

✂ THE Ford FAN ✂

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



Happy New Year 2012

Have You Signed Up For The Big 3 Yet? Call Barb Martin 760-230-2582



The Prez Sez.

I'm very optimistic about 2012. (There's and old saying, "Even years are good years.") And it should be a good year for just about everybody. The economy is beginning to move in the right direction. More people are finding jobs.

One of my main goals for this year is to push for new and younger members. John Hildebrand did a good job in this regard. Despite natural attrition and some older members moving on to different interests, we held most of our numbers.

Another goal of mine is to create an overall Budget Plan, including all tours, activities, events and donations. Making sure there are no surprises for our bank account. On Sun, Jan 29, our first tour of the year will be the Treasure Hunt & Wife Swap at the Shortt's house. On Feb 24-25 & 26 it's the Big 3, our one and only fund raiser that pays for all we do.

We still have 41 blanks on the Big 3 Sign Up Sheet. Sign up now. Call Barbara Martin... 760-230-2582.

We plan to continue providing lunch subsidies on tours, pizza and snacks at meetings and helping with the admission costs for interesting events.

By the way - If you haven't received your Fan, it's because the club hasn't received your dues. Call paula Pifer ... 619-464-5445

Linda and I spent the Holidays in Arizona and then Texas with our family. I hope everyone had a wonderful holiday, and I look forward to a great year ahead.---*Bill Lewis*

2012 Officers

President: **Bill Lewis** 619-851-3232

V.P. **John Hildebrand** 760-943-1284

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

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

Directors

Bill Lewis 619-851-3232

John Hildebrand- 760-943-1284

Dennis Bailey- 619-954-8646

Mike Brandon-619- 561-4067

Ken Burke 619-469-7350

Ken Tibbot- 619-669-0211

Richard Teubner- 858-748-2849

Marc Goldman- 619-938-3865

Rick Carlton- 619-303-3353

John Hildebrand- (President Pro Tem) 760-943-1284

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: **Volunteers**

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.



**We Still have 41 open spots on the Big 3 Sign Up Sheet.
Call Barb Martin 760-230-2582**

Another peaceful transition of power. No threats made. No shots fired.

On December 11 the SDEFV8C passed the Presidential Gavel from John Hildebrand to Bill Lewis. It was a good party, filled with the Christmas spirit of giving a little, hoping to get a lot. Barbara Martin and Carl Atkinson kept the raffle prizes and service awards flying.

Finding a matching card in the crowd led to much less eye contact because everyone was looking at the other person's card pinned to their chests.

John thanked everyone for their support during this past year and special thanks were handed out to Board Members, Chairs and Co-Chairs, Tour Hosts and The Big 3 Board.

The Ollie Fund received about \$1,500 in returned Party checks and raffle donations. Just as John mentioned the V8ers of the year award, Joe Vidali interrupted the proceedings to say that because of his criminal behavior as a teen ager he did not deserve an award, but he did praise his sweetheart, Candaus (who was home sick) represented by Dave Huhn wearing a blonde wig, and accepted V8er of the Year for her. New Board members took the "So Help Me, Henry" pledge, agreeing to every call to duty with the exception of volunteering as

Refreshment Chair. Bill Lewis took on a repeat Presidential performance with a determination to preside over a successful term in 2012, including more free food and fun than ever before. VP Gary Timm then stood and delivered his first VP Report of last year. He presented John with a Drag Strip Starter Clock, a caricature of John in action and another service prize or two. The meeting was then turned over to

Barbara and her two 'Vanna' assistants to award 17 raffle prizes.--TS



If you have a 1932 - 1940 Ford V8 Engine with Overdrive, you should read this. - specially for cars with overdrive which may never reach 3000 RPM. This was a change made by Ford himself in 1941.--Royce

1932 - 1940 Part Substitution for Better V8 Engine Performance: engineered & offered by John Shelor We alter your distributor advance curve so the engine performs better. You get enhanced throttle response and fuel economy as well as less tendency for the engine to run hot when we make these modifications.

