

✂ THE FAN ✂

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



Take a Ford, Lincoln
or Mercury Home
for the Holidays
**Merry
Christmas**



MATT DAMON CHRISTIAN BALE
FORD v FERRARI

**Don't Miss
This Movie.**





PREZ Joe SEZ—

Happy December V8ers!

This year just flew by! As 2019 draws to a close we have an opportunity to reflect back on the enjoyable activities we were able to take part in

with our families, friends, and our Early Ford V-8 Club in San Diego. As a club, we were lucky to gain a number of new members, which makes our club bigger and better. It was a year without the Club running the Big Three Swap Meet for the first time in decades, and yet the Club is still financially healthy. I am grateful I made it through 2019 with my good health and the same holds true for those close to me. I'm grateful to have known the friends that we lost in the past year, and for the new friends we made in 2019.

I'm looking forward to 2020 and I am optimistic that it will be a great year for the Club to have more enjoyable adventures with our Early Ford V8 cars and Club members. Maybe we'll hatch a plan for a big new Club event! I'm optimistic that in 2020, as I work on my old cars, my car repair mistakes and re-dos will be fewer than in 2019!

I hope you all have a Blessed Holiday Season, full of family, fun, love and laughter and a happy and healthy 2020 with a cool running Flathead!

Onward to 2020!

Joe Valentino
President



New Member John Davidson brought along mementos from his dad, long ago member Bob Davidson—



Mike Petermann has won the Hard Luck Award three times... blame it on that damn radiator.

- President: **Joe Valentino** - 619-275-1255
- V.P. **Dennis Bailey** - 619-954-8646
- Secretary: **Bob Hargrave** - 619-283-4111
- Treasurer: **Ken Burke** - 619-469-7350
- Directors:**
- Mike Petermann Prez Pro Tem** 916-479-3665
- Bill Dorr - Programs** 619-884-4188
- Dennis Bailey** - 619-954-8646
- Bob Hargrave**-619-283-4111
- Ken Burke** - 619-469-7350
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- Walter Andersen** - 858-274-0138 619-224-8271
- Ray Brock** 619-993-9190
- Rick Carlton** - 619-512-7058
- Joe Valentino** - 619-275-1255
- Other Chairpersons**
- 50/50: **Carl Atkinson** - 619-593-1514
- Membership : **Paula Pifer** - 619-464-5445



Programs: **Volunteers**

Tour Co-ordinator- **Bob Brown**- **619-890-6988**

Car Club Council: **Susan Johns Valentino**
619-275-1255

Web Master: **Rick Carlton** - 619-512-7058

Lady 8ers: **TBD**

Accessories: **Ray Brock 619-993-9190**

Ford Fan: **Tim Shortt** - 619-435-9013

Cell 619-851-8927 tashortt@me.com

Refreshments: **Volunteers**

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

V8 eBlasts: **Sandy Shortt shortsandy@mac.com**
619-851-7878

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



**Wear Your Name Tag--
Dec pot is \$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!**
RULES: Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a winner.

Nov Name Tag Draw.
Ken Tibbot would have won, had he been here...



Family Car Down Under



Vet's Day-Unforgettable



Most Vet Day ceremonies include solemn memorials to the fallen. And that is appropriate, but this morning in Coronado, the entire elementary school turned out to cheer for the Vets still serving - Moms and Dads that are still active duty were loudly celebrated:

- 7:30am- Kids and Vet/Parents in uniform assembled in the Cafeteria for breakfast snacks.
- 8:00am- Kids choir sang out patriotic songs. The Principal gave an emotional speech- thanking all Vets, in person, for their service.
- 8:15am- we all moved to assigned class rooms where the Teacher introduced the Parent/Vets to class and invited each Vet to share stories of their service and what Veterans Day means to them. In my Grand Daughter's room, a Pilot Commander with several deployments done and one more coming up. A woman Spec 5 in charge of Parachute Assembly. A Chief in charge of Flight Deck operations. Finally, a retired 25 year Seal Team Chief summed it up by pointing out that every Vet in the room had helped save his life in one way or another.

You could see the pride flow from the children.

- 9:20am- All Vets assembled in the Courtyard. The kids on the balcony spontaneously cheered them on.

9:30am- Vets take the walk of Heros between lines of gleeful teachers and students on both sides, winding through the patio and upstairs past some 700 kids handing out high-fives to each Vet and cheering, **THANK YOU!**

For this old National Guard reservist, who never left California for his service, it was an honor to be included in the celebration of the real Heros.

