

THE Ford FAN

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



Sun, July 20- Webb Smith's Grand Garage Tour

The convoy gathered at the H St exit, CV. We kicked tires, admired Ray Brock's new ride and, armed with Tour info sheets, convoyed off into the secret places of Chula Vista--the ones your mom would never tell you about. That B of A building that was once a House of Ill Repute, then a law office and now a bank - somehow it all makes sense. That corner where, as a kid, a guy was knocked off his bike by a guy running the red light, and 30 years later on the same spot, the guy's son was knocked off his bike by the same driver running that light again. Coincidence? I don't think so.... And the drunken shoot-out at the Presbyterian church, amazingly no one was hit, but the feud continued for years. There were other mysterious stories, one of the most intriguing... was that cross road where nothing had ever happened...

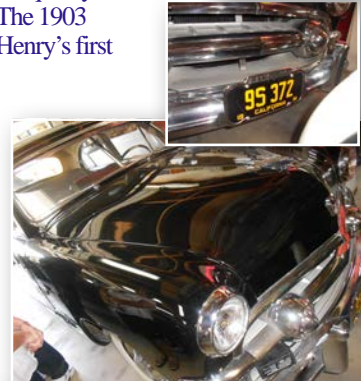


Did you notice Duane and Cindy picking each other's pockets--like Gypsies?

As fascinating as The Inside Stories of CV were, we looked forward to Webb and Avalee's home. From the street, it looked like a pleasant well-landscaped house, but as you enter the drive there is the eight-bay garage plus workshop, stuffed with old Fords - you know you're in the Ultimate Man Cave. Avalee had prepared snacks and shady spots in the yard, but Webb stayed back in the shadows, quietly describing each vehicle and it's history-- The 1903 Runabout, number 780 of 850 produced. Henry's first



production Ford (with store bought parts-like the Dodge motor and drive line). Webb's own HS '51 Ford Tudor, still sporting original deep black paint, original interior, chrome and black Ca plates - looking showroom fresh. A pristine '40 Deluxe Coupe. A couple of significant Model Ts, an unfinished Model A Tudor Phaeton, a '30 Coupe, A bullet-nosed Sudebaker Starlight Coupe. a '40 woody with fresh wood, it's motor there on the floor, and on and on. In the house Avalee has her own obsession: Dolls by the hundreds. Thanks to Webb and Avalee. Lunch after at the Cheesecake Factory was excellent--TS



Sun Aug 18-- Ray Brock's VIP Tour of the SD Automotive Restoration Shop-- Be There



The Prez Sez.

We met at the Chula Vista rendezvous and made the circuitous path to Webb Smith's garage. It was interesting to see some of "downtown" CV that I had never seen. All went well until Ken's beautiful 1940 Lincoln conked out at the top of a hill. A

group of us jumped out of our cars and gave Ken the needed push to get it rolling down the other side so Ken could pop start it and make it down to Webb and Avalee's place. After filling up the parking spaces on the street we were treated to a very nice collection of Fords (and one Studebaker). The earliest was a 1903 Ford (pre-T). Webb does restoration on his own cars but also for others. Everyone enjoyed the collection and the personally guided tour. Avalee had snacks and drinks ready for the crowd. I didn't make it to the lunch as Patty and I had guests coming to our house. We have a great summer schedule planned for the club. Look at the schedule on page 10 of this issue and plan to attend as many as you can.

At our monthly meeting Ed Hanson from Ed Hanson's Muffler service giving us a very good talk on the correct exhaust and muffler setups for our old cars. Ed is also an innovator in the business and has provided service to many of the club member's cars. Remember that we are giving a reward for the member who brings in the most "new" members. Please remember to wear your name tags to the meetings and events. Guests feel more comfortable meeting people who have name tags on -- Carl will give an extra raffle ticket to those who are wearing their tags. If any of you 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 if you have an idea please contact Jim. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings.

*May you FORD the streams of life without trouble
--John Hildebrand*

**Current Name Tag Jackpot is
\$25 Bucks**

All current member names are in pot.
If your name is drawn and you are at the meeting, wearing your name tag,
YOU WIN!

Pot will increase until we have a winner

**REMINDER--Fords & Folks in
Thousand Oaks. Western
National, Sept 2 - 5, 2014**

For any information please go to
www.venturav8s.com or contact
Phill Hall at 805-482-4030.



Ken arrives after push start--Who would have guessed this big beauty would give him trouble?

