

VOL

Sept/21



THE



FAN

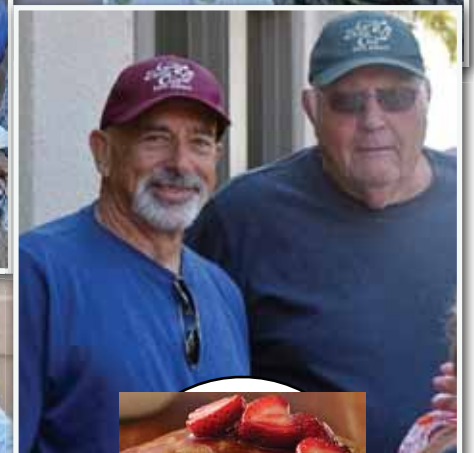


DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMPANY VEHICLES



The long awaited V8
Breakfast Tour
has happened
and everyone
had a
great time.

Note- The
Waitress was
amazing!





Prez Sez

Another summer has passed, but the cooler weather of the San Diego autumn and winter is on the horizon. The weather my flathead enjoys most!

August was a good month, apart from the fact that I missed our Club meeting on August 18th. I heard that VP Dennis Bailey did a great job leading the meeting! I heard he gave a heartfelt discussion on

the superior qualities of the Ford flathead, and how it is his favorite automotive engine, ever! Thanks Dennis!

Our breakfast get together on August 11th was a lot of fun. 27 Club members were in attendance. We met in the parking lot and chatted and kicked a couple of tires before going on to the patio, for breakfast. It went smoothly, but there are a couple things I will work with the restaurant to improve.

Our next breakfast is scheduled for September 8th at the Broken Yolk in Mission Valley. I will be sending out information to members in a separate email, and you can RSVP at that time.

On August 14 there was a meeting of the Early Ford V8 Club National Officers and Board of Directors. A couple of the meeting highlights are:

- There is a National Director position open in the Pacific Northwest. If you have interest in helping the Club by becoming a National Board member, let me know.
- There are a couple of National Meets on the horizon; Franklin Tennessee (2022), Washington State (2022) and Detroit Michigan (2023). There is also work going on to put together a national driving tour in 2022. More information on these will come out in the coming months.
- There will soon be a digital version of the V8 Times available! You will be able to read the V8 Times on your smart phone, tablet, laptop or desktop computer. The digital version will be available starting with the Jan / Feb 2022 edition. The Digital V8 Times will come at no additional cost to members that subscribe to the “hardcopy” V8 Times Magazine.

There will also be a standalone digital-only subscription available. The price of the digital-only V8 Times will be \$30, no matter where in the world you live. The hardcopy magazine subscription pricing will remain unchanged. The digital-only subscription may be an attractive alternative for our members in Canada, Australia, New Zealand, and other locales that pay high postal prices for the magazine, or for U.S. Members that don't like magazines gathering dust in their homes or find the \$30 a price point with which they can live. Hopefully new members from these regions will sign up for the digital magazine.

The digital version will look just like the hardcopy of the V8 Times magazine and have the exact same content in the same order. One nice feature of the digital version is, if you provide your email address when you sign up for any V8 Times subscription, you will be notified in email the day the new digital magazine is posted. The digital magazine will most likely be posted much sooner than the arrival of the magazine in the mail. The digital subscription will also come with a digital Roster of all the Club members. In both the digital magazine and digital roster, you can do a “find” function to locate a particular string of characters, such as a car model, part name, member name, or story you'd like to find, etc.

There will be more information regarding the digital version of the V8 Times in the coming months, such as how and when to sign up for a digital only subscription. ——

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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 % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair, 3558 Bentley Drive, Spring Valley, CA 91977.

A couple of dates to circle on your Calendar:

September 8 – Club breakfast in Mission Valley

September 29 – El Cajon Cruise Night – We are back! We again have Orange Avenue reserved for the Club. Let's break our record of 17 Cars and show them who rules Orange Avenue! More details to follow.

Finally, just a reminder; Membership Dues for the San Diego Regional Group was waived for 2021. The required Membership Dues for the National Club were NOT waived. It is a requirement to be a member of the National Club, if you are a member of one of the Chartered Regional Groups. Most, but not all, of the San Diego Club has paid the National dues. If you have not paid the National dues for 2021, please do so. If you need a membership form, you can download it from [EFV-8 Membership Area \(cornerstonereg.com\)](http://EFV-8-Membership-Area-cornerstonereg.com). If you are not sure if you have paid your 2021 National dues, you can verify by giving a call to Cornerstone Registration at (866)427-7583 or email them at Registration@cornerstonereg.com. Please, don't be a deadbeat, pay your National Membership dues!

