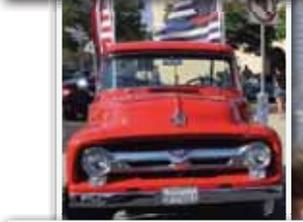


# THE Ford FAN

RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CARS



*Tim Shortt's Balloon Powered '52 PU followed a group of dancing Flamingos as it rounded the corner of 1st and Orange in Coronado's July 4th Parade. - won 2nd Prize.*

*John Davison's '35 Fordor won The Cajon Classic Trophy, also he was featured in the Lakeside Parade running the restored tractor & Flag waving PU. '53 Red PU.*



## Prez Sez

Greetings Early Ford V8ers!-Here we are in the dog Days of August! July was a fun month. I hope you all had a chance to get out and enjoy the beautiful weather in San Diego.

**We had a great Club meeting in July.** The Ray Brock Racing Hall of Fame was rocking with the celebration of the San Diego's Early Ford V8 Club's 52nd anniversary party. A

fabulous chocolate sheet cake was served and there was an endless flow of decaf coffee! It was another unforgettable fete in the Auto Museum. It was great to see everyone again!

**Bill Dorr provided the first short video** in a series of Flathead rebuilding that was well received and very interesting. Bill and others told tales from the road from the last Harris Tour. It sounded like a beautiful tour with some weather / heat challenges. Everyone came home in one piece and happy, which is what counts!

**In July we were all invited to a party** at the Automotive Museum to recognize two generous and important donors to the Museum, Ray Brock and Dorothea Laub. I was met at the door by a gentleman handing out glasses of champagne, the first indication that this was going to be a top shelf affair. We were allowed to tour the museum as servers from Water's Catering tracked us down with all types of hors d'oeuvres. The zenith of the night was Museum CEO Lenny Leszczynski expressing the Museum's gratitude and presenting Ray and Dorthea with a token of the Museum's appreciation (insert well deserved applause here!).

**Our Soap Box Derby representative, Riley Kobs** represented us beautifully in Akron Ohio. While she didn't win the whole thing (there is only one winner) she raced hard in the Early Ford V8 Soapbox Racer and presented herself as the San Diego Champion that she is. I hope you are all as proud of her as I am! In my book, she is a winner! A hat tip must go to Jim Thomas and Bill Lewis for the donation of their time and efforts in getting our car that far. One also to Tim and Sandy Shortt for representing the rest of the Club as they cheered for our Champion, Riley, in Akron. A couple of items to circle on your Calendar:

**August 11** – Club breakfast in Mission Valley – I have been working with the Manager of a Mission Valley eatery to have them host a monthly breakfast for our Club. I will be letting everyone know if this is going to happen. Fingers crossed!

**September 29** – El Cajon Cruise Night – We are back! We again have Orange Avenue reserved for the Club. Let's break our record of 17 Cars and show them who rules Orange Avenue! More details to follow.

**Finally**, just a reminder; Membership Dues for the San Diego Regional Group was waived for 2021. The required Membership Dues for the National Club were NOT waived. It is a requirement to be a member of the National Club, if you are a member of one of the Chartered Regional Groups. Most, but not all, of the San Diego Club has paid the National dues. If you have not paid the National dues for 2021, please do so. If you need a membership form, you can download it from [EFV-8 Membership Area \(cornerstonereg.com\)](https://www.efv8.com/EFV-8-Membership-Area). If you are not sure if you have paid your 2021 National dues, you can verify by giving a call to Cornerstone Registration at (866)427-7583 or email them at [Registration@cornerstonereg.com](mailto:Registration@cornerstonereg.com). Please, don't be a deadbeat, pay your National Membership dues!

**That is all for this month.** Enjoy August, it will be a great month!— Drive that old Ford!—*Joe Valentino*Greetings Early Ford V8ers!

