

THE FAN

DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMPANY VEHICLES



2017 V8 Meet in Salem, Oregon

Finally. The Final Harris Tour.

Last year, Jay Harris hinted he was ready to retire after 45 years of leading annual V8 Tours across the country. This 2017 Tour would be the last one, for sure...but then he added, "another one would be 'unlikely'". Hmm...he sports his JAY HARRIS TOURS jacket like he's ready to go on forever... Janet just smiles...

The Salem Tour was ambitious in scope: a 2,800 mile romp up and down the length of California and half of Oregon as well. No doubt a hard drive, but passing through such beautiful country, who could resist.

Jay laid out our route at the kick-off meeting in forgettable OXNARD. Sites like San Louis Obispo, Gaviota Pass, Pinnacles National Park and Gilroy (the national garlic capital) would be more memorable.

We drove on 101 and quiet back roads towards San Francisco, taking the Avenue Of Giants among the redwoods, past wine country vineyards, historic bridges, small towns, sparkling lakes and winding rivers with glimpses of the rocky coastline and big views of Pacific Ocean beaches.

My Ford was doing fine until we went through SF. Van Ness Ave is the main link to the Golden Gate. It's under construction and jammed with traffic. Within a few blocks I was in a boil. Sandy and I pulled to the curb to let it cool down. Once stopped, I noticed I was parked directly in front of a Classic Car Dealership. A block long building filled with thirties and forties old Fords behind glass. Go figure... And just then a friendly tourist walked up admiring my steaming Ford. Turned out he was from Finland and a mechanic by trade. So we passed the cool-down time talking old cars. I added coolant and a can of stop leak loaned to me by Ray Brock and we were back in business.

Ahead was Petaluma, Bodega Bay, Big Trees in Richardson Grove near Beabow and a night in Garberville (the POT Capital of Oregon). Normally, Jay drives a good old Ford like the rest of us, but Janet was suffering painful muscle spasms, So Jay brought his back-up car - a 2007 Lincoln Town Car- 18 feet of comfort and stretch-out room. No envy here, just sayin'...*More pg 3...*





Prez Sez—Just back from Oregon-ready to go.

The Harris Tour was a challenging four day ride, but filled with memorable sights and good times. Jay and Janet Harris say they have no plans to lead another tour of over-caaffeinated V8 guys. They claim to be re-tired, but we'll see... Despite

dark predictions of choking smoke from Oregon fires, the only problem we had was keeping our sunglasses clean. Beautiful weather going and coming. The Salem Meet was well attended and busy. We must have been tired for the return run, because it's taken a week to recover. The cameras were clicking at every stop and from the shots I've seen, there's sure to be a slide show in our future.

Walter Andersen's "Secret 3-Garage Tour" lived up to it's billing. What a collection! A wild mix of projects and full restorations. Including his very first car resting peacefully in a corner, surrounded by all the others he has acquired through the years.

Our monthly meeting was spiced up with funny stories about adventures on the trip. Plus we got new members, Ron & Nancy Shedd from Poway. And, the Program was an entertaining song about Fords and a three-part tech film on the installation of modern disc brakes on a 1930 rat rod. Bob Brown won the 50/50 and Dave Huhn, (with a string of sequential tickets) won the same book four times, (a book he didn't want). The Name Tag Drawing was won by new member Tom Sytko, who wasn't there to get what was coming to him. So, in Oct the drawing prize will be \$100 bucks and we will draw until we have a winner. Don't miss that meeting.

Once again, as we start drawing down to a elections this year, I want to ask you all to consider becoming a member of our board of directors. We are always in need of folks to help steer the club, take care of club business and recommend fresh ideas for tours and programs. It only entails one additional evening per month, usually only an hour or two. Keep the shiny Side up— *Prez Mike Petermann*



**Wear Your Name Tag--
Oct 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 a winner.

**Best
Rust Dizzolver ever—
Mix Acetone and Transmission Fluid
50/50. (technically known as weasel
piss). Soak parts overnight.**

President: **Mike Petermann** 916-479-3665
V.P. **Bill Dorr** 619-884-4188
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Treasurer: **Ken Burke** - 619-469-7350
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Ken Burke - 619-469-7350
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Ford Fan: **Tim Shortt** - 619-435-9013
Cell 619-851-8927
Refreshments: **Tom & Chris Cook**
Sunshine: **Judy Grobbel** - 619-435-2932



Big 3 Board Members:
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Calvin King - 619-447-1960
Dave Huhn - 619-462-4545
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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.