That is all for this month. Enjoy September, it will be a great month!— *Drive that old Ford!*—*Joe Valentino*

Breakfast Tour gets Rave Reviews

Hey folks! Thanks for coming to the breakfast today. We had 26 people attend breakfast and feedback has been positive. I think we have a good place to continue to have breakfast outings, if we choose to do so. Maybe we should arrive earlier to socialize a little more in the parking lot, and order food as soon as when we get seated. We can try that next time. Don't be concerned if you don't come every time, or anymore. Modern cars or old cars, it doesn't matter. This is just an opportunity for us to get together during the day, if we choose to do so.

I'll tentatively schedule the next breakfast on the second Wednesday of September, September 8th. I'll send out a request for RSVPs when we are closer to that date so that I can give the restaurant a head's-up and they can staff appropriately.

If you have thoughts on this that you'd like to share, let me know!
Joe Valentino

I had a great time at the breakfast; it was good to see some folks that aren't often at the Wednesday night meetings for whatever reason, traffic, don't drive at night, etc. The food and companionship was first rate, my breakfast was eggcellent!

The hit of the morning though was our waitress. She was in great spirits, happy to see us all and was engaging. She single-handedly took our orders, constantly checked on our coffee, tea and water supply, got all the orders spot on, the meal came quickly and was hot. I didn't hear one complaint.

I can't wait to go back next month! — — — — Mike Petermann

Nothing but good News from the breakfast tour. From all reports Our waitress (Moving too fast to be pictured) was on top of everything. Never missed a beat getting us fed and keeping us happy. — *Bill Dorr*



SAN DIEGO EARLY FORD V8 CLUB GENERAL MEETING MINUTES

AUGUST 18, 2021

The meeting began at 7:05 p.m. with Vice President, Dennis Bailey, filling in for President, Joe Valentino, who is under the weather. Dennis welcomed everyone and Ray Brock introduced a couple of visitors.

PRESIDENT: The club breakfast at the Broken Yoke was a success with twenty-seven members in attendance. A next breakfast is planned for Sept. 8th. Dennis made mention of the El Cajon Cruise set for Sept. 29th.

VICE PRESIDENT: No report given, but presented the Presidents' agenda.

SECRETARY REPORT: The 'minutes' from the July meeting was published in the FAN; accepted and approved.

TREASURER REPORT: Ken Burke read the financials which were accepted and approved.

MEMBERSHIP REPORT: No report given.

SUNSHINE REPORT: Judy Grobbel said that Tom Cook is recovering at home.

Fan Editor: Tim Shortt reported that the FAN is coming along on schedule.

ACCESSORIES: Bob Symonds has plenty of inventory, hats and shirts, etc.

CAR CLUB COUNCIL: No report given.

PROGRAMS: Bill Dorr showed two videos: one was part two of building a high performance Flat Head. The other video was a history of the developing of San

Diego from approximately 1886 thru the 1950's.

TOURS: None scheduled for September.

OLD BUSINESS: None reported.

NEW BUSINESS: John Davidson mentioned a CHP car show scheduled for Sept. 3rd., and Tim Shortt said there is a swap meet at Santee on Monday, Sept. 6th. Rick Carlton is giving away a ticket to Del Mar Race for tomorrow.

MISC: None reported.

50/50 DRAWING: \$30 won by John Davidson.

NAME TAG DRAWING: No winner; Paula Pifer's name was called.

MTG. ADL: at 8:15 p.m. Minutes submitted by Bob Hargrave



Dax, The
Computer
Comes to
Coronado.
I like old
Fords Better...

V8 Tours and Stuff

Monday Sept 6

Swap Meet
Sante Drive In 7am-1pm
Admission \$10

Thur, Sept 16 El Cajon Cruz

Sat, Sept 18 Breakfast Tour

Sunshine Judy says-

Tom Cook recovering from serious surgery. Walter Andersen in and out of Hospital for Influenza. Now

recovering.

Anniveraries And BDAYS

September Anniversaries

9/19 Frank & Loyce Swedberg
9/29 Tom & Chris Cook

September Birthdays

9/01 Maryellen Huhn
9/03 Tore Olsen
9/04 Rhea McGehee
9/07 Liz Brown
9/07 Cathie Robertson
9/14 Greg Murrell
9/20 Gary Walcher
9/20 Dottie Fritz
9/20 Jake Murrell
9/22 Jody Andersen
9/24 Jim Hurlburt

September Club Anniversaries

Dottie Fritz	51 yrs
Ken Tibbot	23 yrs
Augie Martinez	17 yrs
Tore Olsen	15 yrs
Mike Petermann &	
Susan Graves	6 yrs

At our Monthly Meeting Wed Aug 18,

(What are the chances...)

There were seven former Club Presidents, Dan Prager, Bill Dorr, Bill Lewis, Tim Shortt, Mike Petermann, John Dow and Dave Huhn, among the crowd, but our current

Prez, Joe Valentino, was home sick.

VP Dennis Bailey ran the meeting following Joe V's agenda.

Bill Dorr presented interesting films on A Flathead V8 Rebuild and SD History from 1800s to present.



