

Sept /24



Cover

PARIS OLYMPICS,



WOW!

Good As
a Car Show!





Greetings V8ers!

Labor Day is upon us! Happy September! If we lived in other parts of the country, we would start to lament the end of car season. Not so in Southern California! The car season continues for several additional months. You can check out every car show that the San Diego Association of Car Clubs (A.K.A. The Car Club Council) has on its

calendar by going to the website: [Events — San Diego Association of Car Clubs](#). Here is a short list of things to do in September:

9/2 Auto Swap Meet at the "Sports Arena" on Sports Arena Blvd.

9/11 Our Club's monthly Breakfast at the Broken Yolk in Mission Valley. There will be an email reminder sent out the week before. Then later that day. =>

9/11 El Cajon Cruise night - Our Club has all of Orange Avenue to display our cars. Great food can be had at one of the restaurants on Main Street. People watching is out of this world (literally!). This is our last El Cajon Cruise as a club for 2024; do not miss it!

9/14 – The Greatest Show on Turf! An annual favorite car show. Club members meet at 07:00 at Clairmont High School's parking lot and we drive in and park on the grass together. They offer a great pancake breakfast, food trucks, dance and music reviews and booths of community organizations.

9/18 – Our Club Meeting at the Automotive Museum. Enter through the door on the front of the building on the far-right end of the building.

9/20 thru the 22nd – WaveCrest at Moonlight Beach in Encinitas: The annual wood bodied car show. Great cars, beautiful people, entertainment, and there is no advanced Registration or fees.

9/22 The Cops and Rodders Car Show, held at San Diego Embarcadero North, one of the most beautiful locations in San Diego. All types of cool cars. Raffles, food & awards. Park your car on the grass and it is a short walk to Seaport Village for food and adult beverages.

9/29 – the famous Wife Swap event at 1211 5th Street Coronado, or as the ladies call it, "The Best Chance to Upgrade your Husband" event. It has been said that marriages have been saved when one sees what they could have wound up marrying!

That's it for me for this month. Now get out there and drive that old V-8! Hope to see you!

Joe V

SD EFV8Club—Page 2

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Meetings Monthly- Car Club Council

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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.

Photos & article submissions are welcome, Please send materials to Ford Fan % Tim Shortt at 1211 5th st, Coronado, Ca 92118. The Ford Fan of the Early Ford V8 Club to use materials provided The Ford Fan is credited as the source. Send Change of address to Paula Pifer Membership Chair. 3558 Bentley Dr. Spring

It is with great sadness I inform you of the passing of Dick Martin.

Dick was a 23 yearlong member of the San Diego Early Ford V8 Club and the San Diego Woodie Club. Dick always had a smile and was ready to engage in car related conversation. He was a true car guy, he always had great old Fords and Woodies that everyone admired. I am sure everyone will remember the super-hot black 59 station wagon and his clean woodies.

Dick will be greatly missed, he and Barbara have been an important part of the San Diego Early Ford V-8 Club, and a dear friends to all in it. We offer our condolences to Barbara and family and our prayers for Dick.

Joe Valentino



V8 Breakfast—Usual Suspects showed up, driving the same old Fords.
 But wait! Who's that in the '34 Coupe?
 It's Janet Voinov! She beat the rap and got her license Back!
(They say, Never get in the way of a determined woman)



Dirty Bird Still On The Street

Month after month—
 The '57 TBird hasn't moved.
 Just more dirt. Maybe the
 Owner died?
 Maybe you could get it
 for cheap?

Hello V8ers,

National is putting in a great effort this year to increase our membership numbers, and we need your help to make it happen. Attached, you'll find a flyer promoting a special offer: a free one-year digital membership for new members.

We're asking you to print these flyers and distribute them to potential members at car shows, cruise nights, or even just when you're out and about in your classic cars. Our vehicles always attract attention, and many people may not know about our club. There are enthusiasts out there with old Fords who might not know where to start—this is our opportunity to offer them access to technical guidance, fascinating stories from the past, and even want ads. We've included a section where you can add your Regional Group's information.

In the coming months, I'll be sharing more exciting promotional items. Please join us in revitalizing our club and bringing in new members.

