

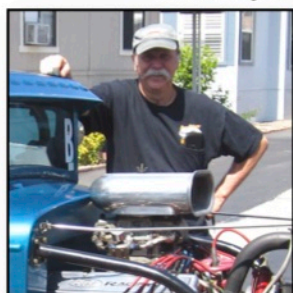
X THE Ford FAN X

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



Merry Christmas 2011

Room For 20 more V8ers at Christmas Party- Call Barb Martin 760-230- 2582



The Prez Sez.

Fall is upon us. The leaves are turning colors that seem to match the car colors. While many plants stay green like 1934 Vineyard Green (IM-1470) the ones I enjoy most are the red to yellow trees. They range from Medium Maroon (1932 IM-1248) or Garnet Maroon (1939 DQE-50048) to 1934 Ver-

million red (IM-1412) and 1936 "Demonstrator" Yellow (QDE-523). See if you can find a leaf that matches your car color, and bring it with you to the Christmas party.

The entire slate of club Board Members were voted in at the November meeting. The officers will be presented and sworn in at the December Christmas party. We still need volunteers for the BIG 3. This is our only major fund raising event, and it pays for all of our club events and expenses. Please contact Barbara Martin. See the list in this issue of the Ford FAN. We always need you to help with these events and tours.

The Christmas party is on December 11th. Please bring your cheery selves for a fun-filled afternoon.

Check out the calendar in this issue and be a part of it! Bring your car and join the other "flathead" fans. We still have nice weather to get out and enjoy our cars.

At the Nov meeting Dennis Bailey showed us the finer points of finishing and polishing metal trim. We saw how to turn those old dented parts into usable and show-quality ones. With feedback from the audience, this became a giant round table and "Tech Tip."

If there is a topic you would like to know more about, or you would like to present a Tech Tip, please contact me or Richard Teubner. Be sure to go online and look at the EFV8 web site at:

<http://www.sandiegoearlyfordv8club.org>. You will probably see yourself. If you don't, then send Rick a photo to: rcarlton1@cox.net. Feel free to contact me at: jhildebr@cox.net if you wish.

Happy motoring, John

*Northern
Lights down
south, Oct
24, 2011*



2011 Officers

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

V.P. **Gary Timm-** 619-660-1763

Secretary: **Dennis Bailey-** 858-274-3077

Treasurer: **Jack Clegg-** 619-562-3536

Directors

John Hildebrand- 760-943-1284

Gary Timm- 619-660-1763

Dennis Bailey- 619-954-8646

Mike Brandon- 619-977-9777

Ken Tibbot- 619-669-0211

Richard Teubner- 858-748-2849

Marc Goldman- 619-938-3865

Rick Carlton- 619-303-3353

John Hildebrand- 760-943-1284

Barbara Martin- (President Pro Tem) 760-230-2582

Other Chairpersons

Programs: **Richard Teubner-** 858-748-2849

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

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

Tours: **Mike Brandon-** 561-4067-

Marc Goldman- 619-938-3865

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: **Pat Hildebrand-** 760-943-1284

Sunshine: **Virginia Larkin-** 619-390-9278

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



Sun, Dec-11, 11:30 - Christmas Party - General Meeting - Bali Hai
Dues Due Dec 31 & Don't forget, Sign Up for Big 3

OK, you don't need a big crowd to have a good time.

Only nine V8ers showed, but nine was fine. We saw and appreciated the whole Olympic quest for Gold. This training center is the largest in the US. Sprawled over 150 acres of rolling hills plus all of Otay Lake, the Center is home to hundreds of our best and most talented athletes who come from towns across America for the intense

training. Big things are happening here - sport records are set and broken. It's where individual efforts transform into national pride.

John & Liz Dow led us from Bonita Donuts past the newer Eastlake suburbs and some of the untouched countryside to our destination, Otay Lake, and the Center's main gate. Expecting a larger group, the Center provided two guides, but when they counted noses it was determined we'd all fit into two Tour Carts. Blankets and jackets were needed for the brisk weather ride through the grounds. Dorm

Housing, Medical. Game Fields, Bike and Running Paths, Indoor Workout Center, Lockers, Coaching Staff, Security and Administration are all contained here. At the Conditioning Building, we met and spoke with several Olympic hopefuls in the middle of their daily routine of workouts and continual eating (seven meals a day for some). Later, hot Lunches at the J St Marina warmed our bellies and the conversation was lively. It was a good time.-TS





