

Look
who's 90
years old!



May, 2024



Ray's whole family conspired to make a secret Birthday Blast into a great big party. They rented the BaySide Pavillion on the Bay in Chula Vista. Seating some, 80 friends. Projected his entire life in photos for all to see. Friends from way back to now, came ready to celebrate a guy that went on his own at 17. Did Paper Routes on the hills of Point Loma, Raced cars on the oval tracks with his son, and built trucks for Baja races. Invented a Transmission that could handel 600 HP trucks for a thousnd miles over the rough trails in Mexico. Created "Ray Brock Racing" a business that not only repaired cars but became the Go-To place for any kind of modification. Ray became the new car VW Dealer in San Diego that sold the Bugs made in Mexico, "Just c hoose your Color". Went to the Car Auctions in Los Angeles every week to buy cars and trucks for his Used car Lot. In National City. One week he bid on 15 Navy Surplus Pick Ups and got them all. He was surprised but shipped them all south and sold them all on his lot. When National City decided to take Ray's property for new office space, Ray took them to court and won. And, Ray's generous monetary gifts to the Automobile Museum and to the college that teaches the next geration of automobile Experts Happy BirthDay, Ray!



Grreetings V8ers!

April is in the rear-view mirror; I hope you all had a great month with family, friends, and Fords. The annual Motor Cars on Mainstreet wrapped up another fantastic car event, which is featured in this Ford Fan. That event is the first of several weekends in a row of car events.

On May 5th the All-Ford Picnic will take place at Santee Lakes Regional Park. This annual event is the best deal in all the Car shows you will have an opportunity to attend this year. The picnic will feature lots of cars. There were 72 cars last year and there was plenty of parking. There will be free dash plaques, People's Choice Trophies, and an opportunity to win great raffle prizes and a 50/50 raffle! There is no entry fee, no forms to fill out and no fee to participate in the event. You will need to pay \$7 to enter the Park; just tell the toll collector that you are there for the **All-Ford Picnic** and the money grabber will point you in the proper direction. It is the Early Ford V8 Club of San Diego's signature event! Come on! You cannot beat it!

On May 10th – May 11th the Over the Hill Gang puts on the annual **Streak**. If you have a hot rod, or like to look at them, I suggest you head on down to Campland at the Bay (2211 Pacific Beach Drive). In addition to hot cars, great people watching, raffles and food, you will be on the beach enjoying the view and sea breeze. You cannot beat it! If you are wondering where the name "the streak" originated, it is so named for party goers that attended many years ago that felt compelled to shed their clothes and run through the crowd during the nighttime festivities. I understand there is no risk of that happening anymore, as those folks are now down to a slow jog! It is a fun event, and you will see friends there.

Do not forget that our Club has our first **El Cajon Cruise** night scheduled for **May 22**. Paul was able to reserve the entire Orange Avenue location for our Club. Our record is to have seventeen cars in attendance for a cruise night, let's try to break that record. Come and bring a chair and your favorite beverage. There is a cool shady spot in front of the bank where we sit and watch the cars and humanity stroll by. There are restaurants if you would like to get a meal during the show. It is a good event, see you there!

I hope to see you at one of those events, but if you cannot make it to one of those, come to breakfast on **May 8th at the Broken Yolk** in Mission Valley.

Do not forget our **Club meeting on May 15th at 7:00PM at the Auto Museum**.

That's all for now. Enjoy the month of May and driving those old Fords!

Joe V

EFV8Club—Page 2

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

SDEFV8Club—Pg 3



All Ford Picnic May 5th 8:00AM - 1:00PM Santee Lakes Regional Park

Model T - Model A - Early Ford - Thunderbird - All Fords



Cars-Food-Music



Hamburgers and Hot Dogs sold

50/50 Raffle

People's Choice Awards

Raffle Prizes

No fee to be part of the picnic, but the Park charges \$7 per car to enter park. For more information email Joeyv@Pacbell.net or call (619) 300-4280

Greetings!

The Early Ford V8 Club of San Diego is having the annual "All-Ford Picnic" on May 5th. Attached is the flyer for the event. The picnic will be held at the same location as last year, Santee Lakes Park ([Directions - Santee Lakes](#)), a beautiful scenic location. There are clean restrooms and virtually no walking required between where the cars park and where the event is held. The event last year was a lot of fun, with a good turnout of Fords from Model Ts, Model As, Early Ford V8s, F100 Pickups, a couple of Rat Rods and new Ford Mustangs. There will again be Hotdogs and Hamburgers on sale, along with the fixings. There is

also a People's Choice contest for the attendees' top three favorite cars in attendance.