1932 to 1940 distributors have very little lower RPM advance. But Ford provided the needed parts. The 1941 through 1948 V8 distributors have vastly improved advance curves.

We can retrofit 1941 shaft, cam, weights, and brake retard disc into a 1932 to 1940 stock aluminum distributor housing. This results in a 100% stock appearance outside and better performance inside. Here's the difference:

1933-1936 distributors have 16 degrees advance at 3000 engine rpm

1937-1940 distributors have 16 degrees advance at 1900 engine rpm

1941-1948 distributors have 22 degrees advance at 1200 engine rpm

Cost:

\$150 for a retrofitted 1933 to 1940 distributors.

1932's are quite rare so you'll have to send us your core to have it modified.

Shipping and Handling:

Distributors mailed to locations within the United States add \$11.00 shipping and handling.

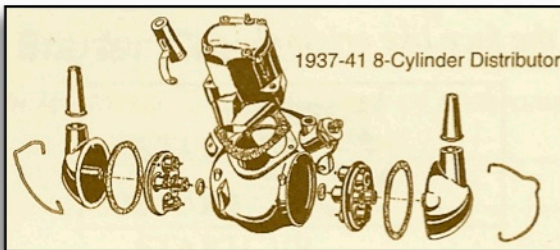
Shipping to International Locations: please send an email with your shipping address and we can calculate postage for you.

Email John: Let him know you are sending him a distributor core or that you will be sending him a check to purchase one.

Use the down arrow. and choose John.

Send your check or money order in U.S. funds made out to John Shelor for \$150 plus shipping.

Mail to: John Shelor, 105 Pershing Avenue, Radford, VA 24141, USA



Check out this '32 Ford Ardun-Headed 3 Window.

Early 1950s East Coast, original - unchopped, unchanneled, full fendered, street/strip Hot Rod. Not old school-type but a Real Old School Rod.



The car had been built in the early '50s and then stored on Rhode island. In '57 the new owner rebuilt everything and used the car until 1960. But his wife resented the time and money spent on the car, and reportedly threw the car keys into a pond. The car was parked in a barn where it sat there from 1961 to 2005.

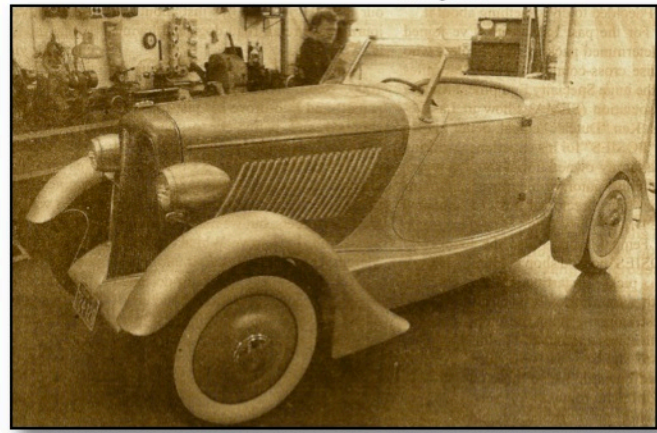
In 2003, George Dragone went to the owner's home to buy a Lincoln Touring car. George saw that several cars were being stored in a falling-down barn with a bad roof open to the rain and elements. George spotted the three window covered up back in a corner. He was told it was not for sale. George is one of the Dragone Brothers of Dragone Classic Motor Cars and knows not to give up on a rare find. He made several offers over the next two years and finally, in 2005, got it. His mechanics did the following work: The Flathead was completely overhauled and the vintage race equipment rebuilt: Ardun Heads mounted on Ford 59 AB Flathead, 4- 1940s Ford carbs on Ardun intake (2 carb) modified to a 4 Carb Isky Cam. Special distributor built by Kurton Aero-Motive from Alhambra California (plate on distributor). Engine believed to be constructed by C&T Automotive, Sherman Oaks CA, around 1950. Lightened flywheel and stroked crankshaft. Ford gearbox (top shifter) with special gears. Halibrand Quick change rear with open driveshaft. Ford model A rear spring. 1941 Lincoln brakes with backing plates drilled and air scoops added. Stewart Warner gauges with red hooded dash lights. E and J 20 headlights made in the late 1920s early 1930s.

