

THE Ford FAN

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

Flapjacks and Flatheads-2014

Thanks to our hosts, Jack and Shiela Rabell for opening their Descanso family compound to us. About 35 V8ers rolled in for the pancakes, eggs, bacon, OJ, strawberries and Chanpaign (in honor of our 45th Birthday as a club). As usual Jerry Windle, Dan Prger, Carl Atkinson and Al Petani were the star cooks. Bob & Suzan Symond and others showed at ODark (7am) for set up. The pancake toss and Stick Balance had big winners and prizes were awarded. Ray Brock won the 50/50 and donated his winnings to Shiela's favorite Operation Homefront - S.T.E.P.. Only road problem: Tour Leader, Jim Thomas' new ride flooded out and was trailored home. Beautiful day--plenty of food and laughs.-TS



The Hosts



The hospitality



The winners



The cooks:
Dan Prger
Jerry Windle
Al Petani
Carl Atkinson



The Food



The Games:
Organized by
Barbara Martin
(of course)



The laughs



The cars



The arrival



The Families



The Prez Sez.

A good group met at Macy's including six classic cars and a few new ones. We caravanned out to Jack and Sheila Rabell's cabin compound to find many folks there and the breakfast already cooked and waiting. We

found Flap jacks, eggs, bacon sausage and orange juice already laid out by our chefs Jerry Windle, Dan Prager, Al Petani and Carl Atkinson. Bob and Susan Symonds were coordinating the event. After a hearty breakfast and good company, Jim Thomas pulled out the games and entertainment. Jim and Diane brought "special" pancakes to be used for the toss. Many gave their best shot at it and then tried the bean bag toss. The winners were given gifts put together by Barbara Martin. Everyone enjoyed the new venue for the breakfast. We have a great summer schedule planned for the club. Look at the schedule on pg.10 of this issue and plan to attend as many as you can.

At our monthly meeting Harold from Harold's Automotive gave us some tips for stopping the gas related mechanical problems from crippling our old cars. We have club business cards that you can give to prospective new members. Remember that we are giving a reward for the member who brings in the most "new" members. Please remember to wear your name tags to the meetings and events. Guests feel more comfortable meeting people who have name tags on -- Carl will give an extra raffle ticket to those who are wearing their tags. The "Tech Tips" seem to bring more folks to the meetings, so they will continue. If any of you would like to see a program or guest speaker on a specific topic please email me at: jhildebr@cox.net. Jim Thomas is setting up the tours so if you have an idea please contact Jim. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. Keep moving FORDward
--John Hildebrand

REMINDER--Fords & Folks in Thousand Oaks. Western National, Sept 2 - 5, 2014

Early registration price stays at \$85. until Aug. 1st (prev. deadline June 1st)

We don't want anyone to miss this adventure so please pass this on in your newsletters or updated email information.

For any information please go to www.venturav8s.com or contact Phill Hall at 805-482-4030.

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

V.P. **Bob Symonds** - 619-993-7225

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

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

Directors:

John Hildebrand - 760-943-1284

Bob Symonds - 619-993-7225

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Duane Ingerson - 619-426-2645

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

Dick Martin - 760-230-2582

Rick Carlton - 619-303-3353

Joe Valentino 619-300-4280

Other Chairpersons

Tours: **Jim Thomas** 619-669-9990

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

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

Programs: **Joe Valentino** 619-300-4280

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: **Jim & Diane Thomas** 619-669-9990

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

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 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.



Ray Brock Tip: Ethanol rots rubber hoses in older cars. Replace rubber hoses with Fuel Injection Hoses--available at NAPA

Sun, July 20- Webb Smith's Grand Garage Tour - Not to be missed. See Pg 10



Flathead powered boats & Carl Atkinson

In 1950 Mission Bay was a "No Rules" mess of sail boats, power boats, fishing boats, rubber rafts and swimmers - all competing for the water space. Fist fights on the beach were common as one boat cut off another.

Carl entered the fray with a 16' Cracker Box with a rocker bottomed hull - designed to rock back and forth through waves, but when it reached it's

planing speed, it hopped hog-happy crazy across any light chop and was almost impossible to keep upright for an entire race. The 3/4 race Ford Flathead topped off with dual 97 carbs was very fast. The motor was mounted backwards behind the driver with the distributor wrapped in plastic to keep it dry. During one race Carl was full on the throttle when the prop shaft broke busting a hole in the bottom. Carl abandoned ship as she went down bow first. The throttle was stuck wide open, and the still running motor sucked in gallons of salt water as she went under, finally seizing, wrapping 3 rods around the crank.



In 1958 Carl replaced the crazy riding Cracker Box with a home-built 20' cabin cruiser minus the cabin. He built it upside down in a one-car garage on a trailer. Once the hull was finished, Carl dragged it out onto the lawn and rolled it over, then back into the garage to install the motor and finish the top deck. She had a 7' beam and a 3' free board. A smooth riding party boat.