Thank you for your support!

Best regards, Connie Hall 805 469-0976 -----See Next Page



EARLY FORD V-8 CLUB OF AMERICA

AN INTERNATIONAL ORGANIZATION DEDICATED TO THE
RESTORATION AND PRESERVATION OF ALL FORD MOTOR
COMPANY VEHICLES, 1932 THROUGH 1953.

JOIN US FOR **ONE YEAR FREE** AND SEE WHY WE ARE THE
#1 EARLY V-8 CLUB IN THE WORLD!

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

PHONE _____

CELL _____

EMAIL _____


**NOTE: An email is required to take advantage of the one
year free digital membership offer.**

Owning a V-8 Ford is not required to be a member.

Offer expires 12/31/25

*Don't forget to join a Regional Group of
the Early Ford V-8 Club for even more
benefits!*

Your Regional Group is:

 ☐ Yes! Sign
me up for a
one year
free digital
membership in the
Early Ford V-8 Club
of America. No
payment is
required.

☐ I have heard great things!
Sign me up for **one year of paid**
print membership in the Early
Ford V-8 Club of America. My
payment information is below.

☐ I love V-8s! Sign me up for
three years of paid print
membership in the Early Ford
V-8 Club of America. My
payment information is below.

Card Type: ☐ Visa ☐ MasterCard

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Expiration Date Month/Year

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Security Code

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Signature _____

Return completed form to: Early Ford V-8 Club of America • C/O Cornerstone Registration,
Ltd. • PO Box 1715 • Maple Grove, MN 55311 • 1-866-427-7583

EARLYFORDV8.ORG



JOIN US FOR ONE YEAR FREE AND SEE WHY WE ARE THE #1 EARLY V-8 CLUB IN THE WORLD!

Offer expires 12/31/25



FOUR GREAT MEMBERSHIP LEVELS... ONE GREAT CLUB!

ONE YEAR DIGITAL MEMBERSHIP

Membership Includes

- Three yearly National Meets and a Grand National every five years.
- Online club forums and classified ads.
- Over 117 Regional Groups, including 14 Canadian and International Groups.
- Online roster of all members and their cars owned.
- Six issues of the award winning V-8 Times magazine (over 100 pages of V-8 tech, stories, classified ads, advisor help and hobby highlights) delivered right to your email inbox!

And much more!

FREE

FOR ONE YEAR!

ONE YEAR PRINT MEMBERSHIP

Membership Includes

- Three yearly National Meets and a Grand National every five years.
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- Over 117 Regional Groups, including 14 Canadian and International Groups.
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\$45.00

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- Online club forums and classified ads.
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And much more!

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BEST VALUE

ONE YEAR PRINT INTERNATIONAL

Membership Includes

- Three yearly National Meets and a Grand National every five years.
- Online club forums and classified ads.
- Over 117 Regional American Groups and 14 Canadian and International Groups.
- Online roster of all members and their cars owned.
- Six printed issues of the award winning V-8 Times magazine (over 100 pages of V-8 tech, stories, classified ads, advisor help and hobby highlights) delivered right to your mailbox!

And much more!

\$85.00

OVERSEAS

See our website for other membership options not listed. Rates shown are valid as of August 2024 and are subject to change. An email is required to take advantage of the one year free digital membership offer. Fill out the form on the other side of this flyer, pop it in the mail and get started on the road to early Ford V-8s!

EARLYFORDV8.ORG

V8ers Who won at the Races in 2022-
Haven't won since.



A few years ago this group of V8ers went to the Races. We checked the Race program, read details of each horse, Picked our favorite names and put our money down.

First few races most of us were doing pretty good.

(Note: Half way along, all of us have handfulls of cash... except me.

(Note 2: Sandy had plenty.. Me?

I was down to my last buck.) But we kept betting and in the end, even I won a few.

We had all agreed before hand, that the day's big winner would buy dinner for everyone.

Ever notice?...Losers are really big eaters...

SDEFV8 General MEETING, Aug 21, 2024

Parking was very difficult at Balboa Park this evening. President Joe Valentino delayed calling the meeting to order at 7:18 pm and led the club in the pledge of allegiance.