In 2008 the car was bought by Ford Collector Sam Baker, Ocean View NJ. It's still there.--TS



Once thought lost forever.

Edsel Ford's Long-Lost first '32 speedster, found in Connecticut by Jim Gombos, is now under restoration by twin brothers Jim & Mike Barillo in Knoxville, Tenn. Designed by E.T. "Bob" Gregorie for Edsel's personal pleasure. The previous owner, a body man, had no idea of its history and had adapted on fenders from a '35 Chevrolet. Note the '32 Grill shell is vee'ed at the bottom, a precursor to the '33 Ford grill.--*Excerpts from Old Car Weekly*



Here's the thing... I bought this little '28 Model A Tudor from a photo and description. And, as described, the body is solid & straight, the interior okay... but there were a few 'descriptive discrepancies' ... The Salinas owner

claimed, "It runs & drives good, no problems -probably do a hundred on the freeway." A week later it arrived by truck. When the driver tried starting it, it struggled, farted, sputtered, puffed black smoke and finally popped a backfire that blew off the entire exhaust system. We cleared the debris and pushed it off the truck, but when we went to stop there were no brakes and when we tried to turn, it wouldn't (The box was shot). When we finally did get it running it slipped it's timing belt with the first rev. You know that saying, "If I'm lyin', I'm dyin'" ...He did and, I hear he's about to...

But now, thanks to Dennis Bailey, John Hildebrand & Carl Atkinson, this little A Bone now has a re-engineered front end that steers easy with a Vega box. And with a new timing belt, tune and oil change, the '72 4 cyl Pinto runs pretty good, the rebuilt C4 trans shifts like it should, the juice brakes now stop when asked, big and little WWWs, red wires and hot rod black paint look cool, new long grain top installed, interior cleaned up, exhaust reattached, cracked glass replaced, bumpers powder coated... things are looking up. -TS



A while back we visited the Morton brothers Auburn Motor Sales. Really nice people; the kind you want to buy a car from. We left with lots of pictures, some of which have already been printed in this newsletter. My favorite is the above:

It seems that Russ Morton partnered with two brothers from Ohio to buy the existing Auburn dealership in 1944. They were housed in a Sinclair gas station which later became an Edsel dealership.

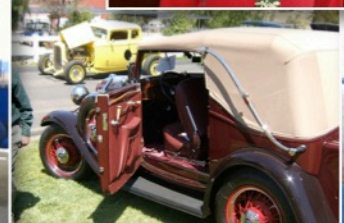
I think this happened twice, but in 1951 Auburn-Cord and Frazer Farm Equipment gave new cars to their employees. The sales made Auburn Motor Sales the number one dealer in their region and the other Ford dealers began complaining to the home office. In a brilliant management decision Ford informed the buyers that they would have to split their future orders between Auburn and several other dealerships. Guess what happened?..... They bought Chevrolets.