The White Elephant 1936 - 1980

With the closing of the California Pacific International Exposition, the Ford Building closed its doors to the general public and remained closed until 1980. In the intervening years, the building served many purposes. The National Guard's 251st Coast Artillery Regiment stored its anti-aircraft artillery, trucks and searchlights here, until the unit was drafted in 1940 and shipped to Hawaii. In 1941, the San Diego Vocational School set up an airplane construction school in the Ford Building. And during WWII it doubled as a bomb shelter. The Civil Air Patrol held night school there until 1946. Convair considered using the building in 1947, but backed out when they learned the pavilion could not accommodate the 110 foot wing span of its B-24 Liberator. That same year, San Diego's city manager authorized the collection of airplanes for an exhibit in Balboa Park. Perhaps this explains the Japanese Kawanashi N1K1 "George" fighter plane found sitting unappreciated in the basement for several years. The aircraft was later given to the Air Force Museum in Dayton, Ohio. The National Rifle Association tried to get the Ford basement for firing ranges, but later decided against this plan after calculating the cost of adapting the building. The Ford Building then fell into disrepair and was used primarily as storage for the Park and Recreation department. What had once been called a "paragon of Streamline Modern architecture" had become a "white elephant" and was scheduled for demolition. The Bartholomew Master Plan of 1960, commissioned by the city, reported the Ford Building to be "lacking in architectural significance." In fact they described it as a cross between a "washing machine and a large donut". This report prompted many concerned citizens of San Diego to get involved in a plan to save the building by placing it on the National Register of Historic Places in 1973. A fire on the night of February 22, 1978, destroyed the Electric Building, valued by the City at \$275,000, and the Aerospace Museum collection, valued by museum officials at \$4 million. Despite the loss of the collection, the renovation of the Ford Building and the rebuilding of the Electric Building went ahead. The Aerospace Museum reopened in the Ford Building in December 1978 with a new collection that friends and officials of the museum had purchased from a \$4.5 million kitty they had raised for the purpose. So people would not go to the Ford Building looking for Ford automobiles, Aerospace Museum

officials persuaded the City Council to change the designation of the building to "Aerospace Historical Center." -TS





Imagine this.....You are driving a new \$140,000 Lingenfelter twin-turbo powered Corvette Z-06. Over a mile up the road, a Top Fuel dragster is staged & ready to 'launch' down a quarter-mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard, on up through the gears and blast across the starting line, and pass the dragster at an honest 200 MPH.... The 'tree' goes green for both of you at that exact moment. The dragster departs & starts after you..

You keep your foot buried hard to the floor, and suddenly you hear an incredibly brutally screaming whine that sears and pummels your eardrums & within a mere 3 seconds the dragster effortlessly catches & passes you. He beats you to the finish line, a quarter-mile away from where you just passed him. Think about it - from a standing start, the dragster had spotted you 200 MPH....and it not only caught, but nearly blasted you off the planet when he passed you within a mere 1320 foot long race !!!!

0 to 100 MPH in .8 seconds (the first 60 feet of the run).
0 to 200 MPH in 2.2 seconds (the first 350 feet of the run).
6 g-forces at the starting line (nothing accelerates faster on land).
6 negative g-forces upon deployment of twin 'chutes at 300

MPH. The current Top Fuel dragster elapsed time record is 4.420 seconds for the quarter-mile (2004, Doug Kalitta). The top speed record is 337.58 MPH as measured over the last 66' of the run (2005, Tony Schumacher). Obviously, if you were driving a Ford V8, the results would have been quite different - probably unmeasurable--TS

The Auto Drive game book was created by a New York advertising firm to be sold to any car manufacturer. Only 8 of the 68 pages have any reference to the Ford Motor Company and all the pictures are of generic cars. Here is a small sampling of the "Quiz" questions and "Drive" info.

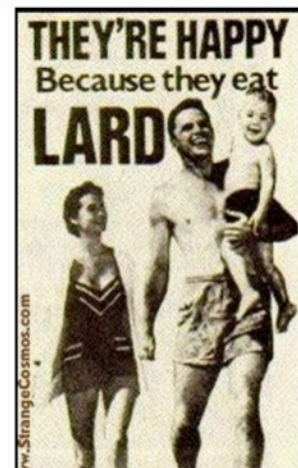
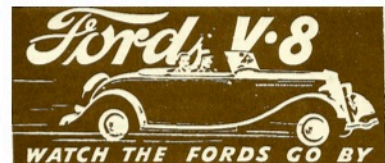
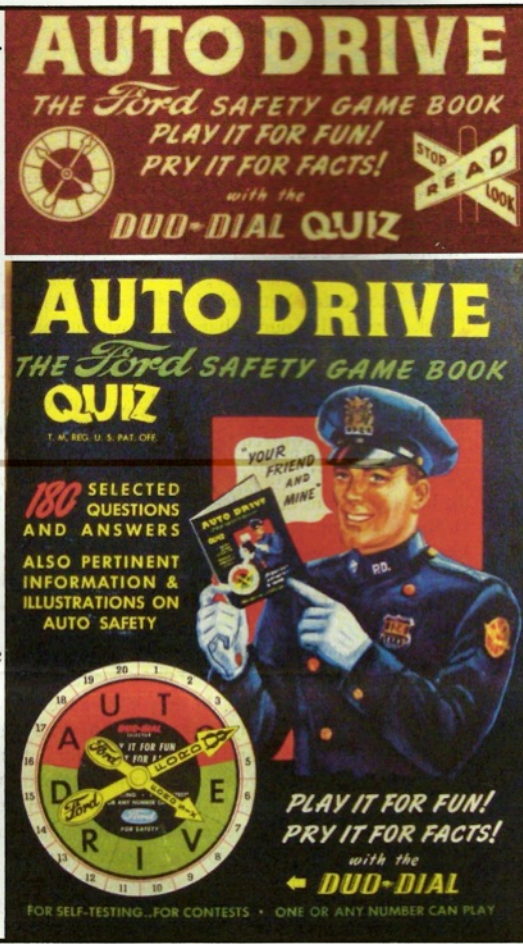
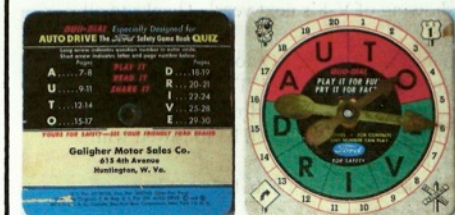
True or False: The water jacket of an automobile is a tarpaulin to throw over the hood in rainy weather