"Pork Chop" Bill & Bill's Ocean Voyage

Some guys throw money at old Fords, Others throw it in the Bay. Bill Houlihan's story started nearly a year ago when Sue said, "Hey, there's a great catamaran for sale in Puerto Vallarta. Let's sell our boat and spend another winter in Mexico on another catamaran," (it would have been our third cat.)

"By late spring our boat was sold but by then the catamaran had also sold. Damn! So we began to search. Florida, the catamarans capital of the US. After two trips to see two different cats, we realized that Brokers in Florida have an inflated vision of their product.

Next, on to La Paz to see three cats for sale. One was spectacular, though bigger than we wanted, and more expensive. The second had potential.. The problem was that it was piled high with their belongings. One entire cabin was stacked with "Stuff." Everywhere we looked, stuff and more stuff. It looked like a floating garage sale and reminded us that a small boat was TOO small. On the way home, we decided we'd shopped enough and were going to buy another power boat to put in our slip that we'd been saving at the yacht club.

That brings us to 'Pork Chop'. Well, not so fast. We went to Oakland to see a great boat that turned out not to be so great. Then a trip to Huntington Beach for another disappointment.

We called our broker about 'Pork Chop', only to find it sold. Three days later a call, "It's back on the market." A Canadian buyer had backed out. We stepped in, or fell in.

We invited Bill and Sue Dorr to come see the NEW BOAT and help get it to San Diego. The ladies handled the dock lines and waved goodbye as the two Bills eased out of the narrow dock into Alamitos Bay, heading for the exit to the Pacific. Because of the afternoon start, our goal was Newport Harbor, where we had a mooring reserved for the night. The shoreline views included an endless number of multimillion dollar beach homes built so tight together it formed a wall of money.

After mooring, we broke out some wine and watched the activities in Newport Bay. Kayaks, paddle boards, swimmers, sailors, Duffys, and any water activity you can think of. It's a circus of activities watching other people drinking and boarding other boats during happy hour.

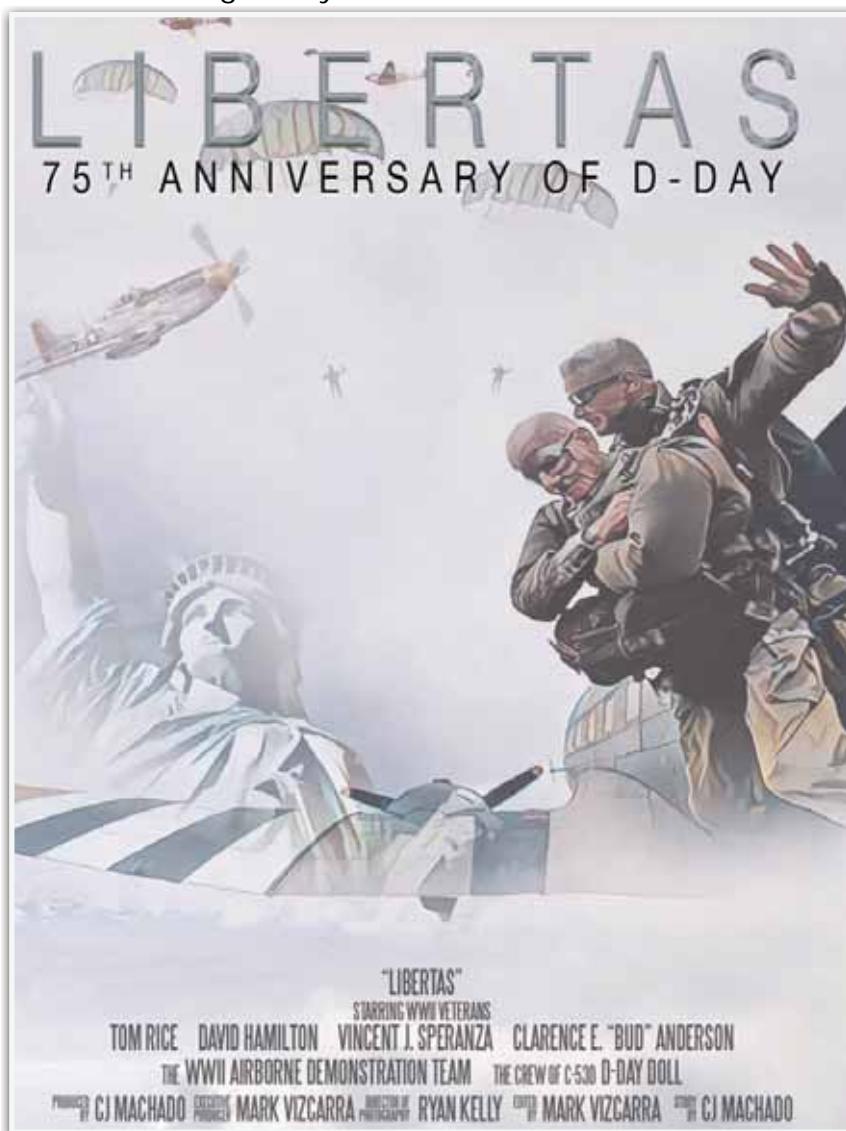
The wind quieted and after a cold chicken dinner we gave up and crashed. It had been a long week for me with three trips to Long Beach, and one to LAX over the last 10 days. About 0200, we were both awakened by a barking sea lion nearby. Newport Harbor has been plagued by sea lions who like to jump on boats swim steps, docks, or any other floating platform. In a few instances there have been so many that they sank the boat! We worried about being boarded, but were too tired to get up and check. Eventually he swam away.

