

✕ THE Ford FAN ✕

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

NOTE -- the August General meeting of the Early Ford V8 Club scheduled for Aug 19th at the Balboa Auto Museum has been *Cancelled!*

*****Instead the August general Early Ford V8 Club meeting will be held on August 5 at the El Cajon Classic Car Cruise. Please read below for all of the details!**

It is time for the annual Early Ford V8 club Gathering at the El Cajon Classic Car Cruise

(<http://downtownelcajon.com/Events/CajonClassicCruise.aspx#U-POyekg-kx>).

This year we will also conduct the August Early Ford V8 Club General meeting at the El Cajon Cruise.

We had a good club turn out last year at the El Cajon Cruise, and it was a lot of fun.

It is always well attended so there are always lots of cars to look at. The Club will be providing Pizza and soda to our club.

Free food, beverages, great cars and awesome people watching, all with the EFV8 club.... what a deal!

The spot we have reserved is a two block stretch of Orange street, at Main Street. Our club has the exclusive use of entire street for our cars. There a bank at that corner that will provide shade. Bring your chairs, relax and watch the cars and humanity stroll by. Members can arrive any time after 3pm, that is when the street gets blocked off. We will target 5pm for the Pizza delivery.



K1 Racing--July 18- What Blast!

Despite early rains, thunder and lightning 14 V8ers showed up ready to rumble. But first, a scenic round-about tour of north county back roads.

Juan Fangio would have been proud of the death-defying exploits of our group--with the fastest drivers running 31 second laps, the slowest...well, lets say they were asked to return to pits when the place closed. Before racing, we were fitted with Cone shaped yellow head socks and racing helmets, advised of the Rules of the Road and what the signal flag colors mean. Then we were broken into two groups, which meant one group could cheer for the other group while waiting for their turn on the track.

First Group: my son, Mike (a chip off the old block head) took first, second was Jim Thomas' nephew, Robbie Hamburger (a 19 year old disguised as much younger teenager) Third was Billy Constantino (a former circle track racer for real). **THE CROWD WENT WILD.**

Second group: Bill Door took first. John Hildebrand took second and police-trained Suzan Symonds took Third. Both races had close finishes--with **THE CROWD GOING WILD!** Only one injury reported: Bill Door suffered tire marks on his leg and a small scratch on his ankle when he spun out forcing Billy Constantino to drive over him. **THE CROWD WENT WILD.**

Cindy Kunz and Sandy Shortt politely allowed other drivers to lap them while waving to everybody without mussing their hairdos (By the way, both Sandy and Cindy required Booster Seats--couldn't reach the pedals).

A rainy and hearty lunch was served later at Cindy's SD Sandwich shop and the ice cream was free!

K1 presented the winners with a checkered flag ribbon and commemorative medals and a photo of them on the Olympic-style platform.

THE CROWD WENT WILD. (Awards photos on page 12).





The Prez Sez.

Guests at the general meeting were Jim Knapp and Mike Van Doren.

They make up the race team that holds a record of 325 mph in a Stream-liner rocket-shaped lake racer powered by a souped-up Ford flathead motor. It's capable of doing 140 mph in FIRST GEAR!

Pres Pro Tem, John Hildebrand showed off his Trophy for the FAST CLASS in the King of Clubs Y-Block Shootout at Barona Speedway.



Cindy and I made the K1 racing Tour and had a lot of fun. If you missed it, you missed a great time. Remember The Aug Gen Meeting is early--Aug 5 at The Cajon Cruise Nite. So bring your oldie and show it off. Hope to see you all there.
--Duane Ingerson

President: **Duane Ingerson** - 619 870 7732

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

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

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

Directors:

John Hildebrand - Prez Pro Tem 760-943-1284

Duane Ingerson - 619-870-7732

Bob Symonds - 619-993-7225

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Bill Dorr- 619-884-4188

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

Walter Anderson - 858-274-0138 619-224-8271

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 Club Council: **Bill Lewis** - 619-651-3232

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

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

Accessories: **Duane Ingerson** - 619-870-7732

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

V8 eBlasts: **Sandy Shortt**
shortsandy@mac.com 619-435-9013



Thanks to Dennis Bailey for dragging a dismantled Transmission to the July meeting and explaining the differences between a '32 top shifter and a later side shifters. Rick Storrs will do a follow up soon. Look around - we're surrounded by back yard and professional mechanics who could do programs based on their real life experiences. Team up with another member--get members in the audience involved, etc. Call me and I'll schedule you. Don't be surprised if I call you to request you give a presentation at a meeting. ---Joe Valentino 619-300-4280