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

V.P. **Bob Symonds** - 619-993-7225

Secretary: **Dennis Bailey** - 619-954-8646

Treasurer: **Ken Burke** - 619-469-7350

Directors:

John Hildebrand - 760-943-1284

Bob Symonds - 619-993-7225

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Duane Ingerson - 619-426-2645

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

Dick Martin - 760-230-2582

Rick Carlton - 619-303-3353

Joe Valentino 619-300-4280

Other Chairpersons

Tours: **Jim Thomas** 619-669-9990

50/50: **Carl Atkinson** - 619-593-1514

Membership & Scholarships: **Paula Pifer** - 619-464-5445

Programs: **Joe Valentino** 619-300-4280

Car Council: **Joe Pifer** - 619-464-5445

Web Master: **Rick Carlton** - 619-303-3353

Lady 8ers: **Candaus Green** - 619-444-7174

Accessories: **Duane Ingerson** - 619-426-2645

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

Refreshments: **Jim & Diane Thomas** 619-669-9990

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

Big 3 Board Members

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-303-3353

Calvin King - 619-447-1960

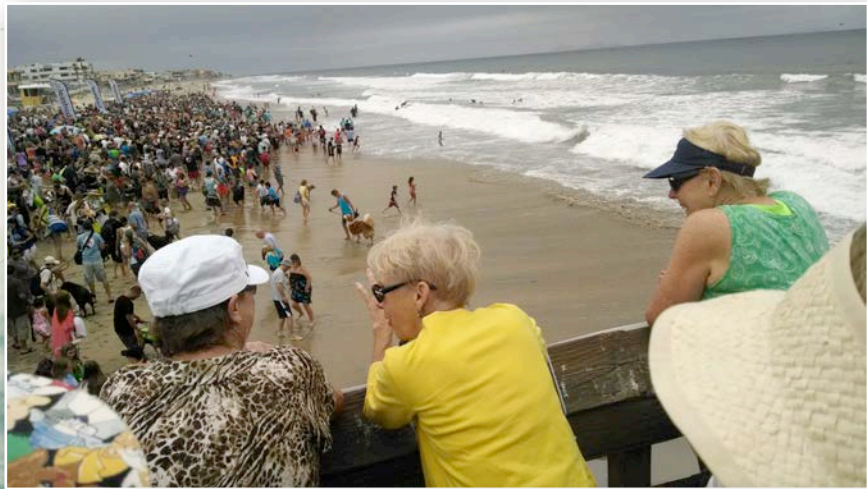
Dave Huhn - 619-462-4545

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 Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford fan invites other groups of the Early Ford V8 Club to use its material

provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.

**Sun Aug 18- Ray Brock's VIP Tour of the SD Automotive Restoration Shop--
Be There. See Pg 10**





Surf wagons, Beach Boys and wagging tails were in evidence at the annual Dog Surfing Competition in IB at the pier. Some competitors rode in backwards, side ways, with friends, and there were even a few with the classic forward stance.

The judging was not easy - so many tried, but only one could be Top Dog in each category.

We met friends for breakfast at the new Hotel with the Cohen Bros restaurant on the beach (excellent). Our grandson, Blade, helped us keep track of the Dog-Eat-Dog surf action from our vantage point on the pier. --TS



The Car Club Council represents 130 Clubs in the San Diego area. They produce a calendar of events and resolve scheduling conflicts. They also give a collective voice to car clubs on issues involving collector cars locally and on the State level : Ethanol considerations, driving restrictions, DMV fees and the like. Bill Lewis is our rep.

Sun, Aug 17--Ray Brock VIP Tour of Auto Museum Restoration Shop.

New Orleans-1948



A look at the modern-day street view of the corner of Girod and Tchoupitoulas streets in New Orleans, as seen in this December 1948 photo we came across on the Historic New Orleans Collection confirms that the Gulf service station on the far left of the image had use of the unwallled portion of the ground floor of the two-story building, which seems to us an unusual setup.--*Hemmings Blog*

DRAG RACING
Little Bonneville Drag Strip
SUNDAY, NOV. 2
 Gates Open 8:00 A.M.
 Time Trials Start 9:00 A.M.
 Eliminations Start 1:00 P.M.

SAN JOSE AIRPORT-KING ROAD

Admission Adults 90c
 Children Under 12 Years
 Free With Parents

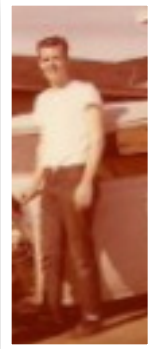


Little Bonneville Drag Strip-1958

This was the site of my one and only racing session in my '50 Ford tudor on the drag strip at the San Jose airport. All stock (no hot rod stuff added). For safety, seat belts were required - that's it! Fans sat along the road with nothing between them and the race track.