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**Other Chairpersons:**

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Tour Co-ordinator - **Monthly**

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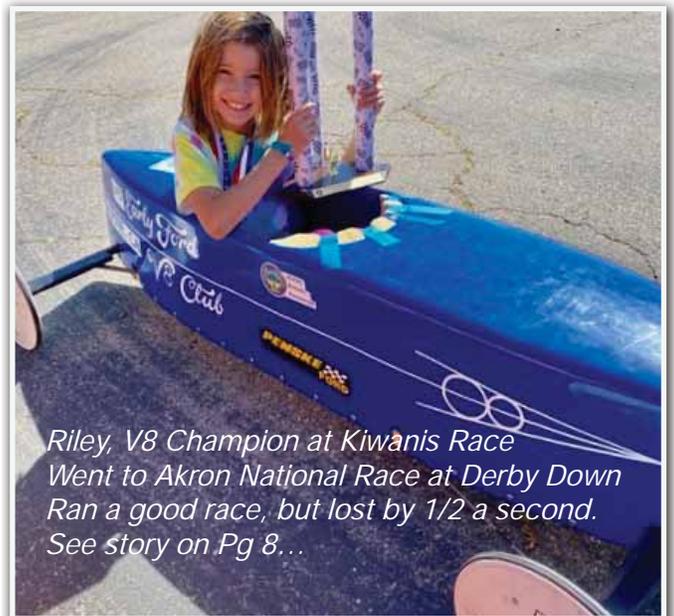
Refreshments - **Volunteers**

Sunshine - **Judy Grobbel** - [619-435-2932](tel:619-435-2932)

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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 % Tim Shortt at 1211 Fifth 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 Chair, 3558 Bentley Drive, Spring Valley, CA 91977.



*Riley, V8 Champion at Kiwanis Race  
Went to Akron National Race at Derby Down  
Ran a good race, but lost by 1/2 a second.  
See story on Pg 8...*



**So...you've got a 200 pound gravity-powered crate ready to go down a 30 degree free-fall slope at 36 MPH, driven by a 10 year old kid with a wood block for a brake... What could go wrong?**

**—Surprising little.**

Soap Box has pretty much perfected this ride. Sleek, design, tight cockpit, rubber pads, a sturdy helmet, safety conscious volunteers, and hay bales along the track.

But today the weather was a factor. Heavy rain had fallen for hours, soaking the track and the crowd. The officials had delayed the flag for two hours, until the storm passed. The Derby Downs crew set upon the wet track with blowers to blast the puddles away, but slow spots were still there as Riley's racer in lane 3 and two other cars headed down the hill.

Practice runs on Friday proved Riley's steering was pulling left and correcting her path was costing her time. We enlisted help from a life-long Soap expert - he had built cars for years. We pulled the body shell, measured and corrected the problem. Still it took an hour to fix a 1/8th inch correction plus realignment of the axles.

In the Stands, Riley's Dad, Jordan and Grand parents, Dennis and Janette joined with V8ers Tim and Sandy, Jim and Diane as we all stood to cheer our Champ's V8 car speeding down the track -neck and neck with her competitors.

The finish was too close to call, but when the times were posted, we were a half a second slower than the winner.

It was fun and interesting to meet so many families who were regulars -coming to Derby Downs and other small town tracks across the country for years. About 250 cars and their support families were there this year. This is a comeback from zero Races last Pandemic year—but still not close to the 800 cars in past years. The volunteer crew of Derby Downs have to be congratulated . The details of building a Derby car are endless and pulling all the racers together for every race seems impossible. But it's been going on since 1934... no end in sight.



Local Champ Riley



Alignment and steering adjustment



There She Goes!



Mandatory Ice Cream end of Day



Day Off— R & R Hall of Fame

# V8 Tours and Stuff

## August Anniversaries

- 8/05 Greg & Debbie Murrell
- 8/10 Donald & Judy Gladden
- 8/20 Webb & Avalee Smith
- 8/26 Jim & Diane Thomas

## August Birthdays

- 8/08 Dan Prager
- 8/11 Susan Graves
- 8/20 Robert McGehee
- 8/21 Mike Pierson
- 8/23 Jim Hallsted
- 8/26 Sandy Shortt
- 8/26 Vivian Serrano
- 8/26 John Jarecki

## August Club Anniversaries

- Joe & Paula Pifer 27 yrs
- Ray Brock 14 yrs
- Rick&Sheryl Carlton 12 yrs
- Tom Sytko 4 yrs

## SDFV8 CLUB GENERAL MEETING MINUTES JULY 21, 2021

The meeting began at 7:00 p.m. , Joe Valentino welcomed visitors and explained that during the meeting we would be celebrating the club's 52nd birthday with cake and coffee. The club was originally chartered on July 13th 1969.

