

March 2022

The Fordist Newsletter

The Official Newsletter of the Southern California Regional Group 11 of the Early Ford V-8 Club of America
Sharing good times, good fellowship, and driving our old Ford, Mercury, and Lincoln vehicles
Inclusive years 1932-1953



FROM THE PRESIDENT'S OFFICE

We had a good turnout for lunch at Richmond Bar and Grill in El Segundo then walked across the street for the Old Time Music Theater. Thirteen people came. The organ was played before the movie, which did have sound. 1939 Only Angels have Wings with Cary Grant and Jean Arthur, plus I guess the first movie for Rita Hayworth as a unknown.

I was going to drive the Woodie, but due to a misunderstanding about the parking I drove the 4Runner. Pete drove his 2006 T bird, otherwise no old cars. I'm going to start talking up bringing your old Ford. We are thinking of bringing back the drawing of the license plates of old cars with the winner getting a free breakfast.

The next meeting is March 10 at the golf course restaurant. One of the clubs old 8mm movies is going to be shown, I don't know the topic.

Saturday March 5 from 1-4 pm is the Memorial for Bob Kennedy at his house. I hope people will drive their old Fords.

March 12 is Women N Wheels at the ADM museum; I am going to go so if anyone is interested let me know.

March 20 a Sunday, Jay Russell has arranged for us to go to the Model A pancake breakfast at Hart Park in Orange. I understand there is a very large turnout of Model A's. Come join us. It should be a lot of fun. Let's show some V8's.

We just about have tours for every month set up with a few that need to be finalized.

Linda



MARCH 13TH



MARCH 17TH

MARK YOUR CALENDARS AND COME JOIN US

COMBINED GENERAL MEETING AND PRESIDENT'S BREAKFAST

Thursday, March 10, 9:00a.m.
Miles Square Golf Course
10401 Warner Ave., Fountain Valley

We had 20 members turn out last month. Can we do better this month and drive our old Fords? Bill Deisenroth will be bringing an old car movie for our entertainment.

BOARD MEETING

Tuesday, March 22, 7:00p.m.,
Modified Meeting via Computer/Zoom
All members are welcome to join us. Just contact our President, Linda Souder at (562) 693-6655 or LindaSouder@mac.com to let her know.

MARCH EVENT

59th Annual **Pancake Breakfast** sponsored by the **Orange County Model A Ford Club**. and held on **March 20th** at the **Hart Park, 701 S. Glassell Street, in Orange**

Time: 8:00am – 11:00am
Price: \$9 for adults, \$5 for children (Age 2-10) for pancakes, eggs, sausage, juice and coffee

Let's meet at Starbucks, 2701 N. Grand Ave. (cross street Fairhaven), Santa Ana by 7:00am leaving at 7:30am for pancakes.

We need to know who is going so we won't leave anybody behind and we can go together.

**Please RSVP Linda at 562-693-6655 or LindaSouder@mac.com.
Let's have a big showing of our cars.**

TENTATIVE CALENDAR

April 24th - Fabulous Fords Forever at Irwindale Speedway.

May 14th - The "Happy Days" tour at Laguna Woods (Leisure World)

May 28th - Lion's Dragstrip

June 25th – ADM All Ford Day

July 16th – Lynn Park's aka "Mr. Cobra" 22 real Cobras, in La Crescenta

August 7, 14 or 21st – Burchett's in Torrance private museum (cars and other things)

September 10th –NHRA in Pomona

October 1 – Swap meet??
October 29th - Halloween Party

November 12th –Molloy collection in Corona

December – Christmas Party

IDEAS FOR EVENTS FOR 2023:

Ice cream social

"A Shrine to Shelby's" located at the new Segerstrom Shelby Event Center in Irvine.

All Classic Ford Show in August

Art Astor collection

Langston collection (Jerry James)

ANNOUNCEMENT



DRAGSTRIP TOUR

Jay Russell, has 2 tickets left for this tour. If you want to take a friend call Jay at 818-203-7001

Sunshine Corner

March Birthdays

Mary Deisenroth
Jeanne Gonzalez
Jim Phillips
Sue Skille



President's Breakfast and General Meeting Minutes

Meeting was called to order by President Souder at 9:00am. The Pledge of Allegiance was said.

Introduced ourselves with our name and year of our car(s) for the benefit of those that still don't know everybody. There were 20 of us.

Rich Miller reminded us that if your National dues have not been paid yet and it's time for you to do so, then please do, as it is required to be a National member to a member of our club.

Present and future events were discussed. We will be going to Richmond Grill in El Segundo for lunch followed by a movie at Old Town Music Hall at the theater across the street from the restaurant. Linda took a count of those that will be going.

She then said that Martha had looked into a visit to see Lynn Park, "Mr. Cobra's" real Cobras, not Mustangs located in La Crescenta. Rich Miller said that there was also "A Shrine to Shelbys" at the new Segerstrom Shelby Event Center in Irvine.

Here you will also find Cobras and Mustangs.

(Continued next column)

March Anniversaries

2 Brian and Jennifer Aceves
13 Joe and Sonja Brun
21 James and Lois Gilliland

CELEBRATION OF LIFE FOR BOB KENNEDY

Mary Ann has extended an invitation to the Early Ford V8 Club members to a Celebration of Life for Bob on **Saturday, March 5th from 1:00p.m. to 4:00p.m.** at their home. The address is 8609 Ocean View, Whittier.

