

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

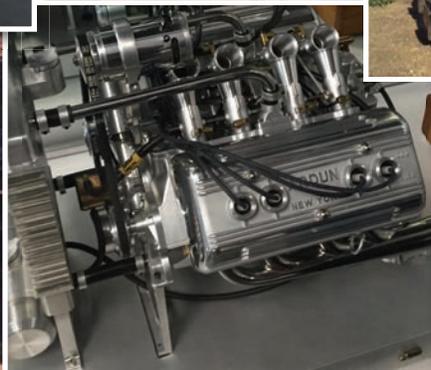


**Sat, Jan 14 , 2017-
 Miniature Crafts-
 manship Museum**

Our tour leader, Jim Thomas had unexpected company, so he asked Bill Dorr to lead the group. Traffic was light and the weather clear - nice ride. We met up with several other members at the museum bringing our group to 21. The

Museum manger, Craig gave us an overview: One benefactor, Joe Martin, financed and built the whole 2 1/2 million dollar set-up ten years ago. Since our last visit 3 years ago, the collection of miniature working motors of all types has doubled in size and a new wing added to focus on extraordinary doll houses and furnishings. The work shop tour was a highlight. One contraption interested everyone - The "Do Nothing Machine." It was created over a three year period by one loonie engineer determined to create a laugh or two - the two foot tall thing is made up of repurposed clock gears, cams, pushrods chains, rockers, round and oblong pulleys from every possible source - even a gear from a WWII Norden Bomb site.

The tiny motors lined up for demonstration included a 'Hit and Miss', a Model A 4banger, a single cylinder, a 4" long Ardun Overhead V8 and on and on—each a miniature masterpiece. Lively lunch in Leucadia - slow ride home along the beach.—TS



Big 3- Feb 24, 25, 26- Are you signed up?



Prez Sez—I wanted to tell you how much I enjoyed our Christmas Party, the Toys 4 Tots gifts, the checks back for the Ollie Smith Scholarships Foundation (\$1400!), the kinship and of course, the food. The Jan board meeting was action packed. We are looking for an easy to use microphone system. We are in process of performing an audit of our finances, a report of our 2017 budget and a program where we offer memberships to Ford Asset Program students.

We are in luck this year; Jim Thomas has agreed to run our Tours and Dillard Harwell our Programs. Both of them will be sourcing ideas from you for where you want to go, want you want to see. Thanks to them both!

I thoroughly enjoyed our tour to the Carlsbad Miniature Engineering Craftsmanship Museum. We left from Macy's Mission Valley, toured up to Carlsbad and enjoyed several hours looking at the miniatures; everything from tiny automobile motors that ran, to boats, trains, dollhouses, etc. We even received a look at their workshop where they fired up several of their miniature motors. Lunch followed at Captain Keno's Beach Restaurant, what a hoot and the food was great!

At our January meeting Dillard Harwell convinced Ray Brock to provide a tour of the San Diego Auto museum sharing insights into some of his favorites. I know many of us visit the museum, and are financial supporters but when have you toured with one of their very own restorers? A great time was had by all.

I look forward to seeing many of you at our I Fly event and don't forget the Big 3 Swap Meet is almost upon us, contact Barbara Martin if you still need to volunteer!

Keep the shiny side up and the rubber side down, Mike Petermann.



Did I mention Bill Houlihan won the Name Tag for \$100 Bucks!

**Wear Your Name Tag--
February pot is \$25 Bucks**

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

NEW RULES: Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a a winner.

President: **Mike Petermann** 916-479-3665

V.P. **Bill Dorr** 619-884-4188

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

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

Directors:

Mike Petermann 916-479-3665

Bill Dorr - Prez Pro Tem 619-884-4188

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Ken Burke - 619-469-7350

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

Dillard Harwell 619-954-9422

Ray Brock 619-993-9190

Rick Carlton - 619-754-6259

Other Chairpersons

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

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

Programs: **Dillard Harwell** 619-954-9422

Tour Co-ordinator- **Jim Thomas** 619-669-9990

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

Web Master: **Rick Carlton** - 619-754-6259

Lady 8ers: **TBD**

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

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

Cell 619-851-8927

Refreshments: **Tom & Chris Cook**

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

Big 3 Board Members:

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-754-6259

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545

V8 eBlasts: **Sandy Shortt** shortsandy@mac.com

619-435-9013

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



Please Note: "The Early Ford V-8 Foundation Museum is not affiliated in any way, shape or form with the Ford Foundation, which was established by Henry and Edsel Ford in 1936. Any donations of money or gifts in kind to the Early Ford V-8 Foundation Museum will go directly to our Museum in Auburn, IN. Nothing will ever go to the Ford Foundation which is headquartered in New York City. Recent internet postings concerning activities of the Ford Foundation should NOT be confused with the Early Ford V-8 Foundation Museum."