**PRESIDENT:** Joe recapped the June "Drive Your V8 Tour and made reference to the July Automotive Museum celebration and dinner. There will be a National

Meet, June 2022 in Nashville, Tenn. Also a Western Meet in Washington State.

For 2023 a Grand National Meet in Dearborn. Joe announced the 'suggestion box' is back; ideas, suggestions, complaints, or comments are welcome.

**VICE PRESIDENT:** No report given.

**SECRETARY REPORT:** The minutes from the June meeting were published in the Fan; they were accepted and approved.

**TREASURER REPORT:** Ken Burke read the financials which were accepted and approved.

**MEMBERSHIP REPORT:** No report given.

**SUNSHINE REPORT:** Judy Grobbel passed around for signatures, a card for Tom Cook.

**FAN EDITOR:** Joe Valentino reported for Tim Shortt, the Fan is coming just fine.

**ACCESSORIES:** Bob Symonds made sales pitch and has plenty of inventory.

**CAR CLUB COUNCIL:** Susan Valentino announced the councils board meeting, first Tuesday of every month @ 6:00 p.m. . The August meeting will be held at

BIG KAHUNA'S in Imperial Beach. Sounds like fun and turns into a big social gathering.

**PROGRAMS:** Bill Dorr showed videos of the Harris tour and one showing there building of a flat head racing engine.

**TOURS:** None scheduled for August, but Joe reported on the June El Cajon Cruise, where John Davidson won a trophy for displaying his tractor.

**OLD BUSINESS:** None,

**NEW BUSINESS:** None.

**50/50 DRAWING:** Second month in a row, won by Liz Dow, \$31.

**NAME TAG DRAWING:** No winner, Dixie Showalter's name was called!

**MISC:** Tom Sytko shared a story that went back many years and ended up with what could be called a 'kind of barn find'; a 1985 corvette.

**MTG. ADJ.** AT 8:15 p.m. -

Minutes submitted by Bob Hargrave

# Ray Brock & Dorthy Laub thanked for their generous contributions to the Auto Museum.

July 8, 2021. Delicious Appetizers and drinks were served to Friends and Families among the cars of the museum on the main display floor.

The Lift and Mezzanine Floor was officially named 'Ray Brock Hall of Fame'. Nice Party.





# Electric Taxis in 1943? Yep.

This Taxi is not pulling  
into a gas station—  
It's a  
**Battery  
Quick Swap Station  
in Spain.**

When a Taxi runs low  
on Batteries,  
A Crew of two  
mechanics are able to  
exchange those  
batteries in under 5  
minutes. They simply  
unbolt the hood and  
front fenders with three  
bolts. Remove the  
dead batteries  
with a hoist.  
And put charged  
Batteries back in.  
The Taxi goes  
back to work.

The old Batteries are  
recharged and put into  
the next Taxi  
that pulls in.  
The whole swap  
is done in under  
5 minutes.

## Smart.

*Thanks Bob Brown*





## 1934 Ford Rumble Seat Cabriolet,

Have owned for 51 years. Found in a Barn where it had been parked since 1942. The young owner went off to war and never came home. The car sat under a tarp in the same corner for 31 years, until a friend told me that it was in there. I bought it that night. I put in a new motor, clutch, Tank brakes, tires, radiator, exhaust, wiring, etc. 16" wheels for better handling. Cosmetics done in 1976- new paint, interior, top and chrome. Original 6Volt & Mechanical Brakes. Many cruises here in San Diego/ Coronado. Always garaged. Lightly used last 3 years. Still wins trophies. Needs a couple of minor things: Speedo and one door window adjusted. 69,490 Miles. Starts Easy, Runs Strong.. Registered, ready to go.

**\$45k. Tim 619-851-8927**



## Excerpt From Tim Shortt's Book, "Chasing Cars (And Avoiding Infidelities)"



Ever since my first 1934 Ford, I've wanted another one. But '34s are highly collectible and therefore, expensive. I've never bought the most expensive cars—only the tired, the poor, the huddled masses. The ones that need everything. I have faced up to the fact that I'm a hopeless bottom feeder.