The Park charges \$7 to get into the park. There is no charge to attend the picnic. The Early Ford V8 Club of San Diego has been able to afford to put on the event through food sales and raffle tickets. There will be a 50/50 drawing and many prizes will be raffled off. We ask those that attend the picnic to donate an item for the raffle. If you have a Ford themed item, car part, gift card, gift basket or you name it, that you can donate for the raffle, it would be greatly appreciated. Donating an item for the raffle is completely optional and not a requirement to attend the picnic. Do bring your appetite!

Please pass this flyer along to members of your Club and to any others that might be interested in attending the 2024 All-Ford Picnic.

If you have any questions, please email or call me.

Joe Valentino

(619) 300-4280

May Anniv.	May Bdays
5/03- Greg & Ferol Henkels	5/08- Avalee Smith
5/16 Tim & Sandy Shortt	Norm Burke
5/17 Mike & Lois Pierson	5/12- Jerry Windle
5/22 Bob & Raphael Hargrave	5/14- Bill Dorr
	5/15-Bill Houlihan
	5/20- Maria Jarecki-
	5/22 Margaret Steinacher

May # Yrs in Club
 Jim Hurlbert-54 Yrs
 Steve Seebold-39 yrs
 John&Patricia Hildebrand-16 yrs
 Don&JudyGladden-10 yrs
 Moureen Colvin -7 Yrs
 Paul& Mary Alvarado-5 Yrs
 Dan Espito-4 yrs

San Diego Early Ford VB Club General Meeting Minutes, April 17, 2024

President Joe Valentino called the meeting to order at 10:00 am and led the club in the pledge of allegiance.

Presidents report: The president reviewed a list of club members' April birthdays, wedding anniversaries, and club membership anniversaries. The All-Ford picnic is Sunday May 5th and a few more volunteers and raffle items are still needed. Potential attendees include members of the Model A, T-Bird and Palomar clubs. Nothing has been heard from the F-100, Shelby and Model T clubs. There will not be an event t-shirt. There will not be an April Cars and Coffee event at the auto museum. The Coronado Motorcars on Main Street show is on for April 28th. There will be a May 9-11 car show at Campland on Mission Bay. July 21 is Cruising Grand in Escondido. August 24 is an Early Ford swap meet sponsored by the EFV8 club of Buena Park at 7217 Melrose St. May 22 and September 11 are the San Diego EFV8 sponsored evenings at the El Cajon Cruise-Ins. Neighborhood car show at Candy Green's on Saturday June 1. Tim Shortt still holds the Hard Luck trophy.

Vice Presidents report: The Vice President some of the club members' projects.

Secretary report: The minutes from the March 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: The club has a total of 61 members.

Accessories: Rick said plenty of hats and polo shirts are available. He noted that time has run out for All-Ford Picnic t-shirt this year but there's plenty of time for next year.

Sunshine report: Paul Alvarado's wife Marilyn is recovering well from hip replacement surgery.

Fan editor report: Tim reports it's "coming right along really well this time."

Historian: Susan reviewed the May 2015 Lakeside Western Days parade.

Refreshments: Thanks to Tim, Walter and Mike for refreshments.

Programs: Ray Brock reviewed some history of early Ford V8 castings noting that the final version had too much cooling exposure to exhaust gases. A video was shown about "The Race the Changed Everything" and a second video was shown about the Vanderbilt Cup races on Long Island.

New business: Joe is leaving his position as national club audit chair. June 15th is "Drive your V8 Day." July 13th is the San Diego Regional Group's 55th anniversary.

50/50 drawing: Russ Reis won \$45.

Name tag drawing: No winner.

Meeting Adjourned: 11:25 a.m.

Minutes submitted by Brad Nelson.





*Motor Cars
on Main Street*



Limited to 400, Pre-'76 Antiques, Rods, Customs, Classics & Trucks



Model T stripped down Race Roadster
passes sign in Desk



I've worked the Motor Cars show now for 20 years..always fun. Some guys have been here-since the first-show 35 years ago (Seven Cars in Star Park).

Yesterday an estimated 10,000 people admired the vehicles and enjoyed the Bands and displays.

It is a community event showing off the best of Coronado and attracting thousands of car nuts and regular people out for a stroll .

There is plenty to look at.

