

✂ THE Ford FAN ✂

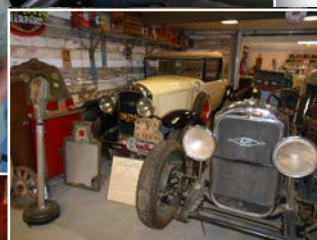
DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMPANY VEHICLES



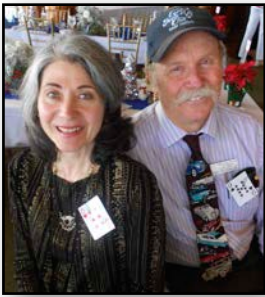
Deer Park Winery- Good Time, Great Destination.

While the leaders set a pace of about 65 mph, we held back to about 50, keeping company with Ray Brock and Walter Anderson in Ray's '34. It hadn't been on the road for a while, so he didn't want to push it. The winery property included a beautiful mix of

vineyards, picnic areas, and spanish style buildings housing a world class collection of over 100 Convertibles, vintage Radios, TVs, Appliances and Auto related Neon Signs. What a show. All 26 V8ers found shady spots for an easy, pleasant old fashioned Sunday picnic lunch before heading home. TS



Apr 13 Bus Tour is OFF- Instead we're going to Jack Rabell's Garage, Sat, Apr 12



The Prez Sez.

We had a great tour to the Deer Park winery/ museum. They have a great collection of convertibles. Many EFV8 club members drove their early cars and displayed them out front in the parking lot. Folks gathered under the trees to have a nice picnic lunch and conversation. If you missed this one ,

make sure you join us for the next. The El Segundo for a bus ride and tour has been cancelled due to low early enrollment. I know many often wait till near the tour time to sign up but we needed to make sure we could cover the bus rental costs long before the tour date. Put these dates on your calendar and contact Jim Thomas in advance to make sure you get in on some of these amazing tours. The weather has been unusually nice so we should take advantage of this and get our cars out for a drive.

Our March had a very informative demonstration of pin striping by Lyle Fisk. We considered this our "Tech Tips" section of the meeting as well. We will continue this as it seems to bring more folks to the meetings. 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. Jim Thomas is setting up the tours so is you have an idea please contact Jim. We are considering having the refreshments at the meetings catered as a "meal". I'm asking for feedback on this. I'll check the club's budget to see what the difference would be. The Pizza at the last meeting seemed to bring out more people. I think we may be able to aFORD this. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. These have interesting ideas for those who are not so interested in why the car does or does not work. Keep moving FORDward --*John Hildebrand*

President: **John Hildebrand** - 760-943-1284

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Programs: TBD

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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.



Ray Brock finds his long-lost twin at the Mu-

Winery Tour: John Dow gives late arrival, Dick Martin a hard time : "You've got he fastest car and you're here last.."

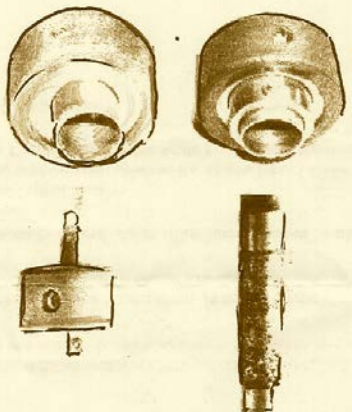


New Garage Tour Sat, Apr 12: Jack Rabell's, then Jim Canahan's. Lunch after.

Words Fail Me...



Ray Brock Tech Tip: Impossible to find Bearings--Found:

