

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



Gliding to the Glider Port.

25 V8ers showed up sporting green for the Irish. The weather was a little dicy early on, but cleared to near perfection by the time we climbed over Mt. Soledad and swam with the fishes at the Scripps Aquarium. Running a little behind, we skipped the mansion tour at La Jolla Farms and headed directly to the Glider Port for a late but lazy lunch. Our parade of cars were led onto the grassy knoll usually reserved for pilots only and parked in the VIP front row where other visitors could look us over.

We ate in shock and awe as people, attached to colorful canopies, walked off the cliff - launching into glorious blue skies. Our lunch crumbs were appreciated by the ground squirrel under our table.



Many thanks to John & Pat Hildebrand who came up with the tour idea and Rick and Sheryl Carlton for doing the Roadies job at the Glider Port.

Our Docent, Sandy, demanded strict attention (No talking. No gum chewing.) while she presented facts and history at each stop - leaving us with no excuse for not knowing these things on our tests later.

Only problem reported (I'm happy to say, it wasn't mine) : Joe & Susan Valentino's '41 Merc refused to start until potential car thief, Dennis Bailey slipped under the dash and hot wired it.--TS



Solar Tour, Sun, Apr 21- Call Richard Teubner 858-748-2849



The Prez Sez.

Spring is shaping up to be a great time to get out and drive our old cars.

We had great weather for the tour to the Birch Aquarium and the La Jolla glider port in March. After meeting at Macy's the group went through the back of Mission Bay to Mt. Soledad. They have placed a large war memorial wall at the

base of the cross and there was a wide panoramic view of the City. Sandy Shortt gave a talk on some of the history and Dennis Bailey offered the lowdown on the place being an old City dump! I wonder how many people bought expensive homes on top of the old landfill? We rolled carefully down the hill to the Birch Aquarium and got to tour through California coastal sea life. Afterward we motored over to the glider port and ate a nice lunch while watching the gliders fly. There are many other events coming up this Spring and Summer to get involved with (All Ford Picnic, etc.) and we will be going on a tour to Jamul to see a club member's solar powered house. Please plan on attending as many as possible. We will continue Bill's push for new members and again have an award for the V8er who brings in the most new members.

Duane had some attractive sweatshirts made with the club logo and I had to have one. They are blue with the club info embroidered on the front and back. If any of you have ideas or would like to see a program or guest speaker on a specific topic please email me at: jhildebr@cox.net. We have a strong club with many resources that can be shared. Tim will keep you updated in our wonderful publication "The Ford Fan." I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings.

May the Fords be with you,--John Hildebrand

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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 c/o San Diego Early Ford V8 Club, P.O. Box 881107, San Diego, Ca 92168-1107. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



Solar Tour, Sun, Apr 21-- RSVP Jim Thomas 619-669-9990

Dash and Spirit—Beauty and Good Taste for the Woman Motorist

You women motorists want something—and very rightly, too—in addition to mechanical excellence in a car. You want dash and spirit. You want beauty and good taste. These, and many more, are the things you will find in the new Ford V-8. In every detail of design, in its great power and speed, in its unusual economy, it is a car every woman enjoys.



There's spaciousness in the rear compartment of Ford cars—an atmosphere of roominess. The seat is wide with deep, tufted, cushion. Arm rests are another convenience, and you'll enjoy the richness of the upholstery, whether it be mohair or broadcloth.

And here is a feature every woman will appreciate—draft free ventilation with no obstructions to vision. Just a turn of the handle after the window is closed slides the glass back leaving a ventilating slot that draws air from the body.

Here, look into the rear of the DeLuxe Fordor Sedan. It fairly invites you to relax in the comfort of its deeply cushioned seat. The doors are wide, and toggle grips are there to assist you.



The Victoria, that smart five-passenger car with a luggage space built in the back, offers something rather new in front seat construction. The front seats tilt forward to permit passengers to enter the car but are built to give all the comfort and width of a full width seat.



Wherever you find smart people you find the Ford V-8. At the clubs, along the highways, at the resorts, on the shore—there you'll find them—if you "Watch the Fords go by."

If you ride in the rear compartment of any of the Ford five-passenger cars you have individual ventilation. Glass in the rear windows slides back, opening a vertical slot to provide draft-free ventilation.



Despite the Great Depression, 1934 was a good year for Henry.