—TS



Tours

Dec 8 Christmas Party

Bring Unwrapped gifts
for Toys for Tots

To Convoy to Xmas party- Meet at Macy's Mission Valley at 11am- leave at 11:15 for the scenic ride over bridge and thru Coronado.

RSVP Bob Brown for details-
619-690-6988

Tues Jan 14 Tour of Air & Space Museum, Balboa Park

Need big Turnout for photo op!
Special Group Discount- details pg 14

Info Tim Shortt 619-851-8927

Birthday and Anniversaries

December Anniversaries

12/06 Jake & Tiffany Murrell

December Birthdays

12/09 Phyllis Clegg

12/10 Lani Prager

12/10 Linda Lewis

12/10 Michael Petermann

12/13 Candy Greene

12/15 Joe Valentino

12/17 Tim Shortt

12/18 Russ Satterly

12/22 Janet Voinov

12/25 Steve Seebold

12/30 Paula Pifer

12/31 Mary Cuzick

Membership Paula- Now 126 !

Welcome two new members-
John Davidson-jjd1957@att.net and
Janet Voinov- hotelstaf@cox.net

Sunshine Judy-Former V8 Member
Dillard Harwell died recently .His wife
Jolene tells me Dillard really enjoyed
his time in the V8 Club.

San Diego Early Ford V8 Club. General Meeting Minutes Nov 20, 2019

Pres Report: Joe Valentino banged the gavel at 7pm. He welcomed **John Davidson who just joined the club.** John is the son of long time v8 member, Bob Davidson who passed his 11 car collection and interest in the hobby on to his "kids".

Joe reminded members of the **Christmas Party, Sunday, Dec 8 at the Coronado Cays Club House - \$25 per head. And to be sure to bring unwrapped TOYS FOR TOTS.** He noted the **HARD LUCK TROPHY** is claimed by Mike Petermann (again) for continuing radiator problems. From the Suggestion Box: we had a discussion of whether or not to have a mid meeting 10 minus break for refreshments before the program or after. It was decided to keep the break before the program. Barbara Martin and Diane Thomas collected empty boxes to wrap for table decorations. **Joe reminded everyone that Dues for next year are due. Continuing Board members were recognized and voted upon.**

VP Report: Dennis Bailey just back from Hawaii. And now off for another trip.

Secy: Bob Hargrave asked if there were any corrections to minutes as seen in the Fan, None noted. Report Accepted and Approved.

Treasurer: Ken Burke read the financials which were accepted and approved.

Membership. Paula not present, but sent note: **New Member Janet Voinov.**

Sunshine Judy reported former member Dillard Harwell has died.

Fan Editor Tim Shortt reported Fan is Coming along just fine.

Accessories Ray Reports- plenty of inventory available.

Car Club Council: Susan Valentino reports three events for Dec- Flyers available.

All three events ask for TOYS FOR TOTS.. Flyers available.

Program Bill Dorr put together a Jeopardy style game. Contestants were Bill Lewis, Walter Andersen and ray Brock. Ray won with 100 points :IQ" points. Lots of laughs.

Tours Bob Brown- Nov Tour postponed so not to interfere with Thanksgiving holiday.

Dec Tour is Christmas Party. Tim Shortt will lead a Tour in Jan to the Aerospace Museum. Details to follow.

Old Business: None. **New Bus:** Barbara Martin encouraged support of the "Wreaths Across America" \$15 for each wreath with \$5 back to club. Laying of Wreaths in a Nationwide Ceremony takes place Saturday, Dec 14, all 9am all across America.

50/50 Drawing - Maureen Covin won \$41. **Name Tag-** "Name Tag winner would have been Ken Tibbot, but he was absent. **Misc:** None

Mtg adjourned 9pm. —Submitted by Bob Hargrave. Secretary.



A.A.C.A. National Awards Photo Submissions
Kenneth Tibbot (1937 Cord)

Henry Ford— “No Waste Left Behind”

Hey Look! Former V8 Pres John Hildebrand is still burning rubber at Barona Antique Drags.—Thanks Joe Pifer for pics

Ford Ammonium Sulphate Fertilizer

Ford produced several promotional folders and brochures for their Ammonium Sulfate fertilizer product. These small brochures stressed “That Ford Ammonium Sulphate contains an extremely high percentage of soluble nitrogen that promotes growth of plant life and increases to productivity of the soil.”