Frank Scheidt

<http://fordv8foundation.org>

YES! WE REALLY DID HAVE GOF WEST XXVI

IN SAN DIEGO, CALIFORNIA May 19-21, 2016!

REPORT BY DAVE COLE
Photos by Richard Cole



■ A line-up of gleaming Lincolns graced the jungle-like setting of a parking lot at the Best Western Seven Seas in San Diego, California, this past May, as the western Faithful once again gathered to commune and fraternize with fellow Zephyrists.

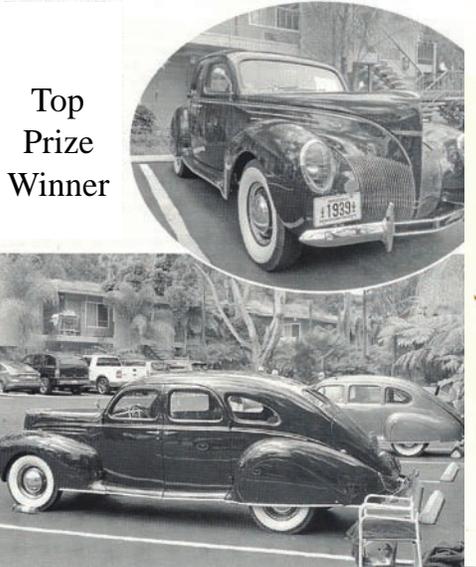
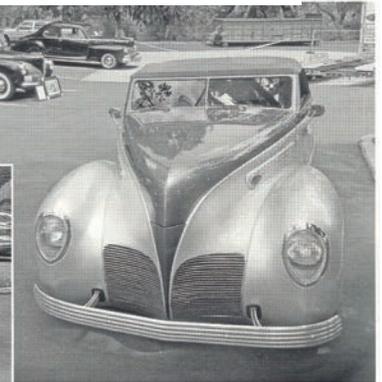
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THE WAY OF THE ZEPHYR • MAY-JUNE, 2016



■ The contingent of Lincolns on the field Saturday morning was smaller than in years past, but the enthusiasm of the gathered Zephyrists was evident in animated conversations and discussions that lasted most of the day.

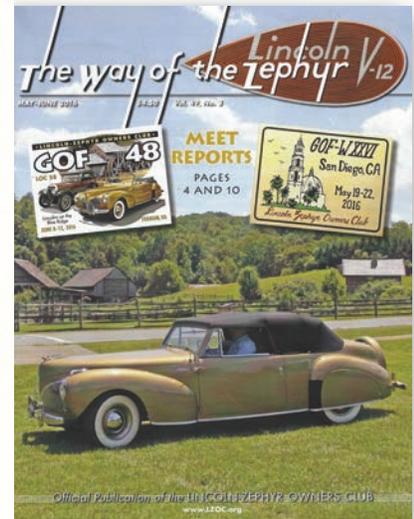
■ Don't let that split windshield fool you . . . Dave Iverson's sleek street rod did indeed start life as a 1938 Lincoln-Zephyr Coupe, and Dave's skill and talent in metal work transformed it from a junker into this low-slung convertible, complete with custom-made top. The elegant black-and-silver-gray paint scheme shows a remarkable restraint not frequently seen in the street rod world.



Top
Prize
Winner



■ Tom Brunner admires Tim Shortt's 1934 Ford Cabriolet.



Lincoln Zephyr Meet in Mission Valley, May 19-21, 2016. Ken Tibbot, Dave Cole, Dave Huhn with all those magnificent concours Lincoln and Zephyr beauties and, surprise, Tim Shortt - who drove over just for fun, in his '34 Ford and was not only mentioned, but won a People's Choice TROPHY!

-----Next Tours-----

Sun, Feb 19
'I fly'
Indoor Sky Diving Event
\$49 ea. (1/2 price deal)
Geronimo!
 Jim Thomas
jsthenas35@gmail.com

Feb, 24, 25, 26, 2017
The Big, Big, Big 3
All Hands on Deck-

Have You Signed Up ?