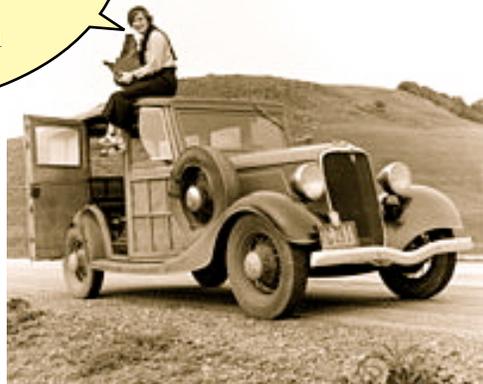
Current Name Tag Jackpot is Up to \$50 Bucks

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

Jack Dickerson would have won \$25 Bucks had he been at the General Meeting wearing his name badge--Too bad, Jack.

Wear your name tag - you might win \$50 bucks at the August Meeting...



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 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.

Hawaii Bill to Eliminate Ethanol in Gasoline Signed Into Law !

Legislation to repeal the requirement that gasoline offered for sale in Hawaii contain a percentage of ethanol was signed into law by Governor David Ige. The new law becomes effective December 31, 2015.

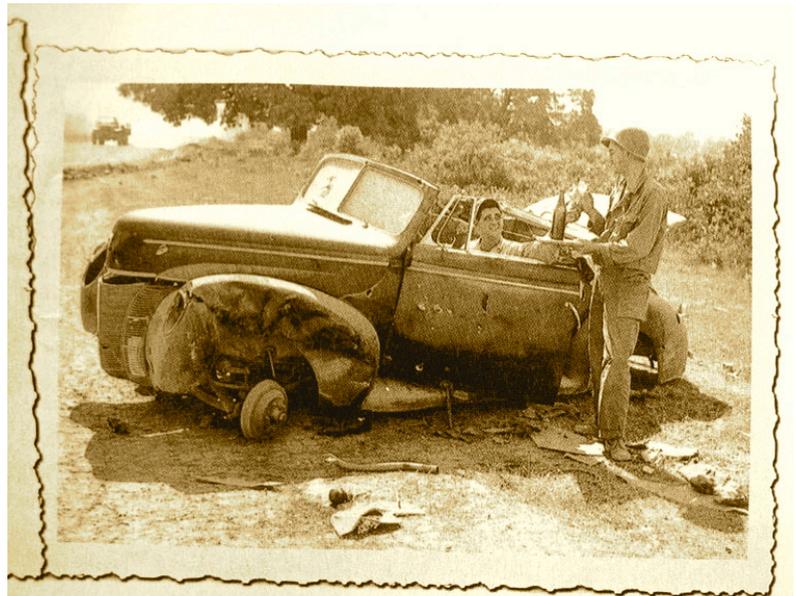
The law recognizes that the requirement of blending ethanol into gasoline does not produce any economic benefit for the state and the import of ethanol creates an economic burden for state residents.

Ethanol increases water formation, which can then corrode metals and dissolve plastics and rubber, especially over a period of time when the vehicle is not used.

Current high performance specialty parts along with pre war models- year '01 cars and parts may be most susceptible to corrosion. The lifespan of vehicles and equipment can be dramatically reduced with the wrong fuel, and owners could experience breakdowns.



Take That, Ethanol



g There were lighthearted moments in war, too. This Ford was used by the Japanese in the Philippines as they fled Manila in advance of returning American forces in April 1945. American airplanes strafed it. The setting allowed Pfc. Fred Morrone, from the Bronx, and Tec. 3 George Kauffman, from Berkeley, California, to act out a drive-in service vignette.

The Andrew Sisters entertain the troops. WWII



V8 CLUB EVENTS Jim & Diane Thomas 619-669-9990

SAT AUG 15
ICE CREAM SOCIAL, UGLY KITE CONTEST--MISSION BAY (See page 4)

SAT SEPT-19-SUMMER'S PAST FARMS IN FLYNN SPRINGS. FAMOUS SINGER RICK STORRS WILL BE ENTERTAINING WHILE WE PICNIC IN A GARDEN SETTING.

