

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



All Fords. All over the place. *Cinco de Maya, 2013*

The 38th Annual All Ford Picnic attracted some 65 cars and trucks despite threatening skies and a bleak forecast. Calvin and Shirley King won Best of Show with their '46 Merc wagon towing a just-finished-yesterday '53 boat/camp trailer. Joe and Paula found a duplicate '56 Ford hardtop to match their gone-but-not-forgotten honeymoon ride. Dave and Maryellen Huhn showed off their brand new four banger motor sporting many after-market accessories plus enough candle power to light up the whole highway. Carl Atkinson flashed a for sale sign on his radical '32 Roadster. Picnic leader, Rick Carlton thanked everyone who helped, but it was him who rallied the troops and brought off a great event. VP Bill Lewis handled the awards presentations. Mike Brandon & Marc Goldman Judged. Richard Teubner & Calvin King handled parking. Barbara Martin, Sandy Shortt & Judy Grobbel tag-teamed the lunch ticket sales. Wrangler BBQ cooked up a hardy lunch and the laughter heard around the picnic tables was proof of the camaraderie we share as a club.--TS (More pg. 3)

Pancake Breakfast-- Sun, June 2, 8:30 am -- RSVP Jerry Windle 619-283-8117

The Prez Sez.

We had both Richard Teubner and Joe Vidalli give short talks for the May meeting. A discussion ensued about getting and sharing “tech tips” from/with other car groups in San Diego. There is a large resource of experienced members in our club and other car groups that we could pull from. If you have an interesting tech slant and would like to share with the rest of the club, please contact me or Richard Teubner. If you are shy about getting up in front of people then we could help to organize and present your tech tip. It’s one of the reasons that we join groups like this – to learn and share our passion for these cars.

The All Ford Picnic was a success and the report was given at the meeting. A discussion followed about the location – Santee Lakes and other aspects of the event. This was a day to see not only the flathead Fords but Fords of all years. There are many other events planned for up this Spring and Summer. Please join your fellow club members in the enjoyment of cars, people, places and things. The Pancake Breakfast tour is up next on Sunday June 2nd. It’s always a great time and a chance to cruise through the Laguna Mountains. We will also continue Bill’s push for new members and again have an award for the V8er who brings in the most new members.

Duane had lots of hats, shirts and sweatshirts made with the club logo. These were made so you could show your “brand loyalty” and your club affiliation. Pick one up at the next meeting. If any of you have ideas or would like to see a program or guest speaker on a specific topic please email me at:

jhildebr@cox.net. We have a strong club with many resources that can be shared. Tim will keep you updated in our wonderful publication “The Ford Fan.” I would like to encourage the ladies to join in with the “Lady 8’ers” activities during the normal monthly meetings.

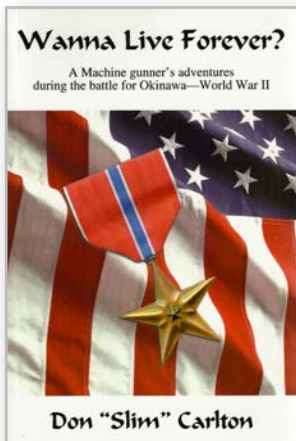
May the Fords be with you,
John Hildebrand

Guest Speaker, June 19 General Meeting:

WWII Decorated Veteran, Slim Carlton will be our guest speaker at the June General Meeting. Slim not only lived through years of combat, he has written a fascinating account about his experiences: “Wanna Live Forever?” He also is a native San Diego with many memories about growing up here- through the depression, the wars, and the growth of San Diego over the last 90 years.

Please bring your questions about life

back in the day when San Diego was a small town with a big Navy.



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

V.P. **Bill Lewis** - 619-851-3232

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

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

Directors:

John Hildebrand - 760-943-1284

Bill Lewis - 619-851-3232

Dennis Bailey - 619-954-8646

Duane Ingerson - 619-426-2645

Ken Burke - 619-469-7350

Tim Shortt - 619-851-8927

Richard Teubner - 858-748-2849

Dick Martin - 760-230-2582

Rick Carlton - 619-303-3353

Bill Lewis - V.P. & (President Pro Tem) - 619-851-3232

Other Chairpersons

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

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

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

Programs: TBD

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: **Sandy Shortt** 619-435-9013