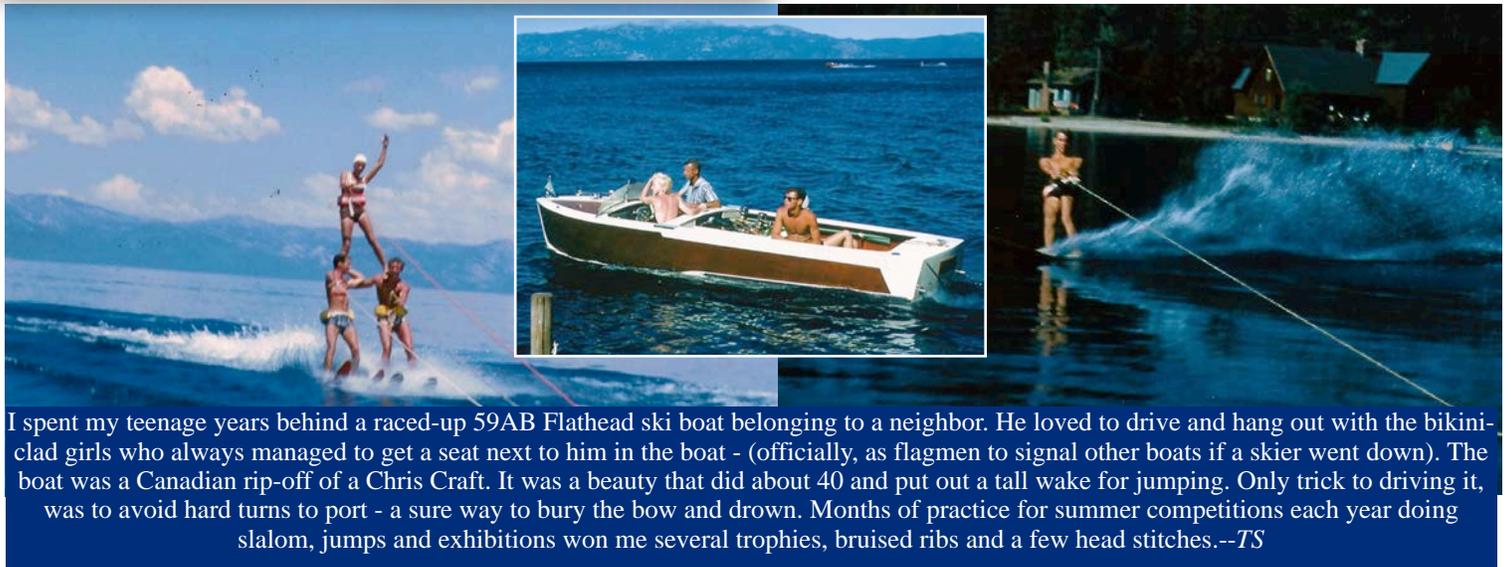
The hopped-up 59AB Flathead would push that boat 38 MPH pulling 6 skiers at a time and it's hull design put up a mighty wake for jumping.

One of Carl's friends was the one-legged war vet back from Korea who had never given up water skiing. He could do a standing start off the beach using a hand carved balsa wood leg strapped to his thigh for balance. One memorable ride he hit heavy chop and lost the wooden leg mid bay. He skied on, but passing boaters were aghast seeing the severed leg floating by.



Carl was famous for hard turns and 'cracking the whip' towing 6 or 7 skiers at a time. A few times the combined weight of the skiers pulled the boat sideways, sending Carl and his ride hard onto a sand bar. Carl also invented 'Above-the-Water' skiing by nailing a foot stool to a disc. It took some practice, but he finally mastered it.--TS

(-----)



I spent my teenage years behind a raced-up 59AB Flathead ski boat belonging to a neighbor. He loved to drive and hang out with the bikini-clad girls who always managed to get a seat next to him in the boat - (officially, as flagmen to signal other boats if a skier went down). The boat was a Canadian rip-off of a Chris Craft. It was a beauty that did about 40 and put out a tall wake for jumping. Only trick to driving it, was to avoid hard turns to port - a sure way to bury the bow and drown. Months of practice for summer competitions each year doing slalom, jumps and exhibitions won me several trophies, bruised ribs and a few head stitches.--TS



