



8/17/22 V8 General Meeting

Prez Joe Valentino moved the V8 General Meeting right along through the introduction of New Members, required reports, upcoming events and wishing Former Prez Dan Prager (2000) a Happy 90th Birthday.

And then everyone was invited to have a piece of delicious Chocolate Cake.

Then the Brain Buster.

Ray Brock had prepared a list of 70 questions re V8 History.

That would be 10 questions per Test over the next seven V8 Meetings.

The first question was asked. The tension in the room was punctuated by jokes, primarily by wise guy Dennis Bailey, Raphael Hargrave and a few other pranksters.



As Joe gave us the questions Walter Andersen quietly and calmly answered them all. The rest of us were joking around at our own poor performance. Walter smiled and held up the winner...6 out of 10 correct!

1. Generally speaking, what was the most expensive body style when early Ford V-8s were new? *VICTORIA*
2. Generally speaking, what was the least expensive body style when early Ford V-8s were new? *ROADSTER*
3. When was "Ford-O-Matic" First introduced? *1951*
4. When was power steering first available in Ford passenger cars? *1952*
5. What year / model Ford was produced to compete with the new Chevrolet "Hardtop"? *1951 VICTORIA*
6. What year Ford passenger car had the last outside exposed horn? *1949*
7. What does "LB" stand for when you refer to an "LB" engine?
8. What year was Ford's 50th anniversary model? *1953*
9. What year was the last "Roadster pickup" built in the U.S.? *1934*
10. What years of Ford came with cable brakes? *1903 thru 1938*

Walt



PREZ SEZ

Greetings, Early Ford V8ers!

Well, August and the summer months are now behind us. It sure went fast!

On August 10th we had our Club breakfast at the Broken Yolk. 24 Club members attended, and it was a great

morning of tire kicking and tasty food.

The Club meeting on August 17th was another party. This time we celebrated member Dan Prager's 90th birthday with a chocolate sheet cake and coffee. Once everyone was energized by the sugar intake, the meeting's program was a quiz of Ford knowledge. Ten Ford related questions were handed out, and members tried to answer correctly as many as they could. The new grand champion of Ford trivia, by a significant margin, is...Walter Andersen! We will see if someone can dethrone Walter the next time a quiz is given.

Our Club Tour for September will be the "Greatest Show on Turf" Car show which happens on Saturday, September 10, 2022, 9:00 AM – 2:30 PM PDT. The location of the show is at the South Clairemont Recreation Center, 3605 Clairemont Dr, San Diego, CA 92117. Look at this website for details and cost: [Full List of Events — San Diego Association of Car Clubs](#). We would like to drive in and park together as a Club. To do that we plan to meet in the parking lot of Clairmont High School at 07:30. (Clairmont High School is at 4150 Ute Drive, San Diego CA, 92117). It is suggested that you bring a chair and a pop-up canopy if you have one. There will be food available for purchase and free entertainment at the event.

IMPORTANT: Remember that in September our Club, usually held on the 3rd Wednesday at 07:00 PM, will be held on the 3rd Wednesday of September at **10:00AM!** There will not be a meeting at 7:00PM. The October Club meeting will again be on the 3rd Wednesday at 7:00PM.

Our Club Tour for October will be the final El Cajon Cruise night for the year, on October 26. The theme for the final cruise night is **Trunk or Treat**. Let's make the turn out of that cruise our best yet!

Don't forget, our September Club breakfast will be on Wednesday **September 14th**. We will meet in the parking lot at **09:00 to chat and walk into the restaurant at 09:30**. If you have not been to a breakfast, try coming to one. We order off the menu, and we get separate checks. The only obligation you have, if you plan to come, is to **RSVP before September 9th!!** RSVP to Susan at (619) 861-4630 (call or text), or email Susan at SRJV@pacbell.net. Join us if you can!

I hope to see you all soon at "the Greatest Show on Turf!" or at breakfast on the 2nd Wednesday, or the Club Meeting on the 3rd Wednesday (at **10:00 AM in September (don't forget)!**), or at Cars and Coffee on the 3rd Sunday!

That is all for this August. Have an enjoyable September, enjoy your friends and family, enjoy the beautiful San Diego weather & drive that V-8!—
Joe Valentino

Heroic Fire fighters (likely Old Ford Fans) save Mustang from Ca. fires two years ago



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Rick Carlton - 619-512-7058

Joe Valentino - 619-275-1255

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Carl Atkinson - 619-593-1514 Name Tag Drawing

Paula Pifer - 619-464-5445 Membership Programs -

Volunteers Tour Co-ordinator -

Monthly Car Club Council - **Paul Alvarado** 619-846-7012

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

Lady 8ers - **TBD**

Accessories - **Bob Symonds** -619-993-7225

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

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Refreshments - **Volunteers**

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

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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.



**PS- Like Woodies? FREE Woody Show,
Wavecrest @ Moonlight Beach---**

Sept 17, 2022

Info: 619-992-7777



From this point of view, very successful V8 Breakfast...