General Meeting Programs:

Jan 20, 7pm -Ray Brock-
History of The V8. Plus Open
Tour of Museum Display

Feb 15, 5:30-Club Dinner at
SD Auto Museum \$10 @-Call
Mike Petermann.
Gen. Meeting follows at 7pm



to do:

Through Jan. 29: "Wagons ... Weekend Warriors," San Diego Automotive Museum, Balboa Park. The new exhibit features 15 cars that illustrate the evolution of the wagon from depot hack (the "station wagon") to the big family nine-seat cruisers of the 1960s and 1970s. Also featured are vintage advertising, videos and a chance to vote whether or not the AMC Pacer is a wagon. Museum hours are 10 a.m. to 5 p.m. daily, (last admission 4:30 p.m.); closed Thanksgiving and Christmas. Adult admission \$9. Info: sdautomuseum.org.

Saturday morning: Perros Viejos Motorcycle Club, 6-9 a.m. Saturdays, Waterfront Bar and Grill, 2044 Kettner Blvd.,

92101. All bikes and years welcome for bike chat and rides. Info: perrosviejoschapter.com or email perrosviejoschapter@yahoo.com.

Saturday morning: Dunkers & Clunkers doughnut run, Bonita Donuts, 7:30-9:30 a.m. Saturdays, 4414 Bonita Road, South Bay Cruisers, info: (619) 426-1882.

Saturday morning: Cbad Cars, 7-9 a.m. Saturdays, Poinsettia Village, 7130 Avenida Encinas #102, Carlsbad, 92011. Open to all makes and models; free. Info: facebook.com/cbadcars.

Saturday: Volker Rader V-Dub Klub Weekly Meet (air-cooled VWs), 7:30 p.m. Saturdays,

McCoy.tinyurl.com/volker-radervdub.

Horseless Carriage Foundation Library, 8186 Center St., Suite F, La Mesa. For automobile research and restoration.



PAULA BRANDES
"Wagons ... Weekend Warriors" runs through Jan. 29 in the San Diego Automotive Museum, Balboa Park.

Miniature Engineering Craftsmanship Museum, 3190 Lionshead Ave., Carlsbad. More than 450 miniature, working internal combustion engines and more than 150 steam and Sterling engines. Also on display are model airplanes, ships, tools, construction equipment, doll-houses and guns. Free. 9 a.m. to 4 p.m. Tuesday through Saturday. Info: (760) 727-9492 and craftsmanshipmuseum.com.

National City Depot Museum, 10 a.m. to 4 p.m. Saturday and Sunday, 922 W. 23rd St., National City (Mile of Cars exit from Interstate 5). Free, donations accepted. Old street cars, large model railroad

Deer Park Winery and Automobile Museum, 29013 Champagne Blvd., Escondido. \$10. The car collection and winery features red wines and (mostly) convertibles with

other collectibles, including radios, neon signs, Coca-Cola Barbie and Elvis. 10 a.m. to 4 p.m. Friday, Saturday, Sunday. Info: (760) 749-1666 and deerparkwine.com.

Antique Gas and Steam Engine Museum, 10 a.m. to 4 p.m., 2040 N. Santa Fe Ave., Vista, \$5. Info: (800) 587-228 and agsem.com.

Miramar Speed Circuit, 8123 Miralani Drive, off Miramar Road. Indoor kart racing. 10 a.m. to 9 p.m. today. \$23 per race. Info: (858) 586-7500 or miramarspeedcircuit.com.

K1 Speed Karting, 6212 Corte Del Abeto, Carlsbad, off Palomar Airport Road. Indoor kart racing. Noon to 10 p.m. Thursday through Saturday, 10 a.m. to midnight Friday, 10 a.m. to midnight Saturday; 10 a.m. to 10 p.m. Sunday. \$20 per race. Info: k1speed.com.