True or False: There is over whelming evidence that women are worse drivers than men. (Yes, both answers are acceptable.)

In 1946 Triple A made over 32,000,000 service calls caused by failure to check tires, batteries, and to lubricate regularly.

Except on one way streets, street cars must be passed on the right or left side?

In Detroit the fine for driving with your arm around your passenger was \$2.00; for loud mufflers it was also \$2.00. In '46, the highest traffic fine in the Motor City was \$15.00 for passing a street car on the left side.



Courtesy of Hoosire V8 Views

New thinking on 'Half a V8' woody.

Dick Brooks' hot rod heritage has roots going back to the 1960's. His first one was a flathead powered 1940 Ford coupe, followed by a bunch of Model A's. Oh yeah, there's also a 1914 Dodge Brothers Touring Car thrown in there for a bit of balance. Dick happened upon the 1929 Ford Model A Station Wagon that's the subject of this project.

Resources say that there were only 3,510 Station Wagons built by Ford in 1929 out of a total vehicle production run of over 1.5 million cars. He's only the third owner of this gem, and the second owner had the car in dry storage for over 50 years. Dick resurrected it and quickly realized that this bone stocker was a long way from the sort of drivable car he had in mind. Being limited to highway speeds of 40 to 45 miles per hour wasn't in his plan. His vision included a comfortable fully independent suspension both front and rear. The stock 40 horsepower four banger, mechanical brakes and buggy springs were going to have to go. The original body though, both wood and sheet metal, would remain as found. The Model A had received a very nice restoration sometime in the past, but had suffered the abuses of bicycles and lawnmowers being bumped into it, probably a big box of Encyclopedias being rested on the running boards. Such is the fate of cars being stored in a family garage. The bumps and scratches gained over these 50 years of storage all go to adding to the car's character today, and Dick has no intention of erasing these scars. The term "classic" car is often overused but this piece offers a rare glimpse into our American automotive history. Ah, but here's the

twist: let's add a touch of hot rod attitude!! To address the chassis, suspension and brake upgrades, Kugel Komponenten fully independent front and rear suspension packages were brought in. New Model A frame rails and crossmembers will form the backbone of the new chassis and give it rigidity that the original couldn't come close to providing. The body will be lifted off of the original chassis and relocated to the newly fabricated version. This, combined with the replacement of the stock 4.10 x 21-inch tires will give the Wagon a new, lowered stance. Brakes are vastly improved from the 1929 vintage mechanical versions with power discs at all four corners. Steering also benefits from a power rack and pinion unit. The Ford engineers of the 1920's couldn't even dream of this stuff. This would truly have been "rocket science" for them. The engine and transmission aren't being neglected on this project either. Dick wanted no "belly button" Chevy small block in his Ford. Nope. His wagon would remain all Ford. He has put hundreds of thousands of miles on the Ford Rangers in his construction business fleet and swears by the little four cylinder engine's reliability. OK, he won't pull a wheelstand with the modern version of the Ford 4-banger but this 2300 cc workhorse will pull this wagon just fine, thank you. And get decent fuel economy to boot. It'll be coupled to a modern Ford 5-speed manual transmission, again of Ranger.--Submitted by Ron Landweer



Does your old car smoke? Try a Ford.



Future Ford owners--1950



Good Guys

Nov 25-6-7

The DJ's kept the beat, Hot rods raced the clock at the Autocross. Ramped up cruisers toured the boulevard, but the crowd was less by half from last year. Maybe it was Thanksgiving weekend travel distractions. Maybe the poor economy.

But still, there were small flash mobs gathered around a few distinctive cars, notably Carl Atkinson's '32.

Carl is known for fearless and creative modifications. He built a successful design and engineering career on thinking outside the box. His chopped and channeled '38 Chevy coupe and yet-to-be-finished '40 Buick are prime examples of a No-Fear approach to automotive re-design.

I saw this screaming yellow '32 just three weeks ago scattered all over his garage. The body and frame were cut and spliced to add a foot of length and leg room. And suddenly, here it is, re-engineered, rebuilt, re-assembled, re-painted and re-detailed - faster than 'Pimp My Ride' --TS

Harry Bennett: Henry Ford's chief thug, targets UAW, later threatens family peace.

Hired by Henry Ford after a New York street fight, Harry Bennett rose to prominence as perhaps America's most famous corporate thug.