Bob Brown Photos



Jay and Janet—Finally Retired, spend their days looking for seashells



Unidentified Tour Survivors Head Home

Sat, Oct 21
Vista Tractor Show
Ingenuity, Industry & Arts
\$9 entrance fee
RSVP Jim Thomas
jim.thomas15888@outlook.com

OctoberFest Cancelled for lack of interest

Nov TBD
Dec Christmas Party

October Anniversaries

10/08 Jack & Phyllis Clegg
10/11 Jim & Sandy Hurlburt
10/12 John & Pat Hildebrand
10/25 Jim & Lynne Miller

October Birthdays

10/02 Allen Deerhake
10/08 Susan Valentino
10/10 Elizabeth Fritz
10/11 Jeffree Itrich
10/14 Ella Carnahan
10/18 Jay Harris
10/18 Ken Burke
10/19 Rick Carlton
10/19 Dillard Harwell
10/20 Bob Symonds
10/21 Russ Ries
10/23 Phyllis Burke
10/25 Terry Johnson

Sunshine Judy—Betty Storrs
sent Thank You card to club.

Membership Paula:
Welcome New Members

Ron & Cathy Shedd
13530 Old Winery Road, Poway, Ca 92562
'36 5 window Coupe-Emaritus
'40 Tudor-Modified

SAN DIEGO EARLY FORD V8 CLUB

General Meeting Minutes—Sept. 20, 2017

President Mike Peterman pounded the gavel at 7:05

Guests: None

Pres. Report: Mike made a report on the highlights of the Harris tour to Salem Oregon. A good time was had by all and not too many problems along the way.

VP Report: Bill Dorr shared some information from his nephew about Ford tractor restoration.

Secretary: Dennis Bailey asked for approval of the minutes from the Aug. General meeting, as published in the fan, and they were accepted and approved.
Treasurer Report: Ken Burke read through the financial figures and they were accepted and approved.

Membership Report: Two new members.

Sunshine Report: Betty Storrs sent a letter of appreciation for those who attended Ric's services.

Fan Editor: The Sept. Fan is coming together, big article on the Harris Tour

Accessories: Judy reported that she will be ordering polo shirts.

Car Club Council: Number of club memberships up to 68

Programs: TBD

Tours: Vista Steam Museum Oct 21st.

Program: Three videos on early Ford disc brake conversions were shown.

Old Business: None

New Business: October 28th is the date for the Soap Box Derby and donations are appreciated.

Tech Tips: Bill Dorr shared a tech tip from his nephew. It's a combination of Acetone and ATF the mixture is 50/50 and is used as a penetrating oil. The name of this concoction is "Weasel Piss".

50/50: Bob Brown won the 50/50 and Mike Peterman won "40" Ford book donated by Jerry Windle.

Name tag drawing: Tom Sytko's name was drawn but was not at the meeting.

Misc: Carl Atkinson finally finished his radical 40 Buick after years of restoration. Many accolades at Cajon Cruis nite and a Trophy. Dave Huhn is looking for storage space for a semi trailer.

Mtg. Adj. 8:20

Respectfully submitted: Dennis Bailey Secy.

HARRIS TOUR EPILOGUE

First of all, we would like to thank all of you for joining what will likely be the last Harris Tour.

We ended up with 24 vehicles and 44 people. We want to give a special 'shout out' to **Tim and Sandy Shortt** for organizing a thank you card containing wonderful comments from many of you. We have a collection of such cards going way back, and occasionally get them out to enjoy 'hearing' from many of you once again. AND, thanks for your financial support!! There was a time, a simpler time, when no pre-running of the tour was done. Not so today, when, with so many vehicles in the line, exact details of the route and stops along the way require a physical 'look-see' ahead of time. The costs involved mount up.