SAT, OCTOBER 24,
OKTOBERFEST PARTY



NOV BILL DORR'S TOUR OF SILVER STRAND

SUN, DEC 13
CHRISTMAS PARTY



Bring Your Own Picnic Lunch and an Ugly Box Kite
We will begin with the **Ugly Kite Judging** and there will be three selected with a special way to select the winner.....it is the true and time tested method called **Paper/Stone/Scissor - followed by lunch, Ice Cream and flight/fight of the Kites.**

ICE CREAM SOCIAL



THERE ARE FOUR RULES:
IT MUST BE A BOX KITE
IT MUST BE HAND MADE
IT MUST BE UGLY
IT MUST FLY

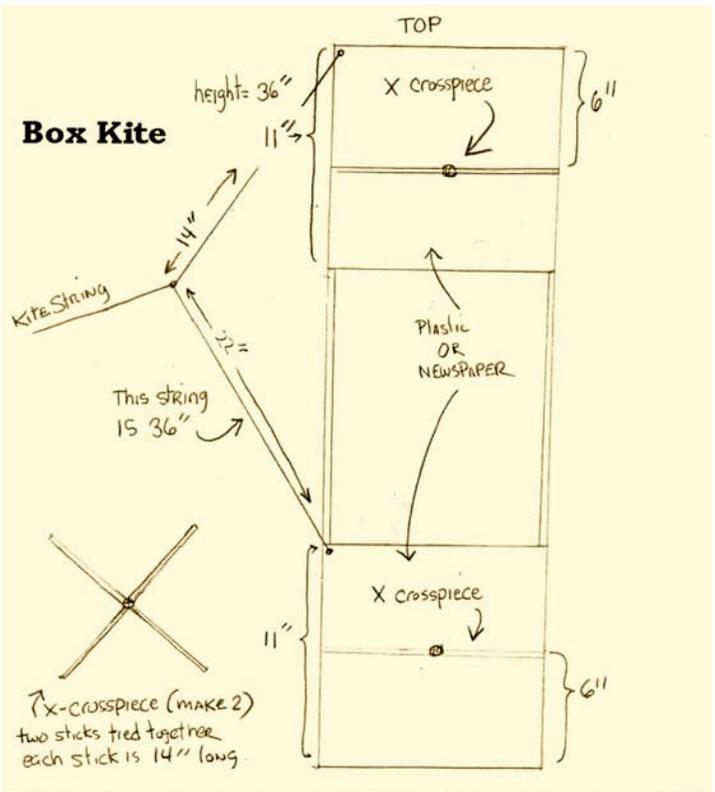
AND ANNOUNCING THE
FIRST ANNUAL UGLY BOX KITE CONTEST

THE UGLIEST KITE WINS!

**TO BE HELD SATURDAY,
AUGUST 15th
Meet at 10am.**

- Leave Macy's (east) parking lot east on Camino de la Riena to Qualcomm Way.
- Left onto Qualcomm Way to Friars Road.
- Left onto Friars Road (west). Continue west passing under Hwy 163 and then under I-5 and continue to Sea World Drive.
- Left turn onto Sea World Drive and you will find that you are merging onto Ingram Street. Stay in right lane. Right lane takes you to exit to West Mission Bay Drive. This takes you over a bridge.
- Once off the bridge look for Gleason Road.
- Right turn onto Gleason Road and then another right takes you into Ventura Cove Park.
- Drive past initial parking area to far end of the Park to find our set up area,

**EASY TO BUILD!
MATERIALS AVAILABLE AT
HOME DEPOT
Straws available at McDonalds.**



How to build your kite:

**FOR COMPLETE PLANS AND STEP BY STEP VIDEO TUTORIAL
ON HOW TO MAKE A BOX KITE
GO TO GOOGLE AND TYPE IN:
HOW TO MAKE A BOX KITE-STORM THE CASTLE
IT IS EASY AND FUN
NOW MAKE IT UGLY**

Don't Be Late-The Ice Cream will melt!

Storm Damage in Brainerd

2015 V8 Central National Meet at Brainerd, Minn. was cancelled after a powerful surprise wind storm on the first day. The Resort closed to facilitate cleanup.

It is a very unfortunate situation for all concerned.

The dollar damage bill to cars, Trailers, property, the Regional Group hosting the event & the Resort is going to be huge. On the upside, I see a potentially nice '50 Mercury convertible here...



Tornado Warning Siren blown off roof



THIS WEEK IN MOTORHEAD HISTORY



Feed the Meter: The first working parking meter in the US was installed in Oklahoma City on July 16, 1935. Oklahoma might seem to be an unlikely city to be the first to use parking meters, since Eastern cities were then and remain today far more densely populated and with greater auto traffic. But two engineering professors at Oklahoma State designed the first one, thus the location. From there the parking meter propagated dramatically. Countless millions are in use today worldwide, although significantly different in design and operation from that first one 80 years ago.

Through the London blitz and robot bombing
—and always on the job



Just around the London blitz, we presented a Packard fleet to the American Ambulance Corps in Great Britain.

For four and a half years, three Packard ambulances have been in constant service, robbing casualties through the bomb-pocked and rubble-blocked streets of London.