Plenty of empty plates and lots of laughs.

V8ers eat big, share old tales and new news about chasing old Fords



**September
Anniversaries**

9/04 Bud &
Judy
Swartwood
9/17 George
& Laura Lusk
9/29 Tom &
Chris Cook

September

Birthdays

9/01 Maryellen
Huhn
9/03 Tore Olsen
9/04 Rhea
McGehee
9/07 Liz Brown
9/14 Greg Murrell
9/18 Joel Escobar
9/20 Gary
Walcher
9/20 Dottie Fritz
9/20 Jake Murrell
9/22 Jody Andersen
9/24 Jim Hurlburt
9/25 Bud
Swartwood
9/29 George Lusk

**September Club
Anniversaries**

Dottie Fritz
52 yrs
Augie Martinez
18 yrs
Tore Olsen
16 yrs
Mike Petermann &
Susan Graves
7 yrs

**Sunshine Judy- Calvin King has a new knee.
John Davison had his Carpal Tunnel repaired.**

SAN DIEGO EARLY FORD V8 CLUB

GENERAL MEETING MINUTES, AUGUST 17, 2022

The meeting began at 7:05 p.m. with president Joe Valentino leading with the flag salute and welcoming new members. He announced that we would be celebrating Dan Prager's 90th birthday with a large chocolate cake.

PRESIDENT REPORT: Joe mentioned that the next general meeting would be a daytime meeting on Sept. 21, at 10:00 a.m., also Cars and Coffee on Sunday, Aug. 28th. The last El Cajon Cruise will be held on Oct. 26th., and just to rub salt in the wound, Tim and Ray continue to share the Hard Luck trophy.

VICE PRESIDENT REPORT: Dennis Bailey lamented, "what a great party we had at the Valentino's B.B.Q.".

SECRETARY REPORT: The minutes from the July general meeting were read by Bob Hargrave, published in the FAN, accepted and approved.

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

MEMBERSHIP REPORT: No report given.

SUNSHINE REPORT: Susan Valentino reported that Calvin King has a new knee and is recuperating.

John Davidson is going in for carpal tunnel surgery.

FAN EDITOR REPORT: Tim Shortt is claiming the FAN is coming along just fine.

ACCESSORIES: No report given.

CAR CLUB COUNCIL: No report given.

HISTORIAN: Susan gave a biography on Dan Prager — a complete life story.

PROGRAMS: A member participation quiz! 10 Questions — won by Walter Andersen.

TOURS: No tour scheduled for August. For Sept. 10th, The Greatest Show OnTurf in Claremont.

OLD BUSINESS: None reported.

NEW BUSINESS: None reported.

NAME TAG DRAWING: No winner.

50/50 DRAWING: \$37 won by Janet Voinov.

MTG. ADJ.: 8:10 p.m.

Minutes submitted by Bob Hargrave



Paula, Joel and THE TOOLS.

Paula Pifer presented tools to Cuyamaca College Ford Asset student, Joel Yap. He was not able to make it to the club meeting when we presented the tool scholarship to the other students. He was fulfilling his military reserve training during that time so when he returned Joe and I drove up to Encinitas Ford, his sponsoring Ford dealership, and presented the tools to him there. He really appreciated the club awarding him with the tools.

—Paula



Chosen V8 Asset Students Receive Scholarship Awards

GREAT AMERICAN RACE for the Ford V8 Club—Walter Andersen- (A good story worth repeating)

The players in this comedy: Me, The Navigator
Mark, an employee, the support vehicle Driver
Karen, my Daughter, just tagging along for the fun.
Jody, my wife after day 3.

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

We entered a California Great Race, the "clover leaf" Run from from a hotel for 3 days, to get the "feel". This is supposed to prepare you for the cross country race. Many did it for fun with no intention of entering the cross country run.

Our engine needed help so we had it rebuilt in Whittier by a flathead specialist.

Installed a larger fuel tank and put an electric fan on the radiator

The BIG, we entered. For \$5,000 you get an Interstate Battery and lots of stickers to put on your car. Pre-rent 15 hotel rooms across America. We have a support truck so that is 30 rooms and twice the gas. My daughter, Karen, was going along in the support truck as company for Mark, just for fun.

RULES. The cars have to be mostly original, but can be modified as "Racer"—No fenders-hood etc. Hydraulic brakes are encouraged - We kept the original trusty mechanical brakes.

Other things they approved of:

Alternators (12 volts OK)

Cooling Fans

Larger fuel tanks.

Extra radiators (if they don't show)

Nitrogen in the tires if you want.

Expensive Speedos, (if you can afford).

Our only modification was the larger gas tank.

MORE RULES: Support vehicles can't be any where close to you while you're on the road. They can only assist before or after a day's run.

Odometer is blocked out on your speedometer ??

No binoculars or cameras in the cars.