Presidents report: The president reviewed a list of club members' August birthdays, wedding anniversaries, and club membership anniversaries. Ray Brock's daughter Wendy and her husband Rick were visitors. The Christmas party will be 1:00 pm December 7 at Marina Village the same location and caterer as last year. The Buena Park Early Ford Swap meet will be held August 24th at 7212 Melrose St. A Labor Day swap meet will be held at Pechanga Arena. On Wednesday September 11th the SD EFV8 club hosts the El Cajon cruise. Plan to arrive no earlier than 3:00 pm.

Vice Presidents report: Not present.

Secretary report: The minutes from the July meeting were published in the Fan. They were accepted and approved.

Treasurer report: The treasurer's report was presented, a motion was made and seconded and it was approved.

Tours: Tim Shortt will host a "wife swap" tour starting at his house in Coronado on September 29. Ray Brock will host a helicopter museum tour to Ramona on October 11.

Membership: Chair not present

Accessories: No report

Sunshine report: Paula Pifer is recovering from facial surgery. Dick Martin is in the hospital and unresponsive.

Fan editor report: It happens to be coming along fine; thanks for asking.

Car Club Council: Paul has several fliers on the table. Faith Chapel car show this Saturday August 24. September 14 is Claremont's Greatest Show on Turf. September 21 is the Woodie show in Encinitas as well as the Ramona Jam(?). September 22 is Cops and Rodders show. September 28 is the Ramona Senior Center show.

Historian: Susan Valentino read an article from the August 1982 Fan -the Garage Pea Soup Tour.

Program: Joe Valentino showed a video about the Auburn, Cord Duesenberg Museum in Auburn, Indiana.

50/50 drawing: Mike Peterman won \$48 and returned the money to the Club.

Name tag drawing: No winner.

Meeting Adjourned: 08:43 p.m

Minutes submitted by Brad Nelson

1945 -The WAR is OVER— FORD BACK TO PRODUCTION

1946 - 1948 Ford ~

After Japan's formal surrender in September 1945, civilian car production slowly resumed. The 1946 Ford was identical to the 1942 model under the skin, although a heavy new grille with horizontal bars and red accents freshened the styling. The hood was widened by adding a center strip. One important change was the use of the 239 CID engine, which since 1939 had been used in Mercurys and trucks, and was capable of producing 100 hp (75 kW) for the first time. With steel in short supply, Ford produced a distinctive "Sportsman" convertible with wood side panels, supplied from the Iron Mountain Ford Plant. This convertible has an electric top, not a manual.

1947

1947 Ford V8 Coupe

The 1947 Ford line was similar to the 1946 short model. Visual differences included the removal of the red accent from the grille and two small headlights located directly above it. In September, the roof-mounted antenna was moved to the cowl. The horn was moved to the front radiator from the engine compartment.

1948

A wooden station wagon from a 1948 Ford, one of the last wooden-bodied station wagons

The last year for the old style Ford was 1948, with a new model launched in the middle of the year. The wood-sided Sportsman Convertible, assembled by the Iron Mountain Ford Factory, ended the year with only 28 built, and the all-wood station wagon body was replaced with steel for the 1949 season. Ford was in financial turmoil during this period, its sales lagged far behind Chevrolet's—Ford's production in 1948 was 430,198 vehicles, only about 62% of Chevrolet's, and Plymouth's, almost knocked Ford out of second place with 412,540 vehicles produced. ***But The 1949 Ford Saved the business.!***



The 1949 Ford's new body style was a hit—out selling all the competition!

1 V8 Wife Swap Event- Sun. Sept 29. 1 PM

Tim and Sandy's House, 1211 5th St, Coronado

It's a Treasure Hunt all over Coronado

(Note, Marriages have been saved when Husbands & Wives go in separate Cars)



T BIRD CLUB INVITED TO JOIN IN. -Line up in two directions at Shortt House **1PM**-
Receive Directions——- A Goes Left ——B Goes right. We return to Shortt ,House for
Snacks and Prizes on Patio... Tim 619-851-8927

2 Ray Brock Helicopter Tour Mon- Oct 11, 2024

CLASSIC ROTORS

2690 Montecito Road, Ramona, Ca 92065

PH 858-213-8423——Chip or Mark Dicio



Meet at (closed) Macy's parkingt lot in Mission Valley

9:15 am Friday, October 11, 2024

Leave Mission Valley 9:30 and proceed to Qualcomm Way/Texas St.