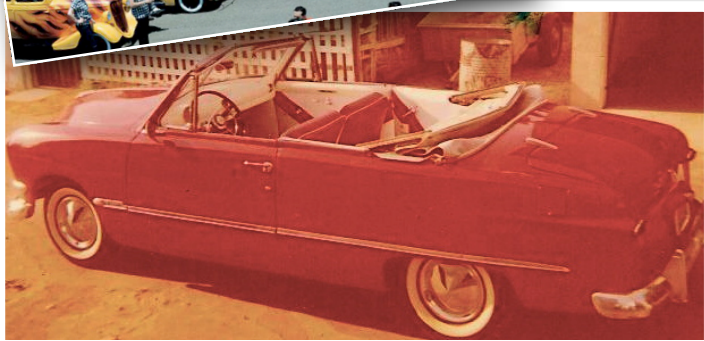
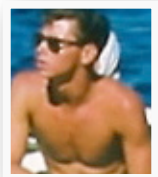
At the flag, I got through first gear and as soon as I "speed shifted" into second, one of the rear axles snapped, and there I sat off the edge of the track.

I was towed off and to parked in front of Maureen's Rooming House at SJS, only a mile or two away, and got it towed back to Redwood city a few days later. So I learned about axles and differentials and things.... Go Grease Lightening!
 The property was sold to developers and by 1959 was turned into Tropicana Village, San Jose.--*Bill Houlahan*



Paradise Mesa Drags-1958

I too had a short (no pun intended) racing career. One shot at fame on the Paradise Mesa strip in my '50 red ragtop. I rolled to the starting line, top down, sunglasses and pompadour in place and waited for the flag. I stood on the foot feed, the engine was roaring beyond red line, you could smell clutch burning for miles, but not even a chirp from the rear tires. The worn clutch and I set a new slow motion records for take off - it was agonizingly, embarrassingly slow. People went to lunch and back. "All show and no go!" was heard from my so-called friends on the sideline. I've blocked out my time, but it seemed like a half hour. -*TS*



ORANGE ONCE CRUSHED

By **ROBERT GENAT**

Les Hilgers has been a hot rodder all his life. He's a member of the San Diego Prowlers, a hot rod club that dates back to the '40s, and prefers finding and restoring/rebuilding old hot rods instead of building new ones. His latest car is one of those cars we'd all love to find—a '33 Ford three-window coupe that was once a Gasser.

Fourteen years ago Les got wind of a guy in the Los Angeles area who had a '33 coupe he wanted to trade for a T roadster. Les had a T roadster he was willing to part with so he thought he'd take a look at the coupe. What he found was a former Gasser that hadn't been driven or raced in years. The then-owner only drove it once since he purchased it in 1964—right into a chain link fence, scaring the crap out of him—and never drove it again but he started the engine on regular basis. And then there was the damage to the drive side door and roof from where a truck hit it while parked. The coupe's drag racing pedigree was obvious with the set back Hemi engine, push-button TorqueFlite transmission, rollbar, and 5.12:1 Olds rearend. The car had potential, but the owner wasn't interested in Les' T roadster. Les made him a cash offer, which he accepted. Les brought the '33 home, knowing it needed work to make it ready for the street.

Les used a local bodyman to replace the firewall and repair the floor. The driver door was

too badly damaged to repair so Les began a hunt for a new one and ended up finding a pair. He shipped the car up to Dave Philips, in Oregon, for the bodywork. "I've known Philips for a long time and trusted him to correctly repair the bent roof and install the new door," Les says. The repairs were painted in the same shade of what he calls Competition Orange as the rest of the car. In vintage hot rod fashion, the firewall, underside of the fenders, and much of the suspension is painted white.

The '57 vintage 354ci Chrysler Hemi engine is just as Les bought it, with the exception

replaced the push-button TorqueFlite. Les replaced the Olds rearend with a Currie 9-inch Ford unit with 3:70:1 gears. The chassis was upgraded with a Pete & Jake's frontend with a 3-inch dropped I-beam axle and disc brakes. Adam's Hot Rod Rubber delivered a set



of reproduction 8-inch-wide pie-crust slicks mounted on vintage 6.5-inch Americans to set off the rear while 4.5-inch Americans are on the front, also running tires from Adams.

With a little horse trading, Les obtained a '33 bench seat that Howard McGee upholstered in orange and white vinyl. The original instrument panel is painted white with a set of four Stewart-Warner gauges hung beneath in a vintage panel. The steering column is '39 Ford and the banjo wheel is from a '36. Keeping with the '50s hot rod theme, Les added an old-school 8,000-rpm Sun tach to the column.