Ford Fertilizer Folders and Brochures

As shown in a folder from the Hogg Motor Co., a Ford dealer in Atglen, Pennsylvania, these advertising efforts reminded customers that Ford Ammonium Sulfate fertilizer as sold in 10-pound bags at Ford dealers. Therefore, a Model A owner bringing his car in for service could conveniently pick up a couple bags of

fertilizer for his lawn or garden before leaving his Ford dealer.



Ford Fertilizer Brochure from Ford Dealer



Ford Iron Mountain By- Products

EV BATTERIES GENERATE NEW ERA OF HOT-RODDERS

Enthusiasts from San Diego and L.A. scavenge from crashed green cars to make custom electric vehicles

BY CHARLES FLEMING

In a garage near South Los Angeles, metal fabricator Greg Abbott fits battery packs borrowed from a decommissioned Fiat 500E under the hood of a 1965 Mustang.

In Oceanside, former AAMCO mechanic Matthew Hauber combines the suspension system and battery packs from a totaled Tesla to make an 800-horsepower, all-wheel-drive Shelby Cobra.

In an unlikely marriage of classic car culture and green technology, sophisticated hot-rodders — mostly men, mostly Californians — are cannibalizing crashed electric cars and using their batteries to create electrified sports cars and muscle cars.

As comfortable wielding an ohmmeter as a spark-plug wrench,



This '49 Merc Coupe is a high-tech-low-tech example of car culture meeting green culture. A custom classic with Electric Batteries.

they are expanding the automotive world's consciousness about what can be done in the electric-vehicle space — and making good money doing it. Their price can run from \$30,000 for a do-it-yourself conversion kit for a VW Bug to several hundred thousand dollars for a fully customized, up-from-the-tires EV overhaul.

"These guys are taking drive-trains out of Teslas and Nissan Leafs and putting them in all kinds of vehicles," said Gordon McCall, founder of the Quail Motorsports Gathering in Carmel, one of the country's most respected annual automotive events. "They're hot-rodding electric cars just like their grandfathers did with 1932 Fords."

The EV classics are gaining stature on the custom car circuit. August's Quail event featured "A Trib-SEE ELECTRIC • C4

FROM C1
ute to the Electric Car Movement." On the fairway were a VW microbus conversion and a battery-powered 1949 Mercury, which took the top prize in the Quail's first-ever electric car class.

Hauber became interested in electric vehicles after seeing the 2007 documentary "Who Killed the Electric Car?" about the demise of GM's 1990s-era EV1. He got a job working on EV pioneer Jack Rickard's popular electric vehicle webcast. Soon he was building electric cars on his own.

Abbott started early, too. Sometime around 2004 the artist, furniture builder and metal fabricator, who goes by the moniker Reverend Gadget, converted a Triumph Spitfire into an electric vehicle, using old-fashioned lead-acid batteries that were heavy and hard to control. Friends began asking him to build them electric cars, too.

The process was tedious, and the results were undependable. Standing in his cramped Florence, Calif., area workshop alongside a mid-electrification Porsche Speedster, a classic Volvo station wagon and a rusting 1947 Ford pickup, Abbott said, "They were like rolling science experiments, and you had to be a tinkerer to own one."

Salvation came in the form of Elon Musk and Tesla. Pouring massive resources into batteries and battery management, the billionaire entrepreneur started selling increasingly large numbers of electric cars powered by lithium-ion energy packs that were powerful, rechargeable and reliable.

When Tesla owners crashed their Tesla Model S sedans and Model X SUVs, and the cars wound up as insurance write-offs, EV scavengers came running. They would scour local junkyards for the damaged cars and pay, in the early days, only a few thousand dollars for their undamaged battery clusters.

That increased the power and range of the custom electrified vehicles and made them a lot easier to own and operate. "Then you



A 1949 Mercury Coupe EV is powered by Tesla batteries fitted throughout the car, including at the rear where the gas tank would normally be, for near-perfect balance.

could just hand the keys to someone, to anyone, and say, 'Drive it until it runs out of electricity and then plug it in,' " Hauber said.

Interest in retro EVs has accelerated in recent years.

In 2013, former advertising executive Dave Benardo and his wife and partner Bonnie Rodgers traded San Francisco for San Diego to pursue their passion for vintage Volkswagens. When they electrified a Beetle, and documented the process online, customers came calling. To date, their Zelectric Motors has converted about 30 Bugs, Karmann Ghias, microbuses and VW Things into battery-powered runabouts.