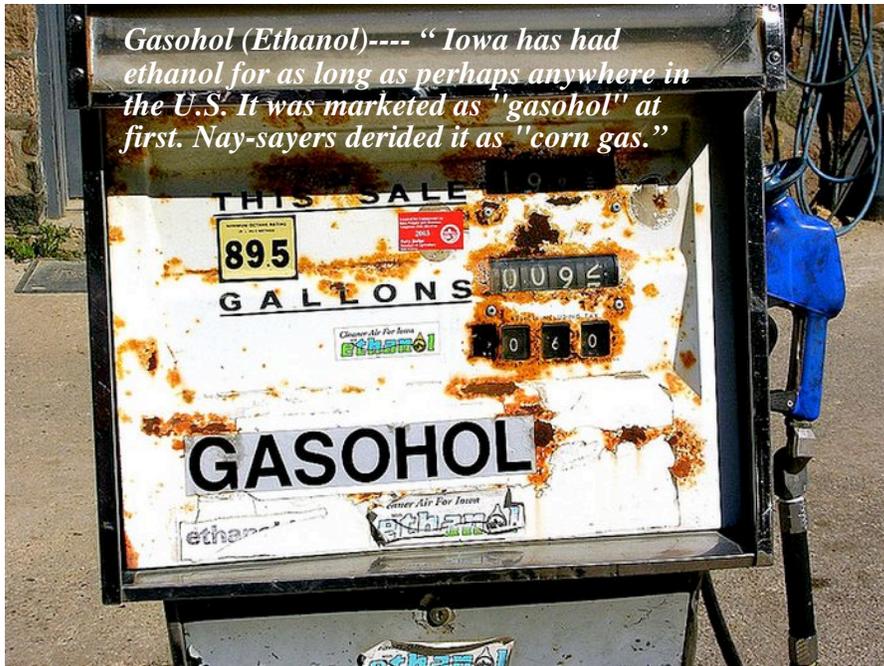
Ford produced vehicles that weighed less than a ton, meaning that with the V8 engine underneath, these vehicles were quicker than most anything else on the road. The V-8 symbol adorned the radiator grille and the hubcaps. From 1932 through 1934, the styling of the vehicle changed very little. In 1933 Ford added angled side hood louvers. The 1934 roadster was similar to the 1932 except for a few less grille bars in the radiator. This 1934 Ford Model 40 DeLuxe Coupe had a factory price of \$555, an eight-cylinder engine, and 85 horsepower. Popular with cops and crooks alike, the 1934 Ford holds a special place in automotive history. Particularly popular because of its power, it also marked a change in automotive design. The Ford Deluxe represented the shift from the traditional styling of the time to smoother, more aerodynamic shapes.

The one aspect of the car's popularity is quite ironic. Police enjoyed the car for its power under the hood, and therefore, its ability to chase down criminals. Car thieves particularly enjoyed stealing the car so they could run from the cops. For those enjoying the car for much more 'legal' pursuits, the rumble seat in the back made the car quite desirable for those Sunday afternoon drives in the country; at least for those who could afford one. Despite being introduced during the mid America's depression, the '34 Ford Deluxe enjoyed success with the public.

Easily-recognizable for its medieval shield-shaped front grille, round headlights mounted to the side of the grille and sweeping, wide fenders and running boards, the 1934 Ford Deluxe was popular even in the midst of the depression and would continue to be popular with custom car crafters for years to come. Because the car became so popular, and many ended up being chopped up and made into street rods, period-correct restorations became very rare.

Throughout its life, the '34 Ford attracted both the righteous and the rebels. Its gently flowing lines and eye-pleasing aesthetics continues to draw admirers - the cost of this restored original was \$550. R&M Auction expects it to fetch between \$75k to \$100k--which makes it a good looking investment as well.--TS





Legislation introduced in Congress to suspend sale of E15 gasoline

Posted by Jim O'Clair - Photo by Todd Ehlers. The ethanol gasoline blend known as E10 has [already caused concern and hesitation](#), especially among owners of vehicles not designed to run the fuel, and despite the mounting questions over its use, the Environmental Protection Agency last summer approved the use of E15 gasoline, increasing the amount of ethanol in pump gasoline. Two bills recently introduced in Congress, however, seek to suspend that approval.

[House Bill 875](#) and [Senate Bill 344](#) address concerns with the destructive byproduct of the higher ethanol additive, formic acid, which can contaminate fuel systems, melt plastic and rubber and corrode some metals. The EPA began allowing gas dispensaries to

offer E15-laced gasoline in June of last year, and the Renewable Fuels Association has stated that the E15 blend was extensively tested by the EPA before approving its use and is safe for virtually all vehicles manufactured after 2001. However, with the implementation of E15-based fuels, many new car manufacturers have weighed in on the subject, with producers such as Nissan, Chrysler, Toyota, BMW and Volkswagen announcing that they will not cover fuel-related claims on their new car warranties. Other companies like Ford, Mercedes and Volvo will not honor any drivetrain warranties in vehicles that use E15. AAA (Automotive Association of America) has also issued statements that further testing of the E85 blend is needed and that the labeling on refueling pumps is insufficient to warn consumers of the possible damage that could occur with the E15 blend.