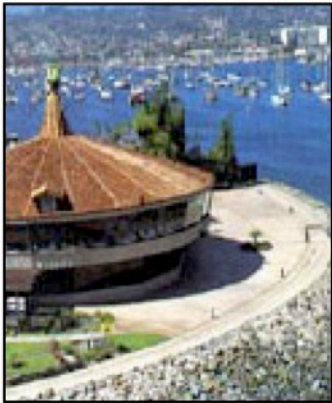
Bennett, a former boxer and ex-Navy sailor, quickly established himself as the auto tycoon's right-hand man after joining Ford Motor Co. in 1916. Until his ouster in 1945 by Ford's grandson, Henry II, Bennett carried out Henry Ford's orders and likely some of his own making, often using violence and even underworld connections.

Ford liked the idea of a young scrapper who could look out for himself. After asking Bennett, 24, whether he could shoot, he offered him a job. Bennett, reared in a professional household in Ann Arbor, Mich., didn't know much about the car business, but Henry Ford had other duties in mind. Spying, firings and beatings were Bennett's game. And he excelled at it. At the now famous Battle of the Overpass, Bennett and his gang of thugs proved they were ruthless.

In April, 1937, the Supreme Court upheld the validity of the Wagner Act, guaranteeing workers the rights to organize a union. Walter Reuther and other organizers saw their chance, and Ford would not be able to stop them. On May 26, 1937, they assembled a hundred leafletters, and invited over a hundred clergy, press and politicians, "So there won't be any trouble." However, over 400 Ford Servicemen under Harry Bennett appeared as the leafleting began and proceeded to viciously beat the organizers, both men and women. One minister noted that the Dearborn police looked on as one woman was being beaten, and made no attempt to stop the carnage. Katherine "Bebe" Gelles, head of the Local 174 auxiliary, traded punches with a goon. The thugs went too far, commentators said. At least one organizer - JJ Kennedy - died of his wounds. Tony Marinovich suffered a fractured skull which he never fully recovered from. But the biggest mistake made by the company was beating up the press, including photographers from the Detroit News. Most of the film was seized by the thugs, but one photographer got away. Walter Reuther and Dick Frankenstein had their bloody faces broadcast around the world. The photographs told the story of what came to be called the Battle of the Overpass. Time's coverage was particularly graphic, and in response Ford withdrew all ads from Time, Life and Fortune for the next 70 weeks. Other than Henry Ford's wife, Clara, Bennett was perhaps the person closest to the auto pioneer during the final decades of Ford's life. Bennett lorded over Ford's notorious Service Department, heading up a force that at one time topped 8,000. They monitored Ford employees, intimidated union organizers, delivered punishments and guarded Henry Ford and his family. "Harry Bennett did whatever he was told, and he did it very efficiently and very fast," said Ford historian and University of Michigan professor David Lewis. "So he did a good deal of Henry Ford's dirty work." Most notably, fighting the burgeoning power of the UAW. Henry Ford hated labor unions and wanted them defeated. Bennett assumed that charge, culminating in the Battle of the Overpass in 1937, when Bennett's toughs beat union organizers bloody. Bennett would stay at Ford eight years after that famed confrontation, but his employment depended on Henry Ford's patronage. When the founder moved to the sidelines, the Ford family triumphed in a power struggle that sent Bennett packing. After the firing, Henry Ford II said, "Bennett was the dirtiest, lousiest son of a bitch I ever met in my life and what's more, he stole plenty from the company." - Excerpts from Wikipedia.



Photo: Harry Bennett with Henry Ford, 1939



Dec 11, Sunday, 11:30, Christmas Party
Bali Hai Restaurant on Shelter Island, with the million dollar view. The fun begins at 11:30. Raffle, Lunch. Officer Installation. Awards & Recognition for a year well done. Pls send your check-(\$30 each -Club will refund you at the door). Make out check to Early Ford V8 Club. Mail to Barb Martin, 1953 Powell Dr, El Cajon, Ca 92020

2011-12 Tour Schedule

Dec 11, 11:30 am: Christmas Party, Bali Hai.
 Pls send your check- \$30 each (Club will refund you at the door). Make out check to Early Ford V8 Club. Mail to Barb Martin, 1953 Powell Dr, El Cajon, Ca 92020.
Jan 30, Sun, 11am. The Last Great Treasure Hunt & Wife Swap. RSVP -619-435-9013 Tim & Sandy Shortt, 1211 5th St in Coronado.

DMV to get its own reality TV Show.

Move over Jerry Springer- TruTV has ordered up four episodes of "California DMV: Field Offices." The show will look at what it's like to work at DMV. This should be very interesting. - John Sweeney, Editor CRUISIN' NEWS--Thanks Jerry Windle

The Best Apple Pie on the planet. Just in time for the holidays.

My daughter, Suzy Shortt Hawes, will home bake and deliver the most delicious apple pie you've ever tasted. Just \$20. Please use this link to order your homemade apple pies :-)

http://web.me.com/suzyhawes/AmericanApplePies/Welcome_to_American_Apple_Pies.html
 ..and please pass this link on to all of your friends and family.



