

Nov/23



First it's Halloween, Followed by Thanksgiving,
And Then... The V8 Christmas Party!



**SAN DIEGO EARLY FORD V8 CLUB
HOLIDAY & INSTALLATION PARTY**

December 2, 2023

1:00—5:00

\$40 per person

**Payment must be received by Thanksgiving
(11/23/2023)**

Please bring a check to the next meeting, payable to:

Early Ford V8 Club

Or mail check to:

**Brad Nelson
4172 Hill Street
San Diego CA 92107**

**Party Location: Marina Village—Terrace Room
1936 Quivera Way
San Diego, CA 92109**

Menu:

Cordon Bleu Chicken or Honey Garlic Salmon

Mashed Potatoes

Grilled Vegetables

Spinach Salad with Berries

Rolls & Butter

Cheesecake

Iced Tea, Spring Water & Coffee

Toys for Tots (Optional)

**Bring New Unwrapped Toy for
EFV8 Club's Annual Donation to
U.S. Marine Families**





PREZ SEZ —Halloween is already here , the weather continues to get cooler and the days shorter, Thanks Giving is right around the corner .

Our Christmas Party is Dec. 2nd , 1:00-5:00 pm.
Marina Village Terrace rm. Please bring a check to next club meeting (\$40.00) made out to Early Ford V-8 Club or mail check to Brad Nelson @ 4172 Hill Street ,San Diego Ca. 92107.

Payments must be received Thanks Giving , 11/23/23

The club is sponsoring Wreaths Across America , wreaths can be purchased on the EFV-8 Wreaths Across America website . Our sponsored site this year is the Miramar National Cemetery . Members can also volunteer to place wreaths @ the grave sites of our nations hero's . See attached Wreath donation site.

Club Elections

If you wish to serve on the EFV-8 Board please contact Pres. John Davison @ jjd1957@att.net or by phone 619-729-7252 .

Meetings are held once a month , 40 min. Zoom meeting , first Wed. of the month, 5:00 pm. This is a great way for members to support the club, inject new ideas, guide the direction and promote club activities.

I will be sending out a list on 11/5/2023 of club members wishing to join the Board of Directors.

Club members can vote by email, or in person @ the Nov. club meeting or by calling John Davison @ 619-729-7252.

The New Board and Officers will be announced @ the Christmas Party. Please offer up any suggestions you have for club tours, events, parties, picnics for upcoming events. Recommendations for monthly programs, videos, tech discussions.

Our next club meeting November 15 @ 7:00 pm , we will also be conducting election of board members. Looking forward to seeing you all there.

Cub Breakfast Wed. 11/8/23 9:00am Broken Yolk Cafe, Mission Valley.



REMEMBER the Fallen. . . HONOR those who Serve. . . TEACH our children the value of Freedom.

Welcome to the CA0392P - Early Ford V8 Club's Wreaths Across America Page.

On December 16, 2023 at 09:00 am (Wreath Placement Immediately Following Ceremony),

CA0392P - Early Ford V8 Club will be helping Miramar National Cemetery to Remember and

Honor our veterans by laying Remembrance wreaths on the graves of our country's fallen heroes. Please help us honor and remember as many fallen heroes as possible by sponsoring remembrance wreaths, volunteering on Wreaths Day, or inviting your family and friends to attend with you.

President **John Davison**- 619-729-7252

V.P. **Brad Nelson** 517-317-8981

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

Treasurer—**Ken Burke** 619-469-7350

Directors— **Joe Valentino**- 619-275-1255

V8 Historian- **Susan Valentino** 619-275- 1255

Mike Petermann -916-479-3665

Bill Dorr-619-884 4188

Dennis Bailey- 619-954-8646

Bob Hargrave- 619-283-4111

Ken Burke-619-469-7350

Ray Brock- 619-993-9190

Tim Shortt- 619-435 9013—619-851-8927

Rick Carlton-619-512-7058

John Davison-619-729-7252

Paul Alvarado-619-741-9458

Other Chairperson-: **50/50**

Name Tag Drawing Volunter

Monthly- Car Club Council

Paula Pifer-619-461- 5445 Membership Programs

Volunteers- Tour Corrdinator

Monthly- Car Club Council

Paul Alvarado 619-846-7012

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

Ford Fan **Tim Shortt** 619-435-9013-Cell 619-851-8927

tashortt@me.com

Volunteers

Sunshine **Judy Grobble** 619-435-2932

V8 e-blast- **Sandy Shortt** shorttsandy@mac.com

619-507-9205

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. Photosarticle submissions are welcome, Please send materials to Ford Fan % Tim Shortt at 1211 5th st, Coronado, Ca 92118. 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 Bently Dr. Spring Valley, Ca 91977



Ray's Tour to the Temecula Olive Oil Company

October 14 2023

WOW- what a tour- San Diego's own **Ray Brock** led about 30 V8ers from the San Diego and Palomar clubs for a picture perfect tour of "The Ranch" also known as the production facility for the Temecula Olive Oil Company off Hwy 79 in Aguanga Valley, east of Temecula. No one knew what to expect at the Olive Oil Ranch. This fascinating couple who own and operate the facility, Thom and Nancy Curry, purchased the 27 acres in 2001 as run down ranch property with a lot of potential. The couple have been owners of a successful grape vineyard and winery long before acquiring this property so had a solid agricultural and business experience to draw on. Thom did the first portion of the 90 minute tour with Nancy doing the second half.

