! And we installed an electric fuel pump from Sacramento Vintage Ford. This took most of the day.

Ken on verge of heat stroke --- trip to the airport to fly him home. Jody drives up in our Honda - Not sure how she got there so fast! But in time to leave Sacramento about 8:00 PM. The Ford is on trailer heading to Elko, Jody and I following behind in the Honda.

Get to Elko just in time for the 6:00 AM start, but we are officially out of the running, DNF and DNS at Sacramento, two days without a score = disqualification (no prize money) so we are near the end of the pack, and can still be 'timed' if we want.. We put the Honda on the trailer and Jody is riding in the support vehicle with Mark, Karen is now the navigator and I'm the driver.

Across Nevada and the Great Salt Lake on the left in Utah. HOT, terrible day driving on NoDoze to Rock Springs Wyoming. Very long day, but a good day considering, the car seems to be running well. Several hotels to house the group of about 350 people moving cross country every day plus the Race Officials so make that about 400! It is a huge event.

Population breakdown: 120 cars = 240 people Support numbers about 100 (some enter with no support just driving on their own) Guessing about 50 staff and volunteers and Disney personnel with the event, so 400 individuals moving from city to city each day. A few have giant Motor Homes and enclosed trailers. They have a cook and someone to wash the car at the end of each day!! BIG MONEY?

Central Wyoming about 10:00AM Karen and I get pulled over by the Wyoming Highway Patrol.... He stopped us to say "your wife is in the Laramie hospital". He has no clue why. We follow him to the Laramie Hospital – it was a Sunday about noon. Jody has vertigo inner ear infection can't stand up. – can't sit up, can't do anything.



Doc says 'rent a room, she should not travel' – we did. Jody rests a few hours and says "I think I can make it to Aroura Co." --- The next overnight stop.

I call my sister-in-law to see if she can fly to Denver that night, she can. Jody rides with Mark to the Aurora hotel, Karen and I pick Pat up at midnight at the Denver Airport ----- THINGS ARE GOING REALLY WELL.

5:30 Start today. We get our instructions and wave good bye to Pat and Jody and the Honda...**Cont...**



Great Race Cont... Hays Kansas getting gas, can't shut off the engine it won't start, too hot --- the Poway Guys come running out of the garage, said they threw a rod bearing in the Nash. "Oh that's too bad, SORRY, GOTTA GO"!

Salina Kansas for lunch trying to find a hill so we don't have to push start when it is hot -- it is HOT. Not many hills in Salina Kansas. Lunches are provided by the host towns no charge save a lot of money there! Oh -- Melted Ice-Cream at lunch, it's baking.

More NoDoze. Next night St. Charles Missouri Just east of St. Louis Wow a day off ---- but it is raining...

Next morning I look out the window and see the Poway guys!!!!!! The Nash was towed from Hays Kansas about 450 miles with a tow-truck not a flat bed. They are beat! "Hoping you can haul the car to Boston on your trailer" --- Really? "The Nash still runs on 7 cylinders but vibrates badly I just want to drive in the Boston parade." On the trailer it goes, Mark pulling, Old Nash's are heavy!!!!!!!!!!

We head east to Cincinnati I don't recall any issues but I'm kind of numb --- But Bill and George are now riding with us in the back seat of the '34. They like to drink - --- even if they are in the back seat. One day, a Sunday, in a no booze on Sunday County -- George not so happy looking though the chained cooler doors.

Up through the North East very pretty with a stop in Indianapolis. We wind our way to Erie then to Wilkes-Barre, awesome hotel in an old rail road yard ----Vintage parlor cars for -- rooms pretty amazing. Next day through the Adirondacks to Boston on July 3, stayed for the 4th of July festivities.

Ken, Ken's wife Karen -- and Jody all recuperated -- they flew in and my brother-in-law too, came to help trailer the car back. Everyone flew home except my brother-in-law and I.

I know I will never do it again, but it was an exceptional experience for sure..



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

**Next Gen. Meeting - May 15, 2019-7pm
Auto Museum, Balboa Park. pm.**

Ford V8 Swap Corner...

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

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

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