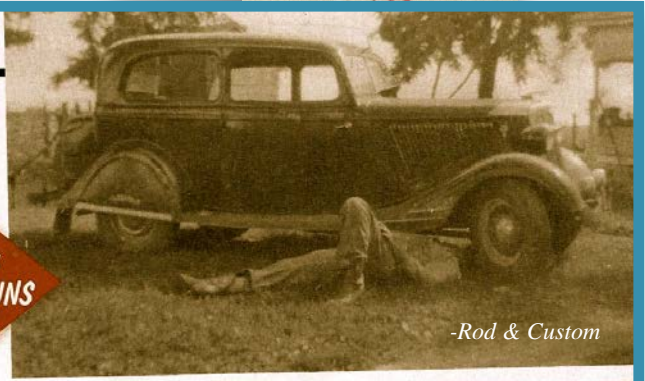
The changes Les made to his coupe took this once-damaged drag racer and gave it a new life as a street-driven snapshot of hot rod history. The few dents and scrapes keep it real and the lack of billet anything is, of course, refreshing. *RG*

of the polished valve covers and intake. "Because it ran so well, I didn't see any need to tear it apart," he says. Bob Butler at Richard's Performance Muffler built the custom headers and exhaust system. A Lokar-shifted 700-R4, by Vista Transmission,

Former V8 member, Les Hilgers is still around making noise & getting noticed with this resurrected '33 that was once a Gasser and has the scars to prove it. -Rod & Custom Mag.



Bobby Allen sent us this great picture of his uncle, Tiny Tucker, and his '34 Ford, back in 1949. It had a '42 Mercury engine that came out of a car that ran whiskey out of Texas back in the '40s. Tucker made the fender skirts and added Model A rear spring shackles to the front to raise the front end. The '48 Merc wheels used '41 Plymouth beauty rings. What we're curious about is why the front was raised?



Tucker went on to own several hot rods over the years, including a '39 Ford custom, '51 Ford two-door hardtop custom, and three '34 Fords, as well as a '47 Ford.

-Rod & Custom




Talk about a lift Kit...

This '26 Ford T bucket Ran under a Toyota PU in the parking lot at AutoZone in Imperial Beach. I stopped and got photos from the PU owner. It was the Managers truck, a '94 all customized out. All he knows is the guy was doing a burn out and lost control. Bill and I went by as ambulance and cops were there. The driver of Ford suffered head injury but is recovering. *Ron Hall & Bill Dorr--Reporters at large. (Sounds like he was suffering from stupidity)--TS*



1971- Emeryville, Ca. Can you ID them all? (Thank god - mostly Chevys).

"Nobody Arcs Brake Shoes anymore..."
Hold on--there's one...
--Bob Symonds



NATIONAL BRAKE SERVICE, INC.
Specializing in:
ELECTRIC, HYDRAULIC, VACUUM, AIR BRAKE SYSTEMS
and CUSTOM POWER BRAKE INSTALLATION
2040 IMPERIAL AVE.
SAN DIEGO, CA 92102

BRAKE SHOP (619) 233-6296 (619) 233-1335 FAX	BOOKEEPING OFFICE (619) 422-2337 FAX (619) 426-3623
-----------------------------------------------------------	------------------------------------------------------------------



I can still hear the growling Radio Promo-- "SUNNNDAAAAY, Paradise Mesa..."

Paradise Mesa Drag Strip was really the old Sweetwater Airfield used during World War II for aircraft landing practice. It was located east of National City. There are many stories of how the cars would line up with 8 cars & race. The fastest 4 would turn around & race back followed by the slower 4. Eventually this would continue until 4 were going one way & 4 were coming the other way. If everyone observed 'the imaginary center line' there wouldn't be a problem. Unfortunately, accidents did happen. Later, after the strip became recognized, they would run two cars at a time.

The guys that were serious about racing (the club called "The Bean Bandits") grew tired of being chased off by the police, so they organized to get use of the field and with the

beginnings of the NHRA to

help, events were held on weekends from 1951-59.