Food will be provided. **Bring your own folding chairs**, in case Mary Ann doesn't have enough for everybody. Drive your beautiful cars. Parking is available on the street and also at the Elementary School nearby.

WESTERN NATIONAL MEET JULY 8-11

Janet and I want to extend an invitation to join the HARRIS TOUR this coming July to the Western National Meet in Wenatchee, Washington. We know many of you have joined the tour over the years, and we've enjoyed your participation. We'd like to reach out to members who may not have joined past tours to consider touring along with us this year.

This year's tour will be over a period of three days, for a total of 1100 miles, starting in Ridgecrest, Ca. on Friday, July 8th. We will all gather at the Springhill Suites in Ridgecrest the day before. We encourage all members to drive their Early V8s or drive their modern car. Either way, come on along for the ride! You can sign up by calling us at 760-310-9530 or email us at jayinfallbrook@aol.com. This will be the 50th year of the HARRIS TOUR, and probably the last one.

Good fortune to all,
Jay and Janet Harris

General Meeting Minutes (Continued)

The Mallory collection was mentioned again as was the swap meet. Tom would like to know what date we would like to have it on.

An excellent presentation was made by Paul Cella on "Restoration of Paul and Joe (Cella's) 1932 Ford." You missed a really good program for those of you who weren't there.

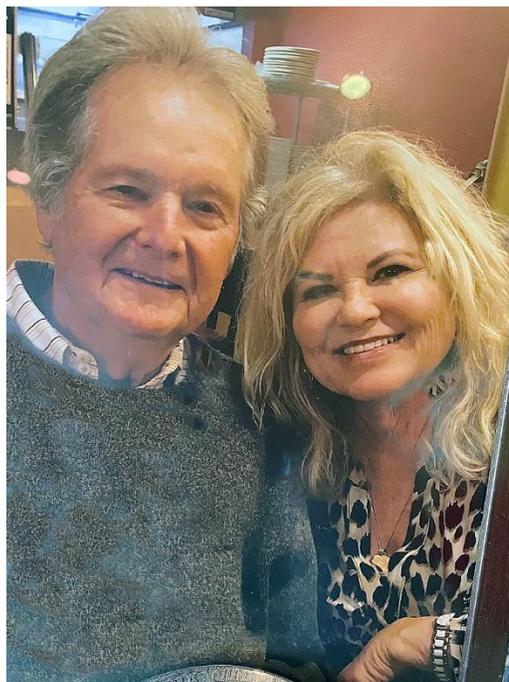
Meeting adjourned at 10:55am

SAYING GOOD-BYE TO A FRIEND DAVID GRAHAM

The memorial service was packed with friends and associates of David - Very, very high-end. Many young ones spoke lovingly of their father and grandfather, David. Very moving. The service concluded with a nice luncheon reception with the Graham family mingling with the guests.



Paul Cella, Judith Dildine and Linda Souder



David and Lisa Graham



Bill and Florence Trammell

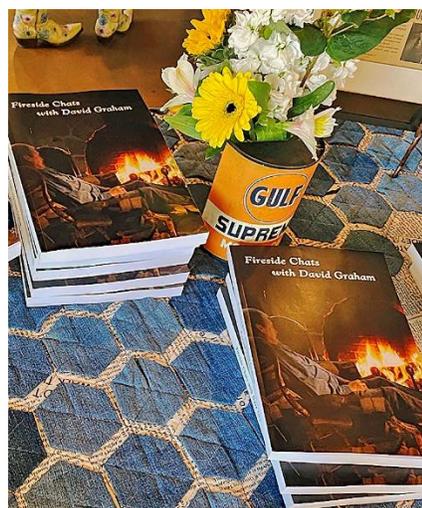


Clark Biggers with Paul Cella and Linda Souder



Mary Jane Teitsworth and Gary Zimmerman
Robert sitting across from them

Thank you Charlie for the photos



Fireside Chats with David Graham

SPOTLIGHT – 1935 and 1936

1935 FORDS

(Photos sent by John Hecker)



Cabriolet



5 Window Coupe



Phaeton



Woodie Wagon



Roadster



Tudor Touring Sedan

MY 1935 PICKUP

By Bruce Gunther

As I was growing up in Long Beach, my father had his 1935 Ford Pickup in our garage. It was all in pieces and the body and fenders were sandblasted and primed.

When I was small, he started telling me when I got older, he would put it back together. When I turned 16, he said if I wanted the truck, I could put it together. So, in the mid 1970's I started cleaning, painting and assembling it piece by piece.

The original engine quit, (the reason he took it apart), and he acquired a 1948 Mercury 59AB V8 flathead. He rebuilt it but never bolted the carburetor, distributor, or starter to the rebuilt engine. He just bolted it up to the clutch housing and stopped. He never tried to start it.

It was now over 15 years later, I was still in high school, but my father was teaching me and helping me reassemble the truck. It took a few years of work and much learning, but in 1976, I was able to start driving my truck. I have been driving it ever since.

He acquired the truck in Long Beach from Wille's Tin Shop. They were upgrading their work trucks in the mid 1950's. They advertised 2 trucks for sale, a 1935

and a 1936 Ford Pickup. My dad liked the wire spoke wheels on the 1935. The 1936 had the artillery wheels. He was the second owner.