Cross over the freeway to the right lane on ramp to 8 East

Take 8 East to 67 North in El Cajon

We will be passing Poway Rd. About 10:00 if anyone wants to Join us there

Take 67 North to Montecito Rd. (3rd stoplite entering Ramona)

Go left onto Montecito Rd. To 2960 at Ramona Airport

Ring bell to enter airport area-Classic Rotors Straight ahead

Park outside the fence- 90 degrees to the fence

Leave airport area approximately 12pm

Proceed back on Montecito Rd to 67

Go left onto 67 into Ramona

Proceed to **Kountry Kitchen at 826 Main St. for lunch. Ph 760-789-3200**

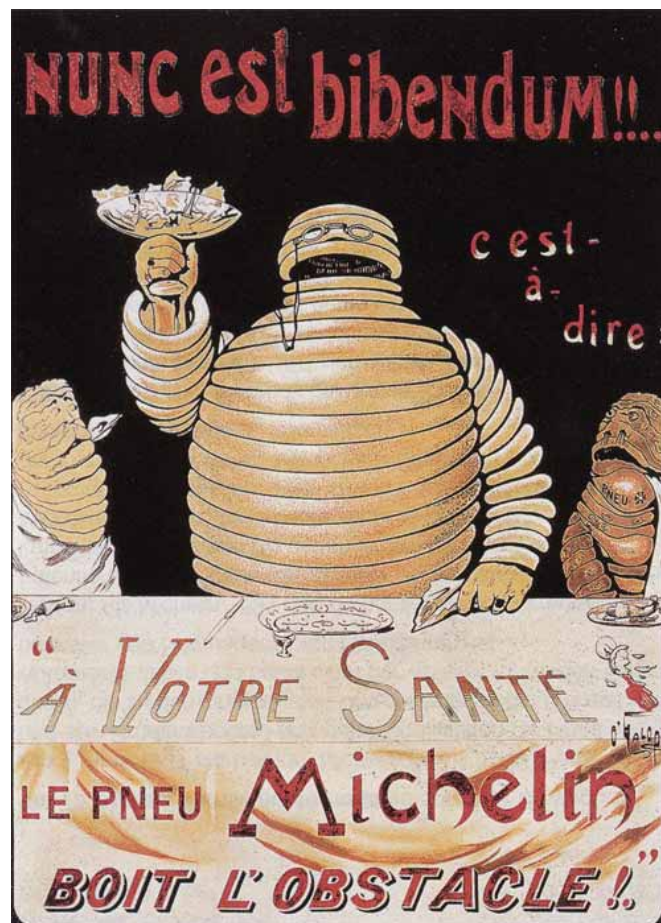
Parking in back—— After Lunch, head Home

The Original Michelin Man- Born in 1884



His Birth-1894. At the Lyon Universal Exhibition in 1894, the Michelin brothers noticed an evocatively shaped pile of tyres on their stand. Edouard said to Andre, Look, with arms it would make a man" Andre Michelin would remember that Moment a few years later.

In 1898, when looking at an advertising sketch for a brassier, drawn by O'Galop, Andre Michelin had an idea: Why not replace the bearded giant raising his beer mug with a man made of a pile of tires and holding a cup with nails and broken glass. The Latin quotation from Horace, "Nunc est Bibendum" (now is the time to drink) declared by the character, was also reused by Michelin.



Michelins look great on old Fords



Michelins look great on old Fords

The Michelin Man is white because rubber tires are naturally a grey/white color. It was not until 1912 that carbon chemicals were mixed into white tires to make them black. The change was structural, not aesthetic. By adding carbon, tires became more durable.