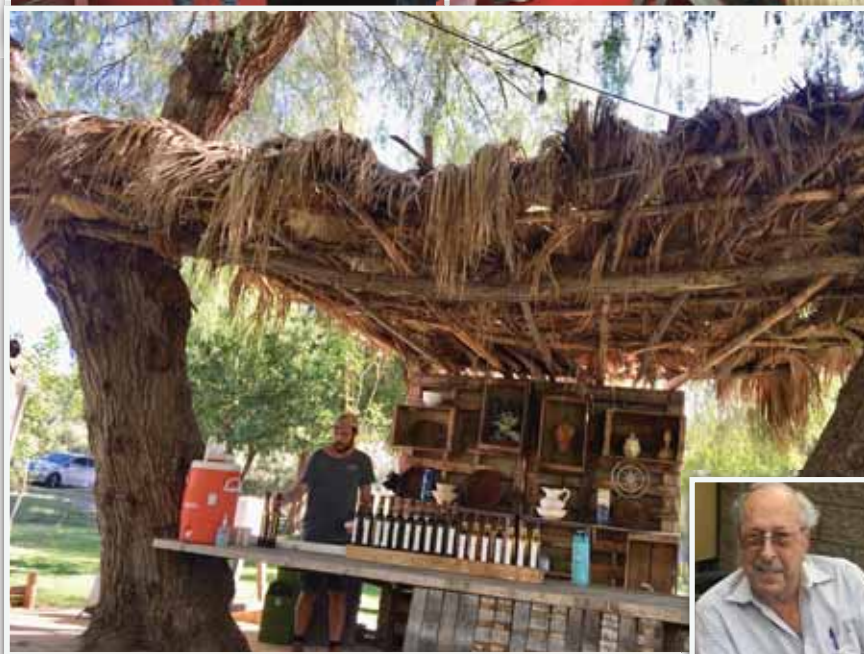
Initially, Thom educated us about Aguanga Valley, which is inland from the ocean and surrounded by mountains, mostly covered in chaparral and semi arid resistant trees. The name Aguanga is native American and it was these people who dwelt here with water, rich soil and a salubrious year round climate for many centuries.. Eventually, missionary priests established the Missions and they brought with them grape stock and olive trees from their native Spain so that the first California wines and olive oils were made in San Diego county.

Thom Curry was a fountain of knowledge on tending olive groves and the making of extra virgin olive oil. We learned that Mission olive trees still flourish in the region and that there are some 40 variety of olive trees in the world. We toured the production area complete with stainless steel equipment as Thom explained the various classic methods of extracting the oil.

When Nancy took over the tour, we moved on to another area that had enough chairs for all of us facing a rustic stage set up between two giant oak trees. Nancy took over describing the business of making and marketing the oil. She told us a bit about her own professional background all while describing and demonstrating how to tell the difference between good and poor olive oil. She educated the crowd about the falsity of many worldwide brands that claim superiority but deliver an inferior product compared to the fresh olive oil. She demonstrated by conducting a taste test with her audience by passing around 8 different oils to sample and compare. We tasted the various extra virgin oils and learned that the olives when harvested green produced a heavier more tasteful oil while if harvested when ripe and dark a smoother oil well suited for flavoring with herbs is produced. Her point was well made as evidenced by the taste buds of the EFV8'ers.

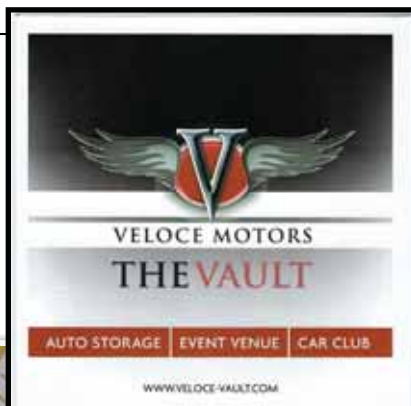
Of course they sell oil, so we all happily bought some.

Thanks, Ray



What a Party!

RUSS' 80th! There must have been 150 people there, OPEN BAR, SIXTY VAULT CARS. LIVE BAND, ALL OF RUSS' RELATIVES, OLD & NEW V8 FRIENDS and, ALL YOU COULD EAT!