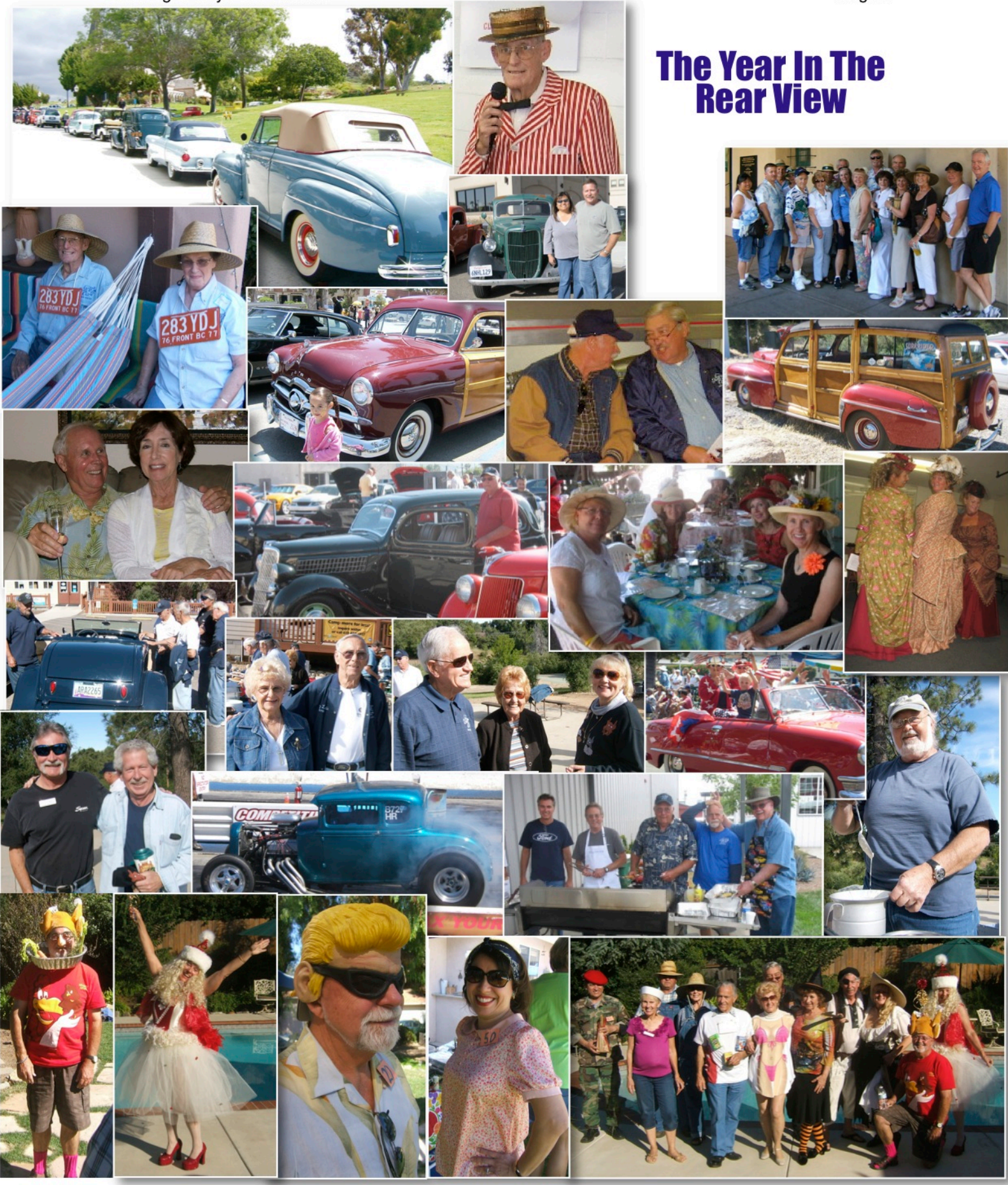
"When I start it, it squeaks..."

Dealer photo Courtesy Hooshire V8 Views

The Year In The Rear View



The Year In The Rear View





Pond-Powered Biofuels: *Who'da guessed Pond Scum could replace crude...*

Algae fuel might be an alternative to [fossil fuels](#). Several companies and government agencies and the US Military are funding efforts to reduce capital and operating costs to make algae fuel production commercially viable. Harvested algae, like fossil fuel, releases CO₂ when burnt, but unlike fossil fuel the CO₂ is taken out of the atmosphere by the algae growing fields.