This year, 360 cars, trucks, and some unidentified vehicular things rolled in the gate to show off. Tthree-wheeled , two wheeled and four wheelers all over the place. Some cars I'd never seen.. This year we stretched the rules to allow vehicles as new as 1976, to compete for trophies.

The Judges worked very hard searching out the best cars in the mass of vehicles.

2 Pm was Trophy time. .

The winners were rounded up and brought to the front for all to see. Everybody Happy.





These Guys need no brkfst



Rich found out Den's Daughter lived next door in NY !



First V8 Meal of The Day

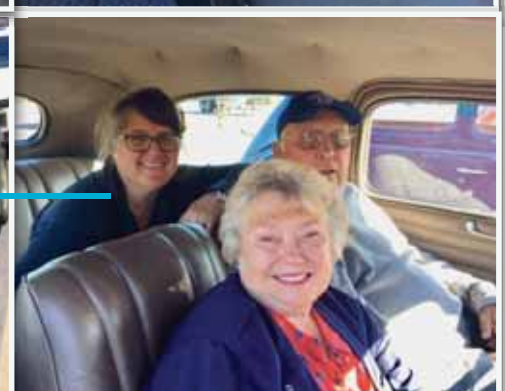


ACAIBOWL

TIM'S FAVORITE



Den's Best Daughter was there



A Few Years Ago...

Ray explains all the changes made to the '32 V8 after a bungled introduction and rushed rollout of untested motors.



1950 Back Yard, RAM-AIR FORD, Was FASTER THAN IT LOOKED.

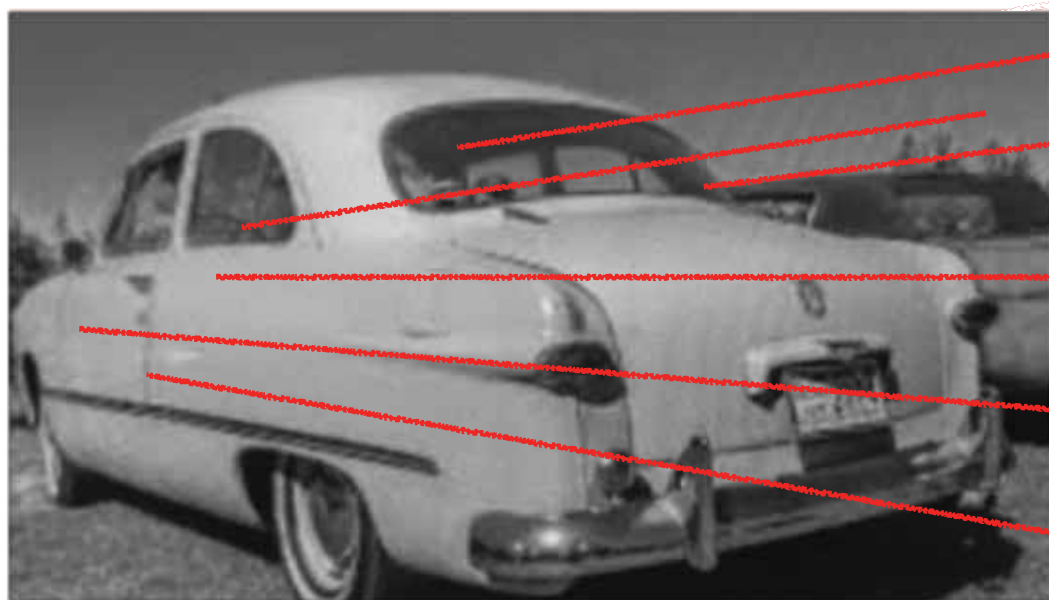
My First Car: 1950 Ford Custom Deluxe Tudor V8 Was FASTER THAN IT LOOKED...

By Donald Fick

First of all, I should clarify that this actually wasn't my car. It belonged to my dad, Earl Fick, who purchased it from his dad, my grandpa, Fred Fick, in early 1968 after he entered a nursing home. Grandpa bought it slightly used in 1952. It was his third and last car after having a Model T Touring and a Model A Tudor. It was gray and my step-grandmother hated it. So Grandpa took it to good ol' Earl Scheib and had it painted baby blue. That's how it was when dad bought the Fifty. I started my sophomore year that fall at Mead High School and drove it ten miles north to school. It didn't take me long to start doing goofy things to it. I put 10-inch shackles on the rear leaf springs to jack it up. Then I bought a cheap left side duals kit which eliminated the crossover pipe and ran a clunky pipe up and over the steering gear and down. A neighbor, Merle Sherman, still had his son's 51 Ford left side tailpipe laying around and that was all I needed. I thought it sounded pretty good with the new glass packs on it. Then I thought it would be cool if I removed the bullet and bars out of the center of the grill. Friends started calling it the Whale. All it needed was the sea.