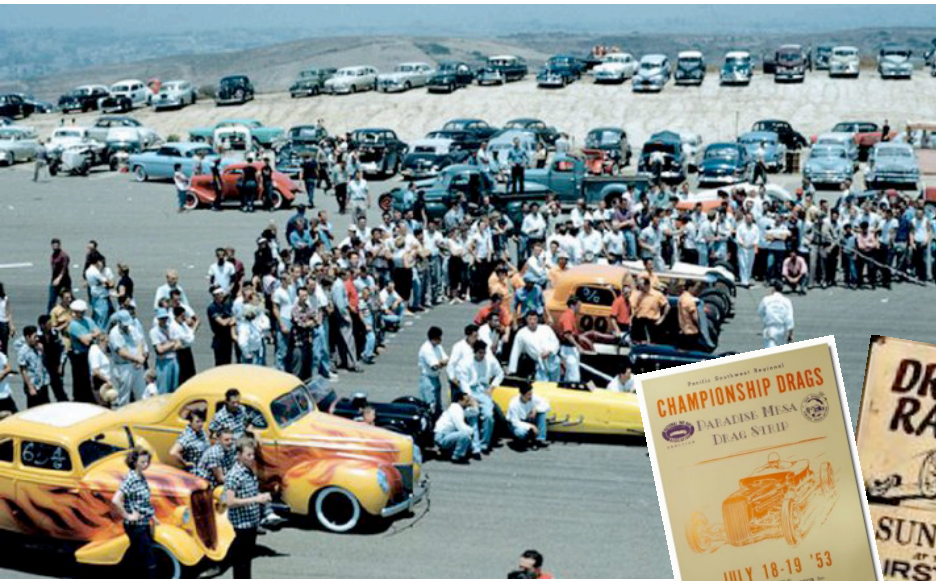
Even so, the police would try to run the street racers off the strip or catch them, but their under-powered police cars were no match.

So San Diego had it's first drag strip. It's said there was a family that owned the huge chunk of land east of National

City. They lived in a Spanish

mansion at the west end of Paradise Valley Road. Every 5 to 10 years, they would sell off sections of land to developers or they would lease large areas to cattle owners. There is a DVD which described drag racing at the (Sweetwater) Paradise Mesa airfield:

One of the interviews talks about how they had to get permission from 'the woman that owned the land' in order to



have sanctioned racing. They also had to pay her an annual fee of a dollar. *The little "Dragster" looking car was one of the "Bean Bandits" early dragsters.* Sweetwater was still listed among active airfields in the Aerodromes table on the 1955 San Diego Sectional Aeronautical

Chart. It described the field as having a single 3,000' bituminous runway, and included the remark, "Auto racing on field. Closed to flying on weekends." The Sweetwater Airport was closed at some point between 58-'59.

---San Diego's First Drag Strip



The extravagance and evolution of early parade floats

Brenham, Texas, lies about halfway between Houston and Austin and has hosted the annual [Maifest](#) celebration of German heritage for more than a century. One of the highlights of that celebration is the parade, and as we can see from a number of photos in the [Portal to](#)

[Texas History](#) photo archive, that parade has included a number of elaborate floats and embellished automobiles. As we've already seen in the Lost and Found column in *Hemmings Classic Car* ([November 2010](#) and [January 2011](#)), California's Rose Parade



included cars decorated with flora as early as the turn of the century, so that tradition was already well established by the mid-1920s, the earliest dates on these photographs. The evolution from florally decorated parade car into platform-mounted parade float, however, seems to have taken place over the next several years. Alas, no [Deathmobile](#) among the floats.--*Hemmings*

What's Dennis up to now?

Dennis Bailey has owned this '39 Tudor for years. The restoration efforts have happened in fits and starts, interrupted by other projects of his own, and favors for friends. But now - finally, he's getting serious: All the stainless is redone, major fabricating of fender bottoms and hood repair finished. He created missing garnish rails by cutting and splicing extra fronts to fit the rear. He widened the rear rims for wider tires. All rims powder coated and painted, new tires mounted. Outfitted in Haz Mat gear, Den's up to his hips in final body work. He got the original flathead running, but says, " ...it smoked like a freight train." So, a new motor is built and ready to drop in - latest Ford Replacement engine pictured on right. Den says, "Of course the Ford green paint might fool some". Alert the Cops, this old Ford is nearly ready to roll. -- TS





First the Stainless Steel '36, now the Copper '40.

Henry's designs continue to inspire motorheads.

Copper 1940 Ford

The 40GT is a special project that combines the running gear of a 2005 Ford GT with the stunning good looks of a '40 convertible body made of pure copper. Although the body is pure copper, the car weighs less than the GT and in theory it should be faster to 100 mph. The body was formed at the factory in Poland and then shipped to a facility in Provo Utah. Once the mechanical work was completed they polished the exterior of the car to a mirror like finish. The flames are a brushed satin finish. The interior is lined with an African hardwood called Bubinga and trimmed in black leather with brushed aluminum accents. The shifter and shift mechanism from the Ford GT are utilized in the custom center console.



"WHERE ALL YOUR PIPE DREAMS COME TRUE!"

**ED HANSON'S
MUFFLER SERVICE**
619-698-7030
Factory or Custom Exhaust
Repairs - Complete Replacements
www.edhansonsmuffler.com

3916 North Barcelona St., Spring Valley, CA 91977

Ed Hanson explains exhaust systems. In several languages.