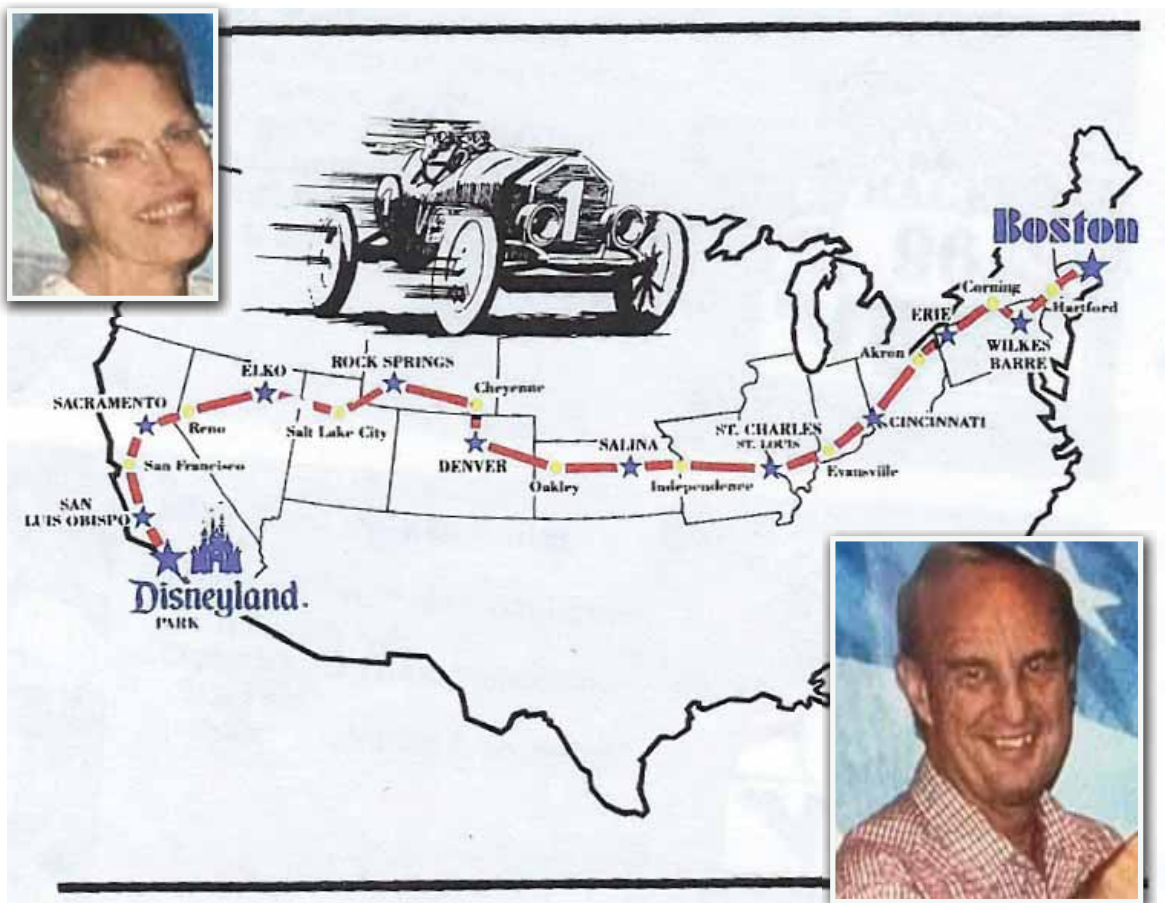
Each day there is a different start order.

Each car is started 1 minute apart - Takes two hours to start everyone each day—well, except later, when some have dropped out.

THE CHECK POINTS:

There were 4 or 5 check points every day—A second early is a point. A second late is a point. Each LEG you start a "new time" makes no difference if you were bad in one leg - it does not affect the other times.

They give you your instructions EXACTLY 60 minutes before your start time. (So everyone has the same time to read the instructions) So, if your start number is 45, you would get your papers at 5:45AM for a 6:00AM start because your start time is 6:45. This gives you a little time to highlight things you may think are important. Most participants have highlighter pens in several colors, one for for turns, one for speed change and another for a landmark you are supposed to look for. Etc. —————*Cont next page*



Cont—

The instructions, about 12 to 15 pages each day, it tells you exactly where to drive and also your precise speed you are 'supposed' to be driving while you are 'on the clock'—Through the towns they give you a transit time which can be 10 or 20 minutes for traffic or gas stop. You are supposed to restart at a certain landmark on the other side of town, a sign, church, McDonald or something you can't miss.

Then you start exactly after what your transit time was, when you enter-red the Transit Zone. There are always other cars on this spot waiting for 'their time' to leave. This is where you can see many have accumulated the wrong time/speed for the first part of this leg. It's pretty funny to watch.

Officially Ken is the driver, I'm the navigator, but you can switch off if you need to.

Anaheim orientation, we met a lot of nice people including two nice guys from Poway in a 1931 Nash- George and Bill.

Off the the start at Disneyland June 23, 120 cars parade down Main Street— Amazing! First overnight stop San Louis Obispo—our host is drunk—we repaired a leaking head gasket- he went home disgusted. He was planning to eat and drink, we must have spoiled his fun. Took a couple of hours to change the gasket, oil looks good, getting dark now.