Our friends, Penny and Bill Hawkey moved onto a farm just north of us. They could be considered overachievers. Bill is a former ad writer\art director gone landscaper, archeologist, pilot and master sailor. Penny is a writer\creative director, earth mother of five and a tree hugger. I've worked off and on with Penny my whole so called career. Anyway, Bill went over to introduce himself to the neighbors and noticed a car-like shape under an old tarp in the back of their barn. When he got home he guessed I might be interested, so he called. He didn't know what it was, just that it was definitely old and probably worth checking out.

I was up there about 20 minutes later but no one was home, so Bill and I poked around the barn by ourselves. The building sat on the edge of a small rise. No windows on front, only a locked door. We went around back and found one window about nine feet off the ground. He climbed on my shoulders and looked in. He was all disappointed because it wasn't a Bugatti kind of classic. The car had an old tarp over most of it so he still couldn't tell what it was – only that it was a roadster. That was all I needed to hear. I dropped him like a rock and clambered up on his shoulders.

Through the dim gloom I could make out the driver's door handle poking through a tear. There was a very distinctive curve to that handle. It was definitely a '34 Ford. I spoke with the owner that night about the history of the car. Turns out the car came with the farm when he bought the place. It was stuffed into into that back corner like a forgotten shovel. He heard that the owner was a young guy who went off to WWII and never came home. He had left the title and key in the glove box.

And it wasn't just a roadster; it was actually the Cabriolet Model B, which had roll-up widows rather than snap-on curtains. Plus it had the all important rumble seat for extra passengers and extra fun. When it was stored in the barn in 1941 it was only five years old, and completely complete.

On inspection, the good news was No Rust. But the engine was seized, tires were flat, squirrels had nested in the front seat, the top was shot, it needed new chrome and a good paint job, and it had a few tiny dents. I knew I would be buying it no matter what the price. On the phone, the owner and I went back and forth on the money, finally settling on \$2,000.

The next day I was back with the cash and a tow chain. I had borrowed wheels off my '35 Woody, switched them for the flats, and humbled the Ford by towing it home with my VW bus (luckily it was most downhill). The only rub was having to sell a favorite '50 Ford convertible to finance the deal. It was like choosing between the kids. Can you feel my pain?

Once it was home, I tried to free up the motor. I soaked it, pushed it, towed it, but got nowhere. I called a nearby antique parts house and found they had just received a shipment of 1936 Flathead V8 surplus military motors from South America. At that time they were selling them for \$150. I swapped power plants and got it running. IT'S ALIVE! IT'S ALIVE!

For the next two years the '34 was driven around as it was found- old black paint, dents, tatters and all. The kids walked all over it. It was a Barn Fresh family car.

When I bought a Model A Sport Coupe at the annual fall show in Hershey, Pennsylvania, I made a deal with the guy selling it to paint the car before I picked it up. The Model A was finished the next February.

After I saw what a good job he did, I made a deal for him to paint the '34 as well. The plan was to drive the '34 sixty miles out to his garage on Long Island and bring the Model A home. It was 15 degrees with snow and ice. A perfect day for an open car adventure.------(Contd on next Page)

...Contd...

I crammed my 10-year-old daughter and her best friend into all their snow clothes, stuffed them into sleeping bags, and then put them in the rumble seat. Then I wrapped more bags, blankets and hats around them until all you could see were their eyes. I was almost as buried also, except for my mitten-wrapped hands on the steering wheel.

We had to get the neighbors over to help push us through the driveway snow bank into the street. Once we were on the road, we took off, waving the only things that were loose, our heads.

The traffic passing on the highway couldn't believe what they were seeing. The toll takers on the bridge held up all traffic as we came through. The girls were all giggles all the way. When we arrived at the Garage, there was a little crowd of grease monkeys gathered, giving us an over-the-top greeting. We all had smiles frozen to our faces, and I found it difficult to unlock my hands from the wheel. We warmed up inside for a little while, then traded cars, sleeping bags and blankets into the Model A and headed home. The girls disappeared down in the rumble seat well for warmth and I leaned forward to feel the engine heat radiating through the firewall, saving my toes from certain frostbite.