<p>DRIVE SHAFT BEARING George "Skip" Hancy 12168 Azure Court Night 941-505-9085 Punta Gorda, Fl. 33955 Day 941-637-6698</p> 	<p>From: Sonny296 Sent: 12/13/2003 5:31 PM 1937-1948 CENTER DRIVE SHAFT BEARING REMOVAL AND INSTALLATION</p> <ol style="list-style-type: none">1- Remove speedometer drive gears and bearing.2- Remove torque tube to rear bolts. Slide torque tube off drive shaft.3- Stand torque tube up with rear bolt flange down.4- Remove center grease fitting.5- Insert 42" length of 1-1/2" steel pipe down through transmission end of torque tube. make sure it is centered on old bearing and drive out with a large hammer. There is a metal flange down there you will hit if not centered.6- Clean inside torque tube and examine with a flash light for any rubber or dirt.7- Apply grease from rear end with an old broom handle to bearing area.8- Insert alignment pin in grease fitting hole.9- Slide new bearing assembly on drive shaft. If to tight file shaft to fit. It wants to slide on with very little effort, yet not be to loose.10- Clean inside of new bearing sleeve and apply a THIN coat of J.B. Weld (not the fast hardening type) inside the sleeve and on the center bearing surface of the drive shaft. Grease the O.D. of the rubber.11- Clean broom handle and slide new bearing assembly on broom handle with the white line facing down. With the torque tube standing up with the transmission end down, slide the bearing assembly onto the torque with the white line on the side of the grease hole in the torque tube.12- Lay torque tube on a set of saw horses and with a flash light look in from transmission end. Align white line on end of bearing with the alignment to pin in grease hole.13- Stand torque tube up on transmission end. REMOVE ALIGNMENT PIN and broom handle.14- Take a 36" length of 2" plastic pipe with a coupling on one end and insert the coupling end down in the torque tube. Center on bearing and with a block of wood and a heavy hammer drive the bearing in until it seats. Carefully watch the white line through the grease hole so the hole in the tube aligns with the hole in the rubber.15- Insert drive shaft into torque tube through the new bearing assembly and bolt up the rear.16- Install grease fitting and grease.
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Rain...what rain? Drop the top.

The night before the weatherman predicted all heck was going to break loose. But, we awoke to a downgraded forecast - so, off we drove through San Diego sprinkles, several accidents and heavy traffic. By the time we passed Solano Beach, the clouds and the traffic vaporized.

My son Mike, drove the woody and I grabbed the convertible (the only two cars I have with working wipers). We joined a convoy of seven old cars headed for the Pelican Hill Resort in Laguna Coast where we were to provide a vintage shuttle service for a hundred Bain Capital Corporate VIPs to a beach party at Crystal Cove. The old cars were joined by two 'Big Woody' Buses.

It turned out to be a terrific day and a pink sky sunset for the beach party. As a bonus the driver's were treated to casual professional financial advice from our passengers and a 4 star lobster meal catered on the beach. We were back in San Diego, warm & dry, before dark. Good thing, because the next morning, Friday, all the worst wet predictions came true - high winds, heavy rain and flooding through the entire weekend. Timing is everything --TS



E15 clogged in new Farm Bill.

Ethanol damage to a carburetor. Photo by Tom Shaw, courtesy SEMA.

While E15 availability has slowly spread across the Midwest over the last couple of years, a handful of provisions included in the federal farm bill passed earlier this month will effectively make the continued roll-out of the ethanol-blended fuel more difficult, if not stop it in its tracks entirely.

The [Agricultural Act of 2014](#), which passed into law February 7, primarily set the federal government's food and agricultural policies for the next several years.

Perhaps the provision most crippling to the push for

widespread E15 adoption, however, was the one cutting a Rural Energy for America Program subsidy that would help gas stations install as many as 10,000 E15 blender pumps over the next two to five years. Rather than dispense pre-blended E15, the blender pumps would instead mix the gasoline and ethanol in the specified blend, whether that be E10, E15, E85, or other [discussed but yet-to-be-approved blends](#). The ethanol industry has long seen blender pumps as key to increasing demand for E15.

Reuters [credited the subsidy cut](#) in the farm bill to lobbying by the American Motorcyclist Association, which [noted in a press release](#) that it "has repeatedly expressed concerns about potential E15 misfueling and the subsequent damage that the fuel can have on motorcycle and ATV engines and fuel systems. The AMA believes that blender pumps dispensing E15 at service stations will create a high potential for inadvertent E15 misfueling by consumers."

While the Environmental Protection Agency in 2011 approved E15 use in 2001 and newer passenger and light-duty vehicles, it has not approved it for use in motorcycles, ATVs, small engines, or in vehicles older than the 2001 model year. According to a [list published by the Renewable Fuels Association](#), E15 is now available in 59 gas stations across 12 states, up from about a couple dozen about a year ago.

The farm bill also [cut mandatory funding for advanced biofuels](#) from \$60 million per year to \$15 million per year. At the same time, it [eliminated the \\$5 billion in direct payments](#) to farmers growing corn for ethanol.