A close call for our oldest (92 yrs) active member, Fred Lobello

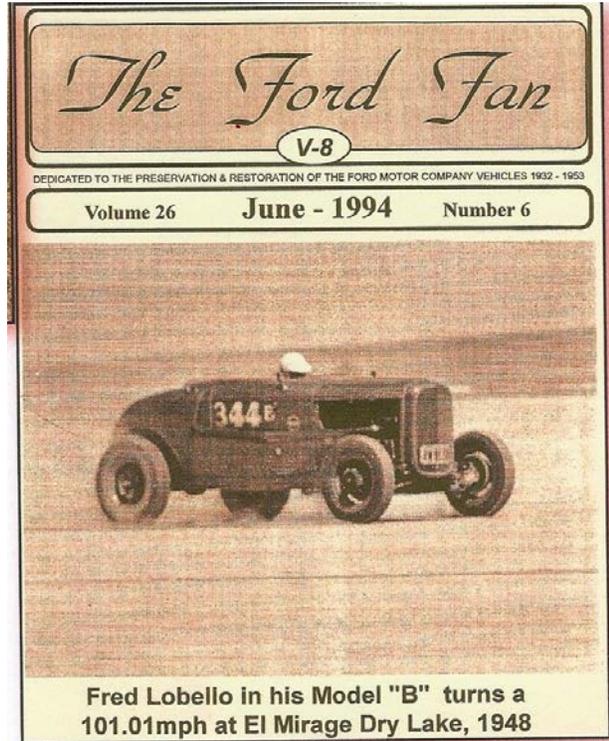
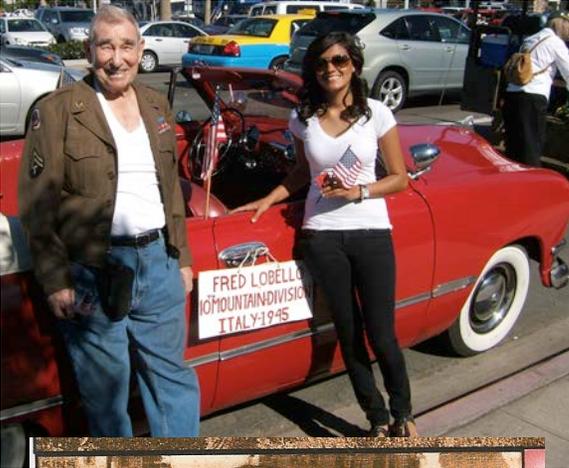
Fred is back home after 3 hour emergency heart surgery on May 29 followed by a week recuperating in the hospital. He is looking forward to another run at Bonneville for his legendary 4 bangor-powered racer.

He has owned his '32 Hi Boy since 1941--one of the oldest all-metal Hi Boys in the country.

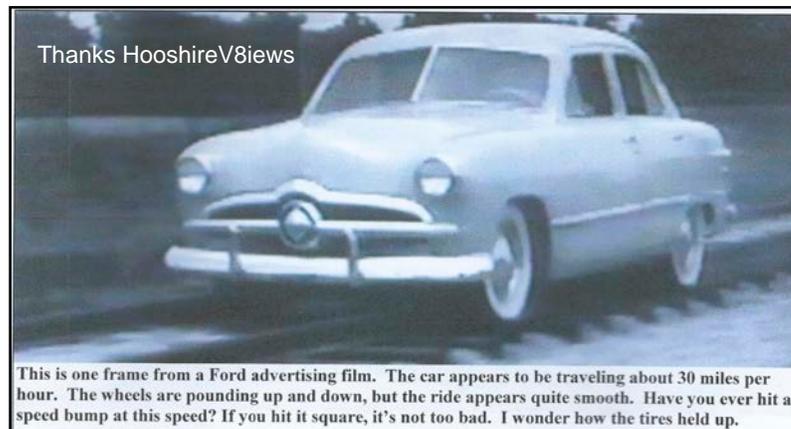
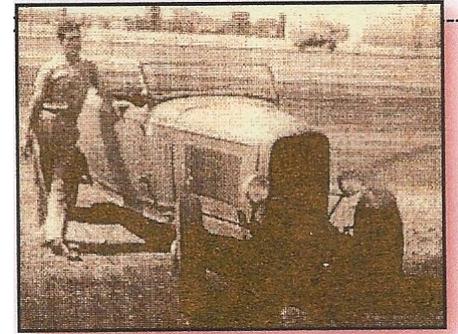
"I spotted the '32 in the car ads. My Dad gave me a ride to the address in his '29 ton & 1/2 truck. The '32 was parked in the drive beside the house. The owner said he needed \$65. I handed it over and drove the car home. (Yes, I had a license). I was the proud owner of a '32 Model B Ford full-fendered Roadster. About a week later the clutch went out and my Dad's mechanic fixed it for \$10- parts included.

That winter, I installed a new top. The next summer, on the way to the beach a car smacked into me, ruining the left rear fender and door. Instead of repairing the body, I bought another roadster (for just forty bucks) and swapped bodies. From then on the '32 was a High-Boy and I focused on speed modifications (Down-draft carb, dual exhaust and Winfield cam & head) to the four banger. I had the seat lowered and the shift lever shortened and bent to the right angle for speed shifting. I believed no one could beat me in a speed shift and that theory was tested right away at the corner of Imperial and 25th. The two cars stopped at the intersection - we exchanged one look & both knew what was going to happen. We burned the tires in low gear through the intersection, where I clutched for second gear. The front end of the roadster lifted as the spring stretched & we raced side by side clear to Commercial in second. There we parted. He went up Ocean View & I went down Crosby. Never saw the guy again - I guess he was surprised."