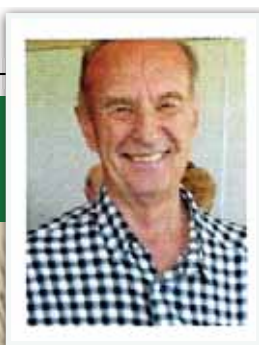
On Friday afternoons, after a pep rally, a bunch of us guys would drive our cars to the southeast corner of Mead. It was ¼ mile to the intersection south of that point and we had a lot of drag races. There wasn't much traffic in those days thankfully. I raced my classmate Mike Erickson who had his Grandpa Axel's 53 Ford wagon with the new overhead valve 239. He beat me by 2 lengths. The following Friday I had the Fifty in the Ag shop. The shop vacuum hose fit perfectly over the carburetor, and I wired it under the front bumper. Mike came walking in and said, "What are you doing?" I said, "I'm going to beat you with ram air!" He went out the door laughing so hard he could hardly walk. I beat him by 2 lengths. He still talks about that. I was pretty hard on that car during that year and into the beginning of my junior year. Then one day after school, dad said he had something he wanted to show me. We walked over to the old shed and he opened the doors. I saw these two huge taillights and a bright red car in front of me. Dad had bought me a 63 Galaxy 500XL, 390 and four speed from an old couple in Prague. But the Fifty wasn't done yet.

My sister, Audrey, drove the Fifty for a while after that but not very long and it became a backup car for the family. By 1971, it was parked, and I stored it in various places for 41 years. I finally drove it to our house (with no brakes) in 2012 and got it in good driving condition. In 2018 I got it restored with body work and paint and a new interior. It is gray again, but not the original greenish gray. It's a little darker with a greenish tint and some metallic. The Fifty still has the original engine and is still running strong even after the beating it took over 50 years ...





Dad in Christanethemum House



History of WALTER

V8 Member Walter Andersen Jr remembers his dad and growing up in the Garden Business

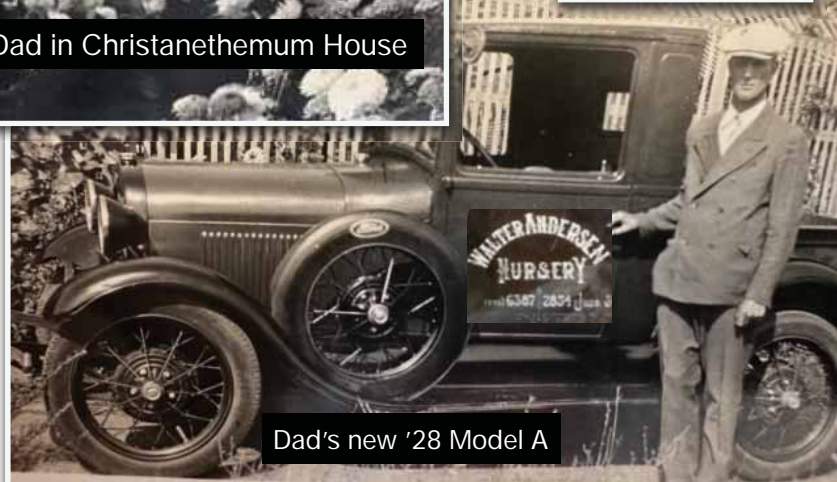
Walter Andersen Sr. was born in a sod home, on a farm near a small town in Nebraska in 1900. The farm had been homesteaded by his parents who emigrated from Denmark in the late 1800's, eventually a family of 8 children, Walter being the second born. As a teenager he would hire out to neighboring farms as labor, partly because there was not enough to keep 8 children busy, he said typical pay was '\$1.00 a day and room and board'. Back then many farmers were still

using horses to plow the fields. About 1910 tractor power started to replace the horse, my father worked with both. In 1922 a cousin, Chris Westergaard from San Diego, took the train to Nebraska to visit the family. Chris and my father became friends. Chris offered Walter a job if he would come to San Diego, my father liked the idea, and commented, "when most of the harvests have come in, I will come out". Walter was obligated to work for one of the neighboring farmers that summer. The very hot summers and freezing winters were not to his liking either.