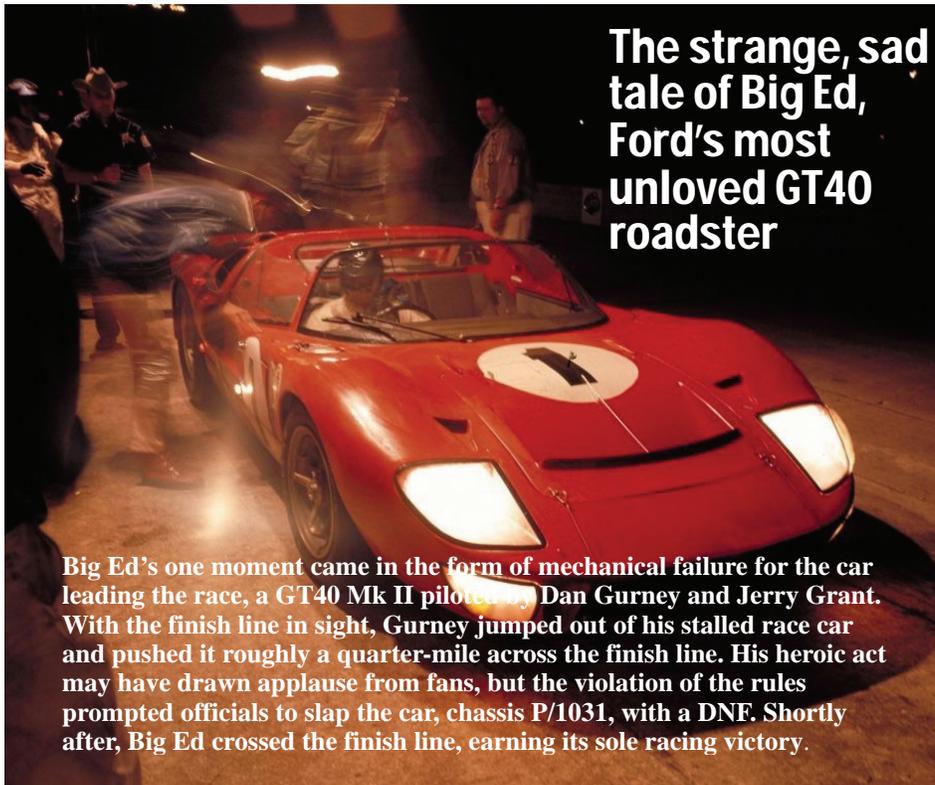
Get the full list of events at tinyurl.com/sd-u-t-carcalendar.

Dick Martin's Woody featured in UT Calendar of Events around San Diego

research@hcfi.org.

J.A. Cooley Museum, 4233 Park Blvd., North Park, off El Cajon Boulevard. 10 a.m. to 5:30 p.m. Monday through Friday; Saturday, 10 a.m. to 5

history and features 24 cars in original condition, including three early Cadillacs. But there are many categories of antiques displayed, including vintage model trains. \$5. Info: (619) 296-3112.



The strange, sad tale of Big Ed, Ford's most unloved GT40 roadster

Big Ed's one moment came in the form of mechanical failure for the car leading the race, a GT40 Mk II piloted by Dan Gurney and Jerry Grant. With the finish line in sight, Gurney jumped out of his stalled race car and pushed it roughly a quarter-mile across the finish line. His heroic act may have drawn applause from fans, but the violation of the rules prompted officials to slap the car, chassis P/1031, with a DNF. Shortly after, Big Ed crossed the finish line, earning its sole racing victory.

Sebring 1966: Big Ed, driven by Ken Miles and Lloyd Ruby, makes a night pit stop. Images courtesy of Ford Motorsport History.

Ford's GT40 coupes were once the scourge of racing circuits across the United States and Europe, besting formerly-dominant Ferrari. Though lesser-known than the coupes, Ford built five open-top GT40 roadster models for racing as well, including Big Ed, a car that achieved a single victory (the only win on U.S. soil for a GT40 roadster in-period) before meeting its fate at the hands of a cutting torch.

Of the five GT40 roadsters built, four used steel frames, but Big Ed (an unkind reference to Ford's other folly, the Edsel)

It received an aluminum frame. Unlike its brethren, Big Ed, also known as chassis GT/110, wasn't initially intended for endurance racing glory; instead, it was to be campaigned by McLaren in Group 7, a series that would later give rise to the wildly popular Can-Am series.

After the aluminum chassis was constructed by Abbey Panels in England, chassis GT/110 was shipped to McLaren for the addition of a body (featuring a long nose with canards and a tall rear spoiler) and a 427-cu.in. V-8. As *The World Registry of Cobras & GT40s, Fourth Edition* explains, the bare chassis was diverted to Lola Cars for close inspection, oddly fitting as the original GT40 was itself a variation of the Lola Mk. 6.

The oversized, reinforced rear spoiler was needed to counter turbulence created by the open cockpit.

McLaren's goal was to shave a significant amount of weight out of the GT40 coupe, and while the roadster was lighter, even Chris Amon couldn't win Group 7 races in the car, then called the Ford X-1. After a DNF at Mosport (overheating), Amon drove the X-1 to a fifth place finish at Riverside, followed by a pair of DNFs at the Bahamas Speed Weeks (broken final drive and transmission failure) to round out the 1965 season. Its days as Ford X-1 over, McLaren shipped the car to Shelby American to be prepared for the 1966 Sebring 12 Hours.