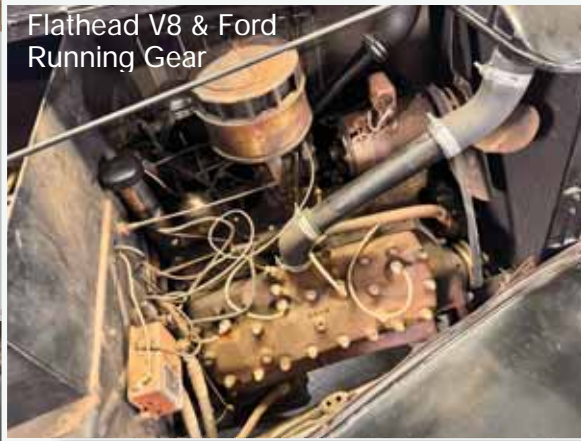
Vanderbilts and Rockefellers Flexed in this 1934 Brewster Town Car

BREWSTER HISTORY

Ignore the olive-shaped headlights and imagin yourself smoking a Cuban in the back of this sleek and luxurious [1934 Brewster](#) as your butler drives you to the casino. Brewster and Company started building horse-drawn coaches in the early 1800s for just this purpose, hawking them to members of wealthy families before moving from horse power to internal combustion in 1915. The new Brewster line of automobiles were built for the children of these wealthy families in its Long Island City factory from 1915 to 1925, using four-cylinder engines and a **variety of beautiful coach-built bodies**. *Contd...*



Flathead V8 & Ford Running Gear





BREWSTER AND ROLLS-ROYCE...Contd

When Rolls-Royce entered the U.S. market, Maxwell was initially contracted to build bodies for the company. In 1925, Rolls Royce purchased a controlling interest in Maxwell and began producing coach-built Rolls-Royce bodies in Springfield, Massachusetts. Rolls-Royce struggled after Black Thursday in October, 1929 and during the subsequent Great Depression. The company was reorganized as the Springfield Manufacturing Corporation to protect Rolls-Royce and continued to produce small numbers of bodies at that location.

Today, it is believed there were between 100-300, 1934-1936 Brewsters built at the Springfield factory (the proclaimed number is 135), and more built at the original Long Island City plant into the late 1930s under Jack Inskip using various chassis and coach plates. The Brewster pictured here is chassis number 9019, a 1934 Brewster Town Car that has been stored in the [Sibley Museum](#) since the mid-1990s. According to the original ownership files provided by Peter Zage, a New York Rolls-Royce dealer, it is a Springfield Brewster with an original purchase date of August 17, 1934, by Mrs. Elsie Rockefeller. She kept the vehicle for a year before it was sold to Mrs. Consuelo Vanderbilt in 1935, then to George W. Kavanaugh. All three were descendants of the barons of the Gilded Age in America. Despite the economics of the early to mid-1930s, the Brewster Town Car was viewed as a status symbol of the wealthy with a promise of practicality and low ownership cost. Owners included the social elite of the Northeast, philanthropist Florence Guggenheim, and entertainers like Cole Porter and Al Jolson

THE END OF THE COACH-BUILT ERA

The Springfield Brewster Town Car used a Ford chassis with its familiar transverse leaf springs and I-beam front axle and a frame that was cut and extended 10-15 inches. The drivetrain was also from Ford, featuring an 85hp 221 cu.in. Ford flathead V8, a three-speed transmission, and a spiral-bevel rearend. Inside, the Brewster included innovations like roll-up window cranks in place of the strap used at the time, leather upholstery, and rear armrests. The passenger area of

the Brewster featured small lamp-lit enclaves for makeup storage and a mirror to prepare the occupants for the Paparazzi. Outside, the Brewster was set apart by the large heart-shaped grille, flared fenders and split bumper. Both the Ford Model A/B/T and the Great Depression killed cars like the Brewster and sent manufactures like Rolls-Royce back to their home countries. **But, for a short time at the turn of the century, hand-built coachwork was king.**



Well folks, here is the 2001 HARRIS TOUR for your reading and remembering. Only 23 years have passed since August of that year. Note how many Early V8s (18), vs 'moderns' (2) hit the road. There was no Western National Meet to attend, so we enjoyed the scenic back roads and historic stops, and called it the HARRIS NORTHWEST TOUR 2001.— ENJOY!