They found that putting maintenance-free electric drivetrains into vintage vehicles eliminated a lot of mechanical babysitting that classic cars demand of their owners. "There are people who are in love with the design of these classics, but they don't want to do the wrenching on them," Benardo said. "They just want to spend more time driving."

For one customer, Benardo recently electrified a 1973 Porsche 911 S. The car looks exactly as it did when it was new, except that under the hood an electric motor that makes 240 horse-



The engine bay is filled with electronics and batteries to give the 1949 Mercury Coupe the traditional V8 engine look.

power has replaced an engine that made 180.

"Now it's just a question of going faster in an old car," Benardo said.

Sometimes, too fast. The 800-horsepower Shelby Cobra that Hauber made for commercial TV lighting technician Don Swadley of El Cajon, was so powerful it was virtually undrivable.

"Even with the motor tuned down, we couldn't get any traction control," Swadley said. "At 50 miles per hour, you'd put your foot on the pedal and the car would go completely sideways."

Hauber's solution: Make the Shelby more like a Tesla

buy a used one and convert it, you're not polluting at all."

Almodovar paid a local garage \$2,500 for a 1978 MG that had come to the end of its mechanical life. Then he spent an additional \$19,000 to have Abbott modify it. The result: A silent-running convertible sports car that has amazing torque and a 60-mile range.

In the case of Jonathan Ward and his Icon workshop in Chatsworth, the classic cars are really classic. The car builder and former Toyota designer, who made his name turning shells of gas-powered Toyota Land Cruisers, Ford Broncos and Chevy pickup trucks into modern street racers, spent three years and thousands of R&D hours electrifying the Quail-winning 1949 Mercury for a loyal customer. When he was done, he'd built a 400-horsepower EV bomb, powered by Tesla batteries, capable of being recharged using any of the charging systems currently in use, including Tesla's Superchargers, he said.

With a top speed of 120 mph and a range of 150 to 200 miles, the vehicle offers the beauty of a classic Detroit cruiser with modern attributes such as power steering, air conditioning and a Bluetooth connection.

Most of the retro-EV customizers power their vehicles with batteries from wrecked Model S, Fiat 500 or Nissan Leaf cars that have less than 20,000 miles on them. They hold up well, the builders said, and are likely to last well past the 100,000-mile mark typically exceeded by Teslas.

"I've never had one fail. Ever. Not one," Hauber said.

The upside, for some customers, is ease of ownership. Like the EVs built by major manufacturers, these Franken-vehicles have far fewer moving parts than gas-powered cars and need little service attention. If the batteries or other parts need replacement or the owners want to upgrade to more powerful motors, the cars can be serviced by the builders.

Tesla — which did not respond to requests for comments — has actively dis-

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Article from Union Tribune

couraged the use of salvaged vehicles or parts, and has been accused of disabling the software on cars it has written off. It took creative work by dedicated hackers to write third-party code that would allow builders to remove the batteries and use them properly, Icon's Ward said.

The downside, for many, will be the cost. Today, Hauber and other builders say, Tesla batteries pulled from wrecked cars cost them \$16,000 and up — just for the batteries.

That leaves aside the cost of the AC motor, controllers and other parts. And the price is going up as competition among EV customizers increases.

Hauber's Stealth EV will sell a conversion kit for a VW Bug for about \$30,000. If his shop installs it, add \$15,000 or more. If it's a car "for the performance horsepower enthusiast with a classic muscle car where the buyer wants to go all out," Hauber said, figure \$130,000 and up — added to whatever the host car cost in the first place.

In Chatsworth, the wiry, bespectacled Ward declines to say what he is charging the new owner of the 1949 Mercury, though he says a similar project went out the door at \$500,000. When a valued repeat customer decided he wanted his 1963 Ferrari GTE 250 restored and made electric, Ward says he told him, "I can't even begin to guess how long it will take or how much it will cost." The customer gave him the go-ahead anyway, on a car probably valued at more than \$500,000 — before the conversion.

Costs could begin to come down on some machines as more Teslas enter the market. As many as 700,000 Teslas may be currently on U.S. roads. In mid-October, the company reported it sold 97,000 vehicles in the third quarter.

Some of those cars, unfortunately, are going to crash and wind up in salvage yards. But some of their batteries will have a second life powering custom EVs.

Touring Turin, Italy...