DAY 2 off at 6AM heading to Sacramento- HOT, about noon the same head gasket is leaking again, we thought we could limp the Sacramento "Just add water".

Nope. U Joint is getting super- hot and squeaking. Fuel pump went out- Passport Transport picked us up late afternoon- got to Sacramento in the dark. We spent the whole next day doing repairs in 104 degrees in the Towe Ford Parking lot. Lots of free lemonade from the museum.. Can't leave a tool on the asphalt— too hot to pick it up.

Jacked the car to move rear end back for the new U Joint. Right head off again.! And we installed an electric fuel pump from Sacramento Vintage Ford.

Ken on verge of heat stroke - trip to airport to fly him home.

Jody drives up in the Honda- Not sure how she got here so fast! But in time to leave Sacramento about 8pm.






The Ford is now on trailer heading to Elko, Jody and I following behind in Honda.

Get to Elko just in time for 6AM Start, but are officially out of the running, DNF and DNS at Sacramento two days without a score— Disqualification (No Prize Money) so we are near the end of the pack, and can still be 'timed' if we want...

We put the Honda on the trailer and Jody is riding in the support vehicle with Mark, Karen is now the navigator.

Now I'm the driver, my daughter is navigating, Jody and mark in the support truck. No Sleep. Across Nevada and The Great Salt Lake on the left in Utah. HOT, terrible, on NoDoze to Rock Springs, Wyoming, but a good day considering, The car seems to be running well. Several hotels to house the group —about 350 people moving across country every day plus the the Race Officials, so make that about 400. It is a huge event.

A few have giant Motor Homes and Enclosed Trailers. They have a cook and someone to wash the car at the end of the day!! MONEY? Central Wyoming about 10 AM, get pulled over by Highway Patrol.... He stopped us to say "you wife is in the Laramie Hospital". He has no clue why. We follow him to the Laramie Hospital - it was a Sunday about noon. Jody has vertigo inner ear infection and can't stand up. Can't sit up. Can't do anything. ...Cont next page

	 1931 Packard 833 Entrant/Driver: Vince Barletta, Dedham, MA Navigator: Arnold Goff, West- boro, PA Sponsor: Grand Manor Museum, Dedham, MA	
	 1932 Chevrolet BA Confed- erate Coupe Entrant/Driver: Art Shorta, Manchester, CT Navigator: Joe Curry, Bolton, CT Sponsor: Short's Classic Motor Cars/Jerry & Chris Landry, Chicopee, MA	
	 1936 Packard Victoria Entrant/Driver: Joseph Sexton, Indianapolis, IN Navigator: Edward Maher, Indianapolis, IN Sponsor: The Sexton Companies	
	 1934 Ford Deluxe Tudor Sedan Entrant/Driver: Ken Anderson, San Diego, CA Navigator: Walter Anderson, San Diego, CA Sponsor: Anderson's Nursery	
	 1913 American Eagle Underlung Roadster Entrant/Driver: Joe Atkinson, Arlington, TX Navigator: Judy Atkinson, Arlington, TX Sponsor: Scott Investments, Arlington, TX	
	 1929 Ford Fordor Sedan Entrant/Driver: Ernie Cheek, Sparta, TN Navigator: John Cheek, Nashville, TN Sponsor: All State Insurance, Cheek Insurance	

walter

Cont...

...Doc says 'rent a room, she should not travel' - we did anyway...

Jody rests a few hours and says I think I can make it to Oakley Co. —The next overnight stop.

I call my sister in law to see if she can fly to Denver

Jody drives with Mark to the Aurora hotel, Karen and I pick Pat up at midnight at the Denver Airport ——THINGS ARE GOING REALLY WELL

5:30 Start today. We get our instructions and wave goodbye to Pat and Jody in the Honda about 4:30— after going to bed about 2:00 AM.

Off to Kansas and more NO DOZE.

Hays Kansas getting gas, can't shut off the engine. Because it won't restart, too hot ——the Poway Guys come running out of the garage, said they threw a rod bearing in the Nash. "Oh that is too bad... SORRY GOTTA GO".

Salina Kansas for lunch trying to find a hill to park on so we don't have to push start when it is hot - and it is HOT. And not many hills to choose from in Salina, Kansas.

Lunches are provided by the host towns no charge to us—save a lot of money there.

Oh nuts— Melted Ice-Cream at lunch, it's baking...

More NoDoze

Next night St. Charles Missouri just east of St. Louis

Wow, a day off, but it's

raining...

Next morning I look out the window and see the Poway guys????

Their Nash was towed from Hays Kansas about 45 miles with a tow truck, not a flat bed.

Bill says, 'Hoping you can haul the car to Boston on your trailer' (——Really?) "It still runs on 7 cylinders but vibrates badly I just want to drive it in the Boston parade."

On the trailer it goes, Mark notes "Old Nash's are heavy!!!!"