Here is a complete list of attendees and their Early V8s:

Joel and Pam Anderson '40 Ford Woodie
 Royce & Louise Hulsey '40 Cpe
 Bob and Bekkee Beazley '47 Ford Tudor
 Jack & Donna King '36 Ford Cpe
 Art Bjornestad Modern
 Roger & Jill Kerr Modern
 Gary and Carol Blodget '41 Ford Conv
 Jim & Diane Little '51 Ford Cpe
 Don and Jodie Bryant '41 Ford Woodie
 Ron & Judy Love '36 Cabriolet
 Dave & Mary Caperone '36 Ford 3w cpe
 Kent & Karen Lowry '51 Victoria
 Glenn & Barbara Davis '50 Ford Cpe
 Sam & Pat Parker '40 Sed Dlv
 Al Spencer '40 Woodie
 John and Liz Dow '36 Ford Tudor



The tour departed from the Day's Inn in Thousand Oaks on July 28th and followed US 101 to Paso Robles, with a brief stop in Santa Maria to pick up Jim and Diane Little. We enjoyed a lunch stop at a park in Paso Robles, then continued on to Gilroy for the night. A 323 mile day. No 'roadside repairs!'

Day two saw us on SR 29 north of Napa, and a brief stop for an impressive photo of our long line of Early V8s. Lunch time found us at Crane Park in St Helena, everyone gathered around a picnic table amongst the ice chests and water jugs! We stopped for the night in Garberville at the Humbolt House Inn, a familiar HARRIS TOUR stop over the years. 332 miles today

Day three started with a **beautiful drive** on the Avenue of the Giants, with a stop at the Pacific Lumber Co. for a self-guided tour. We were on US 101 again, and looked forward to scenic stops in Redwood National Park, and a special treat of a detour on the Newton B. Drury Scenic Parkway north of the little town of Orick. All in all it was a gorgeous 210 mile day!! *Contd Next Page*



Now that we were in Oregon there was no doubt that day four would yield one scenic treasure after another! Consider the following stops: The 1936 McCullough Memorial Bridge: Umpqua Lighthouse State Park: Dean Creek Elk Viewing Area south of Reedsport: Cape Arago State Park: Haceta Head Lighthouse north of Florence, all treasures in their own right. Safe to say, it was another 210 mile wonder!!

Day five started off with a view of the world's shortest river - 440 ft long, connecting Devil's Lake with the Pacific Ocean in Lincoln City. Then it was a **must stop** at the Tillamook Cheese Factory where we all enjoyed a self-guided tour of this famous landmark. (Oh yes, and the mandatory ice cream treat afterward)!! More Oregon sightseeing followed as we made our way north to Aberdeen for the night. Another tour day of under 200 miles!

Day six started with a guided tour of the Lake Aberdeen Fish Hatchery, then on to the ferry landing for a 30 minute ride to Whidbey Island, and a final sprint to Anacortes, Washington for the night.

Today, day seven, started with a **very** special visit to Bob Brown's woody shop in Alger. Bob and his crew are well know for their expertise in forming the wood panels that are used on the '46, '47, and '48 Sportsman convertibles. Bob gave personal tours of his property to view the amazing collection of Sportsman- specific body parts he has collected over the years. Tonight we were treated to a salmon and crab feast at the home of V8ers Tom and Jane Sharp.

Today, after seven days of driving north, the tour heads east on US 20 through North Cascades National Park, and at 5477 feet provides spectacular views of Liberty Bell Mountain as we descend into the little town of Winthrop. Other scenic attractions are the Skagit River Bald Eagle Natural Area, Gorge Creek Falls, and the Rainy Pass Overlook. We're presented with unequaled scenic beauty as we proceed further east to Omak - pop 4117, for the night.



Day nine offers a continuation of spectacular sights, starting with a 90 minute self-guided tour of the mighty Grand Coulee Dam, one of the largest concrete structures in the world! Steamboat Rock State Park provides us with a beautiful setting for a picnic lunch as we make our way to charming Leavenworth for a 'you're on your own' sightseeing adventure stop before driving the last 60 miles to Ellensburg for the night. 250 miles of scenic wonder!!