Though the cuts don't prevent gas stations from installing the blender pumps themselves, the ethanol industry responded critically to the cuts. "There is irony in the fact that EPA has proposed cutting back on the RFS because of their concern about the availability of infrastructure to satisfy higher blends of ethanol while the Congress eliminates funding for blender pumps," Bob Dinneen, head of the Renewable Fuels Association, told Reuters.

Late last year, the EPA [proposed to reduce the amount of ethanol](#) it expects refiners to add to the U.S. fuel supply, from 16.55 billion gallons in 2013 to 15.21 billion gallons in 2014, in response to shrinking demand in the United States for fuel overall and the resulting "blend wall." The Renewable Fuels Standard, passed in 2007, called for gradually increasing the amount of ethanol added to the fuel supply, eventually reaching 36 billion gallons in 2022. At a trade conference earlier this month, Dineen – who [criticized the EPA's proposal](#) as "monumentally stupid," [called on the EPA not to renege on the Renewable Fuel Standard](#) and claimed that any progress the ethanol industry has made over the last several years could be reversed if the EPA's proposal stands.

The RFA [maintains that E10 remains safe](#) for all passenger and light-duty vehicles, including classic cars. The Specialty Equipment Market Association [begs to differ](#).

Meanwhile, a number of bills have been proposed both on the federal and state level to curtail the spread of E15, including at least one ([House Bill 1461](#), which remains in committee) to eliminate the Renewable Fuels Standard altogether. Two other federal bills – [House Bill 875](#) and [Senate Bill 344](#) – asked the EPA to suspend the sale of E15 until the fuel could be studied further, but no action has been taken on either bill since last spring. At the state level, Missouri is [debating on blocking E15 sales](#), as is [New Hampshire](#).

“Henry Ford once said “I don’t know what happiness is, but it’s got something to do with gasoline.” With all my old cars now gone, I’ve dug through my pictures and records to see what I’ve owned since High School. No parts cars listed, nor any I might have “borrowed.” What a long strange trip it’s been, and ole Henry was right! Hope you enjoy my list.---*Joe Vidali*”

	JOE'S	LIST
1933	WILLYS	MDL 77
1934	FORD	VICTORIA
1935	CHEVY	2DR SEDAN
1935	PONTIAC	3W COUPE
1937	FORD	2 DR SEDAN
1938	FORD	CONVERT
1939	WILLYS	OVERLAND CPE
1941	CHEVY	COUPE
1941	FORD	2 DR
1941	FORD P/U	HOT ROD
1946	DODGE	COE
1946	GMC	COE TOW
1946	PLY	COUPE
1947	CHEVY	COUPE
1947	FORD	COUP
1947	FRAZIER	SEDAN
1947	OLDS	FASTBACK
1947	OLDS	CONVERT
1947	STUDE	TRUCK
1948	CHEVY	COUPE
1948	CHEVY	COUPE
1949	BUICK	FASTBACK
1950	FORD	WOODY
1951	CHEVY	Bus Coupe
1951	MERC	COUPE #1
1951	MERC	COUPE #2
1951	MERC	SEDAN
1952	CHEVY	2 DR
1952	HENRY J	2 DR
1952	POWELL	PICK UP
1953	BUICK	2 DR HDTP
1953	CHEVY	CORVETTE
1953	FORD	COURIER
1953	KAISER	2 DR
1953	OLDS	2 DR
1954	FORD	RAD CUSTOM
1954	FORD HDTP	SUPERCHG
1954	PONTIAC	2 DR HDTP
1955	CHEVY	SEDAN DEL
1955	CHEVY	BEL AIR HDTP #1
1955	CHEVY	CAMEO CARRIER
1955	CHEVY	BEL AIR HDTP #2
1955	CHEVY	NOMAD#1
1955	CHEVY	NOMAD#2
1955	DE SOTO	2 DR HDTP
1955	FORD	WAGON