Bill and George are now riding with us in the back seat of the '34. And, boy, hey like to drink —— But it was a Sunday in a no booze-on- Sunday- county —— George was not so happy looking at the beer through the cooler doors.

Up through the North East, very pretty— with a stop in Indianapolis...we wind our way to Erie then to Wilkes-Barre. Awesome hotel in an old rail road yard —— Vintage parlor cars for us— the rooms were pretty amazing.

Even though the Nash didn't finish the whole race, it did manage to limp through the Boston Parade so, Bill and George came back the next year— super prepared - even carrying along a rebuilt spare engine.

But this time, the car completed the race, with no need for the extra motor.

(—— just the cost of keeping that thing on the road had to be huge—good thing that guy had a lot of money.)

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





It was 1972. I had joined the Early Ford V8 Club in 1970 after reading an article by automotive writer Michael Lamm in *Special Interest Autos* about a beautifully restored 1940 Mercury Convertible Sedan.

That article inspired me to search for an original or authentically restored 1930's Ford to replace my current ride – a '38 Ford Deluxe Coupe high school hotrod. I was fortunate to come across a '39 Ford Standard Tudor sitting out in the rain with a 'for sale' sign on it. The original black paint still shown beautifully, and I drove my \$375 purchase home.

Now, with improvements made to the '39 Standard, I was anxious to sign up for my first V8 Club event – the upcoming Western National Meet in Santa Rosa, California. But I was dubious about driving all that way alone. Why not get some V8 friends together and drive to Santa Rosa as a group? Several agreed, and the next thing we knew we were off on a V8 driving adventure.



Among other members were Don Durkee and family driving a newly completed '40 Ford Convertible, and long time Ford Parts Obsolete counterman Charlie Bennett driving his '36 Ford Station Wagon, famously known as once belonging to actress Gloria Swanson. Everything seemed fine as we proceeded north on US Highway 101. Suddenly, Don pulled over onto a dirt

clearing and announced that his newly installed Columbia overdrive had failed! (It later turned out that it lacked sufficient oil and froze up!) A tow service was called and as we waited patiently for the tow truck a Cal Trans worker stopped to look at our cars. He casually mentioned that, just across the road, and behind a house on the property, he remembered seeing a '39 Ford Convertible Sedan sitting in a riverbed, along with some other old cars!! It didn't take



us long to sprint across Hwy 101 and do some investigating. Sure enough, there it sat, a complete car, right down to the air cleaner. The only damage to the car appeared to be a huge dent in the left rear door caused by a heavy object falling on it. Long story short, word of the car spread to a local V8er who approached the property owner not long after our 'find', bought the car, restored it, and it's on the road today! What's his name?? Sorry, I don't know.

Well, the tow truck arrived and took the Durkees and their '40 Ford to a car rental agency, and they caught up with the tour in their rental car. And it's a good thing, too. Read on!

As we were crossing the Golden Gate Bridge a sudden 'clunk, clunk, clunk' was heard from under the hood of our '39 Standard. The temperature gauge began to rise, and a 'hot' smell ensued. Luckily, the rest area at the north end of the bridge was at hand, and we made it to a parking place just in time. A view under the hood quickly confirmed the absence of the right hand water pump pulley, which was found lying on the engine pan.



Don Durkee and family arrived in their rental car and offered to tow me the rest of the way to Santa Rosa. Only one problem – the only so called 'tow rope' I had in the trunk was a rather short piece of rope of unknown origin and strength. Never-the-less, it would have to do. Don hooked us up and off we went.

Once we were near the meet hotel in Santa Rosa, I had Don pull over so I could disconnect the tow rope and drive the '39 into the motel parking lot as if everything was just fine! I certainly didn't want to arrive at my very first V8 Meet at the end of a tow rope!!

This folks, was the very first HARRIS TOUR, but it wasn't called the HARRIS TOUR then. In fact, it wasn't named as such until the conclusion of a tour two years later when a participant came up to me and asked if there would be another HARRIS TOUR next year. I liked the name he had used, and adopted it as the permanent one.



Stay tuned for more HARRIS TOUR stories on a monthly basis. The next one covers the tour to the Western National Meet in Estes Park Colorado – Colorado Drive '75.——Jay Harris



Miss Aloha Wanderwell-Baker

The following article from 1935 describes one of several treks in the early 20th century taken by an intrepid and pioneering female motorist, Aloha Wanderwell-Baker

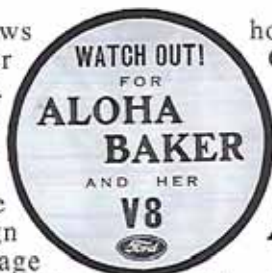
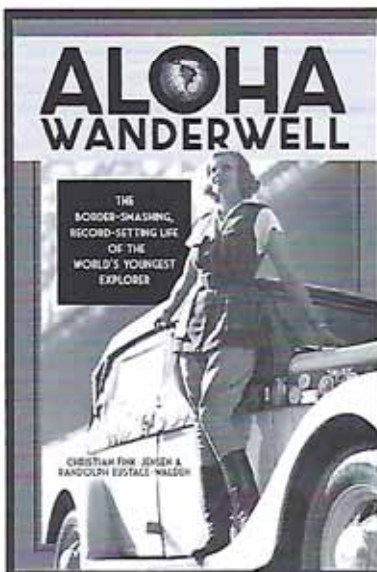
**Buy a Ford &
See the World
by Aloha
Wanderwell-Baker**