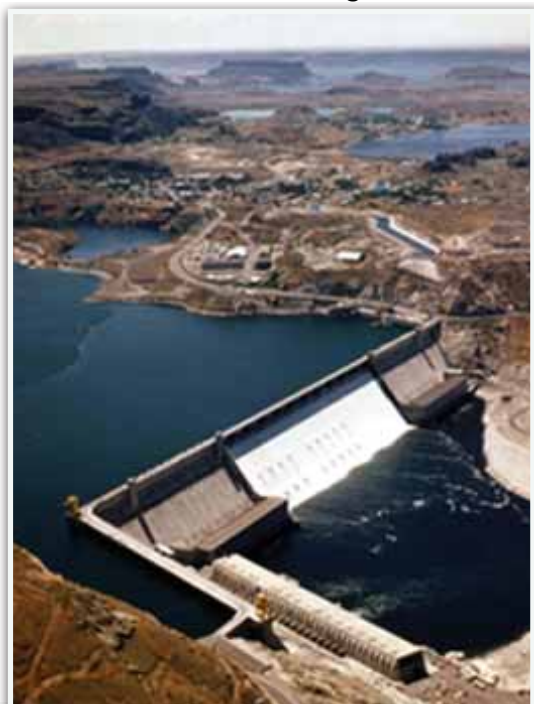
As if we hadn't already seen more beauty than anyone could expect, our day ten adventure included Mt Rainier National Park, followed by a stop in Indian Rock Paintings State Park to view historic Indian Petroglyphs and Pictographs. Then it was on to Eatonville, where locals 'in the know' gather to enjoy delicious oven baked breads and European-style pastries at the Ohop Valley Bakery. Our motel for the night was the Mill Village Motel in downtown Eatonville at a cost of \$57.00 per night (today the rate is \$213). A lovely 172 mile day.

Day eleven saw us traveling south into Oregon, with a special stop at the home of V8ers Jerry and Jo Vely to view their collection of signs, gas pumps, and related equipment, plus their restoration and storage facility. Another treat was in store for us as guests of Joel Anderson, president of the Columbia River RG in Oregon City, who had invited us to a BBQ dinner in a local park. We were warmly welcomed by many regional group members, and the food was delicious. Our night's stay was at a local motel. A 310 mile day.

With still 3 to 4 travel days left, depending on where you live, sightseeing was replaced with fewer stops and the desire to return home. Return home, that is, with one exception. There is a famous eating establishment located just north of Grants Pass, Oregon that was established in 1883, and is renowned for outstanding food and location. It's called the Wolf Creek Tavern, and is a **must stop**. Needless to say, we just **had** stop there for lunch. We **were not** disappointed!! With 310 miles under our belt, we stopped in Yreka for the night.

To summarize, we spent the next night in Willits, and the final stop in Paso Robles, where most folks headed for home. The official mileage count was 3492. **But all of us were a little younger then!**

Happy touring!
Jay and Janet Harris





"37 Buick SALE IN CORONADO - Solid Body, New Seats, Tires, Brakes, etc . \$22k/offer 619 851-8927

For Sale, Thinning collection!

1953 Mercury Convertible, \$29,900;

1950 Ford Fire Truck, (good for parts, rusty) \$1000.



Type to enter text

Randy Plant 405-826-1477 Oklahoma City, OK
randy@southernwingsaircraft.com



1936 Ford 2 dr 5 speed 327
Hot Rod TCI front 8" Rear
end-TCI Tac. New interior
619- 461- 3019- Spring Valley



FOR SALE:

1935 Ford Truck , Did run 5 years ago
and everything worked. Has hydraulic
brakes, and turn singles. \$19,000
Call John Campbell 651-645-7447
Email bulletsglass@gmail.com



This '41 PU up for auction on
Hemmings Motor News-"
Custom '41 Pickup with TV
History. "Curent Bid \$24,500. It's
a Hot Rod but looks almost
Original. "



2005 Ford Mustang convertible
GT. V8, 5sp, runs great.
\$9999. Brad [619-798-6400](tel:619-798-6400),
brad.arcova@gmail.com"

SDEFord V8 Club- % Tim Shortt 1211 5th st, Coronado Ca 92118



First the
Trophy - Then
the real Prize!



1949 '50 '51 - Warranty Service at the Dealer