**November-
Anniversaries**

11/08 Jim &
Cindy Hallsted
11/12 William
Bretns & Paula
Jamieson
11/20 Cal &
Cheryl Westra
11/21 Dan &
Lani Prager
11/25 Norm &
Phyllis Burke
Jerry & Sidney

**November
Birthdays**

11/03 Brenda
Mullen
11/05 Donald
Gladden
11/12 Calvin King
11/12 Tiffany
Murrell
11/16 Barbara
Martin
11/17 John Dow
11/21 Walter
Andersen
11/29 David Huhn
11/29 Dick Marti

November # of Years in Club

Bob & Raphael Hargrave 38 yrs
Jim Miller 38 yrs
Dan Prager 37 yrs
Jim Hallsted 31 yrs
Ric & Billie Bonnoront 23 yrs
Jake & Tiffany Murrell 17 yrs
Judy Grobbel 15 yrs
Ken & JoAnne Burke 15 yrs
Carl Atkinson 14 yrs
Bob & Susan Symonds 13 yrs
Bill & Sue Dorr 13 yrs
Joe & Susan Valentino 11 yrs
John & Maria Jarecki 4 yrs
Paul Mears 4 yrs
Janet Voinov 4 yrs
John Davison 4 yrs
Brad Nelson &
Heather Wiggins 2 yrs
Ray & Sylvia Cavins 2 yrs

San Diego Early Ford V8 Club
General Meeting Minutes, Oct. 18, 2023

The meeting began at 10:00 a.m. with President John Davison leading the flag salute.

Presidents report: John provided an update on the Christmas Party: the need for volunteers for set-up and clean-up. Also decorators for the tree. He also reminded us of the upcoming club elections. if you are interested in serving on the board, please give John a call.

Vice president report: No report given.

Secretary report: The minutes from the September General Meeting were published in the FAN. They were accepted and approved.

Treasurer report: Ken read the financials; they were accepted and approved.

Membership report: Paula reported 26 single, 45 joint, and 71 total membership.

She also stated "National dues are going up."

Sunshine report: Judy reports "everyone is happy and healthy."

Fan editor report: Tim reports "everything is coming just fine."

Accessories: Rick reports "plenty of hats and shirts."

Car club council: Paul reported that the car shows and events are winding down for the year. He brought flyers for four upcoming events: Fall Festival, Oct. 21, Belmont Park Car Show on Oct. 29th, Back County Drive on Nov. 4th, and East County Cruisers on Nov. 5th. John announced the T-Bird clubs' Toy Drive

at Mission Bay Hilton Inn on Nov. 18th.

Historian: No report given.

Tours: Ray reported 28 people went on the Olive Oil Tour, a great success. He has a possible tour to Ramona to see the restoration of a vintage rail car. Only three left in the world.

Programs: John showed a video of Building a "Model McKeen Rail Car."

Old business: None reported.

New business: None reported.

Name tag drawing: No winner.

50/50 drawing: Dan Prager won \$45.

Meeting adjourned: 11:00 a.m. Minutes submitted by Bob Hargrave

Welcome New members Roe & Alex Ramirez, they are proud owners 1934 Ford Tudor , 1936 Ford Coupe ,they share a true luv for Fords as do all our EFV-8 members.

Did somebody say BREAKFAST?!



Walt Shortt's Shell Corner, Coronado

My Uncle had a Gas Station when I was in High School. Walt Shortt's Shell Corner commanded 10th and Orange in Coronado. Conveniently across the street from the Clayton's Coffee and Donut shop. He had a crew of 6 that worked as a team.

Walt had been well trained by Shell Corporation to deliver plenty of service whenever a customer pulled into the pumps. When the Bell went off, the boys all came running to man the pumps, wash the windshield, check tire pressure and inspect all belts and hoses under the hood. Each man had an assignment of things to check, because that's how Shell sold its products and kept customers coming back for the next fill-up. Walt was very friendly to all his customers. And also a Fireman on the island which meant he was not called up for WWII. Instead he became a leader on the Island and a friend to anyone who stopped by.

When I got to High School, I wanted to do all the usual things to my '50 Ford Rag Top—lower it, Dual pipes, Mufflers, WW Tires, '56 Plymouth hubcaps, etc. Walt let me use the lifts after closing which I really appreciated.

My cousin Ken was 3 years older and like a brother to me. Ken finished college and did his Grad work at Shell. He was ready to take over when Walt, only 56, unfortunately died from lung cancer—(too many Brake



jobs), Ken took over the station for the next 11 years. Shell Corporation eventually sold the property to a Bank, and then it became a bread making Brigantine Restaurant. .