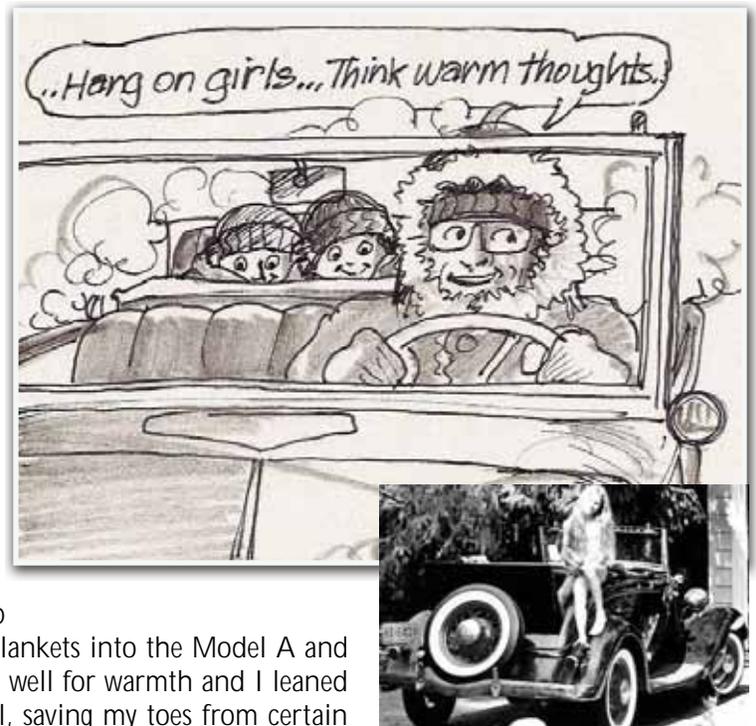
It took about six months to restore the '34 - paint, chrome, interior and top and when I got it home, it looked wonderful, but it was awful. For about a year I wouldn't let anyone near it. NO TOUCHING. NO SHOES. NO FUN. Then, one day a small metal wheel from a Bed Frame stored in the rafters, fell, putting a tiny dent on the left front fender. My reaction was, "Everybody in! We're going for ice cream! Only then could I relax and begin to enjoy the car again.

One four day trip was sponsored by a Woodie Club, however my just purchased '36 Woody wasn't ready in time so, at the last minute I tied a tent on the rear mounted spare of the '34, draped sleeping bags over the fenders, and tossed my 12 year old son and another kid in the rumble seat with a portable radio. Off we went, like the Joad family from *Tobacco Road*.

The little convertible was the only non-Woodie in a group of about 30 cars., We joined up following old Route 9 north. Our first stop was a tour of Hyde Park, Eleanor Roosevelt's country home, then on to the small town of Rhinebeck Fairgrounds along the Hudson River for a vintage air show.

We camped that night along a roaring river in a stand of Ponderosa Pines, with the Woodies circled like prairie schooners going west. The cookout over a shared campfire was like 60 years ago. Every time we stopped in a small town, we attracted a crowd and transported the place back in time.

Our next stop was Cooperstown and the Baseball Hall of Fame. By then, our convoy had grown to about 85 Woodys and one '34 Cabriolet. Coincidentally, the NY Governor arrived by limo to give a speech on the front steps, just as we were entering. We became the accidental scene-stealers and photo-op of the ceremony. The photo that made the papers the next day showed a flotilla of antique cars in the foreground and the Governor way behind somewhere in the crowd watching us—not what his advance team had in mind, I'm sure.





It is not everyday that you receive an email asking if you would be interested in buying a barn full of 1934 Fords, five of them, plus parts to build more.

But if you do, respond IMMEDIATELY.

At first we assumed the barn was going to be full of rusty and rotten 34s, the pictures we received told a different story. At that point we knew we had to try to buy it all.

One Coupe.

One Roaster.

One Cabriolet

One Fordor

And enough Parts to build More.



IronTrap Garage





## Are Electric cars about to take over the roads to protect the environment? Are Gasoline powered cars about to be taken off the Road?

"The average age of a vehicle on the road today is almost 12 years old in the United States," says Abuelsamid, the Navigant analyst. "Even if ... 100 percent of vehicles sold were electric starting today, it would still take 20 to 25 years to replace the entire vehicle fleet with electric vehicles."