In May of '42 I went into the Army & the roadster went into storage. I served with the 10th Mountain Division in Italy. We drove the Germans back to the Alps & stopped to wait for winter gear at the base of the mountains. To our relief the war ended before the chase resumed. Back home, I joined the SD Roadster Club. And from 1945 - '48 I raced the '32 at El Mirage dry lake. My best speed was 101.01 MPH. The roadster was last driven in 1950, but it will run again this year, fully restored, using the the original Riley Four Port. The Winfield flathead four fitted with a Schnider cam will power my race car. The new chassis has been stretched from '16 ' to 19' & I'm about to add rear fenders to qualify as a Flathead-Fuel Class Streamliner. This year I rode in the Veteran's Day parade & the big crowd thanked me again & again for my service. But it is me who owes thanks to everyone who has helped me realize my dreams"-Fred Lobello



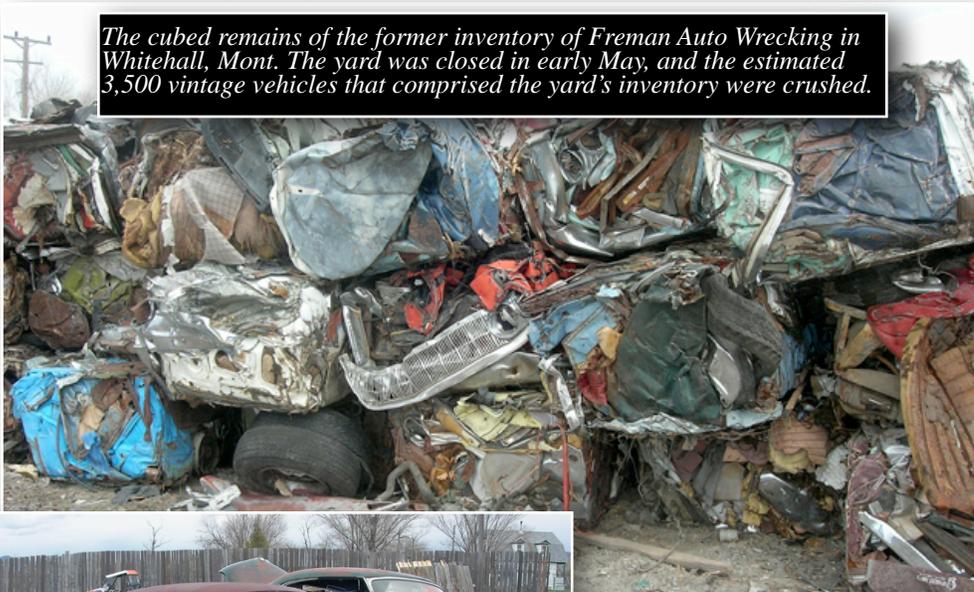
Fred Lobello in his Model "B" turns a 101.01mph at El Mirage Dry Lake, 1948



Thanks HooshireV8IEWS

This is one frame from a Ford advertising film. The car appears to be traveling about 30 miles per hour. The wheels are pounding up and down, but the ride appears quite smooth. Have you ever hit a speed bump at this speed? If you hit it square, it's not too bad. I wonder how the tires held up.

The cubed remains of the former inventory of Freman Auto Wrecking in Whitehall, Mont. The yard was closed in early May, and the estimated 3,500 vintage vehicles that comprised the yard's inventory were crushed.



3,500 Crushed: Large Montana salvage yard closes

Collector vehicle hobbyists lost a large supplier of donor-quality parts with the recent closing of Freman's Auto Wrecking, one of the northwest's largest salvage yards located in Whitehall, Mont. According to the yard's website, the business was established in 1980, and specialized in vehicles ranging from the 1940s to 1975, in addition to containing select body panels and parts for cars going back to the '20s. Inventory at the time of the

This 1950 Cadillac hardtop was stuffed with scrap metal in preparation to be fed to the crusher.



yard's closing in early May was listed at 3,500 vehicles.

Yard owner Neil Freman elected to crush most of the inventory, with the exception of about three dozen cars. Freman spoke candidly to *Old Cars Weekly*, stressing, "The yard just wasn't making enough money. I have other businesses that are profitable, so what's the point [of keeping the yard open]." Freman added that closing his yard was a continuation of a trend in Montana. "There used to be a dozen yards near here [with vintage vehicles], and now only two or three are left."



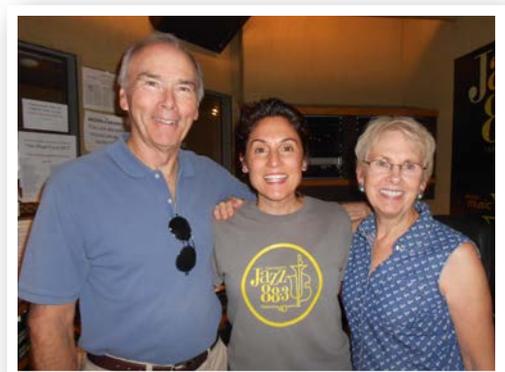
Freman blamed the downturn of the economy for some of the yard's recent lost business, but also said old car hobbyists share the blame. "No one wants to pay what this stuff is worth." He estimated the value of his 3,500 vehicles to be approximately \$2 million. When asked why he chose to crush out when the price of scrap metal has been flat of recent times, Freman pointed to the rows of crushed vehicles stacked nearby and responded, "That scrap pile is \$200,000 in my pocket."