High [oil prices](#), competing demands between foods and other biofuel sources, and the [world food crisis](#), have ignited interest in [algaculture](#) (farming algae) for making [vegetable oil](#), [biodiesel](#), [bioethanol](#), [biogasoline](#), [biomethanol](#), [biobutanol](#) and other [biofuels](#), using land that is not suitable for agriculture. Among algal fuels' attractive characteristics: they do not affect [fresh water](#) resources,] can be produced using ocean and [wastewater](#), and are [biodegradable](#) and relatively harmless to the environment if spilled. Algae cost more per unit mass (as of 2010, food grade algae costs ~\$5000/tonne), due to high capital and operating costs, yet are claimed to yield between 10 and 100 times more energy per unit area than other second-generation biofuel crops. One biofuels company has claimed that algae can produce more oil in an area the size of a two car garage than a football field of [soybeans](#), because almost the entire algal organism can use sunlight to produce lipids, or oil. The [United States Department of Energy](#) estimates that if algae fuel replaced all the petroleum fuel in the United States, it would require 15,000 square miles (39,000 km²) which is only 0.42% of the U.S. map. This is less than 1/7 the area of [corn](#) harvested in the United States in 2000. According to the head of the Algal Biomass Organization algae fuel can reach price parity with oil in 2018 if granted production tax credits. Given the right conditions, algae can double its volume overnight. Unlike other biofuel feedstocks, such as soy or corn, it can be harvested day after day. Up to 50 percent of an alga's body weight is comprised of oil, whereas oil-palm trees—currently the largest producer of oil to make biofuels—yield just about 20 percent of their weight in oil. Across the board, yields are already impressive: Soy produces some 50 gallons of oil per acre per year; canola, 150 gallons; and palm, 650 gallons. But algae is expected to produce 10,000 gallons per acre per year, or some billion gallons, nationwide in a year.

"If we were to replace all of the diesel that we use in the United States" with an algae derivative, says Solix CEO Douglas Henston, "we could do it on an area of land that's about one-half of 1 percent of the current farm land that we use now." John Sheehan, an energy analyst with the National Renewable Energy Laboratory (NREL) in Golden, Colo., believes these goals are within reach. "There is no other resource that comes even close in magnitude to the potential for making oil," says Sheehan, who worked in the lab's algae program before it was shut down by the Department of Energy. One of algae's great strengths, Sheehan adds, is its ability to grow well in brackish water. In the desert southwest, where much of the groundwater is saline and unsuitable for other forms of agriculture, algae can proliferate.

[GreenFuel Technologies Corp.](#), based in Cambridge, Mass., is focused on cultivating algae that can produce high yields of both biodiesel and ethanol. There are more than 100,000 strains of algae, with differing ratios of three main

types of molecule: oils, carbohydrates and protein. Strains of algae high in carbohydrates as well as oils produce starches that can be separated and fermented into ethanol; the remaining proteins can be turned into animal grains. GreenFuel hopes its pilot plant will see initial yields of 8000 gallons of biodiesel and 5000 gallons of ethanol per acre of algae. The main focus now, says Cary Bullock, GreenFuel's president and CEO, is figuring out "how to grow algae fast enough and cheap enough that it makes sense economically. That's not easy to do."

With the science well in hand, the degree to which algae-based biofuels can replace petroleum—or the limited acreage of traditional feedstocks—rests upon that bottom line. Once the technology hits the ground, the big question is, Will a commercial-scale facility be on par with petroleum? We'll have to build one to know--TS