General meeting, July 16, 2014

Ed opened his first shop in 1957 with \$47 bucks in his pocket and high hopes to follow in his father's footsteps. As a kid he rarely saw his dad - because dad owned his own muffler shop. Ed visited the shop when he was only eight. He remembers the shop smells--oil and grease mixed with his dad's cologne. It wasn't long before his dad allowed Ed to work there - hiding him from customers who wouldn't understand a ten year old welding on their exhaust systems.

These days, Hanson is busy running his shop, writing articles for "Under Car Digest" and teaching exhaust systems.

With a magic marker, easel board and quick wit, Ed explained, in detail, the ins and outs of exhaust gasses, and power robbing back pressure and how a catalytic converter works. Throwing out terms like High Frequency chambers, valve overlap, tuner tubes, annireversion, harmonics, quartersway tuner, trombone and X Style installations was impressive, but because he speaks Swedish, spanish and english, he

Ed Hanson's
Muffler Service
PRESENTS

WARRIORS ★ ★

CAR SHOW UNITED

Saturday, Sept 13, 2014

Car, Truck, Motorcycle Show - Open to All Years.
Spectators Free

Show Location:
Hawthorne Cat
16945 Camino San Bernardo
San Diego, CA 92127

Hosted By:
HAWTHORNE CAT

easily slips foreign words and phrases into complicated explanations as a joke. His descriptions of the tailpipe sounds coming from today's Rice Rockets included "Angry Weed Wacker", "Burburle", "Flatulence," "drone issues", and "a sound that would melt the wax out of a deaf man's ears."

But Ed doesn't joke around when it comes to patriotism and supporting our wounded warriors. He organizes a wounded warrior car show each year--where all funds go to helping the men and woman who have served this country. At the meeting, he also contributed to our Ollie Smith Scholarship fund.--*Thanks to Joey Valentino for setting up the program.*



Next Tour: Sun, Aug 17

Ray Brock VIP Tour -Auto Museum Restoration shop. Tour starts at 10AM from the SD Auto Museum, Balboa Park. We take a little ride through the barrio, down to Harbor Drive then a 'scenic' drive through National City before reaching the Restoration shop. Jim Thomas 619-669-9990



July 18, 2014 Gen Meeting Minutes:

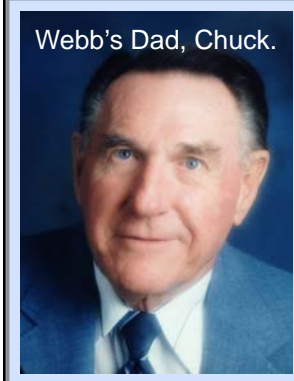
Prez: John Hildebrand pounded the gavel at 7:06 pm. **Guests:** Stephanie from the National City Chamber of Commerce came to invite the club to the National City Car show on Aug. 9 at Kimble Park.

Presidents Report: John noted that the Pancake Breakfast was a huge success and thanked all for volunteering. He also received a lot of positive feedback about the event. **VP's Report:** Bob also thanked everyone that helped out. **Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved for June as written in the Fan. **Treasurer: Ken Burke** gave the financial report and it was MSC to approve. **Membership: Paula Pifer:** No report. **Accessories:** Duane Ingerson has a good selection of hoodies, t-shirts, hats, windbreakers and Denim shirts for sale. **Sunshine:** No Report. **C.C.C.:** Bill Lewis reported that the CCC is inviting club members to the next meeting on Aug 6th at 6 p.m. and hot dogs will be served. **Fan Editor: Tim Shortt.** The June Fan is coming together, and he thanked members for sending their stories.

Tours: 20th of July Webb Smiths Garage tour. Aug.17- Tour to the Antique Auto restoration shop in National City with Ray Brock.

Upcoming Program: Aug. 20, Bob McCoy will be our speaker. **July 18 meeting Program:** Ed Hanson from Ed Hanson Muffler's gave a very interesting presentation on everything that you ever needed to know about exhaust systems. He started at age 10 working in his dad's shop in L.A. and is still in business today. He also invited the Club to the Wounded Warrior Car Show, which he hosts on Sept. 13th. **New Business:** None. **Old Business:** The Club voted on the idea to start a Name tag raffle. All current paid member names will be put in the container for the raffle. \$25.00 will be put into the raffle bucket and \$25.00 will be added every month until someone wins. To win the raffle you must be present at the general meeting wearing your name tag. When someone wins the process starts all over again. The motion was M.S.&C. Misc: Western National Meet Sept 3 thru 7 in Thousand Oaks.

Tech Tips. Think no one arcs Brake Shoes anymore? Bob Symonds noted that National Spring and Brake still does arcing of brake shoes. **50/50:** Walter Anderson won the 50/50 and Joe Vidali donated the money from the Manuals that he raffled off. The meeting was adjourned at 8:20. **--Dennis Bailey Secy.**



Webb's Dad, Chuck.