Both bills have the backing of SEMA, and the wording of each bill differs slightly. HB875 asks that the use of E15 be suspended for an additional 18 months while more testing is done. The Senate bill would suspend the sale of E15 entirely. SEMA is especially concerned for classic car enthusiasts whose cars see less road miles over the course of a year and allow the fuel to sit idle inside their fuel systems for even longer periods of time. The same concerns should also apply to anyone who owns a lawn mower, chain saw, weed trimmer, motorcycle, boat, snowmobile or ATV as all of these machines also sit idly by for extended periods of inactivity. The lack of use and infrequent refilling of the fuel system is where most of the problems have occurred to date. HB875 has been referred to the House Energy and Commerce Committee, while SB344 has been referred to the Senate Committee on Environment and Public Works. SEMA urges you to contact your Senator or House Representative to express your opinions on these bills. A list of contacts for your lawmakers is available on the [SEMA Action Network](#) page.

The Blogs are brimming with complaints about bringing E85 and E15 to the marketplace. E10 also gets a bad rap over damaged fuel systems: "The use of ethanol in gasoline is absurd. It is detrimental to the environment in its manufacture, as it consumes more energy to make than it yields. It also cuts the gas mileage in ALL cars and trucks that use it, and it destroys the fuel system in older cars."

Ethanol Free Gas: It's Hard to Find. As of October 2011, there were less than 5,000 gas stations nationwide known to be selling "pure gas" - that's 5,000 out of 115,000.

Ethanol Defense additive claims to: -Provide commercial-grade water control to fight water absorption by the alcohol in ethanol -Protects against ethanol damage- Increases mileage (up to 12% or more) -Improves horsepower-Removes carbon deposits, gum and varnishes, especially those deposited by ethanol solvency-

Lubricates upper cylinder areas. --TS





Click & Clack retire from "Car Talk" after 35 years of chump stumping

Tom and Ray Magliozzi have announced they're retiring from "Car Talk" -- but you should expect to hear them on the radio for years to come, whether you want to or not. [According to NPR](#), the brothers say time has finally convinced them to stop pretending to work and worry full time about boat payments, what with Tom Magliozzi turning 75 this year. The duo has been taping "Car Talk" from WBUR in Boston for 35 years, and have grown their banter into a [sizable business](#).

The duo fell into public radio as a way to drum up business for their repair shop in the late 1970s. "We were doing it for nothing. And we did it for years for nothing. And one day we decided to ask them for 20 bucks apiece a week," ' And they gave us 20 bucks a week. And we said, 'We're in Fat City.'" "Car Talk" is a comedy with some automotive advice on the side. The weekly banter honed by the Magliozzis over decades of radio, old cars and divorces matches that from any great comedy duo in broadcast history. And for the occasional embarrassments captured in the weekly "Stump the Chumps" feature, the car advice was often not just accurate but fearless; Click and Clack aren't afraid to call a car junk nor drown some mechanic's costly repair estimate in shouts of "bogus!"

Tom & Ray's list of 'The Worst Cars Ever Made':

The Amphicar was the first car listed in the 1960 – 1974 era. The German vehicle promised to revolutionize drowning and was

designed to be marketed in the United States. The chassis sat up high off the ground and twin propellers were mounted under the rear bumper. It's flotation was entirely dependent on whether the bilge pump could keep up with the leakage. Who doesn't remember the **Corvair** with its rear-engine a-la VW Beetle - that was 'unsafe at any speed' according to Ralph Nadar? Then there's the **AMC Gremlin** with its long front snout and the back end chopped off like a lizard's tail. It drove incredibly bad. I liked the look of the **Triumph Stag**, a stylish little convertible, but according to the Time Magazine list, its V8 engine was a monumental failure. "The timing chains broke, the aluminum heads warped, the main bearings would seize and the water pump would poop the bed — *ka-POW!*" The **Chrysler Imperial LeBaron** 2-door hardtop is memorable for having some of the longest fenders in the history of cars. With its 440 V-8 engine, it was a perfect example of wasteful American engineering – big, fast and ugly. The **Ford Pinto** which came out that same year, 1971, wasn't a bad car, except for its tendency to erupt into flames in rear-end collisions. The ever sexy Jaguar company had its own mistake – The **1974 XK-E V12**. In order to compensate for power-sapping emissions controls required in the U.S., the car's primary export market, Jaguar discontinued the reliable 4.2-liter six for an anchor-heavy 5.3-liter V12, which would not stay in tune and made the car nose-heavy besides. The **TR7s**. A sporty convertible with a V-shaped nose, the cars were horribly made according to the Time's report. The carburetors had to be constantly romanced to stay in balance. Timing chains snapped. Oil and water pumps refused to pump, only suck. The 1980s brought emission controls and the first computer controls. Today, cylinder deactivation is common. When the engine is running at light loads, it's logical to shut down cylinders to save fuel. But in 1981 when such technology was in its infancy, the technology was quite a challenge. General Motors tried it with the **Cadillac Fleetwood V-8-6-4**, but the cars bucked, stalled, made rude noises and generally misbehaved until owners returned the cars to have the system disconnected. The **1985 Yugo**, built in soviet-bloc Yugoslavia, had a rear-window defroster – reportedly to keep your hands warm while you pushed it. It was the Mona Lisa of bad cars. All the main characters drove Yugos with personalized license plates. The **1995 Ford Explorer** made the list because, in the words of Time Magazine, "the Ford Explorer was responsible for the spiral of vehicular obesity that we are still contending with today." Last on the list is the 2004 Chevy SSR, a retro looking hot rod convertible pick-up that was "no more hot rod than Britney is the next Helen Mirren." I'm sure you can think of a few more and you may have even owned one. After all, everyone makes mistakes.--T&R