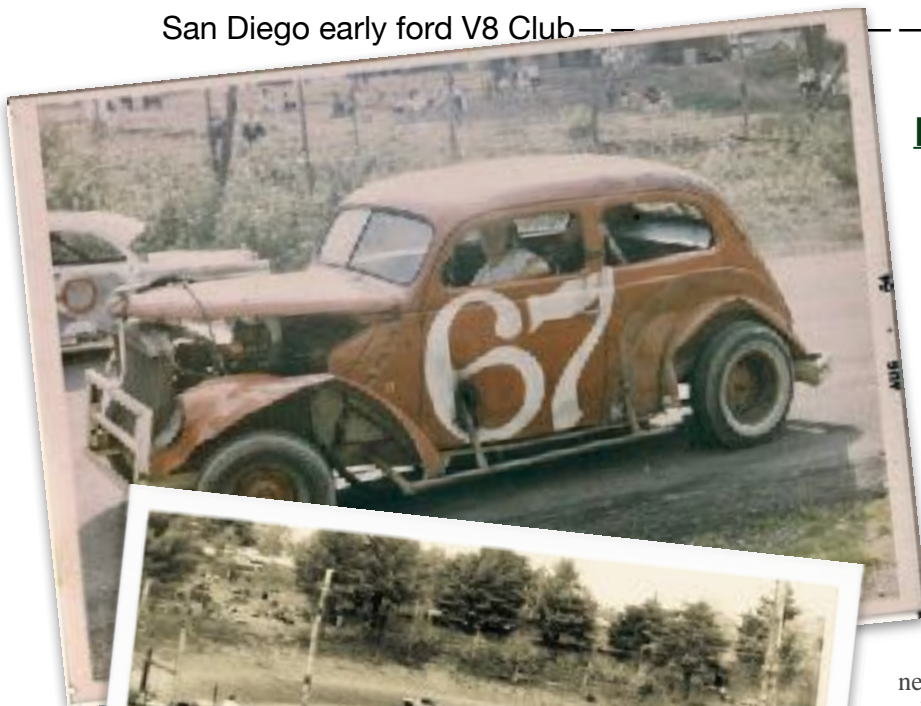
Thanks again for your support. And finally, thanks to **Gerry Wellman, a Harris Tour** first timer who faithfully took up the 'sweep car' position in his Dodge pickup through the entire four days.

That's about it. All of your names are on our invitation list should another **Harris Tour** ever take place.

In the meantime, enjoy the hobby, each other, and life itself!

— Jay and Janet Harris





BARN FINDS

A look back at a '60s stock-car survivor

David Conwill

No. 67, seen here in the summer of 1964, raced from 1961 to 1965. Images courtesy Ken Gypson.

Back in 1960, when Paul Leinbohm took aside a classmate to ask if her father could be persuaded to part with a 1937 Ford "flatback" Tudor from his junkyard, he likely had no idea that the jalopy stock car he wanted to build would survive the

next 57 years and become a treasured collectible.

As it happens, Paul never got to enjoy his car on the track. After handing over \$50 for a complete, running V-8/60-powered Tudor, he gutted the mohair interior, radiused the fenders with an overpowered welder, installed a Mercury flathead V-8, and paid to have a roll cage installed. Just as the '37 reached completion, however, a piece of mail from Uncle Sam sent Paul off to the Army. Upstate New York was once heavily populated with circle-track venues and the jalopies that ran them. Current owner Ken Gypson is a historian of these tracks.

Paul parted with his sedan in 1961 and its next owner, Paul Visconte, raced it for the next six years retiring it to a junkyard once more. The story of its

before survival, rescue, and subsequent restoration by Ken Gypson of Poestenkill, New York, is set out completely in the October issue of Hemmings Muscle Machines, on sale August 29. The '37 is also set to attend the Hemmings Concours d'Elegance in Lake George, New York, on September 17.

—Thanks Walter Andersen for finding this Hemmings article.

WELCOME TO OREGON WHERE POT IS KING.

Haven't had a Tour this fun since the 60s.





FINAL HARRIS TOUR—

Contd

DAY 3- 8:30 departure. The Ave of Giants—a spectacular drive among some of the world's most spectacular Trees and next, The Lady Bird Johnson Grove in Redwood National Park. They say there are rose gardens that you'll never see anywhere else, but we'll never know. Some hiked, but we bypassed it to drive our cars thru an enormous redwood. Can't pass a photo Opp...