Its disappointing performance during the 1965 season solidified the Big Ed nickname, used even in written correspondence between Shelby American and Ford. In preparation for Sebring, Shelby American rebodied the car with a Mk II nose and tail, adding a tall and reinforced rear spoiler to counter the turbulence generated at high speed by the open roof. At the hands of Ken Miles and Lloyd Ruby, the car proved competitive enough at Sebring, running in second place on the closing lap.

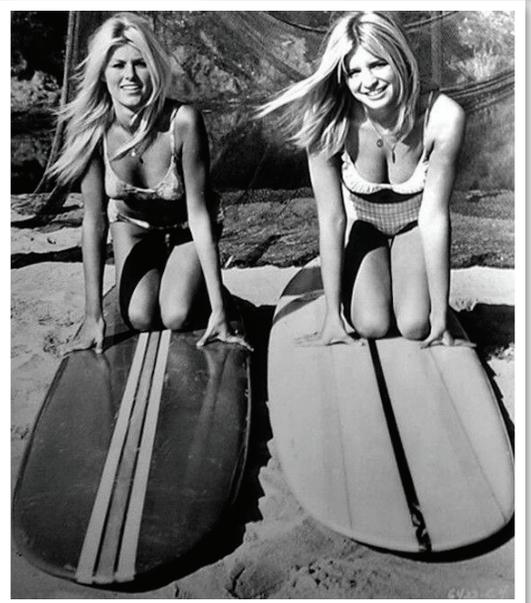
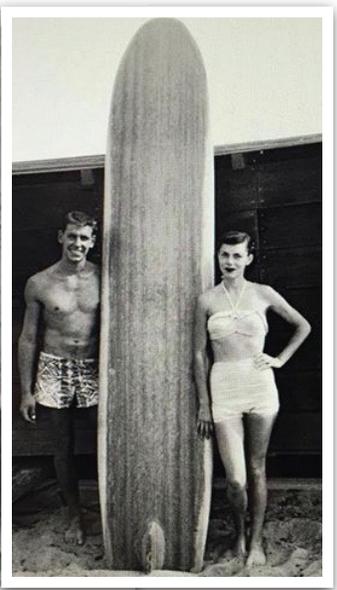
Big Ed's redemption came in the form of mechanical failure for the car leading the race, a GT40 Mk II piloted by Dan Gurney and Jerry Grant. With the finish line in sight, Gurney jumped out of his stalled race car and pushed it roughly a quarter-mile across the finish line. His heroic act may have drawn applause from fans, but the violation of the rules prompted officials to slap the car, chassis P/1031, with a DNF. Shortly after, Big Ed crossed the finish line, earning its sole racing victory.

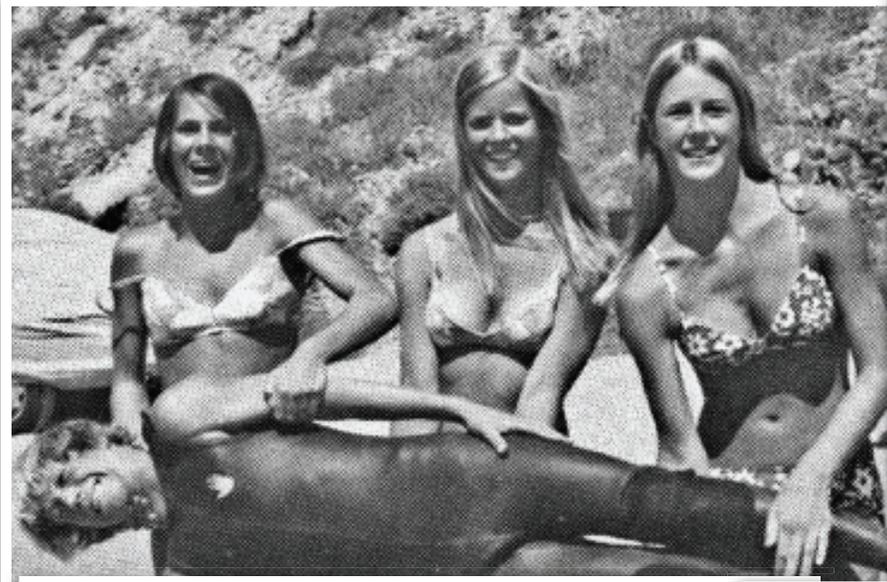
Big Ed, with the GT40 coupe driven by Dan Gurney and Jerry Grant, in the pits at Sebring.