Me in High School 1958

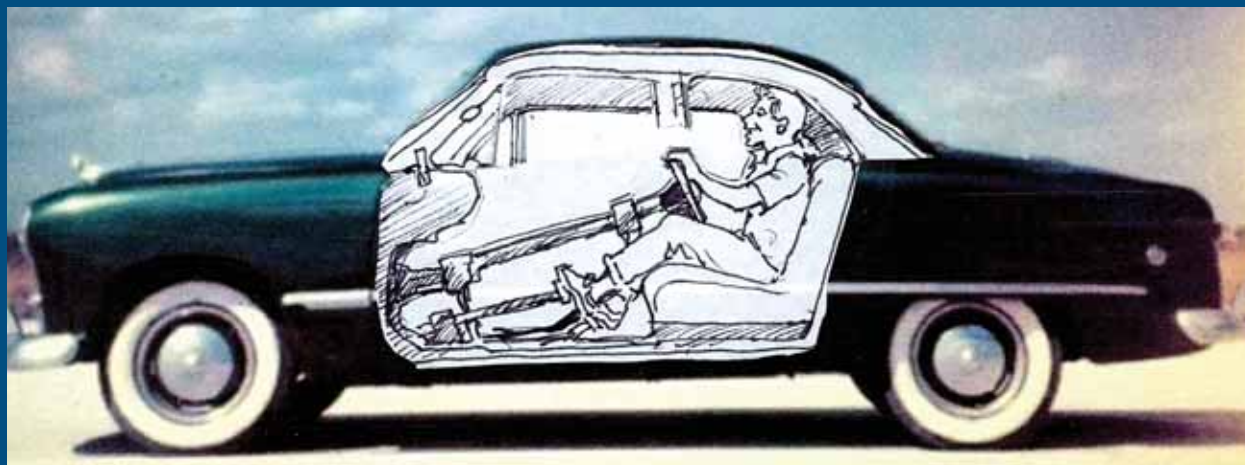


Walt in 1937.

American Graffiti Coming back to Theaters For 50th Reunion Anniversary. 1973-2023



Plenty of old car fun with teenagers from the 1950s



TALK ABOUT a BACK SEAT DRIVER!

Walter Andersen

Back in the late '60's a Bay Park friend of mine, Danny, had a beat up '50 Ford coupe. One summer day he and a friend had some brews and decided to find out why the front seat no longer could move foreword and backward. So they unbolted the bench seat and took it out of the car. Danny decided to get another beer and rest on the back seat. While he is sitting there he thinks 'this would be cool to drive the car from here'. So they welded up some crude pedal extensions so he could sit in the back. I'm not sure how they rigged the steering wheel (or shifter) but either moved the steering column back or just stretstretchedched the shaft the steering wheel is on, but they got it done. So he drove around Bay Park and Claremont sitting in the back seat. He drove it a few days before a Cop stopped him. The Cop gave him a bunch of crap for the car not being safe. Danny said 'what's not safe?', I can see just as good here as if I was in the front seat. Anyway the Cop gave him a ticket and put on the ticket "unsafe back seat driving" What else could he do? The Cop said he was going to follow him home to park the car. Danny had to go to court, but the judge let him off, I believe, and told him to fix the car properly. I'll see Danny on the 18th I'll try to get more information from him. Danny said his photo was in the Union or Tribune, he could not remember, and there was a national car magazine that took photos and a printed a story on Danny and his car. Danny now lives in Julian, he has lead kind of a goofy life. Nice guy long white beard, (longer than Bill has met him also at annual Bay Park Guy's Reunions.

His cabin burned in the Cedar Fire, took him a long time to rebuild, he did most of the work himself – at least what ever he could. Even milled much of the wood for the new cabin at a friends place. They got permission to go out and cut the burned tree trunks, left standing, he milled as much that he and his friend could do. They split all of the wood between themselves, the other guy's home was damaged also (Danny's was a total loss). I guess this fire was 20 years ago, he would have been about sixtish, he could never do it today. It takes some 'a little bit crazy' people to make the world less boring.

Termites on Halloween!



Happy Halloween! TERMITES !!!
What could be scarier than Killing thousands
of Termites who were eating their way through
our wooden house and garage where my
woodie and convertible live.?...



SPOOKY

1994 HARRIS TOUR TO STEAMBOAT SPRINGS



The High Country Regional Group #28 hosted the 1994 Western National Meet in Steamboat Springs, Colorado at the Sheraton Steamboat Resort. In honor of the outstanding scenery we would be driving through to get there from California, an eight day touring extravaganza was in order. What follows are the highlights of that year's HARRIS TOUR.

First of all, the participants:

The tour departed from the Doubletree Hotel in Ontario on Monday, August 1st, with scheduled stops in Oatman, where local goats roam the streets. In 1952 Rt 66, which ran through Oatman, was re-routed through Yucca, and eventually replaced by I-40. Then it was on to Kingman for the night. For dinner we were guests of the president of the Route 66 Association of Arizona at Mr D's Diner. No car problems this first day.

Day Two. We travelled on Rt 66 to Grand Canyon Caverns and enjoyed a guided tour of this awesome natural wonder, then proceeded on to Seligman for a stop at the historic Sno Cap Drive-in. After fielding lots of questions from tourists about our cars we departed for Williams, then north to the Grand Canyon's Maswik Lodge for the night.