Girl's 28,000 Miles by Car

Miss Aloha Wanderwell-Baker, of Hollywood, reached Lismore yesterday morning after completing another section of her world tour in search of material for radio lectures and motion picture news reels. Travelling with her are her brother, Walter Baker, and Mr. E. W. Owen, also of Hollywood. Miss Baker is staying at the Freemason's Hotel, Lismore.

Her car is on view at the garage of Trevans Ltd. Miss Baker will sign autograph books while at the garage this morning and others may be left at the Freemason's Hotel and called for later.

Miss Baker will make a personal appearance at the Star Court Theatre, Lismore, tonight. Her own film "Travel and Adventure in 75 Countries" has been added to the program. She will speak again from 2 PM next



Monday night. A charming personality, Miss Baker is delightful conversationalist and has a wealth of hair-raising experiences on which to base many interesting tales.

Her strange and thrilling adventures in remote countries are shown in the Film "Around the World by Car."

Her Ford V-8 bears badges affixed round the body, representing the majority of countries she has visited in the course of her travels. Fascist and Soviet emblems are among the badges, which Chinese characters are painted on one of the mudguards.

Miss Baker has an unusual hobby, collecting beautiful bracelets. One of these is of solid gold, weighing half a pound, and is over 2,000 years old. It came originally from Siberia.

9,000 Miles across Australia in her Ford

The traveler's present trip already has covered 28,000 miles, of which 9,000 have been in Australia. She reached Fremantle after traveling through Japan, China, the Philippines, French Indo China, Siam, Malaya, Java and Bali. On arrival at Australia, the party crossed the Nullabor Plain



Adelaide, Melbourne, and Sydney, and thence through Toowoomba to Brisbane.

Miss Baker has travelled as far north as Townsville, and subsequently she will go to New Zealand. Miss Baker remarked yesterday that she liked Australians, who were a homely people. One of the features of the country that had impressed her was the hospitality of the people. Another of their virtues was the fact that Australians had no inferiority complex, which made them very friendly.

Flew Over Amazon

Miss Baker, who can speak 14 languages, flew once over the upper regions of the Amazon in search of the lost Colonel Fawcett. On this trip her plane made a forced landing on the River of Death, and it became necessary for her mechanic to return to the coast, a six week trek over jungle and swamp, to replace the necessary parts for the plane.

During this time the adventurous young woman lived with a semi-savage, stone-age people who lived in fear of her "iron bird," as they called her plane.

She had also the distinction of being the first woman to drive a car from Capetown to Cairo. The trail blazing over desert wastes and poisonous jungles occupied more than two years, during which it was necessary to live almost exclusively on native food.

Soviet Commissars made her an honorary colonel in the Red Army. Miss Baker was educated in a French Convent, which she left to travel, eventually becoming associated with the American broadcasting interests. In this work she has already travelled extensively in many lands.

In all, she has visited more than 60 countries, and her present tour will include all lands that have been omitted on previous expeditions. She will speak from 2 PM again next Monday evening.



Aloha with her Model A

Aloha Wanderwell (born Idris Welsh) at an early age becoming an American internationalist, explorer, author, filmmaker and aviatrix. While still a teenager, she joined an expedition to travel across the world by Ford 1918 Model T, 1930 Model A, and 1935 Touring Sedan, all Fords. Aloha began her adventuring career when she met her traveling companion, Walter "Cap" Wanderwell, in 1922. They married in 1925 and had two children as they continued to travel the world, recording their journeys on 35mm nitrate and 16mm film.

While stranded in Brazil, she lived among the Bororo people and recorded the earliest film documentation of them for six weeks. In 1932, her husband was murdered on his yacht Carma in Long Beach, California. Aloha later married Walter Baker and continued her travels, ultimately visiting over 80 countries and six continents, and driving over 500,000 miles. – Wikipedia

The Wanderwell Expedition

In 1921, Walter Wanderwell was capturing headlines with the Million Dollar Wager, a round-the-world endurance race between two teams racing Ford Model Ts to see which team could visit the most countries. A controversial figure, Wanderwell (born Valerian Johannes Pieczynski) had been jailed in the United States during World War I on suspicion of being a German spy, but was released in 1918.

Wanderwell was inspired by his meeting with the League of Nations and around 1930 he formed his own organization Work Around the World Educational Club or (WAWEC).

In 1922, when she was 16, Idris met Walter Wanderwell for the first time, after responding to one of his advertisements declaring "Brains, Beauty & Breeches –

World Tour Offer For Lucky Young Woman ... Wanted to join an expedition... Asia, Africa..."

She met with "Captain" Wanderwell in Paris and secured a seat on the expedition.