At the roadside shack, a hairy hand sticks out of the window, takes your money and sends you up a short, steep hill to the huge tree with a driveway paved around it. Each car has only inches to spare to squeeze thru the hole cut tight for vintage cars or modern compacts - Jay's BIG BOY Lincoln would not fit.

Onto lunch at the beautiful beach side Trinidad Rest Area 30 miles north of Eureka.

Last stop today: Gold Beach - a rather worn out Resort on the beach. (Ignore the recent brush fire damage).



More 'Final Harris Tour'..

Here we go, our 4th day on the road... now along the Oregon coast. We exited senic 101 and drove to an overlook for a picturesque view of the 1867 Cape Blanco lighthouse and Pacific Ocean beyond. Big scenery all day.

After all the warnings about dangerous smoke from the many fires burning across Oregon, we encountered no smoke - just a distance haze occasionally. Our route was mostly bright sun, with pockets of fog right along the water. Are we lucky, or what....

Bonnie Krehbiel and Linda Hubbard, share some laughs. The Hubbards drove a nice '53 Merc hardtop and offered this description of the car :“We’re used to driving coupes and roadsters, This Merc feels so big - it handles like dancing with a fat woman in a bathtub.”

Art Knap held the tour lead behind Jay in a '48 Sportsman which looks all stock and near perfect, but it's a sleeper hot rod—he won a First in the Display Class at the show.

Paul Cella congrats Dan Krehbiel on taking another trophy for his '49 Convert...

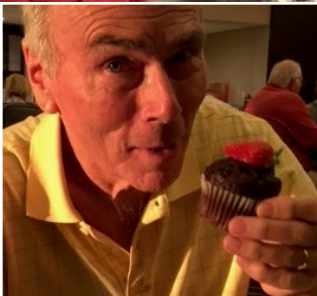
Brownies topped with strawberries disappeared in seconds...

Bill Harvey lost in fog

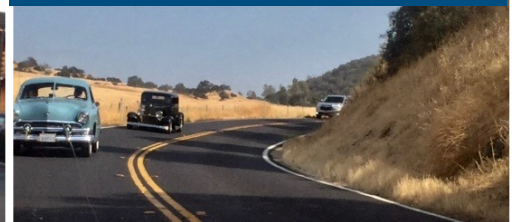


Dory finds a woman's work is never done.

Jim & Diane Little seen in their Sky Blue '51 Tudor—have been on all 45 Harris

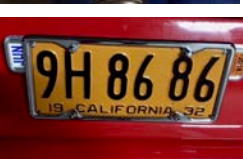
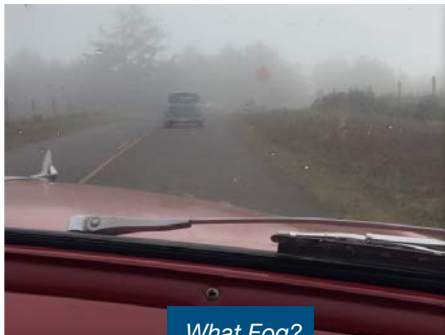


Checkig the vitals in Linda Souder's '46 woody..



Jay claimed he chopped this one down himself.





Final Tour Done! On our Own... Now What?

Following the final directions through rush hour traffic, we tried to pull into Salem's Grand Hotel under-building parking lot, only to find a hopeless tangle of cars trying to get out and more attempting to get in.

It was Ray Brock who broke the stalemate by squeezing through a hole and driving directly to basement parking without a check-in or Valet... and, turns out, no check-in was required. The crowds in the lobby lurched around from registration to event rooms on the ground floor. Found Jerry Windle and Dan Prager tucked into deep couches in the lobby. Other reunions happened in hallways and elevators. Looking over the license plates around the hotel, there were folks from all over.

Prez Mike showed off his registration booty at breakfast.

Happy to hear the whole event went off without a hitch, but some of us missed the last part because we were on a wet Jet Boat in Portland, followed by a butt-numbing ride home. Sandy & I took a nap Sunday and woke up Tuesday.— TS



"Boy, you shoulda seen me breeze by Doc Tompkins, comin' up Elm Street hill!"

PERFORMANCE! You'll find it in a FORD

The only place you'll find 8-cylinder performance is in an 8-cylinder engine. That's why the Ford V-8 stands alone in the low-price field!


You can read about Ford performance—you can hear about it from pleased and proud Ford owners—or you can feel it for yourself.