American Apple Pies

Lady 8ers Gen Meeting-

A great big "thank you" goes out to Sandy Shortt & Judy Grobbel for their wonderful "Travel Show & Tell". Sandy shared her 1989 trip to Poland during 'Solidarity' and all the high hopes of the time. Judy is quite the world traveler, has lots of travel tips, and especially loves to travel with "OAT Travel" because they specialize in small groups, so you really get to see the lay of the land, and spend time with local families. Another huge "THANK YOU" to Candaus Greene for all the planning, arranging, organizing, and creativity that has made The Lady8ers such a success. She is truly the glue that holds our small, but mighty group together! We will be stuffing envelopes for the "Big 3" mailings at the Jan. meeting, so I hope you can join us for some stapling, collating, and planning for our New Year events. So "Ladies", get your favorite guy to take you out to dinner before the meeting, bring your ideas for another fun filled year and we will see you Wed. January 18th.-Barbara- **RSVP for our next gathering: December 7 High Tea at Aubrey Rose in La Mesa.** Space is limited. **Candy Greene** (619-444-7174 candygreene@cox.net)



Lady 8er's December Celebration



The Aubrey Rose

Tea House

December 7th

11:30am

8362 La Mesa Blvd

Downtown La Mesa

Lady Anne Tea

Assorted Tea Sandwiches
 Seasonal Fresh Fruit
 Fresh Baked Scones
 AubreyRose Cream
 Lemon Curd
 Pastries

\$33.23 Tax and gratuity included

RSVP

Candy Greene

candygreene@cox.net

619-444-7174

Sun, Dec 11, 11:30- Christmas Party, Bali Hai.
Raffle, Lunch, Installation of Officers, Awards and Recognition

December Anniversaries

12/03 Bob & Geri Stoll
12/06 Jake & Tiffany Murrell
12/21 Dan & Susan Walters
12/05 Jeff & Maurine Satterwhite

December Birthdays

12/03 Jill Kerr
12/09 Phyllis Clegg
12/10 Lani Prager
12/10 Linda Lewis
12/13 Candaus Vidali
12/14 Barbara Clark
12/17 Tim Shortt
12/25 Steve Seebold
12/25 Norm MacDonald
12/30 Paula Pifer
12/31 Fred Lobello

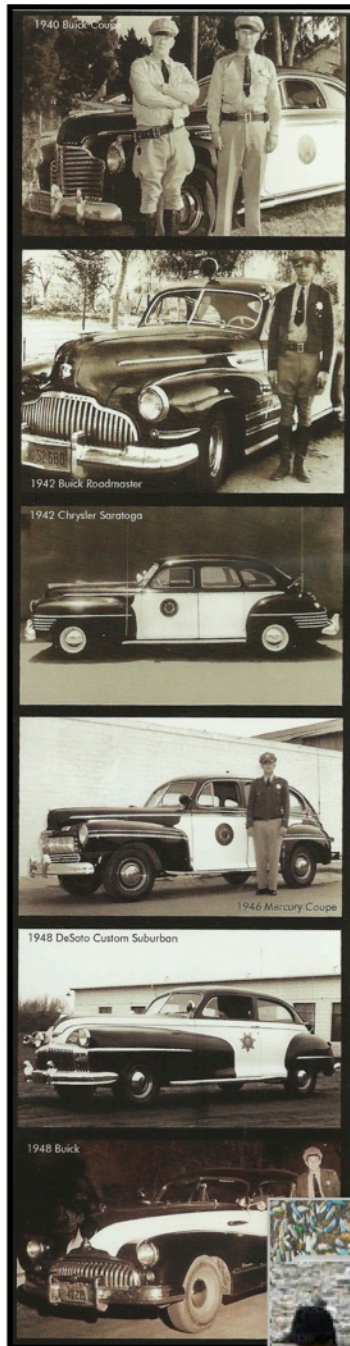
Sunshine: Long time members **John and Barbara Owens** now live in Fair Play, Mo, but keep in touch through the Fan. Recently John came down with a Parkinson related disease. He is wheel chair bound and unable to enjoy the dream workshop he built for his collection of six beloved old Fords. We wish them the best in this phase of their lives.

Our Sunshine Lady, **Virginia Larkin**, is in need of some sunshine herself. Just to let the membership know, Virginia now has hospice at home. They have been blessed with many caring family members who are also there for them. We talked to Larry this morning to get an update on her condition.

Cards and Phone calls would be appreciated but no visitors, please. **Joe & Paula**

V8ers on the move:

Ray & Joyce Brock are just back from travels all over France...ooh, la, la...



SDEFV8 Minutes –Nov 16, 2011 Prez. John Hildebrand pounded the gavel at at 7:02.