Walter convinced one of his childhood friends to drive to San Diego with him, the two packed up his 6 year old Model T Ford and headed west, by way of Salt Lake City. They chose this way, because Walter had an aunt in Salt Lake City he wanted to visit. Ignoring a shorter southern route, if they had driven farther south. My father told me the roads were mostly dirt or dirt with some gravel mixed. The only real paved part was twenty miles on each side of Denver. Most nights they would just pull off the road and sleep in tents. The roads out of the towns were generally narrow with two 'wheel tracks. If they met someone headed the other direction, they each had to drive in one of the 'ruts' to pass each other. The good thing, after getting 'out of town' there weren't many cars or trucks on the road. My father told me rocks and gravel were very hard on the tires, they patched a lot of tires. The trip to San Diego took about 10 days of driving, a total of about 1750 miles

After arriving in San Diego my father and his friend started working at Rose Court Floral Co. in the Mission Hills area. This nursery grew mostly interior plants and cut blooms for flower arrangements for the hotels and banks downtown. Florists also bought from them for their retail sales. Walter was able to find some maintenance jobs at homes in Mission Hills and Pointloma, which he would typically do after work or on weekends. He enjoyed that and the extra money that came with those jobs.

In 1927 Walter decided he wanted gardening and landscaping to be his full-time career, his cousin Chris encouraged him to start his own business, as it did not interfere with the Rose Court Floral business. There was an empty lot available near the bottom of Juan St. Walter rented that so he had a space to keep some plants and supplies for the new business. (This location is part of the parking lot for Guadalajara Grill today.) The new nursery opened in January 1928. The nursery also stocked some plants for retail sales, the new business was going well. —Contd Next Page...



Dad's new '28 Model A



Dad drove this 1927 Model T for Rose Court Floral Deliveries



He also drove this nicer Dodge



My Dad on left, then his Brother and Friend camping in Cuymacha's. Note tent on fenders and everyone is wearing nice suits to camp?? Why? Everybody did, .The car is the one they drove from Nebraska in 1922.

....Continued from Pg 8..

About 1930, Walter was needing more room so he rented a much larger space at the corner of Pacific Highway and Taylor Street. (This area is used as the San Diego Trolley parking lot today.) About 1935 Byrdie Sorensen moved to San Diego. Walter and Byrdie were friends in Nebraska having lived on 'neighboring farms' in the area but no 'romances' back then as Walter was about 7 years older. They struck up a new friendship and got married in 1935. Byrdie helped in the nursery with customers and she became the bookkeeper.

In 1939 Walter bought $\frac{3}{4}$ of a block of land on Rosecrans and Moore Streets in Loma Portal. (today there is a car rental on that space) Moving the nursery was not too difficult as it was only two blocks away, and much larger than the space on Pacific Highway. This move was in 1940, Walter built a small, 15 x 15 building, mostly for an office and to use for the landscape department and for 'general sales' of the retail nursery. The system they used was each sales person started the day with 'a certain amount of cash' so they could collect the money from the sale and make the correct change. (kind of a novel idea) I don't think this lasted too long. By this time most of the Andersen family had moved to the San Diego area, several of his brothers worked with him, mostly with the nursery sales. Walter was supervising the landscape department which was growing as well as the nursery with retail sales. About 1946, Walter's brother, Hans, a carpenter by trade, constructed a much larger and nicer building for the dry goods and interior plants which were becoming more popular with the general public. This new nursery site was about one acre in size. By now Walter had a 'landscape foreman' who could run the landscape department on his own, giving Walter more time to work in the nursery with retail customers. Noteworthy landscape jobs Walter completed include - the New Kona Kai Club, in San Diego Bay, United States. National Bank, Westgate Hotel the U.S. Post Office down town, part of the new Sports Arena in the Midway area, Westgate Baseball Park in Mission Valley.

In 1969 1.9 acres of land with a large building became available about a mile away. This was occupied by Pier One Imports, with a lease expiring in about four months, so he purchased it and made plans to move to a new location. It took a few months to get the building ready for displays.

The landscape department got busy digging palm trees at the Rosecrans location and re-planting them at the new nursery site. This nursery site was much larger than the Rosecrans location and accommodated off street parking for customers cars. This location opened for business in mid-1970.