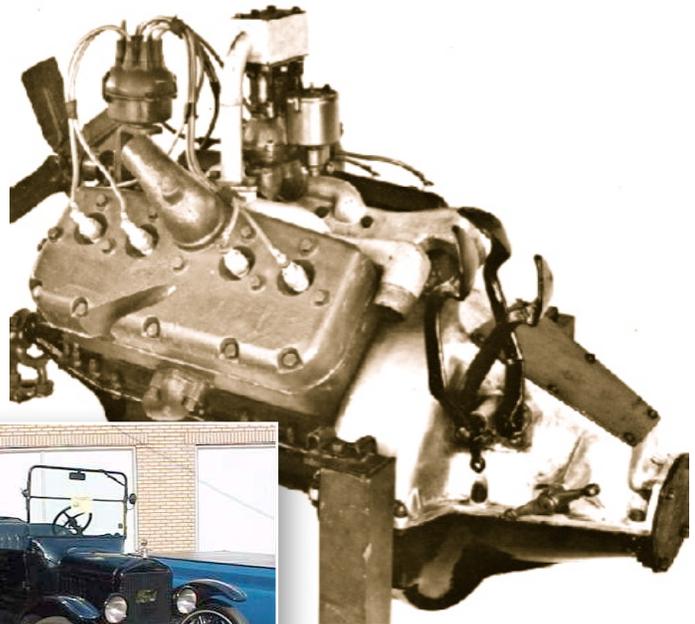
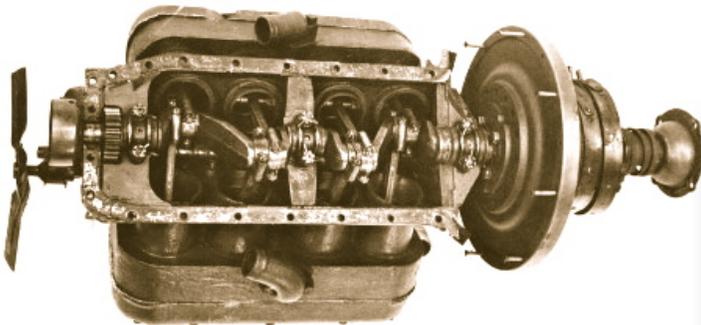
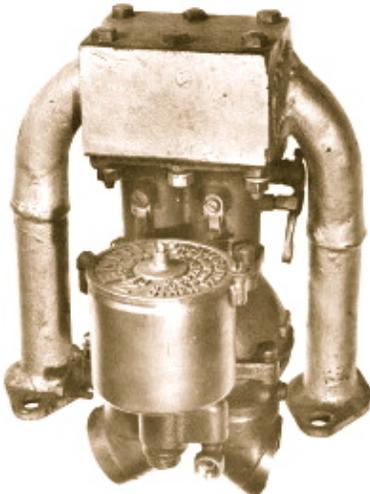
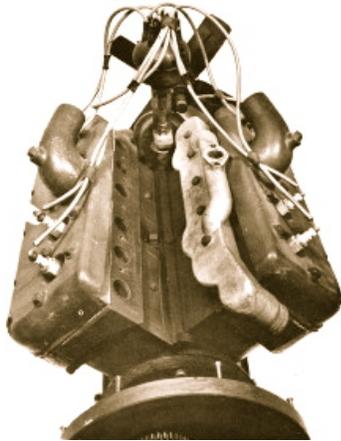
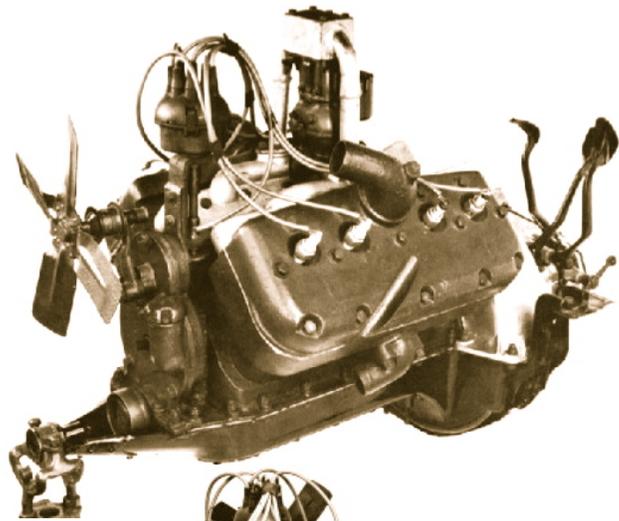
Model T V8? Yep - it's an Early, Early Ford V8.