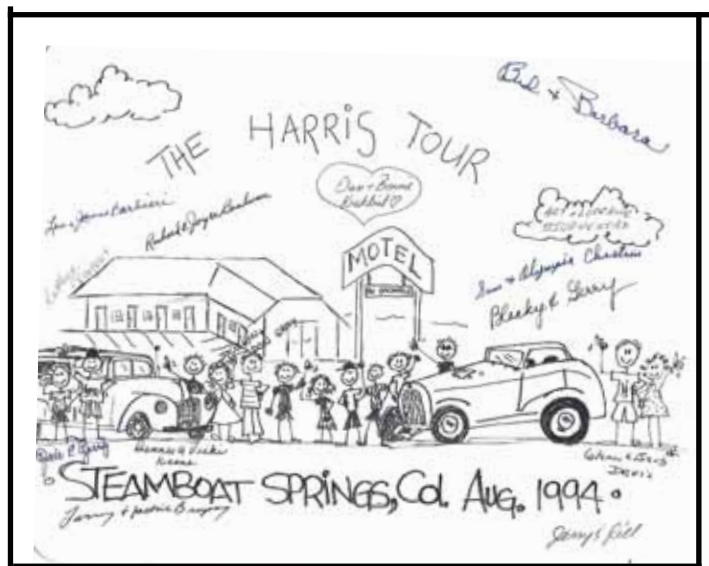
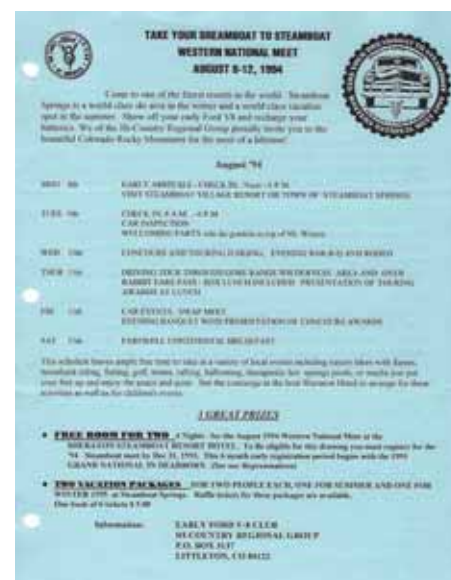
Day Three. Our day started with breakfast at the historic El Tovar Lodge, which opened for business just feet from the Grand Canyon's rim in 1905. Then everyone was free to explore the Grand Canyon on their own, with a meeting time of 2:00 pm set for the Desert View/ Watchtower area. It was an uneventful 138 miles to the Anasazi Inn in Kaventa for the night.

Day Four. Our big attraction for today was Natural Bridges National Monument, discovered by the 'white man' in 1883, and designated a National Monument in 1908 by President Theodore Roosevelt. We passed through Mexican Hat on the way, named for an inverted stone sombrero visible along the highway. Mexican Hat is the entrance to the Navajo Indian Reservation and to Monument Valley. Stunning scenery!!

—Contd next page

Jay and Sylvia Harris
Don and Jocelyn Gray
Bill and Carol Harvey
Jill and Jerry James
Glenn and Barbara Davis
Sam and Olympia Chatain
Bud and Barbara Williams
Dennis and Vickie Keene
Larry and Jackie Brophy
Blackie and Jerry Blackwell
Art and Lorraine Bjornstedt

'46 Ford Conv
'46 Ford Sedan
'47 Ford Conv
'50 Ford Tudor
'40 Ford Coupe
'33 Ford Cabriolet
'34 Ford Phaeton
'40 Ford Coupe
'50 Ford Fordor
'40 Ford Woody
'53 Ford Conv





...Condt...

Day Five. Today will prove to be another day of unbelievable scenery in Utah's Canyonlands Country, starting with a visit to Canyonlands National Park. In the park we explored the Needles District, reached via spectacular Indian Creek Canyon, before heading north to Arches National Park. We only drove 161 miles today before settling in at the Days Inn in Moab.

Day Six. Ah yes, just another ho-hum day! Our destination for the day was the delightful Colorado town of Ouray. But wait - there was a lot to see in the 192 miles on day 6! It started with a stop in the La Sal mountains area just west of the Utah/Colorado line. This is where the chase scenes in the movie Thelma and Louise were shot, using the La Sal mountains as the backdrop. Then it was on to Telluride, a rugged mining town from the late 1800's. We spent close to three hours here, including a picnic lunch in Town Park. Then it was on to Cascade Falls Lodge in Ouray for the night.

Day 7. More stunning Colorado scenery awaited us as we made our way north to Black Canyon of the Gunnison National Monument for a picnic lunch. Then it was on to Delta, the 'City of Murals', so named in honor of local artists who adorn city buildings with their works. Still further north was the West Elk Loop Scenic Byway, which we chose to take over the shorter state highway. No regrets here! It was gorgeous!! By 5:00 we were settling into our rooms at the Glenwood Hotsprings Lodge. Only 120 miles tomorrow.