Our two children, Ken and Karen became interested in the day-to-day operation of the store and became full time employees. Ken had moved to Scripps Ranch. He located a 5-acre parcel of land he thought would make a good location for a second retail nursery. This was about 1995. The land was purchased and Ken worked with an architect to design and build a new store building. These were monumental jobs trying to use the land the most efficient way and make sure the new building worked as planned. Ken became the manager of the Poway store with his wife working with him; Karen became the manager of the San Diego store, working with her husband and her parents, Jody and Walter Jr. Both nurseries are doing well, six of our grandchildren have worked at times in the two stores, however no grandchildren are currently employed there.

Proving Grounds Torture Testing Convinced Motorists to Buy 1947 Fords. -by Robert D. Cunningham

The Ford Motor Company introduced its first handmade, post-war Ford passenger car for the 1946 model year on June 2, 1945. The vehicle incorporated many leftover 1942 body parts. Decorative trim was nearly identical to the pre-war vehicle except for a new massive, chrome-plated grille with red striping within the embossed accents.

Henry Ford II took the prototype home, and President Harry Truman received the first production version, which was a white Super Deluxe Tudor sedan assembled on July 3, 1945. Ford advised motorists they would have to wait from one to two years before getting one of the new models due to the government's mandated limited production and priority restrictions. Approximately 34,440 Fords were assembled during the 1945 calendar year as 1946 models.

For 1947, Ford implemented only a few changes, including ten new colours and minor updates to the interior and exterior trim. Parking lights were relocated from beside the headlights to below. A new medallion replaced the previous hood ornament, and heavier guards were mounted to the bumpers. Bright fender strips were lowered, stainless-steel belt trim was widened, and the door handles were heavier.

Ultimately, Ford's marketing department had precious little to crow about, so they humbly claimed: "Ford's Finer for 47" (which barely elevated the marque above the lowly Crosley, which advertised itself as "A Fine Car"). So, to boost consumer confidence and encourage sales to the most practical

minded of motorists, Ford published photos of the new 47's undergoing extensive testing at their Dearborn, Michigan proving grounds. Two separate tracks were used- a high-speed course where minimum speeds of 60 mph were maintained for a minimum of 24 hours and a second track for lower rates of travel.

A "fifth-wheel" attached to the rear bumper of a 1947 Ford Tudor helped capture data associated with high speeds and fuel economy. Test driver Robert Mallow used a selection of stopwatches installed in the car to record acceleration in progressive speed ranges. At the same time, a meter attached to the windshield, captured information from the fifth wheel.

Mallow then piloted the car over a wracking, "body-twist" course- 200 gruelling trips around the track- subjecting it to alternating torsion stresses that tested the body's integrity, frame, and points of attachment. The new Ford was also subjected to repeated trips through a "water bath" at speeds ranging from 40 to 60 mph, after which Mallow and his associates carefully inspected the car's interior for leaks.

Braking tests in wet and dry conditions also received considerable attention.

Whether or not the car passed all the tests was never reported, but the public apparently assumed the best. For the 1947 model year, Ford's output skyrocketed to 429,674 vehicles- rather impressive sales from a menu that offered leftovers that were quickly losing appeal.

Thanks to David Greenlees from "the oldmotor.com" for giving us permission to use his articles. Whilst re-typing this story I did "Anglesize" some of the spelling.—ED.



June 1940 - Ford News

TWICE a week, for three years, two young women have been carrying the mail through Yellowstone National Park, from Gardiner, to Cooke, Montana. The route, once considered one of the most hazardous and dangerous in postal history, traverses fifty-five miles in Yellowstone Park.

It is not unusual for them to encounter temperatures of forty degrees below zero at Cooke. They have not built a heated garage for their car, or any garage for that matter; however, to use the words of Mrs. Rice, "It always starts."

though they are not frightened. One can walk quite close to them. Between Mammoth and Tower Junction there are thousands of elk—part of the Northern herd of Yellowstone that numbers 14,000—towering fellows with immense spreads of antlers, quiet cows and not a few calves. Sometimes the park animals, not content to stand beside the road, will crowd onto it.

At Tower Junction, the ranger station reports to the station at Soda Butte that the girls just passed. To the other ranger that means that in a few minutes the eagerly awaited mail will arrive. So it is all along the line, that word from the outside world is brought through the snow-bound passes to communities still isolated most of the year.

A narrow and tortuous road through Lamar Canyon connects Tower Junction and Soda Butte. The steady climb from the canyon is devoid of immediate assistance in case of a breakdown, and there is danger in such an event, because a sudden storm may strike, accompanied by bitter cold. Anyone marooned in this country at such a time has little chance of winning against such a combination.