The Museo Nazionale dell'Automobile, founded by Carlo Biscaretti di Ruffia, is an automobile museum in Turin, northern Italy. The museum has a collection of almost 200 cars among eighty automobile brands representing eight countries.



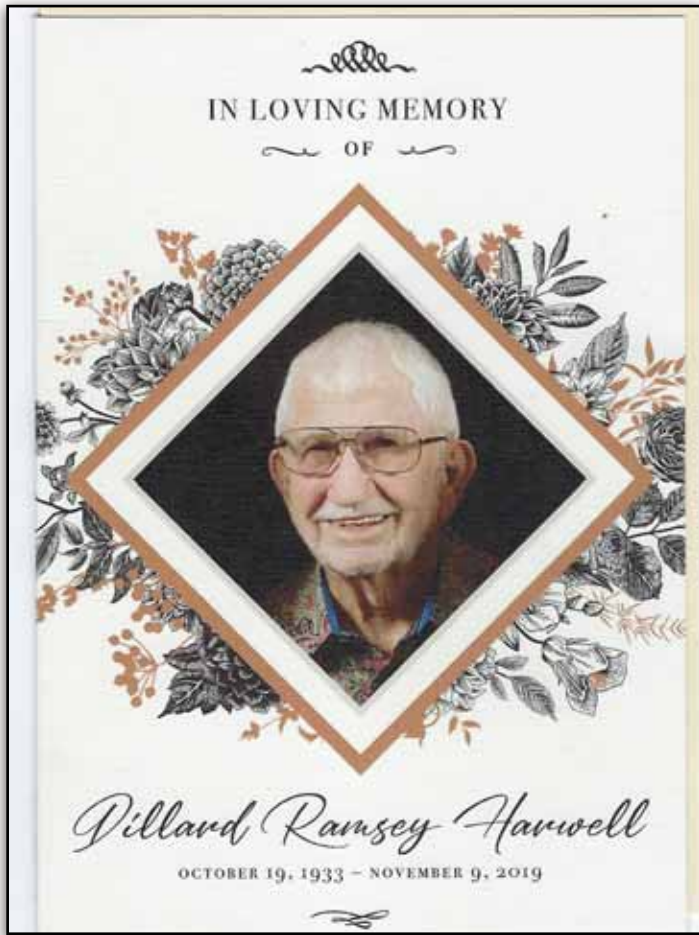
The museum's collection includes the first Italian cars, a Bernardi from 1896 and a Fiat from 1899, a Rolls Royce Silver Ghost from 1914, and racing cars by Ferrari and Alfa Romeo. Also included are for instance an 1893 Benz Victoria, an 1894 Peugeot, a 1904 Oldsmobile, the 1907 Itala from the Peking to Paris race, a 1913 De Dion-Bouton, a 1916 Ford T and the 1929 Isotta Fraschini Tipo 8A that starred in Sunset Boulevard. —

_Contd on next pg



Touring Turin contd...





A Tribute to the life of Dillard Harwell. Former V8 member Dillard was a friend to everyone. His Church was packed with friends and family that shared memories of Dillard's remarkable life. Born in Texas, grew up in San Diego. He was a Veteran of the Koran war, a builder of houses, furniture designer, a restorer of old cars (midway though a '23 Ford Model T hot rod build, an artist with big sense of humor, loving husband, father and grand Papa. His wife of 58 years, Jolene, spoke for half an hour, sharing their story from their first date on, followed by his grown daughters, their husbands and grandkids who all stood to say what it was they loved about Papa Dillard. The Mexican Family he befriended, built a house for, helped run his company, join his church and eventually became family, all shared their stories and many wonderfully moving and funny moments. The service was surrounded by county music and church songs.