In 1980, my car was in the shop for one week and I was driving the 1935 to the job site. Ken Tibbot was working as an iron worker and introduced himself as a club member and got me into the Early V8 Club.

During the '80's I drove to Desert Hot Springs (near Palm Springs) and complained about how low geared it was. My dad had a Columbia Overdrive 2 speed rear axle in his storage of parts. We had John Deats, a Columbia expert, rebuild and bulletproof it. It drives the freeways very easy now.

I find that the more I drive, the fewer problems I have. I have been enjoying this truck now for 45 years.



PAUL CELLA'S 1935

Being a Ford enthusiast at a young age I always had my ears open for new leads where I might find a project to work on.

My first car was a 1939 Std Ford coupe my father let me buy when I was 13 years old in 1960. I sold it in 1963 so my father could get a trade in on a 1955 Country Sedan Station Wagon. I decided the '55 Wagon might be the better way to go. Ever since then I was on the lookout for another Early V8 Ford.

One day at work one of my co-workers told me he knew a dispatcher that had a 1935 Ford Sedan that he was working on. The dispatcher was a guy my father used to work with at the Gas Company and lived in our neighborhood. Upon making contact with the owner, Cliff Sharp, I found out it had belonged to his dad who parked it in 1942 after donating the tires to the war effort. I also found out it was stored in a garage in Compton, Calif. where they lived at one time.

Cliff had planned to restore it and said he had taken the rear end apart to fix a noise in it, however it was more than he physically could do. After hearing this and that he was thinking about selling it, that's all I needed to hear! An offer was made and he decided it was time to sell it, knowing it would be going to a good home.

When I first went to see it, I noticed it was full of Life & Look Magazines, and it still had the 1942 metal tagged license plates on it. The Life and

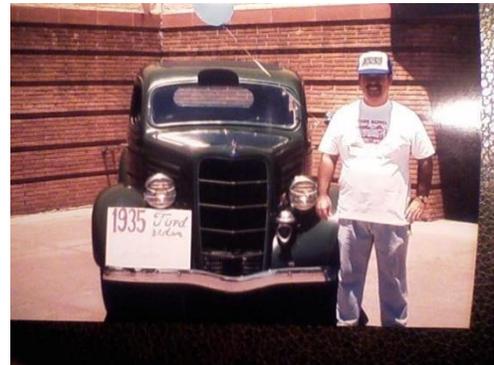
Look magazines were donated to a Library after removing all the good ads, which we sold later at the auto swap meets.

Cliff told me the house in Compton had sold and he had made arrangements to bring the car to his Monterey Park Home. He said he would call me, but first he had to put the rear end back together so it could be moved. His house turned out to be just a few blocks away from mine. We ended up towing it home with a rope, up the hill above where I lived and letting it roll back down into my driveway and into my garage. This was around Christmas time 1974.

Christmas Day, I remember going out to work on my new present. It had seen some hard years from 1935 to 1942 and in need of body work, along with some mechanical repairs.

I removed and rebuilt the rear end, then the paint and body which I worked on in my spare time for a few years. I painted it to its original color, Vineyard Green, one piece at a time in my driveway.

Its maiden voyage was to the Fifth Annual V8 Pasadena Breakfast tour, September 23, 1990 where I received an award for displaying it, stating it represented the spirit and philosophy of the Early Ford V8 Club of America.



2019: Stayed away from negative people. 2020: Stayed away from positive people.

The world has turned upside down. Old folks are sneaking out of the house, and their kids are yelling at them to stay indoors!

This virus did what no woman had been able to do... cancel all sports, shut down all bars, and keep men at home!!!

I was so bored I called Jake from State Farm just to talk to someone. He asked me what I was wearing



<http://1.bp.blogspot.com/-aChJfled7M/Tatb-anz-7I/AAAAAAAAADhs/JyeMSIYzEs/s16...> 10/1/2016

If you can take your eyes off the model, Dennis Wilson is to her left as the driver of the '35.

BOB AND SON, RJ FRUEHE'S '35 ROADSTER by RJ

In early 1990, Steve S., the brother-in-law of Bob Fruehe's good friend Kim D. saw a 1935 Roadster parked on Santa Monica Blvd in front of the Beach Boys personal recording studio. He left his business card on the windshield asking if the car was for sale. Around 2 days later Dennis Wilson called and said he would sell it for \$10,000.00 cash because he needed the money for a party.

Dennis and two bodyguards met Steve at a warehouse to exchange the cash for the Roadster. Steve eventually sold the car to a neighbor who owned a Mercedes Benz repair business. The neighbor was caught drug dealing and ended up in prison. His wife had kids and lost patience of his getting out of prison, so she decided to call the former owner, Steve S., telling him she would like to sell the Roadster for \$25,000.00. Steve contacted Kim, who contacted Bob Fruehe because he knew Bob was looking for a 1936 Ford Roadster. Steve and dad decided to make the deal even though Kim said it was a 1935 Cabriolet. Dad noticed it was a 1935 Roadster, similar to a 1936, and was interested.

Realizing the motor was seized up from sitting for many years in a garage, my father made an offer of \$19,000.00 and it was accepted. Dad took it home and worked on getting the motor running again. He found old coolant had caused some damage; the water pump propellers were completely dissolved by the coolant being acidic. He eventually got the engine running but found it a little bit noisy. He drove the car for a period of time, and then one day while driving at 55 MPH on the 91 freeway, without any warning, the engine grenaded. He towed it home and was able to drive it into the garage. He had a spare rebuilt engine for the car and put it in the Roadster the next day. The old engine block had become junk because of a hole in it from a rod breaking through.