A cloudy, cool morning saw us out of the bay into the ocean turning left for San Diego. It would have been a uneventful passage except for a huge school of dolphins headed north passing power boats and cavorting all over the place.

Late in the afternoon, we neared Point Loma and had to steer west to keep us out of the kelp beds, which seemed revived somewhat after the last two or three weeks of cold water.

The two Sue's were waiting as we approached the dock. My challenge was to back it in without causing any damage to Pork Chop or the dock. Our last boat had a steering station in the cockpit giving me full visibility and control while backing. PC had none, so I had to drive from the fly-bridge while Billy D. talked us in with our wireless walkie-talkie. No damage done and no one hurt the two Sue's helped tie us up, home again."





Hometown Hero WWII Paratrooper Tom Rice Jumps On His 100th Birthday in Coronado

101st ABN DIV "Screaming Eagle" jumped at the Hotel del Coronado on his Centennial Birthday!

The Commemorative Air Force's C-53 D-Day Doll dropped Tom Rice for his centennial celebration. D-Day Doll flew missions on D-Day and has been restored and preserved to represent her role in the Allied invasion of Normandy. D-Day Doll crossed the Atlantic to participate in the 75th Anniversary of D-Day ceremonies that involved Tom Rice. Former U.S. Navy SEAL Teams with "Beyond the Teams" (BTT) provided Drop Zone Security Detail. BTT is a non-profit organization dedicated to supporting worthy causes and events. This monumental event was presented by Operation Call-To-Service and hosted by the Hotel del Coronado. The event took place on Sunday, August 15, 2021 at the Hotel del Coronado Beach Front, 1500 Orange Avenue, Coronado. The event was sponsored by Seaborn Cocktails, Metarom Flavors, Coronado Cross-fit, Navy SEAL Xperience San Diego, and Praesidus watchmakers, the creators of Tom Rice's "The Lost Watch of D-Day."

At 22 years of age, Tom Rice volunteered to join the new and untested combat branch of the American Army and what he calls "The Airborne Experiment." After rigorous and almost impossible training, Rice became a member of the most exclusive and demanding regiments of that time, the 501st Parachute Infantry Regiment (PIR) of the 101st Airborne Division, C Company, commanded by the legendary Colonel Howard "Jumpy" Johnson. Rice parachuted in Normandy on D-Day and Operation Market Garden in the Netherlands. He served in the Battle of the Bulge in Bastogne, Belgium and captured Hitler's Eagle's Nest in Berchtesgaden, Germany. After the war, Tom resumed his studies and later became a teacher. He taught high school and junior college social studies and history for over 44 years.

**We wish Tom a happy 100th birthday and
Congratulations on his epic jump! WWII Honor Flight**



San Diego veterans and WWII "Screaming Eagle" Dan McBride (97), also there to celebrate. What will YOU do on YOUR 100 BDAY?...



WWII Vet Tom Rice, celebrates his 100th Birthday with a parachute jump to the beach in front of the Hotel Del and a crowd of thousands singing and cheering the event. Also jumping was WWII Screaming Eagle Dan McBride, 97 yrs old. Both jumpers plan to be back next BDAY to jump again.

Gracie Hackenberg gained national attention when she was an engineering student at Smith College by converting a rust-bucket Mazda Miata into a full-blown racecar. “Prewar cars are my special love,” said Caroline Cassini.

By Robert C. Yeager

Aug. 11, 2021, 6:00 a.m. ET

Armed with a welding torch and bolstered by a college grant, a GoFundMe account and help from some enthusiastic classmates, she entered the 2017 [Grassroots Motorsports Challenge](#) in Florida, scoring a respectable seventh-place finish and coverage in [The Wall Street Journal](#), [Autoweek](#) and other national media.

Caroline Cassini, now 29, may have startled some neighbors in West Orange, N.J., when she announced that, rather than applying to an East Coast liberal arts college, she would follow a path

charted by her family and pursue a curriculum in automotive restoration at the Academy of Art University in San Francisco. “You can’t care what others think,” she said. “If you’ve got this passion, you must follow your dream.”

After graduation, Ms. Cassini went to work for Fantasy Junction, a well-known dealer of vintage automobiles in Emeryville, Calif. At the height of the pandemic last year, she sold a [1935 Auburn Boattail Speedster for \\$850,000](#).

“It was a big thrill,” she said. “Prewar cars are my special love.” Ms. Cassini was recently named general manager of [The Market](#) by Bonhams, a British website scheduled to launch in Europe this month and in the United States by year’s end.