The select cars that Freman withheld from crushing include mid-1960s General Motors convertibles (including a GTO), early- to mid-'60s Cadillacs and several Lincolns from the late '50s. Freman told *Old Cars Weekly* that these cars will be listed for sale on Craigslist at a future, yet-to-be-decided date. --Ron Kowalke



That's her- Ida Garcia, at work, DJ for 88.3 FM, 'Rug Cutters Swing'.

If you recall, she visited last meeting. A former communications student of John Hidebrand's. Sandy & Tim Shortt and Judy Grobbel returned the visit to talk a bit between songs. What a nice gal, and does she know her music! She's working hard, saving her money for an old Ford. Let's Boogie... TS





My 1945 Ford pickup.

About 30 years ago, my wife and I flew to Washington State to visit her mother who lived outside of Yakima, in the country. We planned to stay for about a week. A few days into the visit, my mother-in-law wanted to go to Yakima to buy some things for her home. My wife asked if I wanted to go with, being not a lot to do out in the

country alone, I said "sure I'll go with you". As we were driving in, we passed a small used car lot. On the lot was a bright yellow Ford pickup truck from the mid '40s's. My wife commented, "Did you see that truck?". I said "yes, sure is yellow". We got to the mall, and my wife said, "I don't think you really want to tag along shopping with us, why don't you just drive around town for a couple of hours and meet us here for lunch? You can stop and check out the yellow truck, if you want."

Sounded good to me!! So I go back and check it out, seemed to be pretty much all there, and fairly original, except for the color and the wheels. One of the first things I noticed, it had personalized plates '45 FORD'. I think a younger person had owned the truck, partly because of the yellow paint, which had some small chips and imperfections and the chrome wheels, that were a little rusty but not too bad. There were numerous dash plaques stuck on the dash from various car shows. I drove it around, about 3 or 4 miles, seemed to run OK. We negotiated a price which I have forgotten. But, I had only a \$100.00 bill on me. I told him I would like to buy the truck and gave him the deposit of \$100 to hold it for 3 days. (if I didn't come back he was to keep the deposit and he was fine with that). As it turns out the truck is a '45, the first year they sold a new vehicles to the public after World War II. (confirmed by the DMV title and Vin number). This being a commercial vehicle, it probably worked on a nearby orchard, but who knows for sure?

I went back to the mall and met my wife and mother-in-law, and we all went to lunch. I didn't say too much, just listened to their conversation. Then my wife asked if I had looked at the truck. I said "Yes". "Did you like it?" I said "Yes, I bought it!" The definition of 'stunned' was on her face. My mother-in-law just laughed. "How did you pay for it?" I explained the situation with the deposit and thinking we could go to my mother-in-law's bank and cash a check to cover the truck plus some money for the trip home. I think she said I was **CRAZY**, but it is all kind of fuzzy now. Back then you could turn in unused airline tickets for a

refund, which we did, and also turned in the rental car.

We drove the truck around the Yakima area for a few days, no problems were evident, we put our luggage in the 'luggage compartment' (bed) and headed for San Diego. The truck ran fine all the way. It never missed a beat and never came close to overheating. Thinking back, this should have been kind of scary, not really knowing *anything* about the truck. We did not really check it all out, just made sure there was oil, and water, and headed south. It took us three days to make the trip to San Diego. After we got home, I took it to a paint shop and they fixed a few dings and painted it black. (mistake) In the '90's my son had a shop in the Midway area of San Diego, he was rebuilding flathead engines and transmissions, he used it as a 'shop truck' for a few years. He and his employee rebuilt a 59A and installed it with some speed equipment he had at the shop.

A few years later there was a recession and 'guys stopped playing with their toys', and Ford parts business slowed dramatically. We could not afford to keep the shop open so we closed the doors. The truck sat for several years pretty much unused. I have a good friend I have known since grammar school, who also has some old cars and trucks (all Fords). We decided to make this one of our projects. We stripped the truck to bare metal, this revealed some poor body work and rust repairs. Bondo about 1/2" thick in some places. We counted 12 different coats and colors of paint. (which probably helped protect it some from the elements). We fixed a few rusty areas and primed it and got the pickup ready for the body shop to spray it. This time I chose a deep metallic green (Mini Cooper British Racing Green) which turned out pretty nice. While the truck was at the paint shop, my friend and I repaired the trim and grill bars and painted those parts 'ivory'. I had a local shop put in a new cloth interior. The truck turned out fairly nice, it is not a 'show truck', but looks good. About two years ago I noticed water in the oil. We took the engine out and found a hairline crack in one of the cylinders. We managed to find a good block and had it board and all, they checked the crank it was fine, we put it all back together and installed it. Most of the speed equipment is no longer on the truck, but I did keep the rare "cast iron high compression heads" on the engine. Joining the local Ford V8 Club should give me reason to put more miles and smiles on this truck. ---Walter Andersen



Clayton, Missouri, 1948.