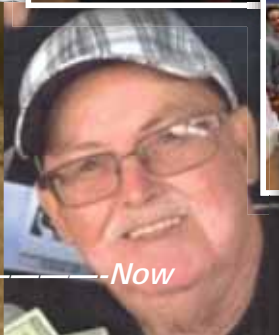
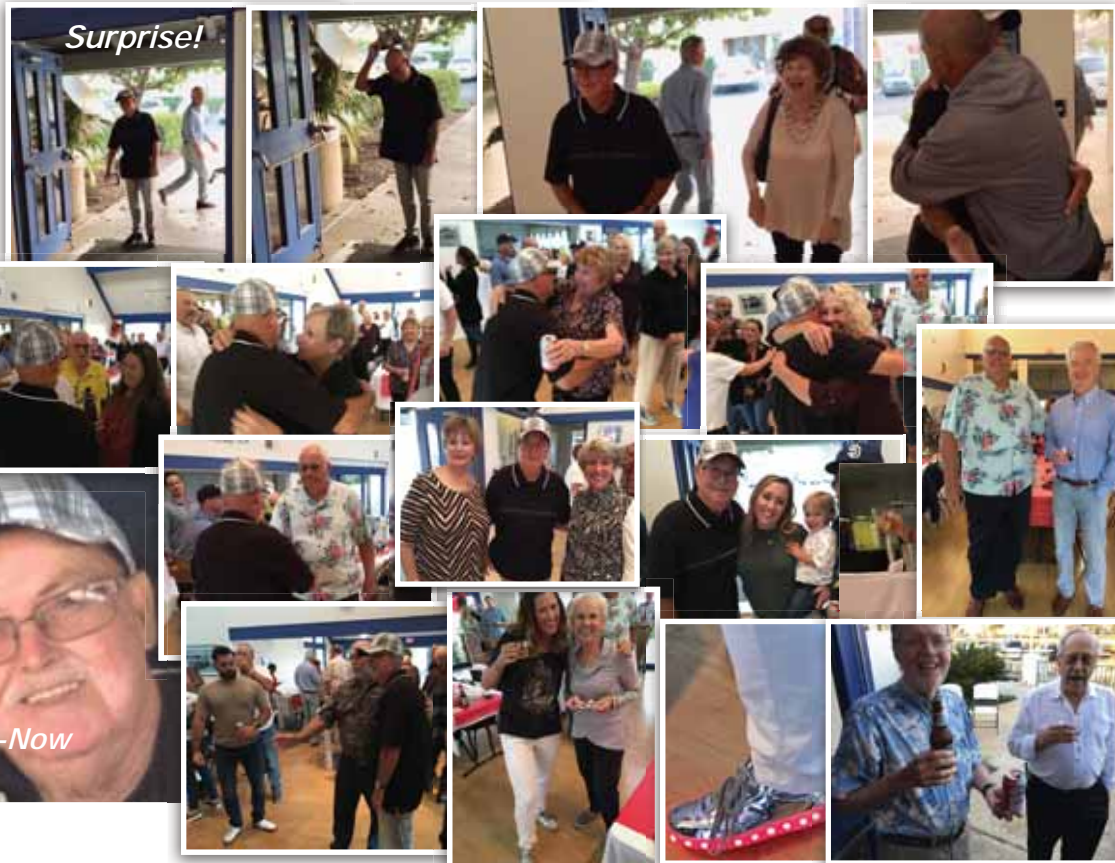


Dillard takes a last ride in his favorite Sedan Delivery hot rod.

In the slide show, there was a photo of Dillard in a T shirt that read, "I have two daughters --- I can take anything."

How to be V8 Cool @ 80

John Dow goes over the Hill... Surprise Party



Then ----- Now



If you can remember any of this stuff, you are officially OLD...

Who's bright idea was it to paint a white line on the road?

Edward Hines

Wayne County Road Commissioner Edward Hines, concerned by the growing number of automobile accidents on city streets, was struck with an idea after following a milk wagon that was spilling its load along the middle of the pavement.

The milk divided the road into two lanes. Hines began painting white lines down the center of the city's roads, which allowed drivers to pass each other safely. Hines saw opportunity in the milkman's misfortune and was inspired to fix an unrelated problem.

Edward Hines, c. 1900

-Thanks Ric Bonnoront



If you missed the Nov V8 Meeting, you missed a lot of laughs. Bill "Alex Trebek" Dorr wrote and directed the V8 Jeopardy Game show.

First, the Jeopardy Theme Song to set the mood. Then Bill /Alex referred to V8 questions from four categories:

1. "Who has a Flat Head?"
2. "Historical Henry"
3. "So you think you Know the EFV8Club?"

and 4. "Last five Years of stories in the "...Coming along just fine" Fan. Three contestants stepped up and the the rest of us cheered, because we weren't chosen.

Bill Lewis, Walter Andersen, and Ray Brock , all knowledgeable car guys, picked the questions from a list under each category. Each answer had a point value. Ray chose the first one and nailed it. Walter and Bill scored points later, but couldn't get ahead of Ray.

Bill /Alex coaxed the contestants on and Sue Dorr kept the score. In the end, Ray won big. And I'm still laughing. Next time, maybe "Family Feud" ?