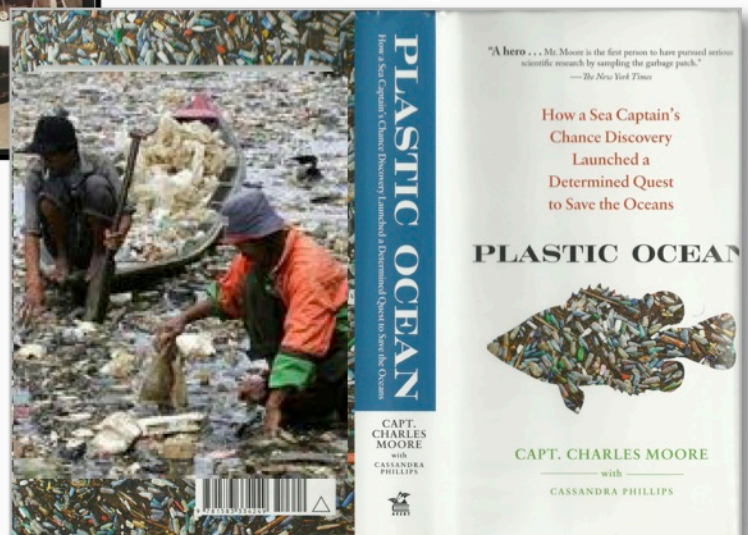
Guests: None **Presidents Report:** John discussed the new Board Members and ballots were handed out to the members present. The results will be revealed at the Christmas Party December 11th. **VP: Gary Timm** – No report **Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved for October as written in the Fan. **Treasurer: Jack Clegg** gave the Treasurer's report and it was M.S & C to accept. **Membership: Paula Pifer:** 187 Members **Accessories: Duane** is still searching for club emblems, and the license plate toppers have been delivered by Bill Lewis, \$20.00 for bare and \$25.00 for painted.

Sunshine: Long time Member John Owen has been diagnosed with a form of Parkinson's Disease **Fan Editor: Tim Shortt** reported Dec. issue in process and noted extra copies of the Nov Fan were available, also Dec issue closes early. Anything for the fan should be sent to him before November 25th. **Tours: Tim Shortt** discussed the Olympic Village tour on Friday the 18th of Nov. Next months tour will be the Christmas Party at the Bali Hai at 11:30 on the 11th of December. Bring a Toy for Tot and a raffle prize. **Programs: Richard Teubner** is working on Programs for next year and is asking for suggestions. **Car Club Council; Joe Pifer:** no report. **New Business: None** **Old Business: John Hildebrand** discussed the progress on the relocation of the club trophy case. **Program:** Dennis Bailey gave a metal finishing presentation for S/S Hubcaps and Trim and also some fabrication techniques **50/50** was won by Frank Swedberg and the additional raffle prize was won by John Dow. The meeting was adjourned at 8:30. *Dennis Bailey Secy.*



Read This Book & Save the Oceans

How 50 years of throw-away plastic products have ended up in the world's oceans and our entire food chain.



Dues are Due by Dec 31- Send to Paula Pifer

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

Lady8ers High Tea Dec 7. Call Candy.
Christmas Party Dec 11 -Bahia Restaurant

FORD V8 SWAP CORNER...

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



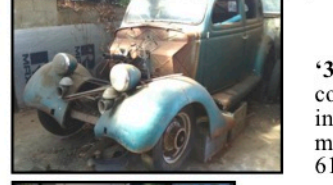
'85 Chrysler La Baron convertible white/woody, turbo, tan leather seats and tan top, 68,194 miles asking 5000.00 Call the Carnahan's 619-258-7788



Will consider Ford Woody as part trade on '67 Corvette-L71 427/435 HP Frame off restored car. Two NCRS Top Flight Awards. Worth \$179k. Ron 619-507-0053



'59 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner. 361 eng, 305 hd, AT, PS, PB.. Total frame-off restoration. Only 6 known to exist. \$54,900 OBO. Dick, 760-230-2582



'42 Sedan Delivery. Needs resto. Has motor. New Low price-\$4,500.. Lane 619-287-4945



'51 Ford Victoria- The one we were never going to sell- \$24,500. Steve- 805-886-3664

'35 Ford Fordor Flatback project. Pretty complete, motor rebuilt 15 years ago Not installed. Can send pics. Car in Escondido, motor in S. D.. \$6,000 OBO. Lewis Wise 619-890-0756

'32 3 window Coupe. New \$8k paint-Lazer Red. A/C 700R4, 350, disc, Cruise Control. Power doors, trunk. Best Offer. Jack 619-445-3152

'50 Olds. Rocket 88 Sedan. Completely Restored. John, 619-302-8376

'27 T Roadster PU- Older resto- Good shape-\$12k OBO. Bob 619-575-1633

'30 Buick Gangster Sedan. Side mount, rear rack. 98% complete but apart for resto.No rust, Glass & wood good. Bill; Lewis 851-3232

Sale- Stick Welding Machine. 25-295 Continuous Amps. Control 100% Duty Cycle. \$75. Ken Tibbot 619-669-0211

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

Sale- '33 Panel PU Fenders. Vic 619-887-8396

Sale- '65 Mustang steering box, good shape \$75. Mustang 8" rear end, new brakes, complete with ebrake cables & brake lines- \$125. '53-'55 F1 Pu steering box & column for Automatic- \$ 125. Tim 619-851-8927

Sale- '36 Ford Rear end. 3.25 new gear set. Calvin 619-247-6525

Sale '09 Moto Guzzi V7 Cl;assic. Only 85 actual miles. Still new. \$7,500 or trade for classic car. 619-851-8927



Sale-'49 Running flathead V8 . 3 speed trans. Drum brakes ,steering column, diff.Best Offer, all or part. [Spring Valley Automotive-619-460-7760](http://SpringValleyAutomotive.com)

Sale- New Early Ford Western National License plates including: Victoria, 1986; Victoria, 1996; Arrowhead, 1989; Reno, 1990; Whistler, 1991; Couer D'Alene, 1992 and Dana Point, 1999. Asking \$90 OBO for all plus shipping. Please call if interested. JIM HARRIS (V-8 Club Member) Landline- 858/597-8174; Cell-858/228-6286 E-Mail: mercury@san.rr.com (CA)



Sale-Acres of Flathead Parts including a picked over '39 Sedan. Everything for one price. Steve DeLong 619-743-9280.