From atop the Famous-Barr department store in Clayton, Missouri, one could get a pretty good view of, well, the Famous-Barr department store's parking lot, as we see in these photos we came across on the Vintage St. Louis Photos Facebook page, which indicates that they were taken as part of a 1948 St. Louis-area parking survey. As we see on Google Street View, the parking lot is still there, though Famous-Barr is long gone.--Hemmings Blog



Wed, June 18-- Del Mar and The Fab Fair Tour--A salute to the Beatles.

Eight chosen V8s were there to represent the SDEFV8Club. And we all looked good, if I do say so myself. It's been 50 years since four lads from Liverpool took the world's music scene in a fresh new direction. **The Fab Fair theme exhibit** had two photographic collections never before seen in California: "The Beatles: Backstage and Behind The Scenes" and "Give Peace A Chance," plus scads of Beatles memorabilia and live performances of The Beatles' music. Even a backdrop photo from The Abbey Road album, where you could pose as the Fab Four did way back when. The usual collection of proud 4H kids were there showing off the groomed and coiffed goats and cows they had raised from birth. And The Swifty Swine Races were a big hit. **The People's Choice Award** was won by Barbara and Dick Martin for their pristine '40 Ford Woody. Atta way to go!





Ford Motor Co.'s (F) newest parts supplier could be the grocery store. The Big Three automaker has teamed up with H.J. Heinz to research the use of tomato fibers in composite materials for vehicles. Ford said its researchers are testing the durability of a material made of dried tomato skins. The material could be used for wiring brackets or storage bins that hold small items.

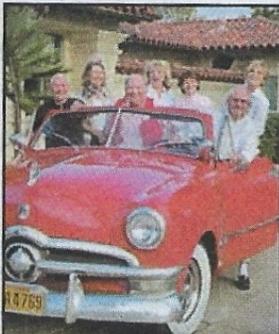
Ford already uses eight bio-based materials, such as carpeting and seat fabrics made with recycled cotton material. The company began a partnership with Heinz, Coca-Cola (KO), Nike (NKE) and Procter & Gamble (PG) two years ago to develop an entirely plant-based plastic.

Heinz researchers have been looking for ways to repurpose peels, stems and seeds that come from the two million tons of tomatoes used each year to produce the company's namesake ketchup. "We are exploring whether this food processing byproduct makes sense for an automotive application," Ellen Lee, a plastics research technical specialist at Ford, said of the tomato-based material. The company is looking for a strong, lightweight material that meets Ford's vehicle requirements, Lee added.

Developing sustainable materials, in addition to fuel efficient technologies, has been a recurring theme during Alan Mulally's tenure as chief executive of Ford. After his first full year as CEO, Mulally said sustainability is "at the heart" of the

automaker's business. "Our vision for the 21st century is to provide sustainable transportation that is affordable in every sense of the word: socially, environmentally and economically,"

Last year, Ford showed off a hybrid car with an interior that used the same material as Coca-Cola's plastic bottles. Ford shares are trading three cents higher at \$17.03. The stock is up 10.4% year-to-date.-----



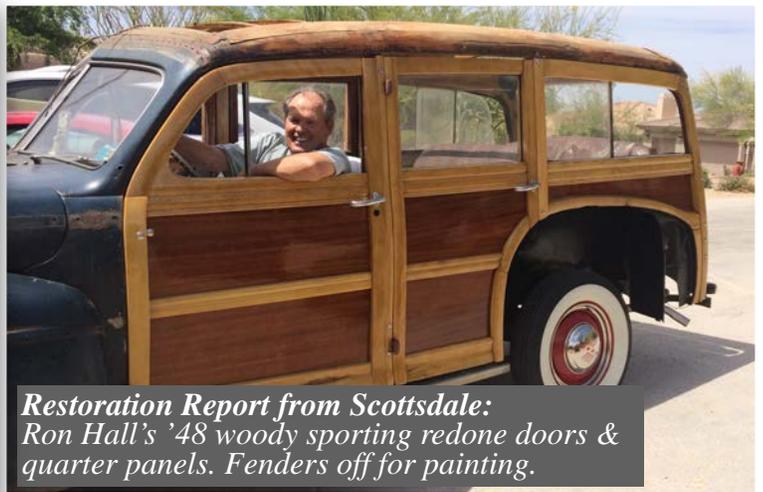
CROWN CLUB

Coronado Crown Club members had a Rock and Roll good time at its May Dinner Dance. Attendees danced to the music of Mirage. Even Elvis was there! Email coronadocrownclub@aol.com for information about joining the Crown Club.