And now comes a message from the head of the Ambulance Corps: "Please accept our grateful thanks and congratulations on the excellent performance these cars have given."

To which the Packard service director in London adds: "When we see

these cars for motion picture work, they look as good, and perform as well, as they did the day we turned them over."

Meanwhile, in wartime America, thousands of other Packards have been delivering the dependable service which Packard's craftsmanship built into these three, four, five, even ten years ago.

Packard owners know that they can count on Packard's name to "see them through" until the Packards of the future—better and finer than ever—are available again!

ASK THE MAN WHO OWNS ONE



Cars During Wartime: A look at Detroit's contribution to victory

By: Jim Koscs

The classic convertibles and military vehicles you may have seen participating in Memorial Day parades and ceremonies are reminders of the enormous role the auto industry played in wartime, particularly WWII. America's entry into the global conflict profoundly changed the country's relationship with the automobile for that period and had a lasting impact.

The lack of 1943-1945 model-year cars reminds us that the country's great auto industry, by government decree, ceased civilian car and truck production in early February 1942 and switched to producing a wide gamut of military hardware. With raw materials diverted for wartime production, carmakers substituted painted trim for chrome on final 1942 models, giving them a drab appearance.

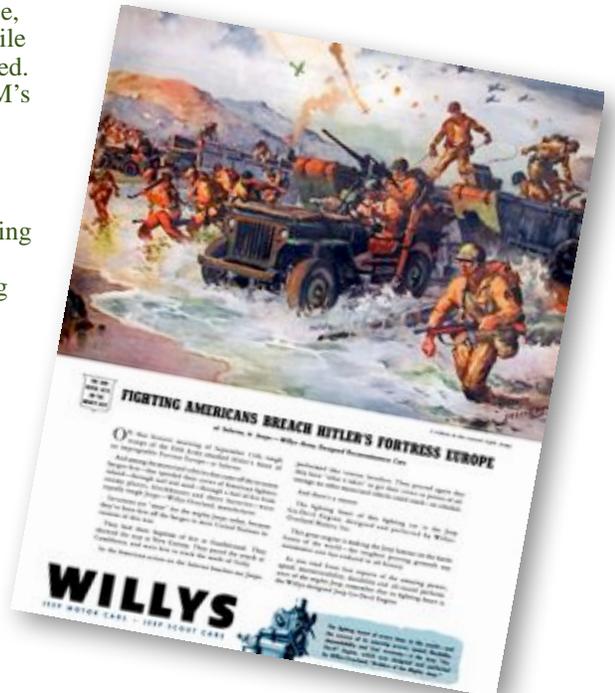
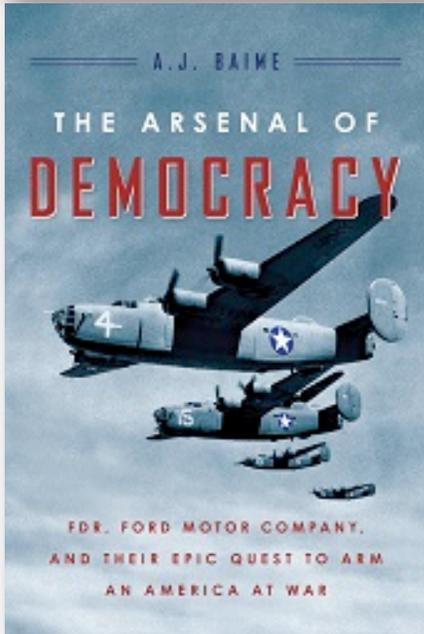
Chevrolet ended the abbreviated 1942 model year in No. 1 position with about 255,000 cars built, (down from 1 million for 1941). Ford was in second with 160,000 (down from 691,000) and Plymouth built 152,000 (down from 522,000). Not all cars went to customers, as the government needed cars and trucks to mobilize here and overseas.

Factories began a rapid changeover to producing everything from airplanes to artillery shells. According to "Chronicle of the American Automobile" by James Flammang, carmakers produced 13 percent of all Allied war material during WWII. A list of what carmakers built for the war would fill pages. Some companies had already been producing hardware, such as Packard's aircraft engines. "Manning" the assembly lines were also now hundreds of thousands of women, perhaps best symbolized by Norman Rockwell's renowned painting, "Rosie the Riveter." The woman who modeled for that painting, Mary Doyle Keefe, was a 19-year-old telephone operator. She died this past April at 92.