CHECKING THE VALUE OF ONE CAR LEADS TO BUYING ANOTHER

By Jay Russell

Over the years I have owned a number of antique cars (Some just being old cars). The car I have owned the longest is a 1929 Model A Ford Roadster. I bought the car in May of 1976 and still have it in the garage today. I had subscribed to Hemmings Motor News for many years, but discontinued the magazine around 1990. About November 2018 I wanted to look at the value of my roadster, so I went online to check out the prices of Model A's on Hemmings' website. Since I was already on the computer, I started searching around for other cars. The 1935 Ford Cabriolet caught my eye with its beautiful grill, the sleek lines, and the fact that you could roll up the windows.

I noticed a particular car that was for sale in the Boston area and kept going on the Hemmings website for a few months just checking to see what was for sale. About the end of January 2019, I noticed the car in the Boston area was not listed. I had kept the Hemmings listing number and called them, asking if the car had sold or what had happened. The person I talked to said the listing had expired but he gave me the phone number of the owner of the car. After talking to the owner of the car regarding the history of the Cabriolet and the restoration that he had done on it, I was very interested.

I had to do some homework on what I should be paying for this, so again back to the computer. I found the Early V9 Ford Club of America's website. Well, as you know in California there are 19 groups (chapters). The website shows the name and phone number of the president of each group. I live in Tarzana, and the Valley V8 group is close to me. So, I called that phone number, but it was the wrong listing. Next, I called the Southern California group and got George Garrett on the phone. I explained the reason for the call. He was very nice and gave me a ballpark idea of what I should be paying for the Cabriolet. He said I should contact Ralph Hubbard, who does valuations on old cars. I called Ralph on his cell phone and asked the same question regarding what I should pay. After telling me his estimate for the case, Ralph asked me where the car was located. I said the Boston area and he gave me the name of Larry (no last name to protect the innocent). In the New England area. He advised I should only have him check out the car before I hopped on a plane to look at it myself. Sounded good.

What is his phone number?" I asked. Ralph said he was pulling up to a meeting and I could find Larry's number in the register and hung up the phone. What register? As a person that loves the hunt, the amateur detective in me took over, and I finally was able to locate Larry's phone number. Turns out that Larry knew the owner of the car and they had sold each other parts. He lived about 40 minutes from where the Cabriolet was.

Now the story keeps going. The fellow selling the car put the car in storage for the winter. And, he couldn't get it out until April. Well, my wife and I were leaving for a trip to New Zealand and Australia on March 23, 2019 and returning on April 20th. The car was coming out of storage the second week in April. I asked Larry to check it out for me. When we returned from our trip, I spoke to Larry. He confirmed the owner had done an excellent restoration on the Cabriolet. I flew to Boston on Thursday, April 25th. The owner of the car picked me up at the airport. Larry met us at the owner's house. After going over the car, the owner asked if I wanted to drive it. I said Larry will drive it with me as passenger. This way Larry could tell me what he thought of the way it handled and what I should expect when driving the car. I bought the car the following day and had it shipped to Tarzana. Oh, turns out Larry was a contributor to the 1935-36 Ford Book! Couldn't have had a better person check it out.



A TRUE STORY

Shown below is an actual letter that was sent to a bank by an 86-year-old woman. The bank manager thought it amusing enough to have it published in the New Times

Dear Sir:

I am writing to thank you for bouncing my check with which I endeavored to pay my plumber last month. By my calculations, three nanoseconds must have elapsed between his presenting the check and the arrival in my account of the refer, of course, to the automatic monthly deposit of my entire pension, an arrangement which, I admit, has been in place for only eight years. You are to be commended for seizing that brief window of opportunity, and also for debiting my account \$30 by way of penalty for the inconvenience caused to your bank. My thankfulness springs from the manner in which this incident has caused me to rethink my errant financial ways.

I noticed that whereas I personally answer your telephone calls and letters, --- when I try to contact you, I am confronted by the impersonal, overcharging, pre-recorded, faceless entity which your bank has become.

From now on, I, like you, choose only to deal with a flesh and-blood person. My mortgage and loan repayments will therefore and hereafter no longer be automatic, but will arrive at your bank, by check, addressed personally and confidentially to an employee at your bank whom you must nominate. Be aware that it is an OFFENSE under the Postal Act for any other person to open such an envelope.

Please find attached an Application Contact which I require your chosen employee to complete. I am sorry it runs to eight pages, but in order that I know as much about him or her as your bank knows about me, there is no alternative. Please note that all copies of his or her medical history must be countersigned by a Notary Public, and the mandatory details of his/her financial situation (income, debts, assets and liabilities) must be accompanied by documented proof.

In due course, at MY convenience, I will issue your employee with a PIN number which he/she must quote in dealings with me. I regret that it cannot be shorter than 28 digits but, again, I have modeled it on the number of button presses required of me to access my account balance on your phone bank service. As they say, imitation is the sincerest form of flattery.

Let me level the playing field even further. When you call me, press buttons as follows:

IMMEDIATELY AFTER DIALING, PRESS THE STAR (*) BUTTON FOR ENGLISH

#1. To make an appointment to see me

#2. To query a missing payment.

#3. To transfer the call to my living room in case I am there.