Picked up a hitch-hiker. Seemed like a nice guy.

After a few miles, he asked me if I wasn't afraid that he might be a serial killer?

I told him that the odds of two serial killers being in the same car were extremely unlikely



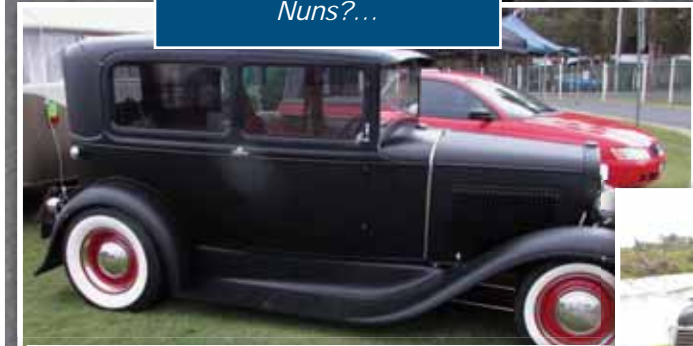
**Now
this is
a Hard
Luck
kind of
day...**



This is not too good, either...



Walter Anderson has a pen pal in Australia who sends pics of local shows—Here's what's up Down Under ...
Except for right hand drive, and UTEs, it seems almost like here...
...but wait, are those Nuns?...



Rare '39 Sloper- built in Australia



'40 Merc PU ???



Not a Coupe? Not a PU ? It's a UTE!





San Diego's Ford Building was constructed in 1935 for the California Pacific International Exposition, and housed the Ford Motor Company's industrial and automotive display. Ford was the largest exhibitor at the exposition and signed on three months before opening day, May 29, 1935. Henry Ford invested \$2 million to build a showcase for Ford Motor Company's 1935 automotive line and the V-8 engine. Construction began on a 24-hour, seven-days-a-week schedule and the building was completed in record time. The large exhibit building was designed by the noted industrial designer, Walter Dorwin Teague. The building he designed was a masterpiece of "Streamline Moderne" architecture. This innovative design made the Ford structure stand out at the exposition because the rest of the exposition was designed in Spanish Renaissance architectural design. The Ford building became the centerpiece of the 1935-36 exposition.

In 1971, 1972, and 1973, the San Diego Aerospace Museum Board of Directors sought approval from voters for bond money to restore the building, but failed. However, the Ford Building was designated as an historic structure on April 26, 1973 and placed on the National Register of Historic Places. In September 1977, the city received a federal grant for the complete renovation of the building, which had significantly deteriorated following years of neglect. After the old Aerospace Museum burned down in 1978, the city added another \$300,000 to complete the restoration and re-designated the Ford Building as the Aerospace Historical Center. It proudly reopened to the public on June 28, 1980 as the San Diego Aerospace Museum and International Aerospace Hall of Fame.

The museum was first opened to the public on February 15, 1963 in the Food and Beverage Building, which had been built in 1915 for the [Panama-California Exposition](#).^[10] In 1965 the museum was moved to the larger Electrical Building. On February 22, 1978 the Electrical Building and the Museum were destroyed in an arson fire. Several one-of-a-kind aircraft were destroyed, including the [Beecraft Wee Bee](#), the world's lightest aircraft, and her sister craft the [Queen Bee](#). A reproduction of the [Spirit of St. Louis](#), built in 1967 by some of the same people who built the original, was also destroyed, along with more than 50 other aircraft, an extensive collection of artifacts and archives, and the International Aerospace Hall of Fame.^{[12][13]} Owen Clarke, the museum's executive director, said of the \$4 million in losses, "This is unbelievably tragic. When you've spent that length of time acquiring history, building something up to where it had international prestige, then see it all disappear in a couple of hours, what else can it be?" Before the fire, plans had already been under way to move the museum to the larger [Ford Building](#), also in Balboa Park, which had been built for the 1935-36 [California Pacific International Exposition](#). Even though several important historic aircraft were lost in the fire, much of the collection on display was dated or insignificant. The museum was already accumulating new aircraft that were in storage awaiting space in the new building and so were spared from the fire. In addition, the community rallied, raising funds and donating items from private collections. The museum reopened, with a smaller but growing collection, in its current home in the former Ford Building on June 28, 1980.^[15] A new reproduction of the [Spirit of St. Louis](#) was built for the new museum. Because of its historical significance, a reproduction of the Wee Bee was also built. In 2005 the museum became affiliated with the [Smithsonian Institution](#). It is one of only ten aerospace museums in the country to have such an affiliation, and one of only two affiliated museums in San Diego.