1953	FORD	2 DR
1955	OLDS	4 DR HDTP
1955	PONTIAC	2 DR
1955	PONTIAC	SAFARI
1956	CHEVY	2DR SEDAN #3
1956	CHEVY	SEDAN DEL
1956	CHEVY	NOMAD #1
1956	CHEVY	2 DR #2
1956	CHEVY	2 DR #1
1956	CHEVY	SEDAN
1956	CHEVY	NOMAD #2
1956	CHEVY	NOMAD #3
1956	CHEVY	NOMAD #4
1956	CHEVY	NOMAD #5
1956	CHEVY	NOMAD #6
1956	CHEVY	NOMAD #7
1956	CHEVY	NOMAD #8
1956	MERCEDES	GULL WING
1957	CHEVY	BELAIR 2DHDP
1957	CHEVY	2 DR
1957	CHEVY	BUS COUPE
1957	CHEVY	NOMAD #1
1957	CHEVY	SEDAN DEL
1957	CHEVY	BELAIR HDTP #2
1957	CHEVY	NOMAD #2
1957	CHEVY	NOMAD #3
1957	CHEVY	NOMAD #4
1957	DODGE	WAGON
1957	INT'L	PICK UP
1957	JAGUAR	XK140MC
1957	MERC	TURNPIKE #1
1957	MERC	TURNPIKE #2
1957	MERC	MONTCLAIR
1957	MERC	2 DR HDTP
1957	NASH	AMBASS
1957	PLY	2 DR HDTP
1957	PONTIAC	SAFARI
1958	CHEVY	CAM CARRIER
1958	CHRYSL	NY COUPE
1958	FORD	2 DR HDTP
1958	PLY	2 DR HDTP
1959	BUICK	2 DR HDTP
1959	CHEVY	IMPALA HDTP
1959	DE SOTO	FIRE FLITE
1959	PONTIAC	2 DR HDTP

1960	FORD	2 DR
1960	LINCOLN	2 DR
1960	PLY	WAGON
1960	PONTIAC	2 DR
1960	VOLKS	TRANSP
1961	MERC	2 DR HDTP
1963	HEALY	BJ 7
1963	CHEVY	NOVA HDTP
1963	FORD 406	2 DR HDTP
1963	STUDE	AVANTI #1
1963	STUDE	AVANTI #2
1963	FORD	FASTBACK 4
1963	FORD 390	FASTBACK #3
1963	FORD 390	FAST BACK #4
1963	FORD 427	FASTBACK #1
1963	FORD 427	FASTBACK #2
1964	BELMONT	SPECIAL
1964	FALCON	CONVERT
1964	FORD HIPO	FAIRLANE
1964	VOLKS	TYPE 3
1965	CHEVY	BEL AIR
1965	FORD	GT MUSTANG
1965	FALCON	RANCHERO
1965	FALCON	SPRINT CONV
1965	MUSTANG	CONVERT
1965	OLDS	HDTP COUPE
1966	MERC	MONTCLAIR
1967	DODGE R/T	CONVERT
1969	DATSUN	2000 RDSTR
1970	DATSUN	1600 RDSTR
1971	MERC	COUGAR
1972	VOLKS	RABBIT DIESEL
1974	FORD	WAGON
1974	SPECTRA	JET
1975	CHEVY	1 TONCREWCAB
1978	DODGE	MOTORHOME
1985	TOYOTA	LAND CRUISER
1993	FORD	1 TONCREWCAB
1994	FORD P/U	1/2 TON
1996	NISSAN	PICK UP
2006	CHEVY	CORVETTE
2012	NISSAN	GTR
2014	TOYOTA	FJ CUISER
135	TOTAL ROLLING VEHICLES	



A few of Joe Vidali's all-time favorite rides: One is my stock 34 Vicky, another is a little hotrod fun with the same car, another is an picture of one of the 16 Nomads and Safaries I cut up to make fold out camping trailers, and one of my stock 33 Willys coupe and 39 Willys Overland Coupe side by side in my driveway. Have fun with these!-- Joe V.



Alums in the House.

Mar 8 - Talk about a wild ride... SDSU Aztecs start strong-up 6 at half time. NMU Lobos bull their way around, but can't score, suddenly the tide turns, Aztecs falter, miss all rebounds, can't hit a basket and fall 16 points behind--crowd is stunned. With 5 minutes to go, Aztecs change game plan, stomp the foot feed, close the gap and tie the game! The rafters are rocking. No one can sit down. Lobo fans go silent. Lobos foul everybody-SD takes lead with foul shots and cruise to a win. All 22,000 fans rush the court to celebrate a HUGE Mountain West Conference Championship Season. WHAT A GAME! --T&S (No one was talking about Fords that night)



What vehicle held the world's fastest speed record in the 1800s?--answer page 12.