Sale- Complete '37 Frame w/ dropped axle and 8" rear. Good Cond. \$500. Bill Lewis 619-851-3232

Sale- '32 model BB Ford Truck, dual rear wheels and 131" WB. Frame off resto near complete. Rebuilt 4cyl, type C. Needs interior and rear deck wood. Reward for findingbuyer-\$350.--\$9,500 w/ trailer OBO . Good title. Justin 650-364-3866, fax 650-364-1001. www.seaportstorage.com



Sale. '33-'34 Ford inside door handles, window cranks, with spring loaded escuscheons- \$50. for set. **Wanted- 2 rear shocks** for '33-'34 Ford. Al 760-789-6217

Sale -Completely rebuilt Columbia Rear End- New drum to drum.Brakes, ring & pinon, open drive conversion, kick down switch, gauges & wishbone \$4,500. OBO.**Complete rebuilt 59AB Motor w/ rebuilt C4 auto & open drive shaft conversion kit** \$4,500. **'48 Ford Complete restored Steering column & wheel-** Ford Grey \$450.Rick 619-443-0184. 619-985-0032

Sale- '50s Ford Parts-Flathead parts-(No junk) Distrib Caps, wires, Rebuilt 94 Carbs, F1 373 ring & pinion, Bell Housing, Crank Pulley-flathead, F1 Gauges, '50 Gauges NOS, 6V Coil, Regulator. Electric 6V Fuel Pump, F1 Hood Trim, F1 jack/Handle/Wrench, Fuel Pump, Oil Sending units, V8 Starter Solinoids, T-5 Shifter, F1 Spare Hold Down, Head Lite Trim for '39. '50 NOS Speedo Cable. Many Misc Parts.Flathead bell housing. **Wanted-'38 Parts-**Hydraulic Brakes, Bolt On Front Shock Mount, Rear Shock & Mount Kit, Windshield Wiper Arm. Larry Peterson 619-813-1402

Sale-'37 motor & trans- \$200. '37 motor w/'36 heads-\$500. '40-'41 Motor-\$500. '46-'48 motor-\$550. '46-'48 block (cleaned, Magnifluxed, -no cracks- bored 0.060-\$850.-'36 black fiberglass fender skirts- \$125 OBO. email kikowal@cox.net or 858-486-5317. Jon in Poway.

Wanted- Model A Rear Fenders & Deck Lid. Any condition. Carl Atkinson 619-892-0222

Sale- Complete '48 Front end, Rear end, \$500 ea. Set new 15" tires on chrome rims, \$400. 619-561-9048 Bob

Sale-'30 A Motor- Completely Rebuilt Long Block. \$1,700. Ray Brock 619-993-9190

Big 3 Sign Up- Call Barb Martin 760-230-2582



A Vet's Day worth remembering.

11/11--The Carrier Classic was intriguing for everyone ranging from nutty fans to those that simply enjoy a well-produced & absolute spectacle of a live event. Some 8,100 fans and celebrities crowded aboard for the privately sponsored (\$2 million show) that didn't cost the tax payers a cent. The actual game was more about the scene than the score - Tar Heels 67, Spartans 55. The flight deck of the USS Carl Vinson was transformed into an arena, bands played,

Jets flew overhead. President Obama made a speech honoring Veterans and worked the crowd before settling in court side. **In the Vet's Parade a '34 Ford Rumble Seat Cabriolet** was featured hauling Howard Wooten, a WWII Navy signalman and retired Chief Boatswain Rob Cook leading other Vets representing every conflict dating back to the big war. Flags and fireworks were flying and patriotic spirits were soaring. The whole experience was unlike any other in the history of sports, great for the Navy, the Vets & San Diego. --TS



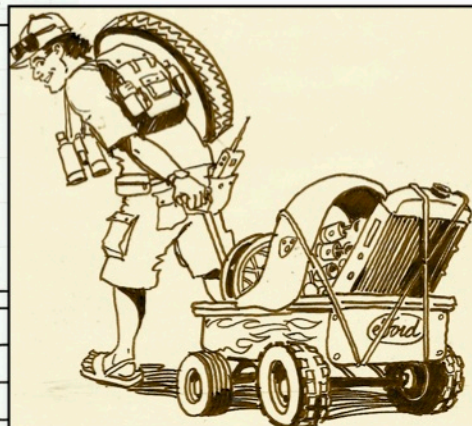
San Diego Early Ford V8 Club, P.O. Box 881107, SD, Ca 92168-1107



Ho, ho, ho...