Jan 14, 2020 SDEFV8 Tour Air and Space Museum, Balboa Park.

Meet at Museum at 10 am.
Photo of V8 group and Ford
Building planned.

**You must RSVP and pay in advance by
Jan 7th, 2020 for this tour.**

Special GROUP

RATE applies
for 10 or more:

\$14 for Adults
(Reduced from
\$19)

**\$11 for Over
65 or Active
Military**

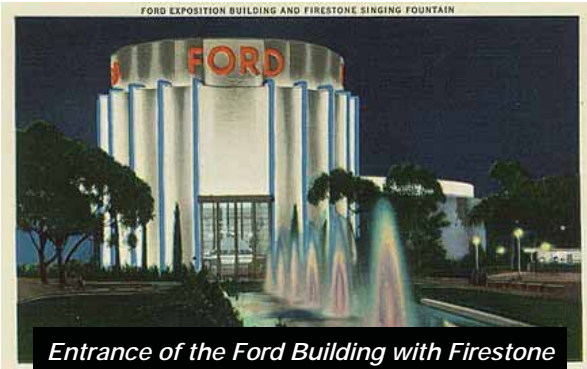
(Cheap- bring
the family)

**\$6 for kids
3-11 yrs old**

(Bring the
Grand kids)

RSVP to Tim

Shortt 619-851-8927



Entrance of the Ford Building with Firestone Singing Fountains, 1935 and as seen today



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

**Famous V8 Christmas Party Sun-Dec 8,
11:30 am Coronado Cays-
see directions pg 4
Meet Bob Brown at Macy's MV- 11am to cruise
over Coronado bridge to party together**

'40 Deluxe Opera Coupe. Beautiful shape. Drive anywhere. Terry Johnson 303-888-8231 Englewood, Colorado.

'35-'36 Wanted - '35 Sway Bar. For Sale-Ford Rear Shocks-never used. Greg Murrell 859-483-3998

Wanted- Two Wheels- 16"x 4.5" Mike Pearson 760-729-4645. m.pierson@roadrunner.com



'37 Fordor. Good shape. RB V8, carb, fuel pump, radiator, trans, clutch, pressure plate, starter, alt, 12v, hydraulic brakes, E Brake, Bumpers, Glass and rubber, Solid body, Good Paint. good interior, WWW. Clean in and out. Drives great. **\$29k-OBO - 5% of sell price goes to V8 Club. 619-829-1678 Dr. Tom Sysko**



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

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 and plug wires. The 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**

1933 FORD TUDOR...ALL STEEL
NEW RADIATOR, NEW BRAKES,
REFRESHED TRANSMISSION,
REBUILT STARTER, NEW CLUTCH
AND PRESSURE PLATE
RAY BROCK REBUILT ENGINE
WITH LOW MILES
NICE INTERIOR, FAIR PAINT 35k
JIM THOMAS 619 669 9990



Paul Alvarado has many '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**

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

1950 Deluxe Convert. One owner since 1952. Beautiful solid body, nice top and interior. Rebuilt 3/4 race, dual carb flathead runs strong. New tune, Batt & Starter. Rachael Welch Parade car. 1956, Many trips to Lake Tahoe. **\$25,500 OBO. 619-466-5475**



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



'46 Lincoln. New motor. Factory PW and door locks, Nice interior, clean all under. . \$18,00 OBO. Atilio Petani AZ, 928-710-7566

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

Joe Vidali cleaning out Garage—Lot of good stuff- 619-315-3645

4 bdrm, 1900 sq ft home. 5 car garages on generous lot -Nice neighborhood - Perfect for car nut. 619-466-5475—SD 92119

302 v8 complete motor with 4 BBL & C4 Trans. 78k miles. Good shape- dry storage for 7 yrs. Turns free. \$400 obo. Dave 619-392-4545

'53 Crestline Victoria Black over Sungate Ivory. Black interior- Runs, drives good TX History- Tom Shields- 15k. 210-368-2223

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

'32 Cabriolet-all steel, pro built street rod-Don Shankin 954-898-9304

WANTED—'51 Ca plates-(Pair) Tom Shields 210-368-1113



Christmas has arrived



Christmas, 1944 Somewhere in Europe