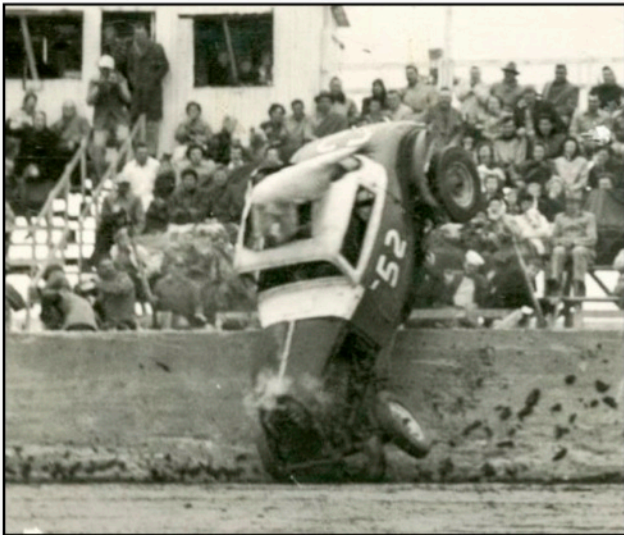
Jan 29, Sunday, 11 am, The Last Great Treasure Hunt & Wife Swap. Clue Sheets passed out at 11am. Hunt starts as soon as every driver is teamed up with a co-pilot. Prizes and Pizza on patio. **RSVP Tim & Sandy Shortt** 1211 5th St, Coronado, 619-435-9013

2012 Tour Schedule

Jan 29, Sun, 11am. Treasure Hunt & Wife Swap. Prizes & Pizza. RSVP -619-435-9013 Tim & Sandy Shortt, 1211 5th St in Coronado.
Feb 24-25-26- The Big 3. Our One & Only Fund Raiser. **Have You signed Up ?**



Lady 8ers December 7
Great tea time at the Aubrey Rose! We're becoming "quite" the fashionable ladies. The event was well attended with several "new" ladies joining in. I hope to continue to see more of our club ladies show up for our meeting "break outs" and our special events. Really lots of fun.



High flying driver departs coupe during early 50s Jalopy race.

Lady 8ers Next Event at Jan 18 General meeting
We will be helping to prepare the packets for the Big 3 and discussing plans for our events for the coming year at the January meeting. Please come with ideas and suggestions. If you or someone you know has an interesting hobby, collection, or expertise that you feel would be interesting to share with the group, let's see if we can add them to our schedule. We're also looking for interesting places or events to attend. So, if you have a favorite afternoon get-away, restaurant, walking trail, etc... we'd love to hear about it.

Thanks! Hope to see you at the meeting. If you can't attend and have ideas, please email them to me!
Candy--(619-444-7174 candygreene@cox.net



Anybody recognize the mystery woman riding with Carl?



Eight passengers set a new record running Chinese Fire Drills every two blocks during Christmas Parade. Ho, Ho, Ho...

Jan 29, Sun, 11am, Last Great Treasure Hunt & Wife Swap
Prizes & Pizza on Patio- RSVP Tim & Sandy Shortt 619-435-9013

January Anniversaries

1/19 Nick & Rachel Murrell
1/22 Al & Linda Petani

January Birthdays

1/02 Phil Spaid
1/05 Augustin Martinez
1/06 Jim Wells
1/06 Gene Nichols
1/07 Marty Ries
1/09 Dennis Bailey
1/13 Roger Kerr
1/14 Gary Smith
1/19 Raphael Hargrave
1/20 Ken Tibbot
1/21 Webb Smith
1/23 Lois Pierson
1/23 Sheryl Carlton
1/25 Gerrie Stoll
1/26 Mary Timm
1/28 Rachel Murrell
1/30 John Giuliano

Sunshine: Ginny Larkin under Hospice treatment at home. Ray Brock recovering from Pneumonia.

Membership- Now 187.

Welcome new members.

Accessories: Duane reports brisk sales.

V8ers on the move:

Bill & Linda Lewis visited Texas and Arizona.

Rick & Billie Bonnoront just back from Palm Desert.