Day 8. Well, this was it. All we had to do was traverse 9426' Rabbitt Ears Pass over the Continental Divide to reach our destination in Steamboat Springs. Any car trouble? NO. We glided into Steamboat Springs around noon and congratulated ourselves for traversing the 1410 miles with no serious car trouble.

Epilog. I'll just say that, when memories of 50 years of HARRIS TOURS are relived, this one ranks among the best when scenery and terrain are considered!



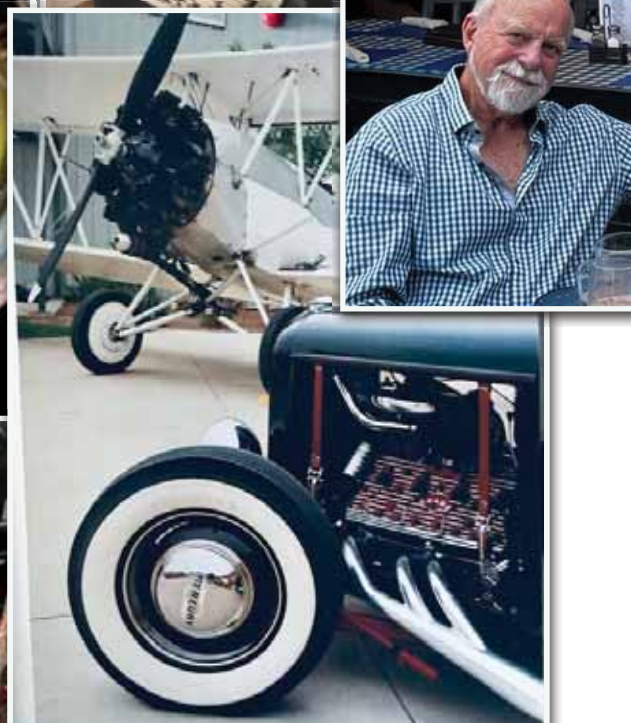
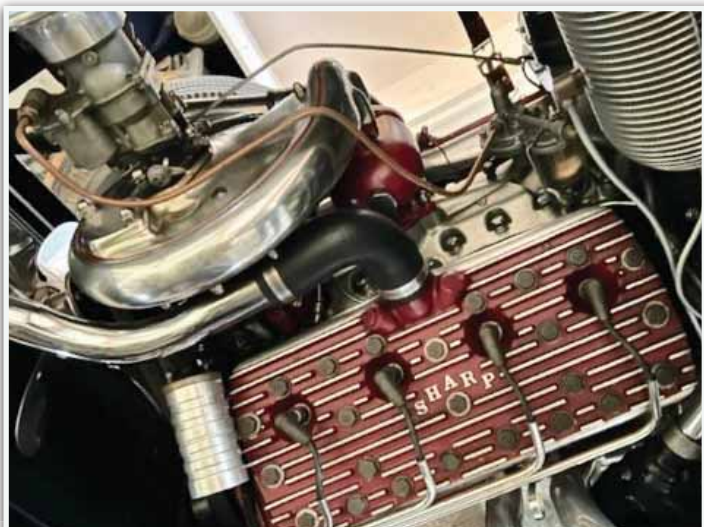
Cal King has an original McCulloch on his red roadster —Ray Brock...

"OK Calvin--- Ray has blown the whistle on you and your McCulloch... I want the story..."

I have pictures somewhere of building it. Gonna have to look for them however, you know how that is. I could take some snaps of how it is just now....

Remember Mickey Remund and lou Osberg they helped set up the motor for the blower. It was a team effort.

Turned out to be a grabber at car shows—Cal





1940 Ford Deluxe



1940 Ford Standard

The Florida Department of Public safety was created on August 1, 1939 and at this time had two divisions, The Driver's License Division and the Florida State Highway Patrol. Like many states Florida had started off with a loosely organized minimally effective force of traffic inspectors in 1934, which gave way the better organized highway patrol. World War I U.S. Army veteran H. Neil Kirkman was appointed as the first commander of the Florida Highway Patrol, assuming the rank of Colonel. Soon the state began to recruit for Highway Patrolmen candidates and 60 officers were initially hired, at \$1,500 a year.

Florida authorities looked to Ohio, which operated a well run Highway Patrol since 1933 and modeled their new agency after Ohio's force. The initial training academy, run by Captain George Mingle of the Ohio Highway Patrol, consisted of 40 Highway Patrol Cadets at a facility in Bradenton, Florida. Only 32 cadets graduated from the challenging course.