Bill Visnic, editorial director at the Society of Automotive Engineers, is more blunt. "Combustion engines really aren't going anywhere for quite some time," he says.

### **Increasingly eco-friendly combustion vehicles**

Mary Nichols, who heads the California Air Resources Board, agrees that internal combustion engines aren't going away anytime soon.

"We can't turn them all into planters or sculptures," she says. "So I think we're going to have to provide for them to continue to exist."

But Nichols emphasizes that modern cars are cleaner than they used to be.

"I started working in this area of air pollution control back in 1971," she says. "And in that time, the air emissions from internal combustion engines have been slashed by over 90 percent — twice." That's important for air quality, a major concern in the world's cities. Meanwhile, improved fuel efficiency has reduced the amount each car contributes to climate change.

"It highlights the importance of making sure ... that we continue to have standards for conventional vehicles that push us towards more efficient, cleaner combustion engines," says David Reichmuth, a senior engineer at the Union of Concerned Scientists. "In the next five years, we're going to sell an awful lot of gasoline and diesel-powered vehicles, and not having those standards in place will lock in a large amount of emissions.

"We're moving in the right direction with electric cars," Reichmuth says. "But the question is: How fast do we get there? And, you know, if you look at what we're already seeing with climate change, we're going to have to move faster." —*Wall St Journal*





"Smiler" Grogan, a just-released convict jailed for robbery 15 years earlier, escapes police surveillance and drives his car off a [mountainous highway](#) in California. Five motorists stop to help him: Melville Crump, a dentist on a second honeymoon with his wife Monica; Lennie Pike, a furniture mover; Ding Bell and Benjy Benjamin, two friends on their way to Las Vegas; and J. Russell Finch, a seaweed-business owner, traveling with his wife Emmaline and his loud, obnoxious mother-in-law Mrs. Marcus. Just before he dies, Grogan tells them about \$350,000 buried in Santa Rosita State Park under "a big W." After failing to come up with a satisfactory way to split the money, a race begins to find it.

*Comedian Phil Silvers dumps his '47 Ford in a river during the chase*



1947 [Ford Super De Luxe](#) in [It's a Mad, Mad, Mad, Mad World](#), Movie, 1963

Comedian Phil Silvers takes his Ford into a river during a chase scene

Near the conclusion of the Mad, Mad Chase—Lennie Pike (portrayed brilliantly by Jonathan Winters) was left dejected and seemingly abandoned on a lonely stretch of California desert highway with nothing more than the clothes on his back and a "little girl's bike." That is until Otto Meyer (portrayed by Phil Silvers) is successfully flagged down. **Meyer is driving a Ford Super Deluxe convertible, but from which model year has long been a debate. According to contributors to [IMCDB](#), nearly identical 1946 and 1947-'48 versions were used during filming, their minute differences picked up by keen eyes during different long- and close-up shots throughout the car's appearance. To cover our bases, we spotted [this 1947 Ford Super Deluxe convertible](#) for sale. In the movie, Meyer relents and listens to Pike's monetary tale and eventually speeds away, leaving Pike yet again alone with a now-damaged bicycle. While the film Ford ultimately meets a watery demise, our featured car has an interesting history of its own. According to portions of the seller's listing: Not long after Meyer accelerates away from Pike, a tire on the Ford explodes, sending the convertible through the first of a Burma-Shave style series of roadside signs that, conveniently, point him to a service garage just up the road. It's managed by pals Ray (Arnold Stang) and Irwin (Marvin Kaplan). As they explained earlier to the Finch/Marcus trio (who had stopped to use the pay phone and assess - presumably - the condition of the Hawthorne's Willys), they had just opened for business; they couldn't possibly part with their [1951 Dodge M-37](#) trimmed out as a civilian tow truck, [similar to this 1954 Dodge M-37](#). Meyer soon pulls in and excitedly asks Ray and Irwin to fill the gas tank and fix the flat, and - without taking a breath - asks if there's an airport nearby. Eventually, the Ford is ready to roll, just as Pike arrives to even the score with Meyer: "They'll be stumbling over you in the dark." It's hard to single out the most hilarious scene of utter destruction in the film, but the systematic razing of the garage that follows is arguably the most memorable. Resuming his chase, Pike spots the Dodge and promptly steals it from Ray and Irwin.**





## This engineless 1950 Ford Crestliner would be the perfect start for a Fordillac. Here's How I'd Build It

By [David Conwill](#)



The “Shoobox” 1949-’51 Ford cars were the first new post-World War II design from Ford. They were a technological revelation for Dearborn’s followers thanks to a low, sleek envelope body; a (kingpin-based) independent front suspension; and an open-drive rear axle mounted to parallel leaf springs. For most prospective customers, even the redesigned 239-cu.in., 100-hp flathead V-8 was an upgrade.