It's most fun, first-hand. See what this big car really has under its hood. Test it in traffic—on the hills—or out where the roads run long and straight. Notice, also, how little gas you use as you go!

We hope you'll be hard-boiled about it. We know what this car can do, because we built it. We know that the most skeptical prospects come back from their first Ford ride with a grin of genuine pleasure.

Beautiful lines—rich interiors—extra equipment—these things you can see and appreciate on the dealer's showroom floor. But the smooth surge of 8 eager cylinders, the smooth safety of big hydraulic brakes, the smooth comfort of the quiet Ford ride—all deserve much closer acquaintance.

In a very few minutes, any 1940 Ford V-8 will show you the vital difference between promise and performance! And you'll surely enjoy being shown!



This "Reminiscing" story, edited by Richard Lentinello, comes to us from Hemmings Classic Car reader Thomas Murphy.

One memory that I will never forget is about my father's 1940 Ford Opera Coupe. It had the jump seats in the rear which, when not in use, folded up parallel to the sides of the rear compartment. Back in 1950, those jump seats were usually occupied by my brother and I; I was just five years old at the time. My father was one of the original hot-rodders. The Ford had a flathead truck V-8 block which was bored out—apparently truck blocks allowed for thicker cylinder walls for purposes of over boring. The engine was equipped with a 3/4 racing camshaft, high compression Granatelli aluminum cylinder heads, a four-barrel carburetor, exhaust headers and dual exhausts and Lincoln Zephyr gears for the second gear.

That old Ford would wind out to 90 miles per hour in second gear before shifting to third was required due to those Zephyr gears. There was not much on the street in 1950 that would touch it. The Ford looked stock, being a black 1940 Deluxe Coupe. Only two rusty exhaust pipes sticking out the rear belied it was not stock.

One day we were on a touring vacation in Canada in the Fall of 1950. We were stopped on a gravel road which had an overhead stop light hanging from a wire traversing the intersection on a four-lane road. What pulled alongside us at the light was a brand-spanking new Powder Blue Oldsmobile "Rocket 88" fastback coupe. The Olds still had the price and equipment sticker on the rear-side window. When I looked over

from my jump seat out the side rear window of the Ford, the driver of the Olds was smiling like a Cheshire cat and glancing at his buddy in the passenger seat, while revving the Oldsmobile's engine.

When the light changed, my father, who was never one to ignore a challenge for a race, took off. From the light we were side by side with the Oldsmobile. In First gear we were fender to fender, and the Olds owner was looking a bit

quizzical at our evenness. Bear in mind that the loser of this gambit would be eating the winner's dust from the gravel road. In Second gear I remember the Ford winding out to 90 miles per hour, and it ended up two car lengths ahead of the now vanishing Olds when the shift to Third gear occurred.

So much for the much-heralded Rocket 88 Oldsmobile. That '40 Ford was fast!

Cheap Used Fords on cover of LIFE Magazine —1930s



Walter Andersen's Garage and Pea Shooting Tour

September 23rd started as a perfect day and it only got better. The long anticipated Walter Andersen garage tour started with a gathering in Mission Valley and a caravan drive to the Midway section of Point Loma, where other members joined the tour. We were met by Walter at a series of commercial buildings housing his collection of vintage vehicles. Walter's love of cars and history was evident from the start. We were greeted by his 1934 Ford, purchased from Carl Burnett which Walter (and his son) prepped and drove in the 1987 California Race as a prelude to their run from LA to Boston in the 1988 "The Great American Race". Walter led us through each building, providing anecdotes along the way. He even wrote a personalized history on almost every vehicle. These were taped to the window so we could better understand each vehicles reincarnation. He generously shared his beautiful collection of Fords including his COE's, 1956 F-100's, a 1934 sedan delivery, a Model A Coupe, and a 1952 Chevy 3100 made whole from parts from 1949, 1951 and 1953 Chevy pickups. Walter also displayed his 1929 Model A pickup. This is an exact replica of his father's truck used in the infancy of the family nursery and landscape business which still prospers today. As we read the stories that went along with these vehicles, it was evident Walter's wife Jody was a trooper too. She shared in many of the adventures associated with the vehicles and transport back to Walter's garage. An added bonus was also viewing Walter's son Ken's collection of 50's and 60's rare, sought after Chevys including both 56' and 57' Nomads and later year Camaro RS and Z28. We can't thank Walter enough for his generosity and hospitality in hosting this tour. It was thoroughly enjoyed and appreciated by everyone.