Mar 19 General Meeting--Lyle Fisk Pin Stripe Demo

The place was jumping. Plenty of conversation, cookies and coffee - an excellent turnout of members and guests. Prez John kept the business short so we could get to the program. Lyle is good story teller, has a laid back style, an easy sense of humor and a wealth of experience to draw on. He mentioned the guys he hung with back in the day - Ed Roth of Rat Fink fame was his best pal. Lyle got started just for fun. He practiced on everything around the house - the refrigerator, the dish washer, tin cans - anything. The first car he striped had been nosed and decked. He striped it just to hide the bad body work. He works at a no rush, no pressure pace, talking about this and that - easy as can be. He took note of the worn out V8 logo on the old wooden podium and started there. Then moved on to a couple of metal panels he had brought along. He uses a grease pencil to rough out a design before getting the brush wet. But once he touches paint to the surface the design flows across the surface with ease. Beyond the Von Dutch style of line work, Lyle does wood grain that looks more like wood than wood. We ran the auction while Lyle was still working and ended up with him donating the finished piece to lucky Ray Brock. One other interruption was a handsome plaque presented by Jerry Windle from the National recognizing our 45th year in existence as SDEFV8 Club, Regional group #19.



Sat, Apr 12 Garage Tour

We will rally in east El Cajon at De La Fuentes Cadillac dealership at 1385 E. Main Street. 10am.

Leave at 10:15 am. Head east on I-8 and transition onto Old Highway 8 for part of the way.

When we reach Alpine we will have a real treat visiting **Jack Rabell's** garage.

Jack is a master craftsman. He has restored many cars including several Jaguar SS types. One of these won the Concours de Elegance at Pebble Beach. In his garage among the V8s, sits a Jaguar 120 coupe that is a 100 point, two time winner of the North American Jaguar Association competition. Jack did all the work himself.

Inside his home are more trophies and awards than are found in a typical trophy shop.

Jack has seven cars on his property all of which a priceless examples. He has several more vehicles that we will see when we come back for the Pancake Breakfast in June.

On the way to lunch at the Hwy 67 Cafe, we'll stop at **Jim & Ellen Canahan's** place to see some beautiful Fords. By the way, Lyle Fisk has done the new sign for Hwy 67 Cafe. **It's a NO SHOW/NO GO Tour--No RSVP needed.**



Remember these parked at every gas station around town?

Truly Nolen America was founded in 1938 and is still owned and managed by the Nolen family. It has 83 locations in the United States and 100 franchises in 41 countries. You may have seen the Truly Nolen Pest & Termite Control **trademark vehicle** – the "Mouse Cars", ears included! The company also has vintage automobiles that **show up in parking lots** and car shows. These personalized classic cars are used to **advertise Truly Nolen Pest Control**. Mouse car ears are hinged to help with gas mileage. Truck "antennae" are made of toilet floats and air conditioning tubing. Not only is this smart advertising, but they are for sale! The company maintains a specialist shop that restores the **fleet of vintage cars**. Even the retired "Mouse Cars" can be purchased, the ears will be removed of course and the mouse repainted. If you are interested checkout the **buy cars** section on the **Truly Nolen** website. **Truly Nolen** has their own garage and keeps the cars in top parade shape! They buy and sell about 20 cars per year.



1924 Maxwell



1923 Dodge Roadster



1931 Ford Model



1934 Hudson



1939 Plymouth



1929 Nash Cabriolet



1948 Chevy Coupe



1955 Chevy Truck



1957 Chevy Bel-Air



1962 Nash Metro



1960 Volkswagen



1974 VW Bug



Next Tour: Sat, Apr 12 Jack Rabell's Happy Place



Prez: John Hildebrand pounded the gavel at 7:05 pm.
Guests: Dean Spooner, Ray Kirk, Tim Law, and Harland Beaver.
Presidents Report: John noted that the Big Three was a big success and thanked everyone that volunteered.