Leaving Soda Butte, the next stop is made at the Silver Gate Post Office, a short distance out of the park grounds. Here, without doubt, is one of America's winter and summer beauty spots. It is snugly tucked in a narrow mountain pass, reached in winter by a road banked high on each side by piles of snow. An abrupt climb through snow- and ice-locked mountains leads to Cooke—three hours out of Gardiner.

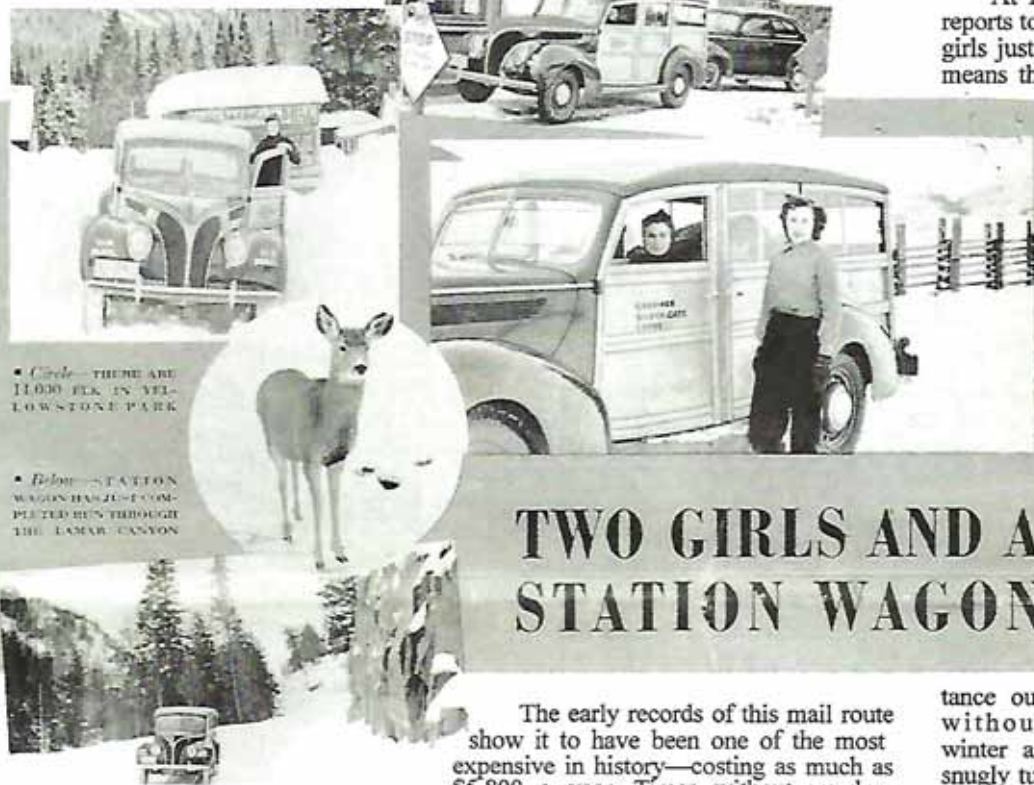
The Ford Station Wagon has carried the mail more than 100,000 miles without a mechanical breakdown. Despite its lack of shelter, it has never failed to start, even at forty below.

As interesting and noteworthy as the accomplishment in opening the roads for mail delivery, has been their use by winter tourists. Clearing the roads affords America an opportunity to visit a winter fairyland, and now the demand is that more roads be opened through Yellowstone in winter. The thousands of visitors who avail themselves of the skiing, skating and camera hunting, find an entirely new thrill in the huge drifts, snow-laden trees, sinister silence and abundant wild-life exhibitions. Yellowstone in summer has a rival in the winter wonderland.

The early records of this mail route show it to have been one of the most expensive in history—costing as much as \$5,800 a year. Times without number, horses managed to take the mail no farther than Mammoth, Yellowstone Park headquarters, about five miles from Gardiner. From there it had to be taken over snow-driven wastes by snowshoe trails. As many as eight men were used to complete the trip to Cooke.

Then, three years ago, special legislation provided \$3,000 annually to keep the road open the year round, a progressive action that made regular mail delivery possible. From snow-blocked roads, impassable at times except by snowshoes or skis, conditions have been changed to allow the orderly delivery of mail over cleared roads. Still, though, there are sub-zero temperatures to fight.