Upon graduation 12 Highway Patrolmen were issued Model 84 Harley Davidson Motorcycles and 20 others received brand new 1940 Ford V-8 sedans, both Standard and Deluxe editions. The first patrol cars were not radio equipped and patrolmen had to check in regularly by telephone for assignments. In 1943 police radios were installed. The Highway patrol has said that the 1940 Fords were ordered with 95 horsepower Mercury V-8 engines. The Florida Highway Patrol continued to rely on flathead Ford V-8s throughout out the ensuing years, and then continued using Ford patrol cars beyond the flathead V-8 era.

Remnants of the first fleet of 20 Ford V-8s, the two 1940 Fords, a Standard and a Deluxe model are designated "Special Use Vehicles". Not much is known about the Standard model but the Deluxe was kept for years by retired Corporal Harvey Mills. A grant was obtained for it's professional restoration. Both 1940 Ford V-8s are an important part the FHP's Public relations efforts.



Early Ford V-8s were the mainstay of the Florida Highway Patrol's Automobile Fleet through out 1940-1953 although a variety of other makes blended into the fleet. Pictured above from left to right, Troopers pose with their patrol cars, a 1949 Ford, a 1942 Ford and a 1946 Ford.



Did the 1949 Ford really begin life as a Studebaker design?

Hemmings Contributor-----The 1949 Ford design story is one of the strangest in automotive design history. How it originated has always been as mysterious as the Roswell, New Mexico, flying saucer incident that happened about the same time. Anything about the '49 Ford before it came into Ford styling is really good flying-saucer reading, and leaves a lot to the imagination.

The legend is that the '49 Ford was designed on the kitchen table of a former Studebaker designer, with the help of his Studebaker design buddies. Ford's top management was so overwhelmed that they bought the design over their own in-house effort, and the rest is history.

The most complete and accurate '49 Ford design story to date appeared in *Special Interest Autos* #134, February 1994, and was written by yours truly with information supplied by a number of stylists who were close to the project. I will recount that story only briefly. The '49 Ford's styling has long been surrounded by controversy, confusion and much mystery. The controversy only increased with my SIA story in 1994. But a lot of new information has come out in the past 11 years.

At the close of World War II, the Ford Motor Company was losing a fortune. Top management felt that the '49 Ford, styled by their own E.T. "Bob" Gregorie, was too big and heavy to turn their fortunes around. So they made that design the 1949 Mercury. That was in October 1946. Then a crash program was organized to produce a revolutionary 1949 Ford to be introduced in June 1948, an incredibly short amount of time.

The full story has been very well covered up for so many years. And there must have been a massive cover-up at the very highest levels at Ford because the full story would have been a major embarrassment to the company. I should also remind readers that all or most of the Studebaker stylists involved in the 1949 Ford design, except Caleal, are no longer with us. And what we have left is only a thread of evidence, sprinkled with a lot of stories over the past 58 years, that the 1949 Ford design originated prior to Caleal's kitchen table. There must have been a lot of photos that did not survive. For example, Studebaker engineering threw out hundreds, perhaps thousands of photos, decades ago.

But, in my opinion, the 1949 Ford originated in the smaller (table) model shown here, in elements of all the full-size plaster models shown here, and in the club coupe, with only one photo located so far, and we have not been given that photo to print with this article. It is totally possible that Studebaker's abandoned design became the car that saved the Ford Motor Company and ushered in a whole new era in automotive design.

Remember, except for the wheelbase, the 1947 Studebaker and 1949 Ford had the same engineering specifications. In fact, both cars have a vaguely similar look.

The chosen 1947 Studebaker design became one of the most advanced automobiles of its day, but that design had no influence beyond the early Fifties. The 1949 Ford design reshaped the future for decades to come. Ford had a slogan at the time, "There's a Ford in your Future." In my opinion, the 1949 Ford truly was the future.



**EARLY FORD V8 CLUB of AMERICA
San Diego Regional Group #1**

**Dedicated to The Restoration and Preservation of
1932 - 1953 Ford Motor Company Vehicles**

Name _____ Spouse/Joint _____ -Member _____

Birthday (month/day) _____ Birthday (month/day) _____

Street _____ City _____ State _____

Zip Code _____ (Phone)home _____ work _____ cell _____

Wedding Anniversary _____ e-mail address _____

Early V8's Year Body Style Condition

List Others on Reverse

*The San Diego Regional Group is a Chapter of the Early Ford V8 Club of America. Ownership of a 1932-1953 vehicle is not required for membership. **In accordance with local and National By-Laws, members of the San Diego Regional Group must also maintain membership in the Early Ford V8 Club of America.***

Dues for the San Diego Regional Group are \$30 per calendar year (\$34 if Joint Membership).

If you are not a National member, simply include National dues as listed below and the San Diego Regional Group will forward your National dues for you. If you are currently a National member, payment of dues will automatically extend your National dues expiration date by one year from your current expiration date.

(National dues are on a "cycle" basis, meaning renewal date is based on when you join, not the calendar year)

Applicant's Signature

By signature hereon, applicant does hereby release and hold harmless the San Diego Regional Group of the Early Ford V8 Club of America from any liability or responsibility for any damage or injury to applicant's vehicle arising from any function or activity of the organization.