Meet at 10am, De La Fuentes Cadillac dealership at 1385 E. Main Street, East El Cajon.
Leaving at 10:15 am we head east on I-8 and transition onto Old Highway 8 for part of the way. When we reach Alpine we will have a real treat visiting **Jack Rabell's** garage. Jack is a master craftsman. He has restored many cars including several Jaguar SS types. One of these won the Concours de Elegance at Pebble Beach. In his garage sits a Jaguar 120 coupe that is a 100 point, two time winner of the North American Jaguar Association competition. Jack did all the work himself. Inside his home are more trophies and awards for his automotive achievements than are found in a typical trophy shop. Jack has seven cars on his property all of which a priceless examples. He has several more vehicles that we will see when we come back in June for the Pancake Breakfast.
Second Stop: Jim and Ella Carnahan. Check out the beautiful 1940 Ford coupe that Jim has had most of his life and a 1941 Ford two door sedan with only 34,000 original miles. The '41 was left behind by a soldier on his way to war. He never returned. Jim also has a world class memorabilia collection. Lunch follows at Hwy 67 Cafe.
YOU SHOW--YOU GO -- no RSVP needed.

VP's Report: No Report. Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for Feb. as written in the Fan. **Treasurer: Ken Burke** gave the financial report and it was MSC to approve. **Membership: Paula Pifer:** 2 new members, Norm McDonald, and Wes & Debbie Shippy. Total: 37 single and 53 Joint members. **Accessories:** Duane Ingerson has a good selection of hoodies, t-shirts, hats, and Denim shirts for sale. **Sunshine:** VP Bob Symonds has bad cold.
C.C.C.: We need a volunteer to take Joe Pifer's place on the Car Club Council. **Fan Editor: Tim Shortt.** The Mar. Fan is coming together and the Roster will be mailed this week. Tim is always looking for more stories. **Tours:** Tour of Jack Rabell's garage April 12, All Ford Picnic May 4 and the Pancake breakfast in June.
Programs: Joe Valintino introduced Lyle Fisk and he gave an excellent presentation on his history with pin stripping and a sign painting trade. He had many samples of his work and examples of wood graining technics. He had many stories of the old days with Von Dutch and George Barris. **New Business:** John H. reminded everyone that the club local and national dues need to be paid.
Old Business: None. **Tech Tips.** None
50/50: Dick Martin won the 50/50 and Ray Brock won a Pin Stripped Panel that was donated by Lyle Fisk.
The meeting was adjourned at 8:46.

--Dennis Bailey, Secy.

Membership: Paula reports; Welcome new members, **Norm McDonald, Wes & Debbie Shippy** and the return of long time members, **Roger & Jill Kerr!** That's 37 Single and 53 Joint members.
Sunshine: Judy: VP Bob Synods missed meeting because of a bad cold.

- 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
4/05 Jim Ferguson
4/07 Lane Showalter
4/07 Jack Clegg
4/10 Karen Walcher
4/15 Joe Pifer
4/16 Les Bartlett
4/17 Dan Walters
4/19 Gary Potts
4/22 John Hildebrand
4/23 Ray Brock
4/24 Loyce Swedberg
4/29 Liz Dow
4/30 Eldon Seibold

2013-14 Tour Schedule
Sat Apr 12 - Jack Rabell's Garage Tour. Meet in E. El Cajon at De La Fuentes Cadillac Dealership 10 am. 1385 E. Main St, El Cajon. **2nd stop, Jim Carahan's Garage. Lunch Hwy 67 Cafe after.**
April 13 Bus Tour to Automotive Driving Museum, Cancelled.
Sun. May 4- All Ford Picnic- Call Rick Carlton 619-303-3353 to help.



Sun. May 4- All Ford Picnic
Call Rick Carlton 619-303-3353 to help.

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

Gen. Meeting- Mar 19, 2014. Lyle Fisk, Pin Stripper Auto Museum, Balboa Park. 6:30 pm

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



Sale: Pair of Black reproduction fiberglass fender skirts for '36-'40 Ford. \$60 Kerry: kjkowal@cox.net



'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



'51 Ford Victoria Hardtop.. All original. Fresh paint, chrome, interior, New flathead & Auto Trans. All repairs made with OEM parts, factory AM radio & clock. **Reduced to \$15k.** 619-981-0117, or 619-594-6748. mpenalosa@mail.sdsu.edu

'51 Deluxe Tudor. Strong running Flat-head. New WWW, paint and interior. 12V, Salt Flat hubcaps plus original caps. **\$8,950.** Nick, 962-956-2945, Minnesota.