Charles H. Smith
January 12, 1917 - July 17, 2014
Charles (Chuck) Smith passed away peacefully on July 17th at Sunrise of Bonita. Although born in Kentucky, and honored as a Kentucky Colonel, he moved with his family to San Diego at age 3. He attended San Diego High School and San Diego State College.

He was an accomplished violinist and played in the San Diego Youth Symphony. At 17 he enlisted in the Navy serving on the USS Nevada and later the S-33 submarine at Pearl

Harbor. Flying was a lifelong passion for Chuck. After becoming a pilot, he owned and flew Cessna and Bonanza airplanes. During WWII he trained Army cadets in gliders, then Stearmans at Twenty Nine Palms, CA. Later he enlisted and served as a Flight Officer in the Army Transport Command stationed in Casablanca, Africa. Chuck met and married his love, Harriet J. Webb in 1943. They moved to Bonita in 1955 where they had two sons, Webb and Steve. Chuck was a man of integrity and dedication with a ready smile. He will be sorely missed. The memorial service was held at Community Congregational Church, Chula Vista. July 26, 2014

2014 Tour Schedule

Sun, Aug 17 -Ray Brock VIP Tour Auto Museum Restoration shop. Jim Thomas 619-669-9990

Sun, Sept 14 -Ice Cream Social GliderPort Jim Thomas 619-669-9990

Sun Oct 26- Oktoberfest Hosts Jim & Diane Thomas 619-669-9990

Nov, TBD

Sun, Dec14, Christmas Party- Coronado Golf Club, Glorietta Blvd. Barbara Martin 760-230-2582

August Anniversaries

- 8/02 Gary & Mary Timm
 - 8/05 Greg & Debbie Murrel
 - 8/10 Donald & Judy Gladden
 - 8/16 Jim & Kathy White
 - 8/19 Les & Margaret Bartlett
 - 8/20 Webb & Avalee Smith
 - 8/25 Phil & Judith Spaid
- ### August Birthdays
- 8/01 Al Petani
 - 8/08 Dan Prager
 - 8/20 Robert McGehee
 - 8/21 Mike Pierson
 - 8/23 Jim Hallsted
 - 8/26 Sandy Shortt
 - 8/26 Vivian Serrano
 - 8/27 Sandy Hurlburt
 - 8/30 Dean Wakefield

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

Gen. Meeting- Aug 20, 2014. Program:- Bob McCoy-Round track Racer, Rodeo Rider, Artist- Auto Museum, 7 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: **The SDEFV8 Club c/o Tim Shortt, 1211 5th St, Coronado, Ca 92118**



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**



'50 Ford Convert. Still 6V and Flathead powered. Restored years ago- Working Power top, 3 speed. No rust. Now needs TLC. Runs & Drives good. New WWW radials and Battery. **\$18,750 delivered to San Diego from S. Dakota. Dave Geisler' Pioneer Auto Show (dealer). 605-280-5669**

'35 Ca License Plates. Restored. DMV Approved. \$300. '24 Model T Touring. All Orig. Restored. Bill Lewis 619-851-3232

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

Sale- 3.78 gear set. Wanted: '32-'35 Flathead crankshaft--no cracks. Ray Brock 619-993-9190



'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.**

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

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

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

Wanted- '29-'31 Model A Rear Spring. John Dow 619-851-8927

'54 Coupe. 302 V8. C4 auto. Very Clean. **NEW LOW PRICE-\$15k Tom Cook 619-200-8114**

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

Wanted: '36-'39 Wheels (two) Carl 619-593-1514

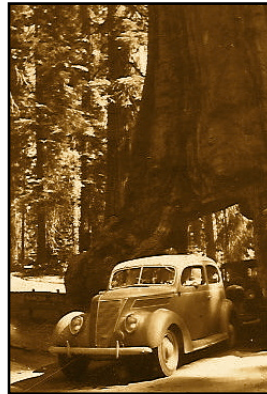
Sale 1932 Model B 4 banger motor. Good condition complete with all accessories-carb, disturb, starter, flywheel, manifold, etc \$500. **Large capacity "One Sacker" Cement Mixer.** Good cond. \$1,000. OBO **Fred Lobello 619-264-9484**

FOR SALE: One pair of '34 Ford Tudor Bucket Seats, complete springs, hardware. Need to be reupholstered. Asking \$450.00 OBO. **Todd at the Speedo Shop 619-258-8195**

Mag Sale: Drag News 1960-'76. NHRA National Dragster Newsletter 1963, -'94, plus old Drag Racing Mags, Plus a few other race papers & Rod Mags. **Richard Teubner 858-748-2849- Cell 858-762-2696**

'40 Convert. First in concourse Judging 2007 Western meet. Body off. Tour proven. Runs new. Redone everything. "59k OBO. Bob Curwin 760-315-1976 .