Tabetha Hammer’s interest in collectible vehicles began on the Pueblo, Colo., farm where she was born 33 years ago. “I grew up working with my hands,” she said. “It’s part of who I am.”

In high school, Ms. Hammer restored a 1935 John Deere tractor that her grandfather had bought from a local rancher. “I didn’t go on any dates or see any movies that summer,” she said, estimating she spent more than 200 hours fixing it up. Her efforts paid off when she became the first woman to win a nationwide tractor restoration contest sponsored by Chevron and the National FFA Organization.

That victory led to a scholarship at McPherson College in Kansas, one of the nation’s few institutions offering specialized degrees in vehicular preservation and restoration. This year, Ms. Hammer was named president and chief executive of [America’s Automotive Trust](#), based in Tacoma, Wash. The organization’s stated mission: “To honor and expand America’s automotive heritage.” Last year, Ms. Hackenberg earned her official Sports Car Club of America racing license. She is training as a mechanic at Arrow McLaren SP, a firm in Indianapolis that competes in the Indianapolis 500 and IndyCar Series races.

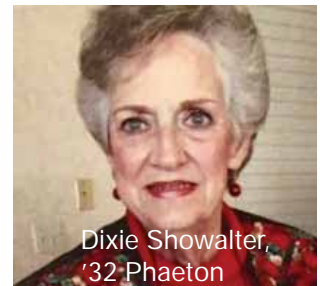
Whether their interest lies in vintage motorsports, automotive preservation and collecting, or all of the above, “more and more young women want to participate,” said Theresa Gilpatrick, former longtime executive director of the Ferrari Club of America. She urges younger women to “go for it” and added: “Get on LinkedIn, search for women in the niche you’re interested in. Reach out and don’t be bashful.”

To encourage such interest, for the first time in its 70-year history the prestigious Pebble Beach Concours d’Elegance in Carmel, Calif., will present a stand-alone women’s forum on Friday. The event, “[Women Who Love Their Cars](#),” will feature introductory remarks by Lyn St. James, the first woman to win the Indianapolis 500 Rookie of the Year award, and Sandra Button, chairman of the Pebble Beach Company, which produces the Concours event. Panelists include Renee Brinkerhoff, the first woman to win her class in La Carrera Panamericana race in Mexico, who has campaigned her Porsche 356 in [rallies around the globe to combat child trafficking](#), as well as the well-known vintage car collectors Jacque Connor, Merle Mullin and Lisa Taylor.

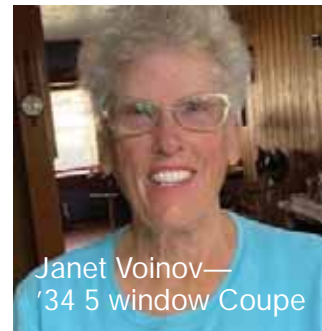
“Our mantra is to get women in the left seat,” said a forum co-chair, Cindy Sisson, chief executive of GSEvents, which recently introduced “Shifting Gears” Zoom meetings and podcasts aimed at female car enthusiasts. “Our forum will be an opportunity for the other gender to express their love of and for cars.”

In June, Hagerty, among the world’s largest insurer of collector cars and specialty vehicles, offered its perspective on women’s impact on the world of classic conveyances. According to the firm, though still small in absolute numbers, the number of its female policyholders grew almost 30 percent between 2010 and 2020. The biggest increases were among women in Generation X (41 to 56 years old) and millennials (24 to 40).

****Hagerty data does not reflect the many collectible vehicles that women hold jointly with a husband or partner.**



Dixie Showalter—
'32 Phaeton



Janet Voinov—
'34 5 window Coupe



Suzan Valentino—
'40 Merc Convert



Major Baseball League Teams, Super Bowls, Concerts and, don't forget, the

Annual BIG 3 Swap Meet

It lasted nearly 50 years and was the best thing to do at the end of February



Ford pickup truck milestones, from Model T on...



1. 1925-'27 MODEL T

It always comes back to this, doesn't it? In a roundup of innovative Ford trucks, the number one spot has to go to the one that started it all. The granddaddy of today's F-150 officially joined the workforce in 1925—the year that Ford produced a factory-built Model T pickup. It was called the Model T Runabout with Pick Up Body, but this wasn't a new concept. Many, many Model Ts had already been converted to hauling duty prior to that by Ford dealers and upfitters, as well as creative owners with work to do. Ford's elegantly simple new pickup had a hinged tailgate, four stake pockets in the bed, and little else. It cost a mere \$281, tipped the scales at less than 1,500 pounds, and had just 20 hp on tap, delivered by Ford's 177-cu.in. four with 3.98:1 compression. That's a far cry from today's 400-hp, leather-upholstered super pickups, but a great start nonetheless, and Ford built 33,795 in that inaugural year. The 1927-vintage T pictured here sold for \$28,875 last year through Hemmings Auctions.