By this time, it was becoming clear that the GT40 roadsters were largely a failed experiment. Any gains from weight savings were offset by increased chassis flex and aerodynamic drag, and following Sebring, plans were made to have Holman and Moody rebody Big Ed as a coupe. The idea didn't last long, and a month after its 1966 Sebring victory, chassis GT/110 was being cannibalized for parts on a regular basis.

This death of 1,000 cuts carried on until 1970, when it became clear that U.S. Customs wasn't going to forget about the importation of chassis GT/110. Brought in on a temporary import bond, long since expired, Shelby had but two choices: pay the import duty plus late fees, or scrap the car. He opted for the latter, ordering the car cut up ahead of the Customs inspector's visit. This proved to be a violation of the rules, as vehicles in questions had to be destroyed in the presence of a Customs inspector. With no other options, Shelby ordered the car to be tack welded back together, then cut apart under the watchful eye of the government inspector. Rumor is the chassis was buried on land that later gave rise to an apartment building. together, then cut apart under the watchful eye of the government inspector. Rumor is the chassis was buried on land that later gave rise to an apartment building.

Surfing at San Onofre-1930s, '40s, '50s





San Onofre "Tressels" has been a favorite surf spot since surfing began. Even after The Nuke plant was built in the 60s, the faithful keep coming. And plenty of Fords were seen in the parking lot.





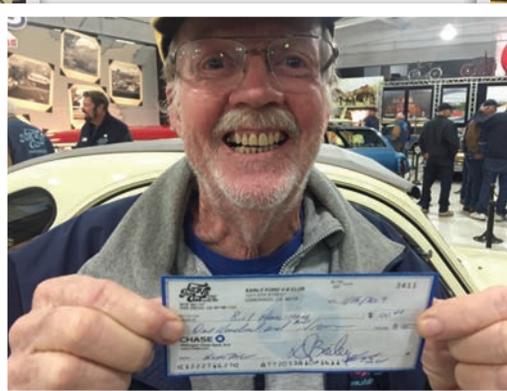
Not Your Usual Meeting.

First General for new Prez Mike Petermann. Breaking in



the New Microphone. Awards missed at Christmas Party handed out. V8ers of the Year: Tag Team, Ray Brock & Judy Grobbel. LifeTime Achievement: Jerry Windle, Big 3 Thank You : Ric Bonnorront, Silent Service Award:

Walter Andersen. Special, Private self-guided Tour of Auto Museum. New Member Sign-up. Walter won 50/50. Houlihan won \$100 Bucks at Name Tag Drawing. Damn good cookies.—TS



Five Guys Seen Marking Up the Q



In prep for the BIG 3, Ric, Joe, Bill, Mike and Tim were photographed spray painting dots and numbers all over the Q Parking lot - like a gang of graffiti vandals. The weird thing was, the Cops were nearby and no arrests were made. By the end of the day we had covered most of the lot, our shoes and parts of Friers road with white paint, but we're nearly ready for the BIG 3.



Sunshine Note: We marked the lot parking spots Tuesday and our dedicated leader Ric Bonnoront ended up spending the rest of the week in the hospital - apparently all that walking, bending, map reading and supervising us misfits took its toll. Ric is back now - saw him at the meeting looking good. But he did report his computer was hacked by a fake Post Office notification and he lost everything.

-----Next Tours-----

Sun, Feb 19
'I fly' Indoor Sky Flying Event
\$49 ea. (1/2 price deal)

Jim Thomas jstomas35@gmail.com
Geronimo!

Feb, 24, 25, 26, 2017
The Big, Big, Big 3

Sign Up Now. Call Barbara Martin
858-254-5009

February
Anniversaries

2/04 Jose &
 Vivian Serrano
 2/13 Jon & Eloise
 Kowal
 2/14 Dan &
 Bonnie Krehbiel

February
Birthdays

2/08 Joe Vidali
 2/11 James White
 2/22 Duane
 Ingerson
 2/26 Teri Brandon

Membership Paula:
 Membership Count-123

Welcome new members:
Terry & Kay Johnson- 3750
 S. Corona, Englewood, Ca
 90113. 1940 Convert, 1940
 Coupe, 1934 Tudor
David Ybarra 12512
 Lakeshore Dr, Ca, 92040
davidartist@cox.net

**Sunshine Judy—Both John
 and Liz Dow** suffering worst
 colds of their lives.

Ric Bonnoront in & out of
 hospital. **Tom Cook**
 investigating chest pains

**EARLY FORD V-8 CLUB -Minutes of Meeting-Jan 18, 2017 -
 President Mike Peterman pounded the gavel at 7:02**

Guests: David Ybarra—and new Member!