#4 To transfer the call to my bedroom in case I am sleeping.

#5. To transfer the call to my toilet in case I am attending to nature.

#6. To transfer the call to my mobile phone if I am not at home.

#7. To leave a message on my computer, a password to access my computer is required. Password will be communicated to you at a later date to that Authorized Contact mentioned earlier.

#8. To make a general complaint or inquiry.

The contact will then be put on hold, pending the attention of my automated answering service.

#10. This is a second reminder to press * for English.

While this may, on occasion, involve a lengthy wait, uplifting music will play for the duration of the call. Regrettably, but again following your example, I must also levy an establishment fee to cover the setting up of this new arrangement.

May I wish you a happy, if ever so slightly less prosperous New Year?

Your Humble Client

And remember: Don't make old people mad. We don't like being old in the first place, so it doesn't take much to piss us off.

1936 FORDS

(Photos sent by John Hecker)



4 Door Sedan



Phaeton



Woodie Wagon



4 Door Deluxe



3 Window Coupe



Roadster

PAUL CELLA'S 1936 WOODIE

I think most of you know how I wound up with a 1936 Woodie wagon. It wasn't how I planned to acquire another car, like I needed another one. This now makes the 10th car in our collection.

It was with sad news in 2020 when I got a call from one of my best friends' wife, Kathy who told me that Denny had died in a fatal car accident that day, driving it home from the gas station. Kathy asked me not to tell anyone right away until she could get over the shock. With the Internet/facebook, news traveled fast that very same day from a picture that was posted at the scene. Being a well-known car, the word spread fast! I got two calls from friends that had heard about it, one that worked with the person who took the picture.

Kathy told me it was in the impound yard and asked me to check on it, giving me the name of the investigating officer. I immediately called knowing how much storage fees can run up in one of these yards since my daughter's car was stolen and we had to pay \$800.00 for three days to get it out! Upon getting a call back the following Monday from the officer I was informed the car was being held by the city for investigation, which is standard procedure when there is a fatality.

We had previously visited the police station trying to get it released and were told to talk to the officer when he came back on Monday. He told me it would be held for a minimum of one year, due to the investigation and he had to do two others before he could get to ours, so more likely it would be a year and a half. The good news was the city was paying for the fees! In the meantime, Kathy had contacted the insurance company as they had insured it for replacement value when they bought it 7 years ago. The insurance was willing to pay off and settle the case within days of the accident and that sounded good to the family. I had told Kathy I would be interested in it for salvage value if I could get it, not wanting it to go to auction or worse yet scraped out for parts or made into a Street Rod. Other friends had told her that Denny wanted me to have the car if anything ever happened to him. Once she told the insurance she was interested in buying the car back for salvage value, they had to establish a value. The way they do this is to place it in an Internet site that only dealers or Members can bid on to establish a value. It turned out they got no bids indicating they posted it too late and were going to run it again,

Kathy wanted to go to the impound yard with the investigator to put the car cover on it, since it was sitting outside. He met her there and put the cover on the car since she didn't want to see it. At that time, she told him her daughter had hired an attorney to find out the cause of the accident and whose fault it was. Within days of that meeting, the city decided to release the Woodie and the insurance company came up with a salvage value that was within my budget and estimated value. The investigator told her everything was taken care of and we could get the car and take it to my friend's body shop. We finished the restoration in December 2021.

PAUL CELLA'S 1936 WOODIE Continued

PS: Her daughter did hire an attorney, having a Forensic investigation, they spent most of the day taking pictures of the car, even after I had taken it apart to establish the cause. The black box, yes, black box, was removed from the Toyota Prius and it was determined it was speeding. The outcome was both were 50/50 at fault. Originally Kathy was told anytime you are making a left-hand turn in an accident it's the person making the turns fault. This is a green arrow-controlled intersection where it happened. It's my opinion, as well as others, there's more to this than we'll ever know, hearing there was also road construction in the area and a bus stopped picking up passengers at the curbside for opposing traffic.

Whoever was at fault it won't bring Denny back. I could fix the car but not bring Denny back. His wife, Kathy told me she felt like it was more my car now, after showing her the picture when it was done, with Cordova Brown fenders, as it was originally.



THE '36 THAT GOT AWAY

I bought this 1936 Ford Standard in 1994 from a Ford collector in Fresno, California.

Very original car, beige with brown fenders. It had original California plates, B.L. upholstery and woodgrain dash. I added the original radio, glovebox clock and a Columbia rear end. I purchased the 21 stud LB flathead from Bob Kennedy in 2010. It was a great road car.

I purchased a 1940 Ford Club Convertible and put the 1936 up for sale. I sold it to a Ford collector in New Zealand.

I do miss that car!

Tom McLaughlin



JERRY'S BEAUTY

I purchased this '36 Ford in South Gate on a tip from a friend and club member, the late John Plair. I drove it as is for a while with black paint, but I restored it to its original color, Bambelina Blue. It is a really nice running and driving car. It was awarded a Dearborn Award at the Dana Point meet in 1999.

Jerry James



Ford's 1935-36 Speedometers

By John Hecker

Last April my Cousin Bob came by and helped me get K.C. my (1936 Ford Tudor Sedan) back to driving condition. I needed help getting the hood back on and a few other things. He was begging to go for a ride afterwards. I said, "Okay, but it's not licensed so we can only go around the block." He was ok with that. Just north of my house is a loop of streets that we (dad and I) have used for years as our test drives. It felt good to be driving K.C. again after five years of slumber.