2. 1933-'34 V-8 PICKUPS

We could think of no better way to illustrate the staying power of Ford's first V-8-powered haulers than by showing this 1933 edition, driven by off-road motorcycle racing champion Jeff Fredette and his son Eric to a Great Race win in 2018. While Ford's 221-cu.in. V-8 made its debut in 1932, many of the trucks sold that year were four-cylinder powered, as 1933 was the first full year for the eight-cylinder. The styling of the 1932-'34 pickups echoed the look of Ford's passenger cars and rode on the same chassis. The '32 truck had a shorter 106-inch wheelbase than

the 1933-'34's, which measured 112 inches. The roadster cab was produced all three years, but edged out of the lineup in '34 when a scant 347 were built. So many of these trucks were hot rodded in the decades since that it's difficult to find a stock-appearing example today—much less one driven in cross-country adventures by a father/son team.



3. 1937 PLATFORM STAKE

Stake-bodied trucks might not be beautiful but they are infinitely useful. In 1937, Ford whipped a little style on the traditional stake with a factory-offered bed, underscored by stylish rear fenders. We couldn't track down production numbers for the new-for-'37 1/2-ton stake, but we do know it was available on the Series 73 with the 136-cu.in., 60-hp flathead V-8. Or, like the truck pictured, as a Series 77 powered by the more potent 221-cu.in., 85-hp V-8. The styling of Ford light trucks was also new for 1937: there was a redesigned grille with horizontal bars and a new cab with a split windshield. Ford offered its trucks with either De Luxe or Standard appointments that year. Standard trucks made do with painted trim, while De Luxe rigs boasted a smattering of polished bits. Ford's 6 1/2-foot platform stake body stuck around as an available option on 1/2-ton trucks until 1968, when it was quietly dropped—though it was still available on larger haulers.



4. 1941 PICKUP WITH FOUR-CYLINDER

Flathead V-8s are prevalent in prewar Ford pickups today but, in '41, a couple of inline alternatives were on the menu: a 226-cu.in. six and a plucky 120-cu.in. four-cylinder. The four was adapted from the N-series tractors and offered as a more miserly alternative for light-delivery duty. The L-head from the 9N had a bore of 3.18 inches and shared its 3.75-inch stroke with the 221 and 239 flathead V-8s. Spark was fired out of a front-mounted distributor, while a single-barrel updraft carburetor provided the mix. All in, with a low-grade-fuel friendly 6:1 compression ratio, the agricultural-turned-pickup engine was rated at 30 hp, though deep gear ratios gave it a boost it sorely needed around town. The four-cylinder trucks are uncommon today, as the few built likely had their original engines plucked to make way for a V-8 upgrade—Hemmings



Couple of months ago I just missed an Iron WHEEL BARROW dropped on the

Freeway fast lane and ... **Yesterday** another near-miss on the Freeway - an SUV going 60 with his LR Tire flat and spin-burning on the rim. Suddenly the flaming tire lets go, wobbles along the side of car, then flies off the road. The guy kept going, with the bare rim throwing sparks 10' in the air as he turned on the off ramp out of sight. It all happened too fast for a photo, but it's still stuck in my brain.

Later I happened to drive down Logan Ave near Chicano Park just East of the Bridge —and—here's this vintage truck show set up on the center lane —so folks can cruise either side and check out the Low and Go trucks on display.

I'm driving my '50 FORD convert and expecting some friendly wise guy comments going past all these great Chevys, But not so. Many guys looked the FORD over and gave me a Thumbs Up and "Nice Car" and so on.

On Saturday— at the Cars and Coffee in Coronado, there were the usual mix of Exotic Big Money cars, including a rare '52 Bugotti Race Roadster, recently purchased from an estate sale, not restored but cleaned and tuned- looking beautiful along with the TBirds, A Models, VW Bus, '57 Cobra, and my Chevy hot rod Pick Up. And Look— There's Ray and Judy with the '34 and a new friend named "Biggie".



2021 Tour D'Elegance



If you
missed it-
This is
some of
what you
missed.



2021 Tour D'Elegance





1938 FORD 2-DOOR SEDAN (For Sale)-

- Original Humpback Sedan
- Smooth-Running 85 HP Flathead Motor
- Original Dash & Gauges
- Original Mohair Interior
- 3-Speed on the floor
- Hydraulic Brakes & Front Discs
- Columbia 2-Speed Overdrive Rear-end (upgrade)
- Lowered 2" Front & Rear
- Correct Blue Paint for 1938
- Original Crank-Out Windshield (For summer Cruising)
- Matching 1938 License Plates
- Rust-Free
- LOOKS & RUN GREAT!
- Reason for Selling: Too many cars- I'm thinning the Herd!

Drive a true Classic!