One of the more interesting tales of the Gentry Ford era was his development of an eight cylinder engine for the Model T. Earl E. Buie wrote about it in his "They Tell Me" column in the Sept 5, 1960, issue of the San Bernadino "Evening Telegram".

Ford Motor Company brought out a V8 engine for their 1922 Model B. quite an improvement over the four cylinder engines common at that time. This was considered Henry Ford's last major innovation, and it put his company ahead of the competition for the next twenty years. However, according to Buie, Gentry he had the company beat by 5 years, for it was in 1917 that he and Martin Lewis, who was active in the

automotive industry in L.A., joined to produce their V8 engine. They modified the Model T Four cylinder using parts manufactured and assembled in San Bernadino. In other words, both Detroit and San Berdo were manufacturing car engines during WW1. Judging from this description by Buie-Lewis, the engine was a great innovation: The eight cylinder block was fitted with the Model T crankcase and used the same crankshaft, camshaft and carburetor. It could be installed in a manner of hours and converted the comparatively rough running four cylinder into a powerful motor of smooth performance and high efficiency. And the cost? A mere \$175.

Hanford Foundry cast the block, head and manifold, and Charles Linderoth's machine Works at Rialto and I Streets bored the cylinders. The foundry is now gone. However the machine shop building still exists, but most of the tools and other equipment have been removed and it is no longer an active business. (Most recently it has been known as Toman's Machine Works). Twenty or thirty engines were built over a period of about one year. When Ford representatives heard about the Gentry- Lewis engine, they came to inspect it, and were not pleased. They told Gentry that dealers must limit their activities to selling Fords, and he must desist from further sales of his engine, which he did. Gentry kept his first engine in storage for about forty years before loaning it to a Gentry successor, Garner-Muth Ford. Garner put it on display for a while, but eventually it was sent to the Ford Museum in Michigan.--



Oh, the car-nage!

Hurricane Sandy is largest to hit hobby. (*Excerpts from Old Cars Weekly-and others*)

After twelve long years, the Vintage Car Club of Ocean County fulfilled its dream of opening a car museum in Point Pleasant, NJ, on Sept 15. Less than three weeks later, that dream was washed out to sea, when Hurricane Sandy came crashing into the U.S. east coast on Oct 29.

It was the wind and the flooding that devastated us, but the biggest thing was the flooding,” said Ray Pataued, marketing Director for the newly opened and closed Vintage Automobile Museum of New Jersey. Although claims are still trickling in, Bob Wallace, President of J.C.Taylor Insurance said, “This will most likely be the worst loss of hobby vehicles from one disaster in the history of the hobby. “Larger than Hurricane Katrina,” said Jonathan Klinger, PR manager of Hagerty. “The storm hit a much more densely populated area and the flooding was with salt water.”

Insurance adjusters are still filling out their spreadsheets in the wake of Hurricane Sandy's attack of the East Coast, but already the toll of damaged vehicles has hit 230,000 cars and trucks, with 190,00 of those in New York and New Jersey, according to the National Insurance Crime Bureau. Some of those totaled by flood waters have washed into the insurance salvage yards -- including several bona fide classics like this 1966 Chevrolet Corvette.

While the 230,000-vehicle figure includes everything from chipped paint to burned vehicles, anything submerged in water will likely be declared a total loss -- as it should be.

In modern cars, there's no way to fix all the damage from a dunking short of a complete tear-down, and even then the cost of repairing a vehicle's electronics and interior can quickly reach beyond the value of the car. That doesn't stop more unscrupulous dealers from attempting to wash flood damage off a title, but the cars and trucks in Copart and other insurance salvage yards are so far gone there's usually no chance of revival.

And yet, there's still some value in cars [like this Vette](#). A pristine copy of a '66 with a 427 cu. in. V-8 and 4-speed manual can go for \$80,000; this one appears far less perfect, but was still valued by the insurance company at \$41,000. Bidding has reached \$13,000 -- proving that a few people think there could be enough to pick and pull from its rustproof fiberglass body to make a buck.



A little-used Long Island airport has been turned into a massive parking lot for thousands of Hurricane Sandy-damaged cars. Roughly 15,000 storm-ravaged vehicles are parked bumper-to-bumper on runways and taxiways at the Calverton Executive Airpark, which years ago was the site of a Grumman aircraft-manufacturing plant.



The World's Largest Plane at Niagara Falls Airport .

32 wheels! -- Costs more than my house to rotate the tires! The World's Biggest Air plane is the Russian Antonov 225. Attached pics are of the Russian behemoth when it landed in NY.