Dec/11

Big 3 Volunteer Sign Up 2011				
Position	Time	Friday Feb 24, 2012		Saturday Feb 25, 2012
Gate Monitors	Gate #1	8:00	AvaLee Smith	5:00
		12:00		8:00
	Gate #2		XXXXXXXX	5:00
				8:00
	Gate #3		XXXXXXXX	5:00
				8:00
	Gate #4	8:00		5:00
		12:00		8:00
	Gate #5	8:00		5:00-8:00 John Hildebrand
		12:00		
	Gate #6	8:00		5:00
		12:00		8:00
				5:00-8:00
Vendor Gate	5:00-9:00	1	Jack Clegg	
	5:00-9:00	2		
	5:00-9:00	3	Ken Burke	Ken Burke
	9:00-1:00	1	John Hildebrand	John Dow
	9:00-1:00	2		Jack Clegg
	1:00-5:00 PM	1	Duane Ingerson	Duane Ingerson
	1:00-5:00 PM	2		Debbie Murrell
Traffic	5:00-8:30	1	Lane Showalter	
Control	5:00-8:30	2	Frank Swedberg	
	5:00-8:30	3		XXXXXXXX
	5:00-8:30	4		XXXXXXXX
	8:30-12:00	1		XXXXXXXX
	8:30-12:00	2		XXXXXXXX
Car	6:00-10:00	1	Barbara Clark	Bob Hargrave
Corral	6:00-10:00	2	Jim Ferguson	Dennis Bailey
	10:00-2:00	1	Jim Hallsted	Judy Grobbel
	10:00-2:00	2	Al Petani	Liz Dow
	2:00-6:00 PM	1		Billy Bonnoront
	2:00-6:00 PM	2		Dick Martin
Parts Pick-up	8:00-12:00	1	XXXXXXXX	Greg Murrell
				Ray Brock
	8:00-12:00	2	XXXXXXXX	Webb Smith
	8:00-12:00	3	XXXXXXXX	
	8:00-12:00	4	XXXXXXXX	
	12:00-4:00 PM	1	Tim Shortt	Tim Shortt
	12:00-4:00 PM	2	Barbara Martin	Ray Brock
	12:00-4:00 PM	3	Dick Martin	Barbara Martin
	12:00-4:00 PM	4	Bill Lewis	Carl Atkinson
			Phone Tree	Vendor Gate Take Down
Place	6:00-10:00	1	Webb Smith	11:00 AM Dennis Bailey
Vendor	6:00-10:00	2	Carl Atkinson	11:00 AM Marc Goldman
Friday	6:00-10:00	3		11:00 AM
Only	6:00-10:00	4		11:00 AM
			5-	11:00 AM
			6-	11:00 AM



**Still
plenty of
chances
for you to
sign up.**

We need your
help for our one
and only Fund
Raiser.

Call Barb Martin
& do your part.

760-230-2582

EARLY FORD V8 CLUB of AMERICA
San Diego Regional Group #19

Dedicated to The Restoration and Preservation of
1932 - 1953 Ford Motor Company Vehicles

Name _____ Spouse Name _____
Birth date (month/day) _____ Birth date (month/day) _____
Street _____ City _____ State _____
Zip Code _____ Phone (home) _____ Phone (work) _____

Wedding Anniversary _____ e-mail address _____

Early V8's	Year	Body Style	Condition
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

List Others on Reverse

*The San Diego Regional Group is a Chapter of the Early Ford V8 Club of America. Ownership of a 1932-1953 vehicle is not required for membership. **In accordance with local and National By-Laws, members of the San Diego Regional Group must also maintain membership in the Early Ford V8 Club of America.***

Dues for the San Diego Regional Group are \$20 per year (\$22 if Joint Membership). If you are not a National member, simply include National dues as listed below and the San Diego Regional Group will complete and forward your National application for you. If you are currently a National member, payment of dues will automatically extend your National dues expiration date by one year from your current expiration date. (National dues are on a "cycle" basis, meaning renewal date is based on when you join, not the calendar year)

Applicant's Signature

By signature hereon, applicant does hereby release and hold harmless the San Diego Regional Group of the Early Ford V8 Club of America from any liability or responsibility for any damage or injury to applicant's vehicle arising from any function or activity of the organization.

San Diego Regional Group Dues:

\$20 - SAN DIEGO (single) _____
\$22 - SAN DIEGO (joint) _____

National V8 Club Dues:

\$35 Regular w/V8 Times (single) _____
\$38 Regular w/V8 Times (joint) _____
\$15 with roster/no V8 Times (single) _____
\$18 with roster/no V8 Times (joint) _____
\$5 per member no roster/no V8 Times _____

Today's Date: _____

National Member Number _____

Send This Form With Payment To: **Paula Pifer, 3558 Bentley Dr., Spring Valley, CA 91777**

Make Checks Payable to: EARLY FORD V8 CLUB

*******TWO CHECKS REQUIRED*******
(ONE for REGIONAL DUES and ONE for NATIONAL DUES)