She served as the expedition's translator, driver and secretary, and took on the name "Aloha Wanderwell," even though Walter was still married to Nell at the time, but would divorce after Aloha joined the expedition.

Partially sponsored by the Ford Motor Company, the round-the-world tour also sustained itself through filming and Travel lectures, from Africa through the Middle East and on to Asia. In Calcutta in 1924, their tour crossed paths with planes from the first aerial circumnavigation, and Aloha filmed their meeting.

They came to the United States in January 1925. Aloha would become an American citizen and marry Wanderwell on April 7, 1925 in Riverside, California. Their marriage foiled a plan by FBI agents to arrest Pieczynski under the Mann Act, a law that prohibited transporting women across state lines for "immoral purposes."

Aloha gave birth to a daughter, Valerie, in December, 1925 and son Nile in April, 1927. The Wanderwells continued their travels, sailing to Cuba and South Africa. Aside from dealing with poor roads, the Wanderwells also had difficulty finding gasoline for their vehicles.

During their travels through Africa from 1926-1928, they used crushed bananas for grease and elephant fat for engine oil.

The global tour included 43 countries. Author Stookie Allen contends that during this time, Aloha had cut her hair and fought as a



member of the French Foreign Legion.

The Wanderwells returned to the United States where they made a home in Miami in 1929 and donated one of their Model Ts, known as Little Lizzie, to Henry Ford before the screening of the film, Car and Camera.

Around the World. - In 1942, Henry Ford decided that Little Lizzie was of marginal historical importance and scrapped her and 50 other autos for the war effort. - Wikipedia



Dan Prager Going 90...



It was a great afternoon, and good to see Club members Bob and Raphael Hargrave and Jerry Windle there along with Susan and me to celebrate the day with Dan, a longtime Club member, and enduring part of the fabric of our Club. Happy birthday, Dan!

On August 6th a celebration for Dan Prager's 90th birthday took place at Dan's house. Dan has been a member of the San Diego Regional group of the Early Ford V8 Club since 1986 (36 years) and was the San Diego Club's President in 2000.

Friends along with his beautiful wife, children, grandkids, and great

grandkids were there to enjoy this great milestone. Dan's younger brother (86) sat next to Dan in front of the house's great front porch, both were enjoying telling stories of past escapades. There were tables lined up in the front yard covered with sandwiches, cakes, brownies, and other treats.

Throughout the day there was a constant flow of neighbors stopping by to wish Dan a happy birthday. Jerry Windle mentioned that Dan regularly would sit on his porch in the morning and work on a crossword puzzle. Dan said that he keeps with him a "slobber blanket" and next to his chair, a huge box of Milk-bone dog biscuits. When neighbors take their dog for a morning walk, they make a detour to Dan's porch where Dan greets the dog with a biscuit, and the dog shows Dan great appreciation, love, and slobber. There were tales told of dogs sitting on the sidewalk in front of Dan's house, refusing to continue on the until a detour was made to Dan's porch for a biscuit. This day was no different, several neighborhood dogs came to wish Dan a Happy birthday. The dogs were all wiggles and had smiles on their faces when they approached Dan.

Parked out front of Dan's house was his polished 1947 Mercury Coupe. Dan had also wanted his '40 Mercury convertible sedan to be out front for the festivities. Unfortunately, the day before the party, when the '40 was prepped for the big day, its lights were accidentally left on, draining the battery. It would not start the morning of the party, so it sat in the garage on a trickle charger. Midday Dan and I went back into the garage to see if we could coax the Merc to fire up. Dan's garage walls are completely covered with memorabilia from all the meets, National and local, that he attended, and all the plaques and trophy's that his Mercury's won. There were pictures of Dan taken decades ago with friends that he still has. There was the Army MP uniform hanging in the back of the garage that Dan wore in 1951 when he served in Japan and Korea. It looked like it was cleaned and pressed, waiting for Dan to slip it back on. It is surprising how much you can learn a lot about a guy just looking around in his garage.

Dan was able to get the Merc to crank over. With some finessing of the accelerator, it finally fired up. That put a big smile on Dan's face like one of the smiles he had in some of the garage pictures taken decades ago. He revved up the Merc and he proceeded to pull out of the garage at about 25 miles an hour, down the driveway, stopping the big Mercury perfectly positioned right next to the gathering of people celebrating his day. Hoots and applause rang out when the crowd saw Dan in the driver's seat. It put a smile on everyone's face.