San Diego Regional Group Dues:

\$30 - SAN DIEGO (single) _____

\$34 - SAN DIEGO (joint) _____

National V8 Club Dues:

***\$45 Regular w/V8 Times (single) _____**

***\$50 Regular w/V8 Times (joint) _____**

\$10 Membership/No V8 Times _____

**** \$25 Digital Membership _____**

*** Also Includes FREE Access to the Digital Format Magazine & Annual Roster**

**** NEW: Digital Format for Both Magazine and Annual Roster**

(digital version link emailed to you, no magazine or roster in the mail)

Annual Digital Membership Regular Digital Membership \$25

Today's Date: _____

National Member Number _____

Send This Form With Payment To: **Paula Pifer, 3558 Bentley Dr., Spring Valley, CA 91977**

Make Checks Payable to: EARLY FORD V8 CLUB

******* TWO CHECKS REQUIRED *******
(ONE for REGIONAL DUES and ONE for NATIONAL DUES)

Tim Shortt- Editor—1211 5th st,
Coronado, Ca 92118- 619-851-8927

Early Ford V8 Club of San Diego Meeting Schedule

~ 2022 ~	
Date	Time
Wednesday, November 16, 2022	7:00 P.M. – 9:00 P.M.
Wednesday, December 21, 2022	No Meeting
~ 2023 ~	
Date	Time
Wednesday, January 18, 2023	10:00 A.M. – 1:00 P.M.
Wednesday, February 15, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, March 15, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, April 19, 2023	10:00 A.M. – 1:00 P.M.
Wednesday, May 17, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, June 21, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, July 19, 2023	10:00 A.M. – 1:00 P.M.
Wednesday, August 16, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, September 20, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, October 18, 2023	10:00 A.M. – 1:00 P.M.
Wednesday, November 15, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, December 20, 2023	No Meeting



1936 Fordor—Great Condition.

Fresh rebuild on the 59AB motor with 800 miles on it.

\$26,000 or?, Loren, [720-289-2019](tel:720-289-2019),

lorenhelfenbein@gmail.com for more details.



'39 Deluxe Convert. Best offer over \$25k-
John T. 770-487-3639



'38 Ford-302, AOD, 9"Rear, New Brakes
Interior. Great Driver. \$32,500 or Best.

Frank 619-987- 5280



Set of Venezia Z rated mixed
size <245/40ZR18"
2PCS.-245/35/ZR20' 2pcs.
Lots of tread life on them
left, \$100.00 all 4. Contact
Vince [760-889-4172](tel:760-889-4172).



George Lusk tells me his '48 Super
Deluxe. Heavy Metal Ford Flathead
powered is for sale-
\$22,000 AND the
SHIRT goes with it!
619-370-5230



GIVE YOUR FAMILY A NEW FORD V-8 FOR CHRISTMAS!

**Make your first
time payment
February 10**



*Ford V8
for 1936*
"Watch the Fords go by"

\$510

2010 C.R. & S. DETROIT
Special delivery group to
make delivery and drive
away from dealer's lot
before first payment

THE KEY TO A MERRY CHRISTMAS!
If you purchase a Ford V-8 for Christmas delivery you will receive the gold colored Christmas key in the car in a beautiful Christmas gift box, as long as you or your family are the biggest Christmas morning thrill-seekers in your family.

**Ask your Dealer about the
Christmas Purchase Plan**
If you act now you can have a new 1936 Ford V-8 (any body type) driven up to your front door at the hour you set on Christmas morning... with no time payment to make until Feb. 10. That is the special Christmas purchase plan which Authorized Ford Dealers of New England offer you through U.C.E. Authorized Ford Finance Plan.

More 1936 or later cars in good shape will cover your down payment on a Ford V-8, leaving you with nothing to pay right now. Act today. See your dealer for further details on the Christmas Purchase Plan.

THE NEW 1936 FORD V-8 GIVEN YOU
NEW BRIGGS TURBOCHARGER: Larger than highest volume, with new features.
215 CUBIC INCHES: The result of new new multi-valve design, a larger running blockhead size, an increased running room.
SUPER-STRONG DESIGN: With exceptionally large looking surface (140 sq. in.).
EASIER STARTING AND FUEL SAVING DESIGN: With extra fuel pump, fuel oil system, and shorter "stroke" of your pistons.
NEW CRANK SHAFT DESIGN: Enhances the car's beam and, by reducing engine weight, help to insure easier riding.
85 H.P. V-8 ENGINE: 8-cylinder overhead, pick-up and power with V-8 economy proved in more than 1,000,000 cars.
SAFETY DESIGN: All around in all models, as never before.

**AUTHORIZED FORD DEALERS
OF NEW ENGLAND**



Ford Big -Wigs and Special Guests gather around Brand New 1936 Ford