If it wasn’t enough, Bill Frick, out on Long Island, had a solution. Frick would pluck the flathead from your new Ford and install one of Cadillac’s new-for-’49 overhead-valve V-8s in its place—either along with its associated Hydra-Matic or adapted to the column-shift three-speed. It turned the peppy Ford into a veritable rocket ship, thanks to 331 cu.in. and 160 hp. Frick called his conversion a “Fordillac” and in a couple years, when he started performing the same work on Studebaker’s 1953-style coupes, the -illac suffix was appended yet again, to make the Studillac.

The Cadillac V-8 was introduced for the 1949 model year with 160 hp and two-barrel induction. The aftermarket quickly responded with multiple-carburetor intakes and other speed parts. A stock '50 Ford V-8 was rated at 100 hp. Image via lov2xlr8.

Proof of what an excellent conversion Frick did was that no less than [Briggs Cunningham wanting to take a team of Fordillacs to compete at the 24 Hours of Le Mans](#). French officials didn’t see the Fordillac as a production vehicle, however, so Cunningham instead raced two all-Cadillac cars. Fictional spy Felix Leiter, James Bond’s CIA

counterpart, was also a fan. Leiter introduced Bond to his Studillac in Ian Fleming’s novel *Diamonds Are Forever*, in 1956.

With such a pedigree, it’s surprising there aren’t more of Frick’s -illac conversions hanging around these days. Since I’ve never seen more than perhaps one of each, I’ve always harbored a soft spot for the idea of creating one. The difficulty is that it would be a tough decision to pull a functioning flathead out of a Shoobox Ford for a Cadillac transplant.



**Seen in July Hemmings For Sale -Price \$4,500. Riverton, Wy**



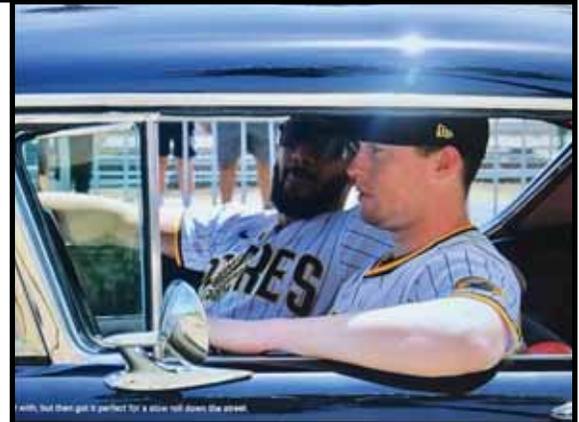
Route 66 was never the same after congress passed the Interstate Highway act of 1956. The legislation authorized the construction of a 41,000-mile network of interstate highways that would span the nation and as a result, Route 66 was often realigned and bypassed by newer routes that made travel faster and more direct. In 1986, Route 66 was decertified as a highway and officially ceased to exist. Above, female patrons pose for the Customers while getting their hair done at a beauty salon.

A barber, poses at attention in his barbershop for a snap taken by Charles Custer. While Route 66 has been removed from most maps, its legacy and allure still brings thousands of adventurers per year. Various parts of the highway have been placed on the National Register of Historic Places.





SO...That Sly Dog Bob Brown sets a date with a photographer, drives his '58 Impala to Petco Park just in time to meet up with Fernando Tatist and Jake Cronenworth on their way to work. They've both got heavy bags, so Bob offers his car to help out. They accept and stroll over to stow their gear in the trunk. Jake asked Bob to start her up. Bob responds with "You've got the key. You start it". Then Jake had to figure out the clutch and...finally he drives on in—in style.