Upon leaving Walter's, the group headed to Kate Session's Park overlooking beautiful Mission Bay. There, tour organizers Jim and Diane Thomas planned a pea shooting contest. Straws and black eyed peas were the weapon and ammo of choice. There were two contests, the first being accuracy the second distance. Although Calvin King and Judy Grobbel were the most accurate at shooting their opponents while hiding behind trees, Bob Hargrave took the prize on the official course hitting the tin cans 4 out of 10 shots. The second contest was for power, seeing who could blow their pea the farthest. Each contestant shot two florescent orange peas. I don't know who actually won but John "Windy" Dow's orange pea went so far; a boater in Mission Bay is now seeking a good lawyer. Thanks everyone for a great day! — *Bill Dorr*

The Secret
Garages Of
Walter
Andersen.



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

**Next Meeting : Wed, Sept 20, 2017. 7pm.
Auto Museum, Balboa Park**

FORD V8 SWAP CORNER...

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

WANTED Garage for storage and restoration of '47 Ford Woody Wagon Phil Stone 619-723-6754

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

Frame straightening to body work and paint . Billy Lynch 619-436-6913-(Recommended by Calvin King)

'40 Deluxe Opera Coupe. Beautiful shape. Drive anywhere. **Terry Johnson 303-888-8231 Englewood, Colorado.**



'56 TBird. V8, auto. Porthole Top. New Pearl paint. Very clean \$20K. John Hildebrand 619-850-4099

Wanted- Two Wheels-16" x 4.5" Mike Pearson 760-729-4645. m.piereson@roadrunner.com



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Side-mounts, Luggage Rack, Leather. Runs great. \$95k OBO.



'34 Vickie Tudor. All Steel. All Original. Lebaron Bonnie interior. Survived Silmar Quake. Runs good. \$45k OBO

Motor Home—runs, drives well. Extra rebuilt Motor. \$9k OBO

Dixie, 619-677-8922



'32 Tudor. ready to go hot rod. Real Nice Car. \$30,000. 36 Coupe Running Boards-NEW—\$400 Tom Cook 619-200-8114



'36 Coupe Hot Rod- Proven Tour Car. Best Offer. Tom Cook 619-200-8114

Wanted: '49-'51 Ford Tudor Basket Case. Carl 619-593-1514



'48 Ford Deluxe Bus Coupe. New motor. Everything else NOS. \$17k OBO **Norm Burke 619-462-8956**

Jeep CJG Trans, Transfer Case. Everything from fly-wheel to Drive Shaft. \$500. **Carl 619-593-1514**



'50 Con-vertible. V8, OD, R&H, Spot, and Factory Continental. New Paint, Top, good motor, new pumps, batt, tune, tank, steering, brakes, etc., Solid 2-owner Car. \$24,500 -619-466-5475

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. Sell all for B.O. 619-466-5475



1930 Model A Sport Coupe.

Rebuilt engine slightly warmed up with many improvements: 5.5 compression head, stainless valves with adjustable lifters, fresh Babbitt bearings, 'B' grind camshaft, balanced, Weber down draft carburetor, cast iron exhaust header, lightened fly-wheel, V-8 pressure plate, Flot-a-motor mounts - both front and back, stock transmission - BorgWarner overdrive in the torque tube, new design one piece 2 blade fan, 4 core radiator - pressurized, 12 volt system with 1 wire alternator, F-100 steering box with shortened pitman arm, 16

inch radial tires on cut down Model A wires, regular Model A muffler so it has the distinctive Model A sound, new brake shoes and cast iron drums, still the same mechanical brakes but all renewed pivot joints and adjustments, very nice upholstery and top, good paint but does have a few chips and scratches, the pictures pretty much show the various accessories. Yes, it does have a hood. All mechanical work has been done by Hansen Garage in Ramona. **\$19,500 OBO -Dave Huhn 619-392-4545**

SDEFV8 Club, C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118



Oct/17



Floods,
Fires,
Hurricanes
and
Earthquakes.

Might as well
enjoy it.