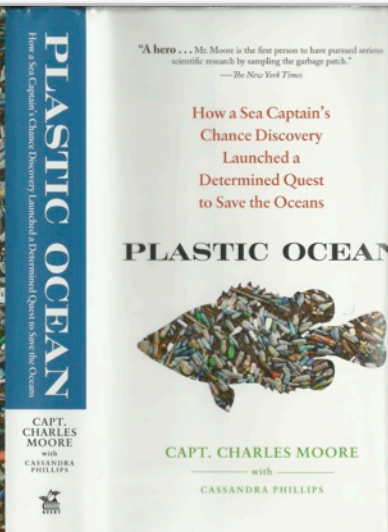
Richard Teubner in Tennessee. Tim Shortt moved to his next BDay.



SDEFV8 Minutes –Dec 11, 2011 Christmas Party/ General meeting

I spent some time at the front door waylating folks for 2012 Roster photos, so I missed the opening action inside the Bali Hai. By the time I came in the social hour was over and folks were sitting down only to be told to stand up to get their food.

Prez. John Hildebrand made a few announcements, welcomed everyone while the rest of us went for seconds on dessert. There were no other reports, only thank yous, a boat load of recognition awards, and then **Bill Lewis** took the gavel and immediately asked who knew the Chargers Game score. **Joe Vidali** said he didn't deserve the V8er of the year award, but **Candaus Greene** more than did. I administered the "So Help Me Henry" oath to the new board and **VP: Gary Timm** reported he had a report (the first of his term). He presented Prez John with well deserved awards and gifts. Finally **Barb Martin & Assistants** ponied up at least a hundred (it seemed) raffle prizes that were gleefully spread around the room. --TS for Dennis Bailey



Read This Book & Save the Oceans

50 years of one-use throw-away plastic items have ended up in the oceans & our entire food chain. **Let the manufacturers of plastics know they must redesign their plastic products to be reused/recycled -NOT END UP AS TRASH. And to BAN plastic bags.**

Contents of dead Laysan albatross chick's stomach- mostly bottle caps, 2002.



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

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

**Gen Meeting Jan 18, 2012.
Auto Museum, Balboa Park, 7 pm**

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



'67 Corvette-L71 427/435 HP Frame off restored car. Two NCRS Top Flight Awards. Sateen silver with black interior and stinger. Close ratio 4 speed, off road exhaust, am fm radio, tinted glass, red line tires. Judged perfect by NCRS judge. Rated #1. Asking \$179,000. Sales have been as high as 500K on these rare L71 big block cars. **Will consider Ford Woody as part trade.** 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

'28 Model A Tudor Hot Rod. '72 2.3 4 banger. C4 Auto Trans. Modern rear.Vega steering. Clean, straight body, good interior. Lots of new stuff. \$14,500. Put a Flathead in it! Tim 619-851-8927



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

'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

Sale- Two Big 3 Swap Spaces. Great location. Ken Tibbot 619-669-0211

'30 Buick Gangster Sedan. Side mount, rear rack. 98% complete but apart for resto.No rust, Glass & wood good. Great car and a good price. Bill; Lewis 619-851-3232

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- '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. Trade for classic car or \$7,500. 619-851-8927

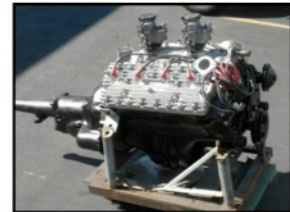


Sale-'49 Running flathead V8 . 3 speed trans.Drum brakes ,steering column, diff.Best Offer, all or part. [Spring_Valley Automotive-619-460-7760](http://Spring_Valley_Automotive-619-460-7760)

Wanted- '40 Juice Brakes, 4" drop ayte, '40 Ford Wheels, '32 Grill shell, Split wish bones. All for '29 A hot rod. Russell.j.coleman92@gmail.com

Sale-1938/39 ford truck hood sides clean condition -\$200 1952 ford truck rear fenders- \$200. 1947 ford sedan front fenders- \$200. possibly trade or looking for Ford straight axle front end with spindles at least, preferably 48 sedan but any will do contact# 619-618-9719