Pres. Report: Mike noted the purchase of a new microphone to be used for the meetings

VP Report: Bill Dorr presented “Presidents Awards” since he was unable to be at the Christmas party. Recipients were Walter Anderson. **Tim and Sandy Shortt** and the annual Presidents Award for 2016 went to **Ray Brock and Judy Grobbel** and their names will be put on the plaque.

Secretary: Dennis Bailey asked for approval of the minutes from the December General meeting, as published in the fan, and they were accepted and approved.

Treasurer Report: Ken Burke read through the financial figures and they were accepted and approved.

Membership Report: Paula reported 25 single & 49 joint members. 123 total

Sunshine Report: no report

Fan Editor: Tim says The Feb. Fan is coming together and then presented a THANK YOU to **Ric Bonnoront** for all his efforts running the BIG 3

Accessories: Judy & Ray reported that they have a lot of new accessories.

Car Club Council: No report, **Bill Lewis** reminded us of the soap box derby on 18th of March.

Tours: Jim Thomas reported Big Three for Feb.24, 25, 26 and ‘I Fly’ event on 2/19.

Program: Dillard Harwell announced the Program for tonight was a tour of the Automotive Museum hosted by Ray Brock after the meeting.

Old Business: The Big 3 signup sheet was available at the meeting.

New Business: Business cards for the club were also available for members to hand out to new potential members. Dinner at the museum on 2/15/17 at 5:30 before the general meeting.

50/50: Walter Anderson won the 50/50

Name tag drawing: Bill Hoolihan won the name tag drawing- \$100 Bucks!

Misc: Tim Shortt gave a talk about **Jerry Windle**, our behind the scenes editor of the V8 Times, he has been bestowed with the “Spirit of Jerry Windle Award.” By the National Club.

Mtg. Adj. 7:42

Respectfully submitted: Dennis Bailey Secy.

A Very Special Donated Car

We can now reveal the very special vehicle that has been donated to our Museum: It's a **1940 Lincoln Continental Cabriolet**. It was co-owned by **Ken Tibbot** and **Dave Cole**, both of California.

Ken recently drove a trailer of Ford parts he donated to Auburn, then on to Hershey last Fall. (see last issue)

Dave Cole is the author of hundreds of articles for the V-8 Times. He was also the long-time Editor of *The Way of the Zephyr*, the official publication of the Lincoln Zephyr Owners Club. Dave passed away in November. Ken had collaborated with Dave before he died to donate this wonderful automobile to the Ford V-8 Museum.

The Story Behind the Continental

Dave Cole and his wife Barbara bought this car off a used car lot in 1954, fixed it up and drove it across the U.S.A.



This photo was on the cover of the Mar/April 2016 V-8 Times.

three times in 1955 while Dave was in the Army.

The car was shipped to Germany in 1956 and the young couple toured all over Europe in it. When they shipped it home, it served as their everyday driver for the next 21 years. It had a Mercury V-8 in it back then and in 1961 Dave replaced it with a 1939 Zephyr V-12. In 1970, he replaced it with a '49 V-12 with 9,000 miles on it. In

2004, his beloved wife, Barbara died and Dave decided to take on a partner to share ownership of the car. That was Ken Tibbot. He kept the car in San Diego.

It's an incredible car with an incredible history. It has been driven many thousands of miles, has been to several countries and it is still a stunning car. Soon it will be on display in our Museum.

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

Next Meeting : Wed Jan, 2017. 7pm. Auto Museum, Balboa Park

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford

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

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

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

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



'37 Deluxe Coupe. My Dad's car is very nice, but hasn't been driven for a few years. John Murphy is 95 now-so I'm selling car for him. **BEST OFFER Patricia 858-248-2952**

'55 TBird. Nice shape, 292, auto, 2 tops, Black and white. **\$17,500.**

'39 Deluxe and '40 front fenders. Nice. **\$250 Pair.**

'35 steering mast, jacket, lock & key \$35

'52-54 Ford & Merc OD Trams w/ pull cable & solenoid \$300. -- Dan Krehbiel, Temecula 951-302-5922



49 Ford Woodie.All stock flathead V8.Asking \$54k, but really want it to go to the right home so adjustable.Will entertain trades. **John Rex - 360 600 8213**

BIG 3--Two Swap Spaces For Sale to members for what I paid. Greg Murrell 858-483-3998.