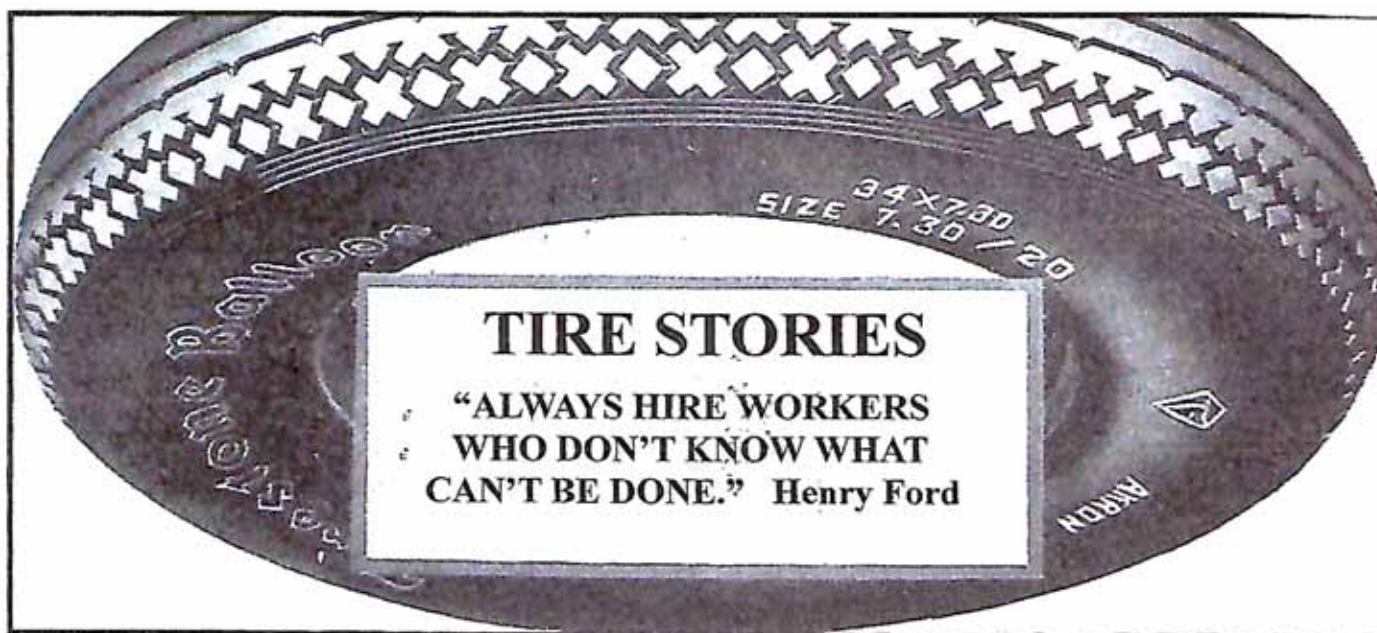
Asking \$24,900 (obo)- Make me a reasonable offer !

Call or text "Roger" in Yucca Valley at (760) 219-0451



Above- First guy is Ex-member- John Malzahan, Current V8 Secretary-Bob Hargrave, Ex-member, Gary Walcher, Recently Deceased, Jim Carnahan, Charter Member, now deceased Carl Burnett, V8 Times Editor, National Club Director Jerry Windle,

Left- High School Buddies, Fred Meyers (Now deceased) and Dan Prager. Both former Presidents of San Diego EFV8 and Gloria Hooter, Moral Builder.



According to the History Channel and Popular Mechanics the greatest invention of all time was, of course, the wheel in about 3,500 BC. More than 5,000 years later in 1839 Charles Goodyear figured out how to successfully cover it with vulcanized rubber.

It is interesting to note that Goodyear had no connection to the company that bares his name. It was actually founded by Frank Siberling who after being ousted by his own board of directors started Siberling Tire in Akron, Ohio.

John Dunlop gets credit for inventing the air filled tube tire, but he only made them for bicycles. The first *successful* tire and tube combination for automobiles was marketed in 1911 by Hardman Tire & Rubber. The problem with tubes in tires was friction which generated heat which caused a "blow out" and an instant flat which often caused an accident. Tubeless tires were actually patented by Goodyear in 1903, but were not marketed until the mid 1950's.

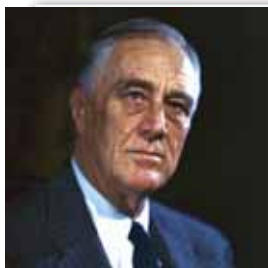
According to the Rubber Manufactures Association Americans discard 300 million tires a year. Thanks to high tech recycling all but 25% of them are now recycled. The rest go to the Black Art Wizard who cooks them down and makes tire paint. Tire paint was marketed by almost all paint manufacturers. It was "approved by the tire manufacturers" to fill cracks and checks. It not only improved the looks of the tire, but provided "increased traction and skid resistance."

INDIANA'S TIRE COMPANY: In the 1950's Bob Newton was racing his purple '40 coupe (#4) on the small pavement tracks around South Bend, Indiana. In 1957 he began producing and selling his own tires using soft rubber recaps.

By 1962 Bob and his wife Joyce were having tires mass produced by Mohawk Tire and in 1978 they built their own manufacturing facility near Plymouth.