'48 Super Deluxe Coupe first fresh air heater by Ford, Stock Running Gear, Chrome Reverse Wheels. Origi Ford Hub Caps. Big & little new Firestone Tires. 2&1/2 half inch dropped axle. **\$10k John , 707-688-4616**

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



'29 Ford Model A Truck Flat 4. Orig Engine. Great Body. Originally a 4 door -back half removed and made into a truck. Titled as a truck. Wooden bed. **\$9,129 OBO (404) 395-5288 Suwanee, Georgia**



'51 Ford Auto Trans. Working order when removed \$150. OBO. **'51 Ford OD Trans-Good shape.** complete with kick down and solenoid-**\$300 OBO. Jim Hurlbert 760-789-0220**

Award Winning '36 Ford Tudor, Standard, Humpback Sedan. All original, 4 owners, always garaged, RARE LB V-8 engine. 1 repaint, 1 engine rebuild, 63K miles. **\$19,995..** Dillard Harwell- 619-825-8025.

Wanted- '34 5 window coupe- Quarter & back window Inside Mouldings. Richard Teubner 858-748-2849

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

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

Barn Find. '41 Mercury Coupe. Clear Wyoming Title. Runs and drives. Complete. Only 2 small rust spots.. All hub caps & beauty rings included, plus extra tires in the trunk. 2 New water pumps. Left Rear fender has dent. Nice straight car. **\$7200.** Cheyenne, Wyoming. **307-632-0749**



'50 Ford Tudor. Clean original car.. 12V. Flathead.V8 OD. New tires, dual exhaust, radiator, electronic ignition, No smoke-Drive home. Extra Flat V8 and trans go with car. \$11k.Tulsa, OK Fellow V8're, John Crawford. **918-810-1576**



Wanted: 1947-'48 (car) lower rear shock brackets that mount to the rear axle. Brent Clark-Mobile: **714 814-1380**

Wanted: '34 5 Window Coupe- Bob Symonds 619-993-7225



'32 Ford PU-4 cyl. Resored like original. \$22k. Fred Meyers 619-916-9970.

'02 Vortex V8 Chevy 5.3 Motor, OD Trans, 41k miles -\$2,500 OBO. **Bill Lewis 619-851-3232**

'41 Packard Convert, Older resto, Yellow w/ red interior. Beautiful. **Al Petani.760-789-6217**



'35 Phaeton.body-off resto with 500 miles, still fresh-All curtains and tools. Columbia. Maroon with Poppy Red wheels and stripe, medium brown leather interior. Beautiful Rebuilt motor.Show-ready. **\$58k** 828-524-9659 **Franklin, North Carolina 28734**

'24 Model T Brewery C Cab Pick Up truck. Restored 6 years ago-very clean, dependable & unusual small truck. **\$14,500. Joe Dittler in Coronado 619-435-2079**



WANTED Garage for storage and restoration of '47 Ford Woody Wagon **Phil Stone 619-723-6754**

'40 Deluxe Tudor. Beautiful original restored automobile. **\$25k. Joe Drew 619-977-7716**



This is a con-rod out of a "cathedral" diesel from a ship. The cross-head at left attaches to underside of piston, the con-rod is supposed to be straight. Quietly ponder the forces required to achieve this destruction and be thankful that you don't have to pay the repair bill.--*Michael Brandon*



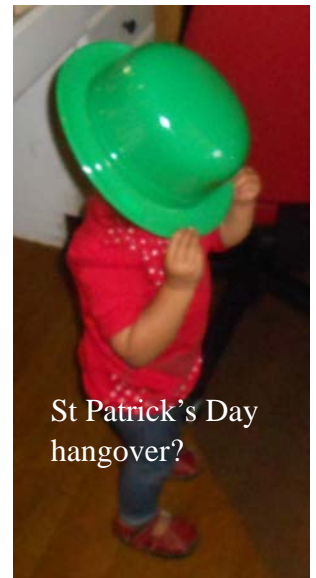


Sherman Oaks, Ca, 1952

Some cities just aren't equipped to handle lots of water. Such was the case in March 1952 when heavy rains hit Sherman Oaks, California, flooding some areas including the intersection of Ventura Boulevard and Woodman Avenue. The Los Angeles Examiner sent



a photographer out to see just how bad the flooding was, and thanks to the USC Libraries, we get to see just what sorts of cars were negotiating the high waters that day from that photographer's position on the southeast corner of the intersection. What do you see here?



St Patrick's Day hangover?

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



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



March Storm tumbles Bob's Big Boy. Man down. Man down...

Apr/14