While they were loading the helicopters, the Russian pilots (two crews), went into town to buy cigarettes by the case and Levis jeans. The Russian behemoth is occasionally leased to the US military for transport of equipment to distant places.

MECHANIC'S HUB PULLER 28-48 FORD EARLY FLATHEAD V8 & MODEL A. MADE IN THE USA

The Mechanic's Hub Puller was advertised in the Early Ford Club V8 Times. This high quality tool safely removes rear brake drums from most Ford and Mercury cars from 1928 to 1948, and RAT RODS with banjo rear ends. The precision CNC milling of this tool makes an easy task of rear hub removal! The crossbar doesn't spin against the axle end, unlike the cup style hub pullers. Split ring design contacts 99% of the groove. There were a few aftermarket Model A drums without a groove forged in the hub that the puller will not fit. You can not do a brake job without a hub puller. *My son sells these. If interested - only \$100. (vs \$135.+shipping at Bob Drake). Royce Hulsey -- royce36@.com*



"Ford's a Natural for Taxicab Service!"

SAY FLEET OWNERS EVERYWHERE

With New Low Cost Operation... Smart New Passenger Appeal

Ford's out Front

WITH A FAMILY AFFAIR!

Do you know why more people have picked Ford station wagons than any other make? Here's one reason: Ford pioneered the station wagon... Introduced this smart utility model to an appreciative public. Yes, Ford has produced more cars of this body type than all other makers put together.

The San Diego Early Ford V8 Club Presents the annual



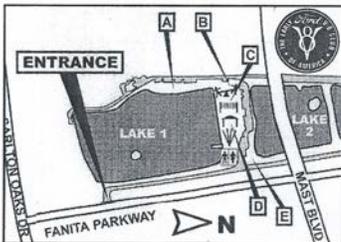
All Ford Picnic Sunday, May 5, 2013 Santee Lakes Park

Enter Main Gate, proceed to Section A, B and C at the first Lake. Park in lot, NOT on grass.
Fun starts at 8 am - continues until 2 pm or ??
\$5 entry Park Fee per car. Car Show is FREE.
(SDEFV8C Members receive \$5 rebate)
Lunch by Wrangler BBQ - \$10 (includes drink)
Or bring a picnic.

- *Event Dash Plaque for first 100 cars
- *Gift Certificates for Award Winning Vehicles
- *Rocking DJ Tunes by John Whitney

All Fords - All Years Welcome

For information call Rick Carlton 619-512-7058



All Ford Picnic Volunteer Sign-up Sheet

Please sign up to help the Early Ford V-8 Club's 38th All Ford Picnic be a success!

Parking Control: 7:00-9:00am 1 Richard Teubner
2 _____

9:00-11:00am 1 Jim Thomas
2 Diane Thomas

Judges: 1931 and older Fords 1 _____
2 _____

1932 - 1953 Fords 1 _____
2 _____

1954 - 1974 Fords 1 _____
2 _____

1975 and newer Fords 1 _____
2 _____

Sell lunch tickets \$10 per plate: 1 Candy Greene
2 Tim Shortt

Reimburse Club Members \$5: Rick Carlton

Collect Lunch Tickets: Linda Lewis

Ice & Ice Chests: _____

Tables: _____

Sodas & Water: _____

Announce Awards: Bill Lewis

**Sign Up for All Ford Picnic- Call Rick Carlton
619-512-7058-----**

V8 Solar Cruise Apr 21

Meet at 10am-Campus Plaza Shopping Center, El Cajon Blvd and College Ave- southeast corner between Burger King & Von's. Depart at 10:15 am. We stop at La Mesa Train Depot, Spring Street. Dube's Winery, Honey Springs Road. Jim & Diane Thomas' Home, 15888 Lyons Valley Rd, Jamul, 91935. Jamul Restaurant & Bakery, for Lunch. Call now-we need a head count.

Solar Cruise- Sun, Apr 21, 2013, 10am - RSVP Jim Thomas 619-669-9990

TIFFANY ALLEN



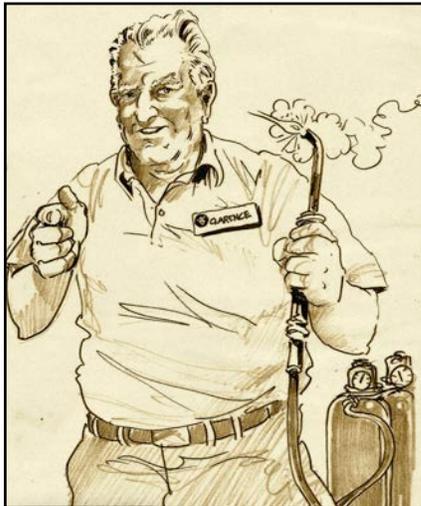
**April 21, Sunday--Solar
Tour and Lunch-Meet 10am.
Campus Plaza Shopping Center,
El Cajon Blvd at College Ave.
Between Burger King & Von's.**

**South east corner. Depart 10:15.
Have you signed up yet?
Call Jim Thomas 619-669-9990**

2013 Tour Schedule

Apr 21, Sun-- Solar Tour. Jim Thomas 619-669-9990
May 5-All Ford Picnic- Santee Lakes-
Rick Carlton 619-303-3353
June- Pancake Breakfast.