Detroit also applied its engineering expertise, adapting automotive hardware for tanks while more specialized powertrains were developed. Some tanks used dual Cadillac V-8s and GM's Hydra-matic transmission, but a Chrysler powertrain adaptation was even more fascinating. Chrysler engineered the A-57 engine for the M4A4 Medium Tank, better known as the Sherman, by essentially building five 250 cu. in. flathead six-cylinder car engines around a central shaft. The resulting 30-cylinder monster produced 470 hp.

Packard also made PT boats and their aero-based engines. Ford built nearly 8,700 Boeing B-24 Liberator bombers at the

Willow Run, Mich., factory and then sold them to the government. Willys and Ford together built about 650,000 Jeeps, the iconic light patrol vehicle that had been developed by American Bantam. Meanwhile, Americans learned to get by with far less car usage. Fuel rationing and restrictions on pleasure travel saw to that. Even maintaining a car became a challenge, as replacement parts production was halted and rubber for tires was used for the war effort...





..Contd from pg. 6

"Cost-plus" contracts provided profits for carmakers to develop new civilian models after the war. Carmakers (and other suppliers) touted their contributions to war supply in advertising, a kind of brand-centric marketing that helped maintain consumer awareness while also stoking demand for postwar cars.

Peacetime Production

Civilian car production resumed in summer 1945, and the pent-up demand created a seller's market. The 1946 cars were essentially 1942 models with styling updates. In the race to be the first with all-new designs, the winner was newcomer Kaiser-Frazer.

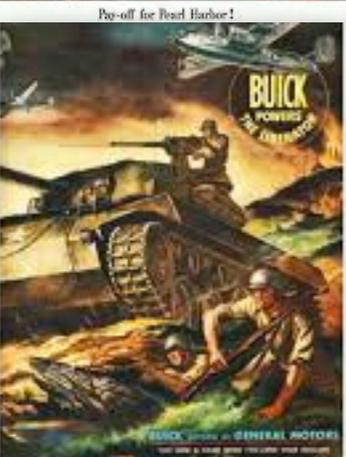
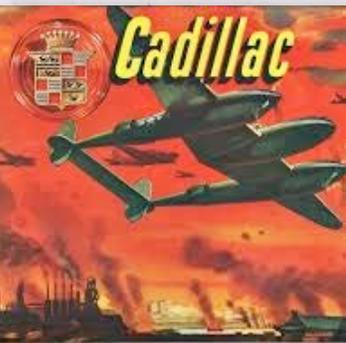
Formed by industrialist Henry J. Kaiser and William Frazer, who had been president of Graham-Paige Motors, the new company leased the Willow Run plant vacated by Ford. Two brands, Kaiser and Frazer, were offered, but just Kaiser after 1951. Howard "Dutch" Darrin penned the designs, including the daring but ill-fated Kaiser Darrin roadster.

Kaiser built cars until 1955 but would ultimately figure more prominently with its acquisition of Willys-Overland. Eventually called Kaiser Jeep Corporation, the company used civilian Jeep production to launch a whole new and long-lasting vehicle category, the SUV.

Some things carried over from wartime production. Crosley's line of mini cars for a time used the sheetmetal copper brazed ("CoBra") engine that had powered stationary equipment in the war. Dodge adapted its WC military truck into the Power Wagon for the civilian market and built it essentially unchanged through the 1960s. Four-wheel drive and power takeoffs made these workhorses ideal for big jobs, such as installing electric utility poles.