We made a few laps around the loop in first and second gears never exceeding 30 MPH. Bob was recording our drive with his phone. Then the speedometer's needle started jumping around and was making a clicking sound. I said, "That's not good." Bob asked, "What's wrong?" He had never ridden in an old Ford before so he wasn't wise to the sounds they make. I said "The speedometer is jumping around." The needle jumped past 100 MPH and fell back to zero. I said "Nuts! It's broke now." Bob asked, "What's broke?" I replied, "I think the speedo cable just broke; let's head for home before we have any other problems." I parked K. C. in the garage and was thoroughly disgusted.

I didn't go out to look at K.C. for a few weeks. I knew the floor boards and center sheet metal pan had to come out to get to the speedometer cable's "turtle". I've become an "expert" at removing/installing Ford floor boards over the years. This is at least the fifth time I had K.C.'s floor boards out since 2002. I have ONE Snap-On screwdriver and it fits the factory Ford floor screws perfectly. I can have the whole thing removed in about 45 minutes. The turtle is held in place by two 7/16ths headed bolts at the 11:00 position on the torque tube just a few inches back from the u-joint coupling.

As many of you know I have a pit in my garage which makes working on the underside of the vehicles much easier. The pit has been a huge help since 1983, so I was able to let the turtle drop out the bottom. Down in the pit I unscrewed the cable housing from the turtle. Sure enough the cable shaft was broken about two inches up from the gear.

I did some searching on the web for a speedo cable and shaft. All the replacement cables were plastic coated where the original Ford casing is metal. With K.C. being a Rouge car I couldn't use the reproduction plastic cable. I happened to call former RG11 member and 30+ year friend Bill Monteleone just to check on him and wife Helen. I said that I was looking for a speedo cable for K.C. Bill thought he had one so he checked and he had one. I drove out to Lake Elsinore. Bill didn't know that the one end was missing but the shaft was good and longer than what I needed.

Some of you that were at the club meeting last June may remember that one of the questions on my tool quiz was a photo of my speedo cable cutter and square end maker. <See page 14 for Photo 1> After measuring the length I needed to cut the cable shaft. I marked the shaft with a piece of tape, I cut the cable and it was too short...dang! I measured the shaft again and I learned that the tape slipped on the shaft by a 1/4". I'm thinking

this isn't going to work. On a whim I called Hub Auto parts here in Costa Mesa. They had in stock a cut to fit shaft in 72" length for around \$17.00 dollars. I could've saved myself a trip out to Lake Elsinore but it was good being together with Bill and Helen anyways.

At some point I checked for binding with the shaft in the casing. No matter how tight a bend I made the shaft still turned freely. Why did the shaft break? Usually, they break due to lack of lubrication. Any customer that came through our garage and had signs of speedo needle jumping got a shaft greasing. The new shaft comes with a crimp-on square end but since I have the end making tool, I didn't use that part of the kit for its intended use. However, I did check the speedo head's movement with the crimp-on end. I couldn't get it to turn.

I called Dan Krehbiel for advice. He said "For you I'll help you out; bring me the speedometer and I'll see if I can get it freed up." I said "Awesome! When I get the head out of the dash and I'll call you." That was easier said than done. I struggled with the three nuts that hold the speedo head to the dash. The 3/8ths nuts are positioned at 5, 50 and 95 MPH marks on the face. The top nut at the 50 mark is a real pain to get to because it is very tight to where the sheet metal of the cowl makes the bend from the windshield to the top of the firewall. There isn't any room for a ratchet and socket to get in there. <Page 14 for Photo 2>

After struggling for two hours my sodium vapor "better idea" bulb flashed on. I need somebody with smaller hands and flexibility. Remember the nut is way up in there under the dash. During the assembly process Ford installed the dash instruments before the dash was bolted in the body. They probably never thought that 85 years later someone would be trying to get that nut off, so I went across the way to my neighbors and I asked their daughter Kelsea if I could get her help for a few minutes. Kelsea's hands are smaller than mine and she's way more flexible too. I explained to her that she was working backwards. Kelsea crawled up in there and a minute later she handed me the offending nut. I want to say THANK YOU to Kelsea!

I called Dan Krehbiel and he said to bring it down and he would take a look at my speedometer. I decided to take everything; speedo head, cable, shaft and turtle. I'm glad I did. While Dan was working on getting the head freed up we were talking. I happened to mention that K.C. didn't go faster the 50 MPH at full throttle. Dan asked if I had 4:11 gears in the rear end. I replied "No Sir, you sold us 3:54 gears back in 2003 and Joe Longobardi installed them." Dan thought it was strange that K.C. wouldn't go faster.

Later I was asking about how long the speedo's shaft should be. Thankfully I was smart enough to bring everything with me. We were discussing how far out the shaft should protrude from the head end of the casing. Dan said "Hey, you've got a 21-tooth turtle." I said "So??" Dan replied "You need an 18-tooth gear and turtle; no wonder why your car won't go over 50 MPH."

Ford's 1935-36 Speedometers Continued

I then asked "So how far off is the speedometer then?" Dan replied "Oh 15 to 18 plus miles per hour." I thought: Duh, so K.C. was going 65 MPH at 50 MPH mark on the speedo's face? Dan said "Yeah, at least."