56 T Bird. V8, auto.Front disc brakes, John Hildebrand new pearl paint--**\$23K OBO John Hildebrand 619-850-4099**

'32 Sedan. ready to go hot rod. Real Nice Car. **\$30,000.**

'36 Coupe Running Boards-NEW--\$400. Tom Cook 619-200-8114

'37 Coupe, Complete, TCI frame, Many parts, \$40+ in Body Work Ready for paint, A/C. \$20k OBO. Bill Lewis 619-851-3232

1950 Deluxe Convert. V8, OD, R&H, blinkers, working spot, Second owner over 20 years.Rebuilt flathead, recent radiator, new water pumps and hoses. Dual exhaust, Factory Cont Kit with stainless cover. New Batt. Stored last three years, now runs good. Straight body, original Paint. (Rust spot at base of both front fenders-one small dent LR under tail light). Orig interior good shape. Radial WWs. Full zippered cover. Good top, but one bow separated.**Best Of-**



BEST OFFER



'65 Mustang Coupe. PS, PB Auto, AC. New 302 V8. Show Quality Restoration- BEST OFFER - 619-466-5475

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Sell all for BO. Margaret Bartlett 619-466-5475**



'29 Briggs Body Leatherback. Rust free straight body. Old restoration, with Trunk, wings, sidemount, Borg Warner Overdrive. New seats, long grain top, tires, tubes, radiator, tune, water pump,. Drives well. **\$12,500. 619-851-8927 Tim**

Wanted: '49-'51 Ford Tudor Basket Case. Carl 619-593-1514

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

'30 Ford Coupe.All steel and totally stock. Some issues are: dome switch and speedometer don't work, battery acid burns on front seat. Located in the LA area. Area Code (213). Selling for my uncle. No trades. Appointments only. **\$12k. Rick Chew 818.427.0320**



'50 Merc two door-255 CI Flat V8, 2 carbs Straumburg 48, Thicston Air Cleaner, 3 speed w/OD stick floor shift, stock rear end, 15" wheels, Coker white wall radials, dual steel packs exhaust system, fender skirts, dual o/x mirrors, dual rear antenna's, lowered 2". Ford mechanic owned 12 years. Sharp. George @ 507-269-9870--

Wanted- Two Wheels-16" x 4.5" Mike Pearson 760-729-4645



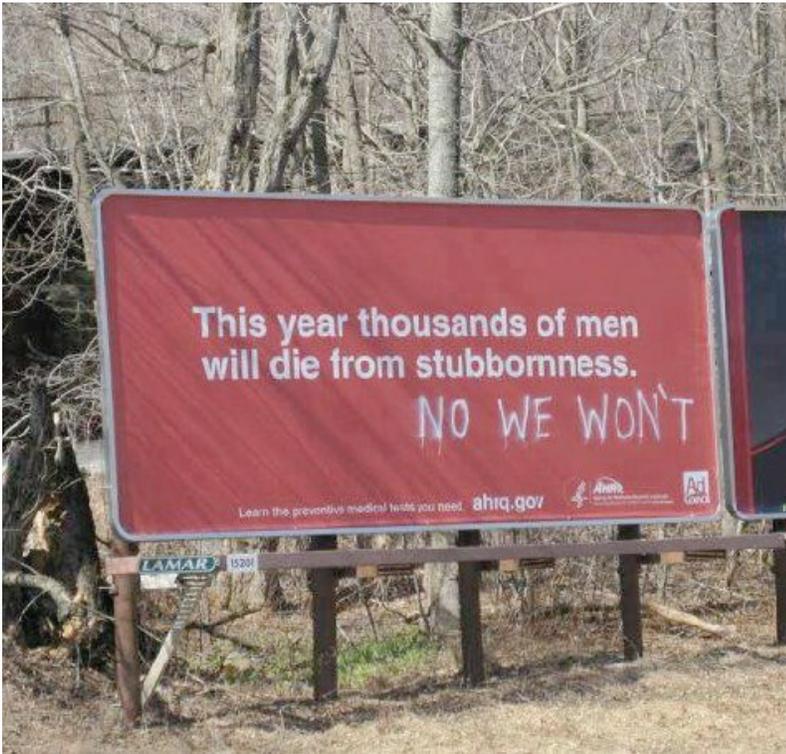
'48 Ford Deluxe Bus Coupe. New motor. Everything else NOS. Best Offer **Norm Burke 619-462-8956**

Jeep CJG Trans, Transfer Case. Everything from fly-wheel to Drive Shaft. **\$500. Carl 619-593-1514**

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



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



Feb/17