Membership- Paula reports 53 Joint and 33 regular members



Sunshine- Judy reports-
After a long illness,
**Clarence Schiedel passed
away March 12, 2013.**

PINE VALLEY --
Clarence Schiedel of Pine Valley died peacefully on March 12, 2013; an educator, sharp businessman and long time V8 member. Born on July 17, 1922, he lived a full life and was survived by many family members and thousands of students and friends which treated him as a father and life mentor. All knew his big heart and hardness. Students remember with a smile, being fined a quarter when they were late to class and also knowing that what he taught would be useful for the rest of their lives. His memorial is the ongoing legacy and celebration of life in the people who were touched by his training and teaching. They continue to propagate his interpretation of the "Johnny Apple Seed" and

"Pass it on" philosophies. He would request donations be made to Shriners or to the groups supporting children. Clarence made a difference and he will be missed.

Richard Teubner recovering from the flu.
Ken & Joanne Burke both sick with flu.

- April Anniversaries**
4/10 Joe & Paula Pifer
4/13 Bill & Sue Houlihan
4/25 Calvin & Shirley King
April Birthdays
4/01 Bill Lewis
4/01 Janet Harris
4/03 Barbara Owens
4/04 Ellen Peterson
4/05 Jim Ferguson
4/07 Lane Showalter
4/07 Jack Clegg
4/10 Karen Walcher
4/15 Joe Pifer
4/16 Nick Murrell
4/16 Les Bartlett
4/17 John Owens
4/17 Dan Walters
4/19 Joyce Brock
4/22 John Hildebrand
4/23 Ray Brock
4/24 Loyce Swedberg
4/29 Liz Dow
4/30 Eldon Seibold



Boom, Bang Jalopies.

Minutes for Mar 20, 2013 General Meeting

Prez. : John Hildebrand pounded the gavel at 7:15pm. **Guests:** none **Presidents Report:** John reported on the Tour to Mt. Soledad, Aquarium and the Glider Port. **VP's Report-- Bill Lewis** said a few words about the passing of Clarence Schiedel. There will be no service but donations to Children's Hospital or the Shriners would be appreciated. **Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved for Feb. as written in the Fan. **Treasurer: Ken Burke** was absent but the 2013 budget for available for review. **Membership: Paula Pifer:** 53 Joint and 33 regular members **Accessories:** Duane has new sweatshirts with hoods and wind breakers. **Sunshine:** Fred Lobello, Ken and Jo Anne Burke are under the weather. **Fan Editor: Tim Shortt.** Fan is coming together for next month. **C.C.C. Joe Pifer** no report. **Old Business:** There is a membership drive for the year that will be prize to the Club Member that brings in the most new members this year. **New Business: Tours:** There is a Solar tour being planned for April to cruise to Jamul. A sign up sheet for Volunteers for the All Ford Picnic was circulated. **Programs:** Joe Vidali gave a presentation on gear oil for standard Transmissions. **Tech Tips:** none **50/50 Dave Huhn** won the 50/50 **Misc.** None. The meeting was adjourned at 8:10. **Dennis Bailey Secy.**

Send Joe your email address- Joe Pifer will update you for any last minute event details.

**General Meeting- Apr 17, 2013.
Auto Museum, Solar Program- Balboa Park. 7pm**

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto related items. Ads are collected at the General Meeting or you send them to: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



EFV8 Bill Halpin's cars for sale--**'33 'Fordor Phaeton** - #2 to #3 condition. Right hand drive. 1483 made in the USA. A beauty w/some original patina. Just finished Drive home \$34k Bill 562-431-7446 Eves

'30 ' Roadster. #3 to #4 condition. Rumble seat, fold down window, 1 glass fender. Mechanical brakes. Ran fine when parked 30 years ago. \$13k. 'Bill 562- 431-7446 Eves

'31 ' Phaeton - #2 to #3 condition. TWO DOOR! - Hydraulic brakes. Ground up restoration 30 years ago. Parked esince. \$\$33k 'Bill 562-431-7446 Eves whalpin@adbrokerz.com

Misc '41-'48 Ford Parts. Headlight rims, inner fenders, bumper brackets heater knob, door & window handles, windshield & trim stuff. John 858-997-7800



'59 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner. 361 eng, 305 hd, AT, PS, PB.. Total frame-off resto.. Only 6 known to exist. REDUCED PRICE-\$49,900 OBO. Dick, 760-230-2582

'37-'40 Columbia. Rebuilt. 98% complete w/ controls. \$3k OBO- Webb Smith 619-479-9567

Sale -Rebuilt Columbia Rear End- New drum to drum.Brakes, ring & pinon, open drive conversion, kick down switch, gauges & wishbone \$4,500. OBO.**Complete rebuilt 59AB Motor w/ rebuilt C4 auto** & open drive shaft conversion kit \$4,500. **'48 Ford Complete restored Steering column & wheel-** \$450. Rick 619-443-0184.