Dad and I never gave it a thought when we changed the gear ratio. Yet we knew that by doing so with many other cars. Dan didn't have an 18-tooth turtle/gear set. He also couldn't get the head to free up. His electric drill struggled getting the head to spin freely. Dan felt that the lubrication wasn't the problem after all.

Dan looked in his parts supply and found a 1936 speedometer but it was for a standard. The difference being the standard has three digits (00.0) while the Deluxe has four (000.0). The red zero is the 10ths of a mile number. <Page 14 for Photo 3>

The next day I called Bob Kennedy to see if he had a speedometer head. He didn't but suggested I take mine to Speedo Check 55 the place that he uses.

Speedo Check 55 is located at 12353 E. Whittier Blvd. #C Whittier, Ca. 90602 (562) 464-0699.

I called and talked to Mike and he said to bring it up and they'd look at it. Mike and his brother own the business and do all the work. I'm sorry but his brother's name escapes me. Mike hooked my speedometer to his test machine and it wouldn't even turn. It was locked up. Mike said to give him about three weeks to check it out. I could tell they were quite busy. I filled out the paperwork and he made notes. I said "Whatever you need to do PLEASE don't change the odometer reading and don't clean the case or the inside of the glass lens." Mike made a note on the repair order.

Three weeks later I called to check on my speedometer. They hadn't gotten to it yet. I trusted them because Bob Kennedy said they did good work.

One thing that was in my favor was that my speedometer was made by Steward-Warner! Mike told me about Ford speedometers from that era. It turns out that Ford used three manufacturers: Steward-Warner (best), Waltham (good) and Delco (junk). The housing of the Steward-Warner's is stamped S-W next to the top tab. <Page 14 for Photos 4>

The Waltham's have a larger hole in the center and the back plate is printed with the word Waltham and is readable around the threads while attached. <Page 14 for Photo 5 (S-W type)> The Delco's are not marked at all. The reason the Delco's are considered junk is because the parts are riveted together and can't be fixed. Delco made parts for Ford before being bought by General Motors.

It was mid-June before I called back. Mike said that he was working on it as we spoke and to callback next week. He said that there is a problem with the trip odometer. The third digit was stuck. I said "It really doesn't matter to me if it doesn't reset to zero; I don't use the trip part." Mike replied "Hey-hey, my brother and I don't do work like that. he will fix it; can you find another for parts?" I said "Okay, I'll see what I can do." Mike then thanked me.

Only one name came to mind for another speedometer head and that was Joe Longobardi. At one time Joe was the national V8 club's 1936 advisor. Back in the 80's to the mid 2000 Joe had a huge collection of 1936 Ford parts. Dad and I were some of his best customers. Joe has been an awesome friend too for 40+ years.

I called Joe and he said he had a pair of junk heads but didn't know what brand they were because the cans were missing. <Page 14 for Photo 6, 7, 8, 9> We were talking and I said I needed an 18-tooth turtle. He said he had the turtle but not the gear. I told him that C&G Ford Parts had new gears. Joe asked if my turtle's shaft was in good shape and I said I thought it was. We made a deal for a trade.

I ordered the new 18 tooth gear from C&G and had it sent to Joe's the next day.

Those of you that don't know Joe, he remanufactures Columbia two speed rear axles. Because the Columbia uses 4:11 gears the turtle needs to be a 21-tooth gear. For years people have been tossing the 21's away and are now becoming harder to find good ones that aren't worn out. Since K.C. has only traveled 42,300 miles the turtle/shaft/gear are fine specimens. Here is what turtle/gear goes with the gear ratio of: 18T=3:54, 19T=3:78 and 21T=4:11. Note that 18's and 19's are interchangeable but not the 21's. Joe seemed to be pretty pleased with my 21-tooth turtle and gear. I was really happy to get the two speedometer heads because they looked to be S-W's.

On the way home I stopped by Speedo Check 55. One was missing the needle and the other was very dirty and gummy looking. Mike was pleased. I said I wanted the parts back because these were loaners. Two weeks later Mike called and said "Come get your speedometer; it's working beautiful." I replied "I'll be up tomorrow morning." The next morning, I drove up to Whittier. I was kind of shocked when they gave me the bill. No-no, not what you're thinking; the bill was at the low end of the estimate! I thought for sure with all the problems my speedo was causing them the bill meter was running like a taxicab's fare box.

I was able to get the speedo head bolted back in place. The cable wanted to fight back so K.C. sits once again. Maybe I'll find help and get the cable attached someday soon? <Page 14 for Photo 10>

Then all K.C. will need is the horns reinstalled and she'll be complete.



Ford's 1935-36 Speedometers Continued



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10

I have to give a huge thank you to Bill M., Bob K., Dan K., Joe @ C&G Ford parts, Joe L., Kelsea C. and Mike @ Speedo Check 55 for all their advice, help and parts.

I want to thank the following members for their contribution to the March newsletter:

John Hecker for his article and the photos, Paul Cella for both his articles, Bob and RJ Fruehe, Bruce Gunther, Jerry James, Tom McLaughlin, and Jay Russell.

Your articles made a big difference in making this issue an interesting and fun one to read. Involving the members of this club means a lot.

Martha



QUESTION?!

What do you think about the club resurrecting the chance at a free breakfast for an individual who drove their old car to the Breakfast/General Meeting each month?