Sale- 1952 Merc, New heads, 2 holly 81's, with a 3 speed, (side shifter). All totally rebuilt.He has a side shifter column (3 on the tree) with a 1940 Merc. wheel, and the most expensive part, a real horn button. Also included is the starter, alternator, fan pulley, etcall the stuff needed to set it in a car.\$6,500. in the motor and trans. alone ...and will sell it all for \$5,500. Frank 415 720-1482



Sale. '37-1938 Ford 4 door deluxe upholstery kit (broad cloth pattern and trunk panel kit).\$2,400. obo. 661-943-1862 or 928-710-7566.'33-1934 Ford inside door handles and window crank set. New condition.2 handles, 2 window cranks& 4 escheons. \$50.00 Call 760-789-6217

Sale Speedaire Compressor. Looks new. Direct Drive. 2 HP, Single Phase, 125 PSI. Operates 24 power tools. \$100. 619-John 619-392-8376

Wanted rear shocks for 1933 / 1934 Ford 4 door sedan. 661-943-1862 or 928-710-7566.

Sale -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-** \$450.Rick 619-443-0184.

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, Magniflaxed, -no cracks- bored .060-\$850-'36 black fiberglass fender skirts- \$125 OBO. email kikowal@cox.net or 858-486-5317. Jon in Poway.

Wanted-'42 Ford Parts.

1. Both doors stainless (short doors) 42-46
2. Hood stainless 42 only
3. Parking light housing (2) 42-46
4. Windshield inside molding & upper right piece 41-48
5. Hood 42 only Jim ASAP at 760-789-0220

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

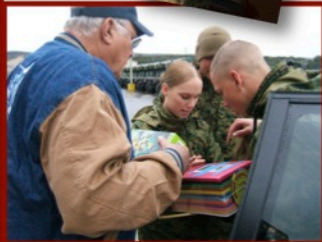
Sale- Complete '48 Front end, Rear end, \$500 ea. Set new 15" tires on chrome rims, \$400. 619-561-9048 Bob

**Treasure Hunt/Wife Swap Jan 29, Sun 11 am-
RSVP Tim & Sandy Shortt 619-435-9013**

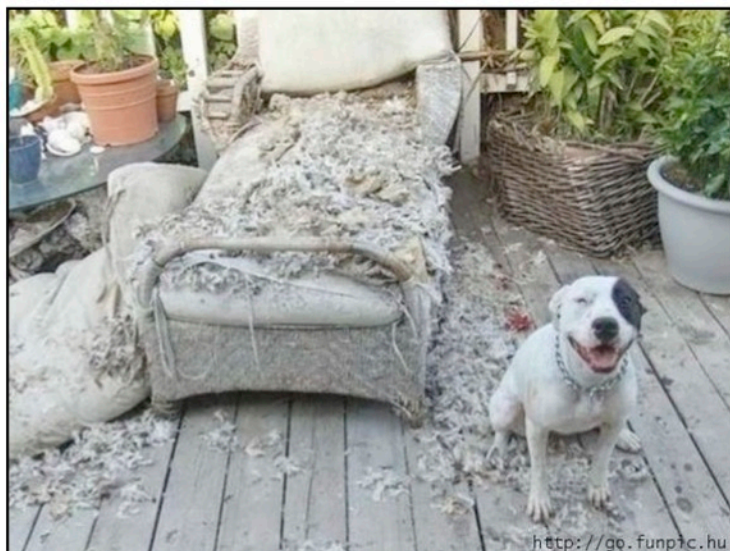


Toys For Tots

Dec 10, Friday, myself and Joe & Paula packed our cars with a V8 Christmas Bonanza and delivered it to the Marines. On Monday Dennis Bailey and I brought the rest of the loot to the same Marines (in the rain). They then spread the joy to needy kids all over San Diego. -TS



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



My folks left me home alone...

Jan /12