Wanted: 15" 1953 Chevy rims and good used WWW tires.Head light bezels, Chevy script dash logo. Bill 619-884-4188

SALE: 46 Ford parts. Would consider selling individual parts but I would like to sell everything to one buyer. New running boards, glass, Lincoln stainless window trim, bumper guards, hood ornament, window divider (outside), bumper wings, window stainless, new tires and wheels original radio. **16X4 Kelsey-Hayes -\$400 obo.** And MUCH MORE-Dennis at hrod@cox.net or 619-593-0109

Sale '32 Horns-(Ahooga & beep) \$200, ' 32 18" Rim restored (Tacoma Cream) \$125. "32 Tacoma Cream rim (one bent spoke) \$125. '40 Delux Speedo w/ new face plate "Bob Drake" 800-221-3673. Make offer. '31-'32 KRW Serv Sta equipment. one orig \$35. One repro \$17. Five water outlets-bolt to block \$18 ea." '32-'33 '34, '35, '35 & '37 Ford Service Bulletins -Original- Mech- V8 & V12 \$65. Timing Gear-metal, 8BA-6256A 1932-40 \$30 1949,'53. \$65. Fiber-Fred Meyers, 619-916-9970

Sale- Misc Model A Parts. John 619-302-8376

SALE: 1941 flathead engine. \$300.Hank: 619-980-9384

Sale- Merc AB Crank-stroker for stock Ford power boost.
Wanted- Light weight AB Block Calvin 619-247-6525

'46 Lincoln Club Coupe.- flathead V-8 - 110 hp. 3 speed overdrive trans.\$12,500. John 661-943-1862 or Al 760-789-6217



Sale- New Edelbrock Alum heads. Block letters, in the box, 24 stud. '38-'41 style. Incls new studs-\$450. **New Disc Brake set up for '35-'48 Ford.** Complete less calipers- \$200. Dan Krehbiel-951-302-5922

'41 Lincoln Continental/Zephyr Coupe. Late '40s Lincoln flathead V-8. Body good condition, one dent LF fender. Orig interior complete. Minor rust.. \$5800. OBO. Contact Jim 760-433-5931



Sale '40 Ford Dash-(with ash trays that move up) \$400. Greg 858-483-3998



Sale- New & NOS Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. Les Bartlett 619-466-5475

Early Ford Carb kits, spark plugs, intake & head gaskets, fan belts, & everything else small-even OEM Manuals & fog lite switch. Email Joe Vidali-samegan@cox.net with very specific needs.

'41 Packard 110 Convert- Restored 5 years ago- Still beautiful. \$45k OBO. John in Calif. 661-943-1862- j38j39@yahoo.com



'40 Ford Rear end center section ring & Pinion & axles. Ray 619-993-9190

'36 Ford Tudor. 2 Rouge Awards.- One repaint. One engine rebuild. 63k miles. No rust. Garaged for 76 yrs. \$26,950. Dillard 619-825-8025. Also '40 Chevy RB 216 motor \$100.& parts for sale or trade.



'37-'40 Ford V8 60 engine. Carb to pan with transmission. \$3,000. 858-748-2849

'53 Ford Victoria. 61k miles, V8, Overdrive, excellent interior. Many accessories, detailed engine, lowered 2 inches, sales literature. \$24,000. John in Arizona-928-517-8137. jander4390@gmail.com



'64 Ford Fairlane wagon.V8, AT. Recent Trans, Brakes,RadiatorCarb,Some wiring, Starter, Hoses, etc. Needs shocks, Suspension, heater. Runs good. \$2,200. Michael 619-727-3645 mwicool@gmail.com



'67 Mustang 14" Steel rims, 5 bolt pattern (and 4 bolt pattern) Wheel Covers are wire spokes, with spinners and crest -Good shape. \$200 for all.Tim 619-851-8927



'00 Factory Gold Mustang Convert w/ black top. Only 110k miles, V6, AT, AC. \$4,500. Richard 858-748-2849



Auto dump. Escondido, California, April 1972.

A
fortune
in Grills
alone.

I see
a '55 and
57 Ford,
maybe a
Comet--
the rest
are Mopars
and GM -
average age
about 15
years.

San Diego Early Ford V8 Club, P.O. Box 881107, SD, Ca 92168-1107



Caught on camera- Dennis Bailey hot wires '41 Merc

Apr /13