**SDEFV8 General Meetings- Auto Museum,  
Balboa Park-~~MEETING MAY 19 !!~~**

**Ford V8 Swap Corner...**

**SDEFV8 Club c/o**

**Tim Shortt, 1211 5th St, Coronado, Ca 92118**

**619-851-8927**

**1936 Ford Standard 5 Window Coupe**

4 time Emeritus Winner.  
Black with Tan LeBaron Bonney Interior. Trunk model with roll down back window. Aluminum Heads , Ford Script Battery. **\$39,000 OBO Ron Shedd 858-776-6508.**



**'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then HarrahMuseum. Good condition. Side-mounts, Luggage Rack. Runs great. New lower price...\$83k .  
Dixie,  
619-677-8922**



**1950 Convert- '53 v8 Merc motor, OD recent paint, interior, Chrome and top. Looks good inside and out. Have owned 30 Years- Runs great. \$28 Tim 619-851-8927**

**1934 Ford Cabriolet,**

Have owned for 51 years. Found in a NY Barn where it had been parked since 1942. Young owner went off to war and did not come home. The car sat under a tarp in the same corner for 31 years, until a friend told me that it was in there. I bought it that night. I put in a new motor, clutch, Tank brakes, tires and radiator. Drove it 3 years, then new paint, interior, top and chrome. Many cruises in NY. And here in San Diego/ Coronado. Always garaged. Lightly used last 3 years. Needs a few minor things. **Best offer over \$45k. Tim 619-851-8927**



**'56 Ford PU- 302 W/ 2 bbl carb-C-4 trans W/shift kit- Ford 9 in rear end-Tilt steering wheel- Ply Volare Front end-10,000 on truck and rebuilt engine-clear title with 1956 Cal plates-\$26k Art Gibbs 619 448 6754**

**'50 TransWorks good. T5 Trans 5 speed \$600 OBO- 714-490-0613-cell 714-906-1644**

**1936 Ford 5 window coupe-Columbia rear - LeBaron Bonnie interior RB trans-Clock-Radio All Ford steel Beige body. Brown fenders LB engine \$33,000 or best Tom 714-998-4528**

**Enclosed 28' Car Trailer-with toilet, sink and wood interior. \$3,000 Sheila Ra-bell 619-977-3152**

**'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver-needs minor stuff. \$20 Ken Van Wormer 619-302-5714**



**'37 rust free- v860 Fordor. New paint, chrome, interior. New motor. Tires, brakes Very clean. \$24k OBO -Dr. Tom Sytko 619-829-1678**



**50 ford flathead V8 engine equipped with rebuilt 5speed trans. Also included: new water pumps, radiator, MSD ignition, 12v coil, ceramic coated headers new plugs & wires. Engine has good compression. No oil leaks or smoke. I drove the car from San Diego to Colorado with no problems. I have paperwork on the transmission. Asking \$2,900 OBO for all. **619 -339- 0902****

**9" Ford Rear End— 2.70:1 Ratio \$100-Bob Brown 619-890-6988**

**265 Chevy V8 Motor- Total Rebuild, Best Offer 619-247-6525**

**1932 Fender Gloves-covers complete fenders. No scratch padding inside and Naugahide outside. Carl Atkinson 619-892-0222**



**'47 Merc Coupe- Orig Barn Find. Solid, Rust Free-Complete. Columbia Rear, Motor stuck. Clean Calif Title. Car in AZ. John 928-710-7566**



**Kwik-Lift For Sale. - Adjustable Length 13'-3" to 14'-9"- Adjustable Width- 5,000 lb Capacity. 20" Creeper Clearance Under Ramp. Cost New = \$1,499 + Tx and \$495 Shipping, Asking \$800 OBO.**

**'34 Parts left after hot rodding a '34 5 window Coupe— Rear steel fenders, Front seat and rumble cushions in excellent shape, new ashtray, light stanchions, Running Boards, etc, etc No shipping- must pick up locally.**

**619-846-7012 Paul Alvarado**

**'47 Merc Steering column w/ Ignition switch & key \$150. And Trans Case with side plate. \$60. Should fit any flathead V8. In storage 29 yrs. Jim Hallsted 858-672-0167**

SDEFV8Club, % Tim Shortt 1211 5th st, Coronado, Ca 92118