Today Hoosier is the largest racing tire manufacturer in the world. Newton died last year at the age of 84. His family now operates the business.





HERE IS A BIT OF HISTORY...

Hours after Pearl Harbor was bombed on December 7, 1941, the Secret Service found themselves in a bind. President Franklin D. Roosevelt was to give his Day of Infamy speech to Congress on Monday, and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely.

At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get

clearance from Congress to do that, and nobody had time for that.

One of the Secret Service members, however, discovered that the US Treasury had seized the bulletproof car that mobster Al Capone owned when he was sent to jail in 1931.

They cleaned it, made sure it was running perfectly and had it ready for the President the next day. Al Capone's 1928 Cadillac

V-8 "Al Capone" Town Sedan became the President's Limo in December, 1941.

Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief.

And run properly it did. It had been painted black and green to look identical to Chicago's

police cars at the time.

To top it off, the gangster's 1928 Cadillac Town Sedan had 3,000 pounds of armor and inch-thick, bulletproof windows. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police radio.

"Previous Owner."

Footnote: The car sold at auction in 2012 for

\$341,000.00.



Thanks Ray Brock

**SDEFV8 General Meetings- Auto Museum,
Balboa Park-MEETING SEPT 15 !!**

Ford V8 Swap Corner...

SDEFV8 Club c/o

Tim Shortt, 1211 5th St, Coronado, Ca 92118

619-851-8927

1936 Ford Standard 5 Window Coupe

4 time Emeritus Winner.

Black with Tan LeBaron Bonney Interior. Trunk model with roll down back window. Aluminum Heads, Ford Script Battery. **\$39,000 OBO Ron Shedd 858-776-6508.**



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then HarrahMuseum. Good condition. Side-mounts, Luggage Rack. Runs great. New lower price...\$83k . Dixie, 619-677-8922



'50 TransWorks good. T5 Trans 5 speed \$600 OBO- 714-490-0613-cell 714-906-1644

1936 Ford 5 window coupe-Columbia rear - LeBaron Bonnie interior RB trans-Clock-Radio All Ford steel Beige body. Brown fenders LB engine \$33,000 or best Tom 714-998-4528

Enclosed 28' Car Trailer- with toilet, sink and wood interior. \$3,000 Sheila Ra-bell 619-977-3152

'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver- needs minor stuff. \$20 Ken Van Wormer 619-302-5714



Kwik-Lift For Sale. - Adjustable Length 13'-3" to 14'-9"- Adjustable Width- 5,000 lb Capacity. 20" Creeper Clearance Under Ramp. Cost New = \$1,499 + Tx and \$495 Shipping, Asking \$800 OBO.

'34 Parts left after hot rodding a '34 5 window Coupe— Rear steel fenders, Front seat and rumble cushions in excellent shape, new ashtray, light stanchions, Running Boards, etc, etc No shipping- must pick up locally.

619-846-7012 Paul Alvarado

50 ford flathead V8 engine equipped with rebuilt 5speed trans. Also included: new water pumps, radiator, MSD ignition, 12v coil, ceramic coated headers new plugs & wires. Engine has good compression. No oil leaks or smoke. plugs and plug wires. The engine has good compression, no oil leaks or smoke. I drove the car from San Diego to Colorado with no problems. I have paperwork on the transmission. Asking \$2,900 OBO for all. 619 -339- 0902

9" Ford Rear End— 2.70:1 Ratio \$100-Bob Brown 619-890-6988

265 Chevy V8 Motor- Total Rebuild, Best Offer 619-247-6525

1932 Fender Gloves-covers complete fenders. No scratch padding inside and Naugahide outside. Carl Atkinson 619-892-0222



'37 rust free- v860 Fordor. New paint, chrome, interior. New motor. Tires, brakes Very clean. \$24k OBO -Dr. Tom Sytko 619-829-1678



1950 Convert- '53 v8 Merc motor, OD recent paint, interior, Chrome and top. New AC. Looks good inside and out. Have owned 30 Years-Runs great. \$28 Tim 619-851-8927



'56 Ford PU- 302 W/ 2 bbl carb-C-4 trans W/shift kit- Ford 9 in rear end-Tilt steering wheel- Ply Volare Front end-10,000 on truck and rebuilt engine-clear title with 1956 Cal plates-\$26k Art Gibbs 619 448 6754



'50 Club Coupe- Orig - Long time San Diego owner. Rust Free-Looks & Runs Great. Minor interior work needed. \$12k

Pair of YOM CA 1934 Plates. Also with SHELL Travel Badge. Good Shape- Tim 619-851-8927 Offer...



'47 Merc Steering column w/ Ignition switch & key \$150. And Trans Case with side plate. \$60. Should fit any flathead V8. In storage 29 yrs. Jim Hallsted 858-672-0167

SDEFV8Club, % Tim Shortt 1211 5th st, Coronado, Ca 92118



Barn Find - 1986 Restoration



What Famous People Look Like...