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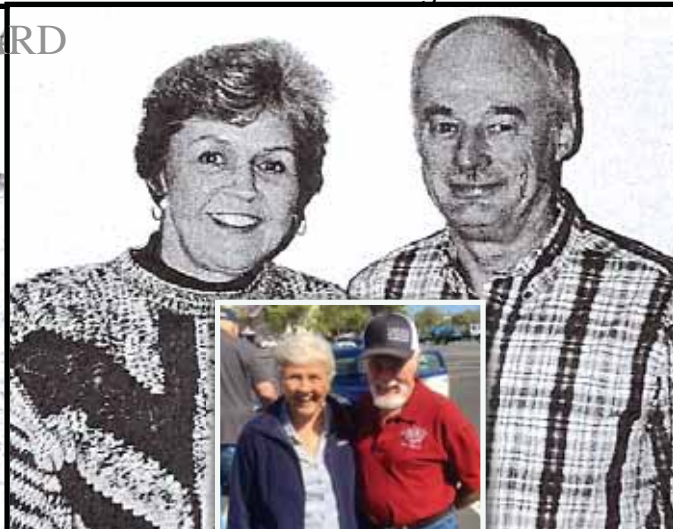


Dan's famous Memory Jacket sporting a button from every Event he ever attended

MOST VALUABLE JOE AND GARY



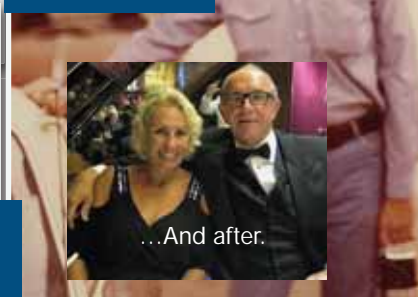
PRESIDENT'S AWARD PAULA PIFER



Way back in 1999 V8 President Ed Henning awarded Gary Walcher (V8 Pres 2002) , Paula (2005) and Navy Hero Joe Pifer, future Pres -Over The Hill Gang (2018)) Awards. And they're still winning awards today.

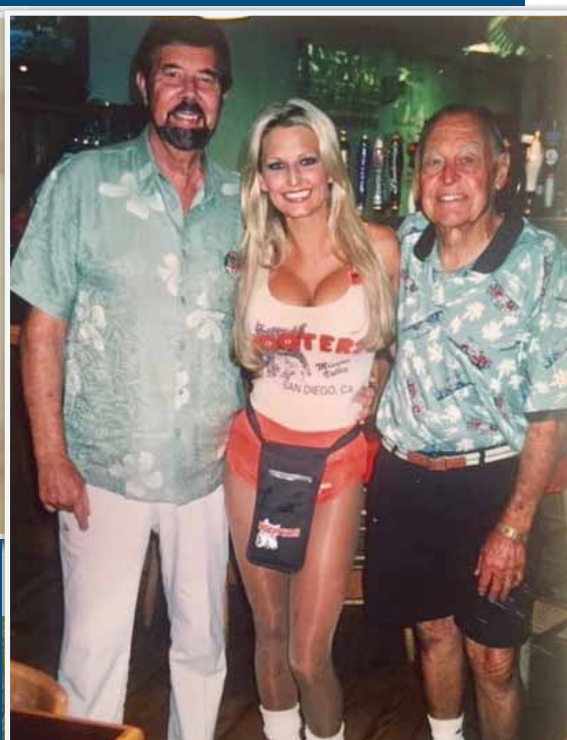


Future 2 time V8 Pres Mike Petermann (2017-18) -before he met Susan Graves...



...And after.

1999, John was dating this hot Babe named Liz. But who would 've guessed John would be The V8 Prez in 2004?



Former V8 Presidents, Dan Prager and Fred Meyers. Business lunch at HOOTERS



Future V8 Prez (2007) Tim Shortt wins Slalom Event at Lake Tahoe 1957



Most Terms held — V8 Pres (2009 and 2012) and also Car Club Council Pres-Bill and second in command, Linda Lewis





Five Men at Work.

A few months ago I chipped a tooth on the Slider Gear in my '50 Convert. The slider is the main gear for both low and reverse.

Ray Brock checked it out and then set up the use of a lift at John Baxters place and hired a helper to do the hard work. Convertibles have X Frames, but mine also has dual exhaust that snakes its way through that frame past the transmission. Very complicated. Once the trans was out of the car, the helper disappeared.

Ray got John Baxter's other helper to open the trans, replace the broken gear and reassemble. But when I picked up the car the Trans was stuck in limbo, somewhere between Overdrive and Standard. The car would drive but had no engine braking. Getting on a lift is almost impossible these days. But when I visited John Davison the other day, he gave me a tour of his house, property, all his cars and truck projects, I focussed on his empty lift and before I even asked, he volunteered the lift to fix my Ford.

So Sunday, Ray and I drove my Ford out there and got it on the lift, where we could figure out what was wrong. Surprise- Not only was John there, but also President Joe and Paul Alvardo. So with me and Ray there were five V8ers in the room with all the tools and even V8 Manuals to help figure the problem. Of course there was a lot of joking around and manditary cussing as we squeezed our fingers into the tight spots.

One Hour later I took the Ford for a test ride and everything on the standard half was working like it should. The Overdrive half still needs wiring to the solenoid and a new Govenor to get that working...but the car drives just fine for now.

And best news, we didn't have to drop the trans.





Mother nature got the better of Bonneville Speed Week 2022.

Millions of gallons of rainwater flooded the lakebed and halted the race event.



Once it hits the ground, that is no longer "fresh" water!