The two young women leave Gardiner at 11:00 in the morning on mail service days, centering Yellowstone Park through the famous Gardiner Arch. They pass the ranger station just inside the entrance and are soon driving past a herd of hundreds of antelope, grazing by the roadside. A mile farther, mountain sheep gaze impassively at the Station Wagon slipping quietly along. At Mammoth, large herds of deer watch with ears cocked alertly,



• Circle—THERE ARE 14,000 ELK IN YELLOWSTONE PARK

• Below—STATION WAGON HAS JUST COMPLETED RUN THROUGH THE LAMAR CANYON

TWO GIRLS AND A STATION WAGON

Cooke, the terminal point, is one of the most colorful and historic towns in America. Founded in 1882, it was almost isolated until five years ago, being open for only a few months in summer.

Nestled securely in the mountains near the northeast corner of the park, it lies at an elevation of almost 7,600 feet, and is completely walled off by mountain peaks that reach an elevation of 10,000 feet. The surrounding territory is rich in mining history, and there still persists in the minds of engineers and geologists the idea that great wealth is locked deep in the mountains—gold, silver, lead and copper. With every obstacle of stubborn nature to be overcome, removing the valuable ore deposits has not been possible at a profit. But it has not kept the mail from getting through.

In the severest winter weather, Marcia Bean and her sister Mrs. Doris Rice, neither of them weighing as much as a hundred pounds, combat the merciless conditions of the terrain and climate of this mountain-locked retreat, with a Ford Station Wagon.



Paying Tribute to Tow Trucks and Wreckers at the International Towing & Recovery Hall of Fame and Museum

From the beginnings of the tow truck to the wrecker, you'll find it in the hometown of Ernest Holmes-

Many of us have been stuck by the side of the road at some point in our lives, waiting for a tow truck to come to the rescue. The tow operator's job is often an unsung service that gets overlooked in the motoring world. That oversight is remedied at the International Towing & Recovery Hall of Fame and

Museum in Chattanooga, Tennessee. Known more casually as the Towing Museum, it opened in 1995 to celebrate the legacy of tow truck operators. More than two dozen restored tow trucks are on display along with exhibits about the history of the industry.

But towing is also a dangerous occupation. According to a study from the National

Institute for Occupational Safety and Health, about 30 tow truck operators are killed in the line of duty each year—a sobering statistic.

But why is the museum located in Chattanooga? Simple, it's the birthplace of towing. As the story goes, in 1916 Ernest Holmes, Sr. (who had previously been the foreman of the Chattanooga Cadillac Agency repair shop) was called upon by a friend to recover a Model T that was stuck in a ditch. The difficult endeavor took many hours and gave Holmes an idea. Back at his shop he cobbled together parts - including a hand-cranked rigging system - to the rear of a 1913 Cadillac and an industry was born.

Holmes also realized he could make more money bringing vehicles in for repair rather than fixing them on the side of the road. Over the next two years, he refined his invention and received a patent for his unique split boom wrecker that anchored the truck in place while recovering a vehicle.

Speaking for myself, I think I've been towed by every one of these trucks.. Thanks to all the V8ers over the years, who stopped to help I'll take this opportunity to pass THE HARD LUCK TROPHY to the next Unlucky guy— Tim



Interesting Daytime V8 Meeting at the Ray Brock Hall of Fame.

Prez Joe had a few funny comments before leading the salute, and moving right into the business at hand. Historian Susan read a well written story from a 10 yr old Fan, At the break, everyone went for the

Donuts and Coffee that Mike Peterman had supplied,

Then, the show: Joe had found several Race Films from as far back as 1902. He had to sit on the floor to adjust the sound. . The cars were very primitive, of course, but that just made it more interesting as they slid around corners kicking up dirt and dust and running very close to the crowds. The drivers and mechanics held on for dear life. Race crowds were all over the track doging the cars. A few years later several people were killed at a race, And finally Barriers were put up, keeping the speeding cars away from the crowds pushing into the race..





**2004:
Original
EFV8Club
Meeting
Spot.**





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



There is ART everywhere



Jay and Janet seen Lottering in Park



Marilyn was making a movie



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 Ramires —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,K- or offer

San Diego Early Ford v8 Club % Tim Shortt 1211 5th st. Coronado, Ca 92118



PROJECT CAR—Dennis Reports: Motor in & running, Under carriage, Steering, Brakes , Suspension, Exhaust, Transmission, Rear End all finished. Body Work, Paint & Interior Coming Up.



Judges at Work_k

Yep, it's clean allright. Not even a motor...