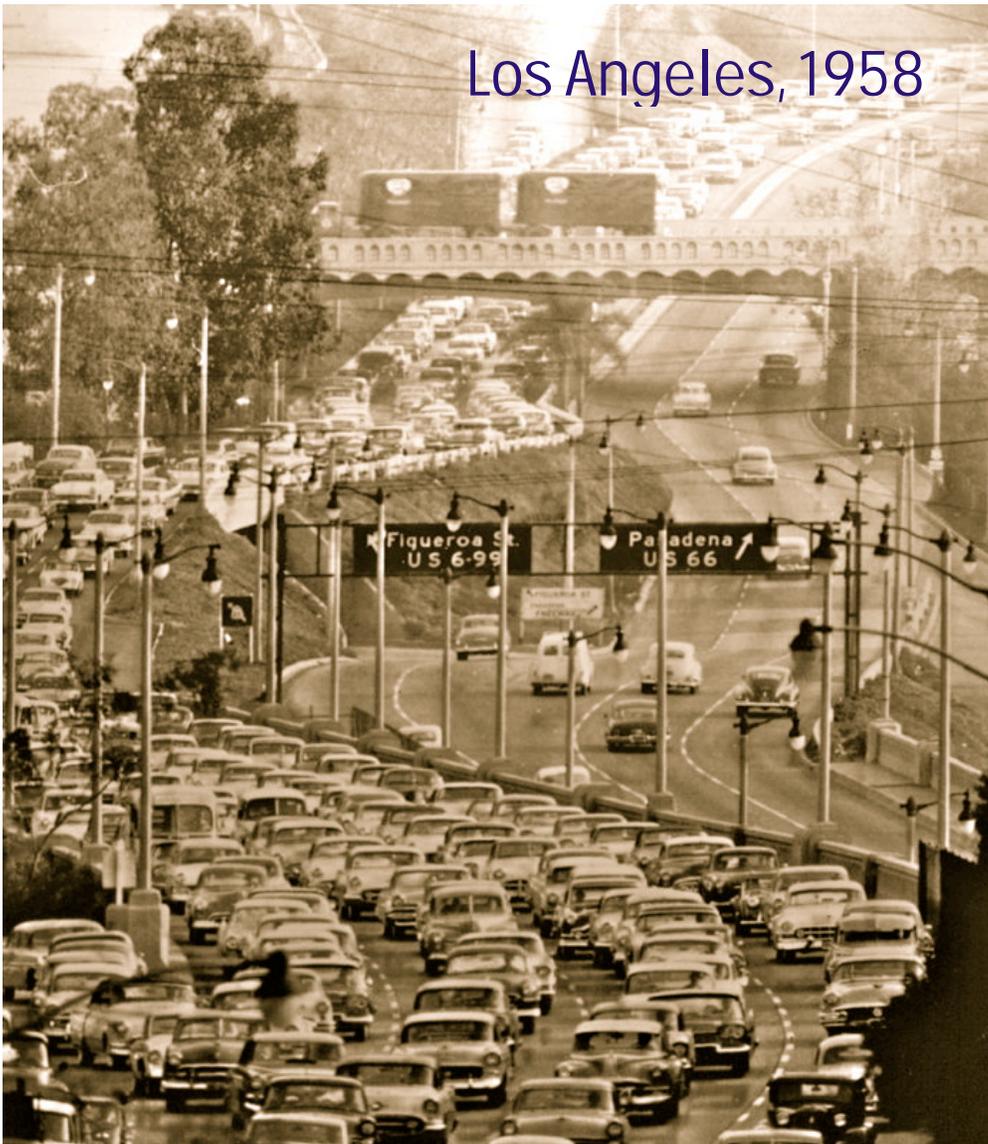
Wartime engineering results could also be seen in the new high-compression engines introduced in the late 1940s, starting an escalation in horsepower and the focus on performance and racing. Car design was also impacted. For example, the Lockheed P-38 Lightning was perhaps the most sensational

looking fighter plane in the U.S. arsenal. General Motors built engines for it, with Cadillac taking credit in a series of print ads. After the war, the P-38's dual-tail design inspired the emergence of tailfins on the 1949 Cadillacs, and the plane's triple-fuselage construction influenced the design of Studebaker's 1950 "bullet nose" models.



Here it is--
the Jeep
we heard
about
while
growing
up:
New
surplus
Jeep, cover
ed in
cosmoleen
packed in
a box--\$50





Los Angeles, 1958

We went looking for a Los Angeles street scene for today's carspotting exercise simply because we haven't ventured to the City of Angels in a while, and we couldn't have found a more L.A. photo than this press photo that [The Old Motor](#) ran a few years back and that is dated February 5, 1958. But where exactly was the photo taken? We know that Route 66 is now the 110 – a.k.a. the Arroyo Seco Parkway – and that if we're looking northeast, toward Pasadena, then the only stretch of the 110 that Figueroa runs to the left of is north of what is now Interstate 5. A quick review of the overpasses over the 110 and we see only one that matches the one in the background – the Avenue 26 bridge – and indeed, the only left exit for Figueroa off the 100 is just south of that overpass. With the long lens, the photographer is probably standing in Elysian Park, atop the tunnels that permit the 110 below the park. That said, what do you see here?--
Daniel Strohl, Hemmings



Before

DEMO DERBY Fund Raiser

Greg Murrell's son Jake is a Firefighter and EMT. He writes: "I saw the July news letter and it looked good as always. I enjoy looking through it every month. Noticed the pic of the firefighter demo derby at the Del; Mar Fairgrounds.



After



During

"I was driving in that demo derby. I drove a 1973 Ford LTD Wagon. It was red and we raised \$4,125 this year for the San Diego Burn Institute. This was my 3rd demo derby build for this event. I support the Burn Institute - a very worthwhile service. They provide community fire safety programs at no charge to seniors and low income folks. Sorry I've been busy with life and living in Temecula. It's been hard to get down there for the early ford V8 events." Thanks----Jake Murrell

All photos by Ralf K.