Tim Shortt's '50 Convertible featured on Local Newspaper cover as '50s Party Car for R&R Dinner Dance



Ray Brock's new ride: Corky Mcmillan's personal '34 bought from estate.



Restoration Report from Scottsdale: Ron Hall's '48 woody sporting redone doors & quarter panels. Fenders off for painting.

**Sun. July 20 - Webb Smith
Grand Garage Collection Tour**
Not to be missed.
5644 Loping Lane, Bonita, Ca



**General Meeting Minutes,
June 18, 2014**

Prez: John Hildebrand pounded the gavel at 7:15 pm.

Guests: Harold Jenkins

Presidents Report: John noted that it was the Clubs 45 birthday and we would be

servicing cake and ice cream. There was an additional raffle prize donated by Jim Thomas. **VP's Report: No Report. Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved for May as written in the Fan. **Treasurer: Ken Burke** gave the financial report and it was MSC to approve.

Membership: Paula Pifer: No report. **Accessories:** Duane Ingerson has a good selection of hoodies, t-shirts, hats, windbreakers and Denim shirts for sale. **Sunshine:** Fred Myers and Jim Carnahan are doing better.

C.C.C.: No Report. **Fan Editor: Tim Shortt.** The May Fan is coming together and stories from Carl Atkinson, Richard Teubner and Walter Andersen will be in the upcoming issues.

Tours: The Pancake breakfast on June 28th. And Webb Smiths Garage tour on the 20th of July. Tour to the Antique Auto restoration shop in National City on Aug.17 with Ray Brock

Programs: Harold from Harold's Garage gave a great presentation on the ins and outs of automotive fuel, hoses, and cooling problems and solutions. **New Business:** Dick Martin won the people's choice award for his 40 Woodie at the Del Mar Fair.

Old Business: Bob Symonds will be heading up the Pancake Breakfast and also needs a few volunteers. If anyone is interested in receiving the Fan electronically contact Rick Carlton.

Misc: Western National Meet Sept 3 thru 7 in Thousand Oaks.

Tech Tips: None.

50/50: Joe Valentino won the 50/50 and Bob Symonds won the Ford Sign. The meeting was adjourned at 8:20. --**Dennis Bailey, Secy.**

Membership Paula; Welcome all new members. **Sunshine Judy reports: Jim Ramirez-** Parkinsons has worsened. Please keep him and Olivia in your thoughts. **Fred Lobello** home recovering from emergency Heart Operation. **Jim Carnahan** is not only feeling better--He's renewed his Driver's License! **Fred Meyers** doing well & plans to attend Thousand Oaks National with **Dan Prager** in Dan's '40 Merc Convertible Sedan. **Sue Dorr** spent 3 days in hospital, but is okay and home now.

2014 Tour Schedule

**Sun. July 20- Webb Smith
Collection - Not to be missed.** Jim
Thomas 619-669-9990

**Sun, Aug 17 -Ray Brock VIP
Tour Auto Museum Restoration
shop.** Jim Thomas 619-669-9990

Sun, Sept 20 -Ice Cream Social
Jim Thomas 619-669-9990

Sun Oct 26- Oktoberfest
Jim Thomas 619-669-9990

Nov, TBD

**Sun, Dec14, Christmas Party-
Coronado Golf Club,
Glorietta Blvd.**
Barbara Martin 760-230-2582

July Anniversaries

- 7/07 Joe & Susan Valentino
- 7/08 Gary & Karen Walcher
- 7/19 Michael & Teri Brandon

July Birthdays

- 7/02 Faye Stone
- 7/03 Dave Sohr
- 7/06 Tom Hurley
- 7/07 Dixie Showalter
- 7/07 Susan Symonds
- 7/16 Fred Meyers
- 7/16 Linda Petani
- 7/16 Nancy McDonald
- 7/17 Judy Grobbel
- 7/18 Billie Bonnoront
- 7/19 Penny Williamson
- 7/20 Jose Serrano
- 7/21 Shirley King
- 7/28 Donna Close
- 7/28 Sue Dorr
- 7/28 Lynne Miller

Start point will be at the H Street Trolley Station, **Chula Vista.**

Take I-5 South to H Street off ramp.

Turn east (left) and cross over the freeway.

Take first road on left (Woodlawn Ave.) and then immediate left into trolley parking lot.

Arrive between 9:30 am and 9:45 am.

Leaving on tour at 10:00 am.

We will take about an hours ride around parts of Chula Vista and fill you in on some interesting and little known history of this area before arriving at Webb's Garage.

Following the garage tour we will all drive over the Otay Ranch Towne Center where we will enjoy lunch at the Cheesecake Factory. No RSP Needed.