JUDGEMENT DAY

(January 30, 2022)

Photos by Rich Bjorklund

The membership and classic automobiles on this day was small but well represented. They couldn't have found a more beautiful place to display these cars, so it could be said that the day was a good one.



Doug Kline, Gary Batterton, Jerry & Shirley Walker,
The car behind them is Gary Batterton's 1951
Studebaker



Billy Osborne 1955 TBird , Dave Burkhard 1940 Ford
Deluxe Convertible, Woody Hein 1940 Ford Deluxe Coupe,
Rich Bjorklund 1939 Ford Deluxe Coupe.



Rich & Maria Bjorklund 1939 Ford Deluxe Coupe.



Jim & Lana McDougall 1947 Mercury Conv.



Nice '36 Ford

THE V-8 CLUB OLD TOWN MUSIC HALL TOUR

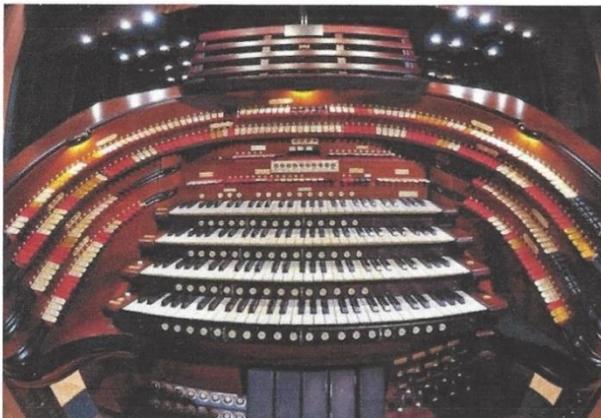
If you didn't attend here's what you missed - experiencing the theater, an historic 100-year-old throwback where silent moving pictures were once shown - well worth the relatively short drive to El Segundo. Prior to the performance, we lunched at a little café across the street from the theatre... Sumptuous hamburgers...

With all its bells and whistles, the theatre pipe organ is one of the most versatile and sophisticated instruments ever built –

The cast of the 1939 black & white film (Only Angels Have Wings) were not the stars but rather It was the Mighty Wurlitzer Theater Pipe Organ itself. (Google, or use your computer's search engine to see and read more about these magnificent instruments.) The organist played a medley of music which demonstrated the many sounds of the organ such as the pipes, drums, bells, etc.



Attending was Linda Souder, Paul Cella, Pete DePaola & Mary Everette, Charlie & Judy Dildine, Gary & Nancy Zimmerman, Tom McLaughlin, Harold & Martha, Lazdins, Bill & Mary Deisenroth.





FOR SALE:

1954 Ford Ranch (2-door)
wagon. No engine or
transmission (Auto).
Body has rust.
Extra interior parts (seats+?)
\$3,000 OBO.

Steve Taylor (714) 608-1877 or
John Hecker (714) 545-5766
E-mail for photos
blueovalmech@ca.rr.com

LIST OF PARTS FOR SALE

1936 thru 1940s

Located in Orange County
Wish to sell as a lot
All are good quality and
are good rebuildable cores

Contact: Terry Stokes
714 716-9128

WANTED

Steering Wheel Puller
'32 - '39 Ford
Prefer KR Wilson

Bill Trammell
562 706-4201

FOR SALE

1935 to 1937
2 adjustable front shocks NOS
\$200

1935 - 1936 Ford Rear End
Out of restored car gear ratio 378
\$700

1936 Ford Transmission
Out of restored car 81A Fits '36
thru '39
\$700

1936 Ford
Used running boards
\$400 obo

1936 Ford
Used running boards
\$400 obo

1942 -1946 NOS Ford
Adjustable shocks with arms,
Front and rear
\$400

1936 Ford gas tank - New
\$300

1934 Ford Speedo
Restored Condition
\$500

1936 to 1939 Ford Pickup
Accessory Spare Tire
Hubcap & Bracket NOS
\$275

1942 thru 1948
Rear fender stone guards
New in the box
\$200

Bill Trammell
562 706-4201

NEW

FOR SALE

1950 Ford 3-speed trans.
Asking \$350 or obo

1955 Ford T-Bird
3-speed trans -
over drive
Asking \$450 or obo

Richard Bjorklund
714-490-0613 Home
714-906-1644 cell

*Have something to sell or
are looking for, this space
is for you. Send
information to Martha at
hmlazdins@att.net by the
15th of each month.*

It will run for 2 months unless
you call to renew or change.

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**Club Information & Mailing
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Southern California R.G. #11
% Gary Zimmerman
218 San Antonio Circle
Placentia, CA 92870-6213

**PRESIDENT'S BREAKFAST AND
GENERAL MEETING DATE**

The 2nd Thursday of each month at 9:00am

BOARD MEETING The 4th Tuesday of each
month at 7:00pm

We're on the Internet
<http://www.socalefv8.org>



CLUB OFFICERS 2022

President – Linda Souder
(562) 693-6655 or
LindaSouder@mac.com

Vice President: David Rainville

Treasurer: Gary Zimmerman

BOARD MEMBERS

| | |
|------------------|-----------------|
| Carole Rainville | Bill Deisenroth |
| Tom McLaughlin | Paul Cella |
| Jay Russell | John Hecker |
| George Garrett | |

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Associate Editor: Harold Lazdins

All contributions are welcome and must be
received by the
deadline of the 15th of the month

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