Rust never sleeps, but sometimes it takes a vacation: the dilapidated beauty of Desert Valley Auto Parts

At first glance, Desert Valley Auto Parts looks something like a post-apocalyptic wasteland if the end times had occurred in conjunction with the Age of Aquarius: Cars from the Sixties and earlier scattered about a dry desert backdrop, missing parts and looking about as busted and broke as could be. But old car nuts know it instead as a paradise, one full of old cars that other scrapyards would have sent to the crusher decades ago, kept from rusting to pieces by the arid Arizona climate.-Daniel Stroll, Hemmings



V8er Sandy Shortt, is also President of Crown Garden Club. She and Float Chairperson Janie Beck (dressed as a Coke bottle) accepted the Top Prize Blue Ribbon in their division at the Coronado 4th of July Parade.

The rare vehicle toting succulents belongs to Howard Singer of La Jolla, who volunteered his dazzling 1946 Cushman Cokester Motor Scooter. The 1952 'Other Make low rider' Truck that led our procession was driven by Tim (the lucky guy who sleeps with the President). It was filled with flowers, flags, banners and the Prez herself.



Big Prize Goes to V8er, Sandy Shortt

Next Tour: Sat, Aug 15
Ice Cream Social & Ugly Kite Contest.
See Directions page 4. Jim Thomas, Tour Director 619-669-9990

Woman Of The Month:
Betty Storrs

I was born in San Diego and lived in an adobe house my father built. I went to Hoover High and met my husband there. We married after graduation and had two sons

I worked for the State of California in Borrego Springs and also Old Town in San Diego.

My favorite pastimes are camping and traveling. I have been fortunate as I have been in all fifty states and around the world.

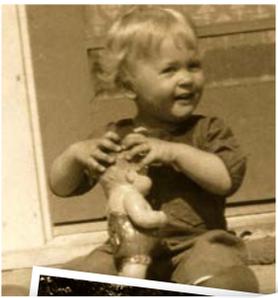
One of my exciting trips was on the Concord. I also went with Joan Embrey and her husband Duane, (friends from school), to India. We went to the jungles and rode elephants for three hours every morning looking for tigers and other animals.

In the 1970's Rick Storrs was my teacher when I took a course about Auto Mechanics for Women. We went together for some time and then went our separate ways. In the

1990's we met again when we happened to arrive at the same time in Von's parking lot. We were so happy to see each other that we started going together and were married in 1999. Between us we

have twenty grand and great grandchildren. Together, we've amassed a collection of American Indian Art, have been to hundreds car shows, the Amazon, Viet Nam, Guatemala and the Greek Isles- to mention a few.

My favorite place is still Yosemite where I have been going since I was fifteen. And of course, Tours with the Early V8 Ford Club.



- August Anniversaries
 8/01 David & Linda Julian
 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
 8/08 Dan Prager
 8/20 Robert McGehee
 8/21 Mike Pierson
 8/23 Jim Hallsted
 8/26 Sandy Shortt
 8/26 Vivian Serrano
 8/26 Waneo McKinniss
 8/27 Sandy Hurlburt
 8/30 Dean Wakefield



SDEFV8 Club, General Meeting, July 15, 2015

Prez Duane Ingerson absent. In fact most of the club was absent. Why is that?

VP- Bob Symonds pounded the gavel at 7:08 pm.

Guests: Jim Knapp and **Mike Van Doren** were introduced and told us a little about the blown flathead motor that they built and set a new record go 325 mph at Bonneville. And the plans to build a side by side V8 60s Streamliner next.

Presidents Report: No Report

VP's Report: No Report

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. Ken also provided a mid-year budget for review.

Membership: Paula Pifer: No Report

Accessories: No Report

Sunshine: Former member Lou Osberg has passed away.

C.C.C.: No Report

Fan Editor: Tim Shortt. The August Fan is coming together and Tim is always looking for more stories.

Tours: Jim Thomas gave information on the up and coming events and tours.

Programs: Joey V noted that the August general meeting and program will be held at the El Cajon Cruise Nite on the 5th of Aug. *There will not be a regular meeting on the third wed. in Aug.*

New Business: No new business.

Old business: No old business

Program: **Dennis Bailey** gave an in-depth presentation on the workings of '32 to '53 Ford and Mercury transmissions.

Misc: **John Hildebrand** won a first place in the Barona King of Clubs drag race and brought the trophy to prove it.

Tech Tips. None

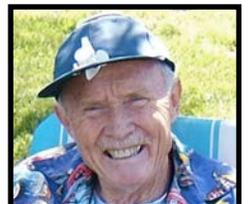
50/50: No 50/50 this month.