'37 Slantback Tudor. Orig restored. A beauty. \$20k. Scott Caimcross **La Jolla Audio 858-581-6545**



Seeing this '37 Slantback (above) for sale reminded me my the family's car-1942-1950. My dad's trusty little Ford took us on many a vacation around the western side of the US--sometimes pulling a small box trailer. California, Oregon, Washington, Arizona, New Mexico - occasionally she overheated, but with a cool wet rag on the fuel line and a short rest, we'd be off again, headed down the road. Six months after rebuilding the motor he traded it for a \$50 down payment on a new 1950 Plymouth...TS

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

Parts wanted for 1940 Ford 4 door Deluxe: Ash tray for back of front seat...Stainless parts for lower edge of front of hood, and whiskers, stainless....rear inside door handle operating parts.....Flat head engine and 1940 transmission.....clock for dash door.....Also have a nice **1931 Ford Roadster for sale at \$19,900. Gene Williams 619-561-6011**

Next Tour, Sun-July 20-Webb Smith Grand Garage-See pg. 10



Thanks WestWays Mag

Following a (very) brief pursuit, a California Highway Patrol officer points out the new state speed-limit sign to a pint-size speedster in this 1934 publicity image. Just five years old when this photo was taken, the CHP celebrates its 85th anniversary serving California motorists young and old, in August.

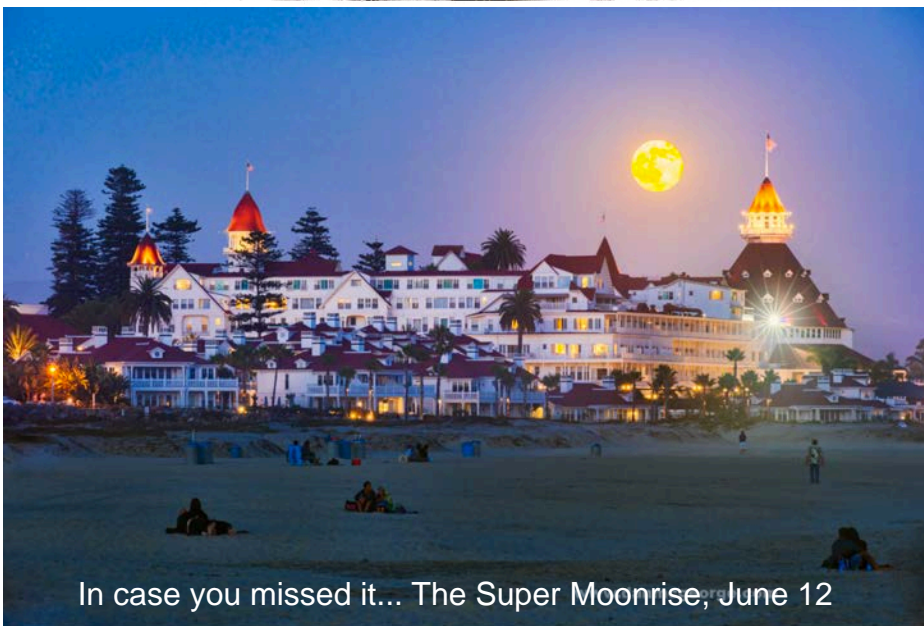
Before the CHP, counties and many municipalities fielded their own traffic officers, enforcing a hodgepodge of locally written traffic laws, often to the frustration of confused motorists. The state passed the California Vehicle Act of 1923 to institute a uniform set of road rules. But it needed uniform enforcement too, which led to the creation of the CHP in 1929 with an initial strength of 280 patrol officers.

To clear the way for this new organization, the Auto Club's own Highway Patrol Service, a roadside-assistance program founded in 1924 with no law-enforcement duties, relinquished its name to avoid confusion.

Given the Auto Club and CHP's shared interests in road safety and long-standing spirit of cooperation, the Auto Club recently announced a 10-year program to support scholarship funding for the nonprofit CHP 11-99 Foundation, which provides assistance to CHP employees and their families, including in times of crisis.

Back on the street, it turns out our slick-haired pedal pilot has a long list of priors, such as driving on the wrong side of the sidewalk, popping wheelies in front of kindergartners, and excessive use of pomade, among others. It looks as if a timeout could be in his future. **W**

SDEFV8 Club C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118



In case you missed it... The Super Moonrise, June 12

Aug/14