To return to I-5 take Olympic Parkway west which becomes Orange Avenue. Orange Avenue merges into Palomar Avenue. Continue west on Palomar Avenue to I-5 interchange. (Olympic Parkway is the main road adjacent to Otay Ranch Towne Center)

"My Dad, Don Carlton - former member of the EFV8 club for one year, passed away on June 19. He mentioned to me many times how proud he was of the award that the club gave him last year recognizing his WW II service. Thanks to **Jim Thomas** for the award idea and procuring same. My Dad was a machine gunner and received the Bronze Star and Purple Heart. Not bad for a guy that never owned a Ford."--**Rick Carlton**



**V8 Western
National--Sept 2-5-**
Fords & Folks in
Thousand Oaks
www.veturav8s.com

**Reminder: Wear your
EFV8 Club Name Badge
to General Meetings and
introduce yourself to
potential new members.**

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

**Gen. Meeting- July 16, 2014.
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: The SDEFV8 Club c/o Tim Shortt, 1211 5th St, Coronado, Ca 92118



Sale: Pair of Black reproduction fiberglass fender skirts for '36-'40 Ford. \$60 Kerry: kjkowal@cox.net

'59 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner. 361 eng, 305 hd, AT, PS, PB.. Total frame-off resto.. Only 6 known to exist. **REDUCED PRICE-\$49,900 OBO.** Dick, 760-230-2582

'51 Ford Victoria Hardtop. All original. Fresh paint, chrome, interior, New flat-head & Auto Trans. All repairs made with OEM parts, factory AM radio & clock. **Reduced to \$15k.** 619-981-0117, or 619-594-6748. mpenalosa@mail.sdsu.edu



'35 Ca License Plates. Restored. DMV Approved. \$300. **'24 Model T Touring.** All Orig. Restored. Bill Lewis 619-851-3232

'48 Super Deluxe Coupe first fresh air heater by Ford, Stock Running Gear, Chrome Reverse Wheels. Orig Ford Hub Caps. Big & little new Firestone Tires. 2&1/2 half inch dropped axle. **\$10k John , 707-688-4616**

Sale- 3.78 gear set. Ray Brock 619-993-9190

'51 Ford Auto Trans. Working order when removed \$150. OBO. **'51 Ford OD Trans-Good shape.** complete with kick down and solenoid-\$300 OBO. **Jim Hurlbert 760-789-0220**



Award Winning '36 Ford Tudor, Standard, Humpback Sedan. All original, 4 owners, always garaged, RARE LB V-8 engine. 1 repaint, 1 engine rebuild, 63K miles. **\$19,995.. Dillard Harwell- 619-825-8025.**

Sale- New & NOS Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Les Bartlett 619-466-5475**

Wanted: 1947-'48 (car) lower rear shock brackets that mount to the rear axle.**Brent Clark-Mobile: 714 814-1380**

Wanted: '34 5 Window Coupe- Bob Symonds 619-993-7225

'02 Vortex V8 Chevy 5.3 Motor, OD Trans, 41k miles -\$2,500 OBO. **Bill Lewis 619-851-3232**
'41 Packard Convert, Older resto, Yellow w/ red interior. Beautiful. **Al Petani.760-789-6217**

Wanted- Model A Rear Spring. John Dow 619-851-8927

'54 Coupe. 302 V8, C4 auto. Very Clean. **Tom Cook 619-200-8114**

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

Wanted: '36-'39 Wheels (two) **Carl 619-593-1514**

Sale 1932 Model B 4 banger motor. Good condition complete with all accessories-carb, disturb, starter, flywheel, manifold, etc \$500. **Large capacity "One Sacker" Cement Mixer.** Good cond. \$1,000. OBO **Fred Lobello 619-264-9484**

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**

Mag Sale: Drag News 1960-'76. NHRA National Dragster Newsletter 1963, -'94, plus old Drag Racing Mags, Plus a few other race papers & Rod Mags. **Richard Teubner 858-748-2849- Cell 858-762-2696**

'54 Merc Monterey 2 Door Hard Top. 1954 Mercury Hard Top AC. Automatic. Power Steering. Continental Spare. . Trophy winner. Like new . Jay- **\$25k 760-730-8909, Carlsbad, Ca**



'65 Galaxie 500 Convert. 351 V8, 4 BBL and new accessories. C6 Auto, Dual exhaust, American Racing Mags, PS,PB, PT.Good top, glass Rear window.Clean interior (except driver's seat needs repair). Starts quick, sounds good, goes fast.. Minor TLC needed.. **Tim- \$10,500. 619-851-8927**



1930 US MAIL Model A Rare Off Road Delivery Cabriolet. Nick Name 'Big Foot' For Sale on eBay.



'40 Ford Rear end center section ring & Pinion & axles. Ray 619-993-9190

Parts wanted for 1940 Ford 4 door Deluxe: Ash tray for back of front seat...Stainless parts for lower edge of front of hood, and whiskers, stainless....rear inside door handle operating parts.....Flat head engine and 1940 transmission.....clock for dash door.....Also have a nice **1931 Ford Roadster for sale at \$19,900. Gene Williams 619-561-6011**



More Flapjacks:
 Richard Teubner presents awards to Tim Shortt (Fan) and Jim Thomas (Tours). Jack Rabell kicks back with his new best friend, Alan.

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



Dragging the lumber...

July/14