Name tag drawing: **Jack Dickerson** would have won the drawing but was absent. The drawing will be worth \$50 at the Aug meeting. .

The meeting was adjourned at 8:20.

-----**Dennis Bailey Secy.**

Former Member,
Lou Osberg has died.
 Our sincere condolences to
Sharon Osberg and Family.



Lou Osberg
 1939-2015

Membership Paula: Latest head count: 152.
 Welcome all new members.
Sunshine Judy:
 Everybody feeling pretty good--No problems reported.

Send Rick Carlton your email address-if you want to receive EAN by email.

**Gen. Meeting- Aug19-7pm,
Auto Museum, Balboa Park**

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! Nice set of used genuine Ford 3.54 high speed gears Fits '38-'48 Ford cars and '38-'41 trucks \$250--(Installation of gears in your rear axle available) **18 old car radios.** 1940's thru 1970's \$100 for whole lot Dan Krehbiel 951-302.5922

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

'54 Coupe. 302 V8, C4 auto. Very Clean. **NEW 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

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**

SALE: The 6 Fordiana Series Books by Loren Sorensen, all signed, low serial number (215) excellent condition, \$600.00 firm out of town, you pay shipping
1935 California Pacific International Exposition Memorabilia: Oval Wood grained Ford Building serving tray (14x17) Fair condition, Rubber '35 Ford, blue with decal, no box, fair condition, 1 Exposition ticket book, 1 Ford V-8 coin, 1 embossed amber Exposition ash tray, Firestone, with Firestone Rubber Tire, Mint condition, prefer to sell as a package \$400.00. Other Ford Items: 3 1935-36 Ford Trucks, 2 panels, 1 stake bed by Sun Rubber, \$75.00 for all 3, Fair condition, 2 ceramic Ford Dog banks from the 60's, \$25.00 each. **Gary Walcher-619-588-6228**



'35 Deluxe Coupe. All apart-Project. Best Offer Gary 619-463-4068

Frame straightening to body work and paint. **Billy Lynch 619-436-6913-** (Recommended by Calvin King)

'46 tudor Deluxe. 350/350 plus much more. **Jim Scheidle. 479-200-5831**

Wanted: '36 Ford Steering Drop with ignition. Bill Brents 619-224-7391. willybrents@yahoo.com

'52 SEDAN DELIVERY: Needs resto; 3 motors and cranks, incld a Merc crank; rebuilt trans w/OD; restored heater; NOS frt fenders; correct seats w/ extras; many powder coated parts, re-chromed grille and bumpers; skirts, extra hood and driver's door; new tinted windshield and rear door glass. Too much to list. \$8,500. Can provide digital pixs. **JERRY WINDLE (619) 283-8117** E-Mail jwindle@cox.net



Wife says it's got to go!

'37 Ford Club Coupe Project. New TCI Chassis. All body work done. ready for final blocking & paint. Many new parts. Over \$45 invested. Asking \$35k **OBO. Bill Lewis 619-851 -3232**

'37 Fordor Deluxe. Turnkey Sreet Rod 350/350 \$26k Rick 619-303-3353

'36 standard Tudor. 63k miles, all orig, Award Winner. dillardharwell@cox.net 619-825-8025

WANTED-'41-48 Studebaker M5 PU. should be complete, running & driving. **Joe Vidali 619-444-7174 or samegan@cox.net**



Wanted '47 Ford Clock, '39 Ford Clock. Dan Krehbiel, 951-302-5922

32 Ford Model B pickup. It runs well and is in good condition. Glass Fenders. It is fun to drive around town. Tank and Radiator cleaned. Tuned. Professional appraisal available. \$17,600 -916-549-8155-Nr Sacramento, Calif



WANTED--35 to 40 foot Fifth Wheel (No toy box) Jack 619-562-3536

'40 Ford Coupe Clean TITLE. (car destroyed in fire) **Bill Lewis 619-851-3232**

'29 Model A Roadster Hot Rod. All Steel body on TCI Chassis. 350/350, black with canvass top. No issues. \$40k. **619-977-3490**

'37-'41 Evans Aluminum Heads. 21 stud, center water inlets. **619-993-9190**

Sale-Misc Ford Parts--1946 -'48. Rick 619-985-0032





K1 Winners:

*Left: Mike Shortt,
Robby Hamburger,
Billy Costantino.*

*Right: Bill Dorr, John
Hildebrand, Suzan
Symonds.*

*Below:
Cindy 'Free Ice Cream'
Kunz*



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



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



Post Cards from the Middle-1956

Aug/15