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

Big 3 Board Members

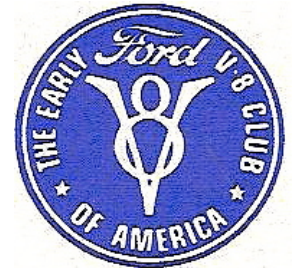
Ric Bonnoront - 619-669-6391

Rick Carlton - 619-303-3353

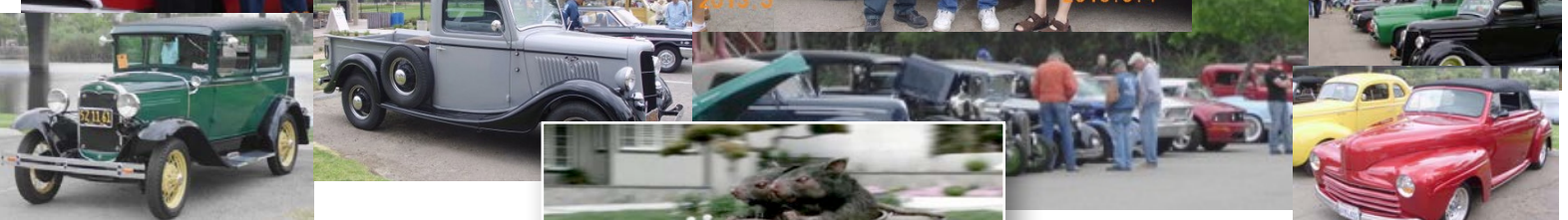
Calvin King - 619-447-1960

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 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.



**June 2, Sunday Pancake Bkfst. Jerry Windle--
Meet 7:30am at McDonalds, Los Coches Rd-exit off Hwy 8**



Anybody know these guys?

So Cal Auto News

Online Newsletter for Southern California Motorists

- Home
- More News
- More Features
- More Tips
- More Tech
- Traffic

California Freeway Service Patrol: #399

Cell phones do have practical uses on the highway—emergencies. Most people know to call "911" to summon medical, fire or law enforcement officials in serious emergencies. We should also use it to report hazards on freeway travel lanes.

However, if your car simply breaks down, you can walk to the nearest call box, or dial "#399" on your cell phone. This new number went into service in 2005 to assist freeway motorists with non-emergency roadside difficulties.



#399 calls are referred to the California **Freeway Service Patrol**. FSP assists more than 600,000 stranded motorists per year. Their goal is to quickly repair or remove disabled vehicles to relieve freeway congestion.

FSP is a joint venture between Caltrans, California Highway Patrol, and ten local jurisdictions throughout the state. FSP tow trucks patrol in excess of 1,400 miles of California freeways.

They offer the following services **free of charge**:

- Changing flat tires
- Jump-starting cars
- Refilling radiators and taping leaky hoses
- Putting a gallon of fuel in gas tanks
- If the FSP cannot get the car running within ten minutes, it will tow the car absolutely free of charge, to a safe drop location off the freeway.

FSP will **not**:

- Recommend a private mechanic
- Accept any payment or tips for assistance
- Tow a vehicle to a private residence or repair facility
- Tow motorcycles, trucks or heavy vehicles
- Assist vehicles involved in accidents unless directed by CHP (They will however, **report** accidents immediately to CHP)

SEE THE BEAUTIFUL NEW FORDS 6 or 8

NOW ON DISPLAY AT OUR SHOWROOMS

See its wider chassis, designed on long, low, wide and modern lines. Inside the car is BIG — wide across the seats, generous in knee room, leg room, elbow room. At the wheel you'll find driving easier than ever. Steering, gear shifting, action of the big and sure hydraulic brakes have all been made smoother and easier. In quality the car is sound to the last detail. You'll find the new Ford offers better transportation for your money than ever before.

GALLOWAY'S GARAGE
396 BROADWAY
NEWBURGH, N. Y.

**5% Down Payment and
36 Months to Pay for
Qualified Veterans**

◆		
1950 Nash Tudor	1395.00	
1949 Mercury Fordor	1395.00	
1949 Ford Club Coupe	1195.00	
1949 Ford Fordor	1095.00	
1949 Ford Tudor	1095.00	
1947 Chevrolet Fordor	695.00	
1947 Ford Tudor	795.00	
1946 Chevrolet Fordor	695.00	
1946 Packard Fordor	695.00	
1947 Nash Brougham Tudor	695.00	
1939 Ford Tudor	175.00	
1938 Dodge Fordor	125.00	
1942 Nash Fordor	395.00	
◆		
1950 Ford 1/2 ton panel	995	
1949 Ford 3/4 ton express	995	
1948 Ford stake pickup	895	
1948 Dodge pickup	795	
◆		
GALLOWAY'S SALES DEPT. YOUR FORD DEALER		
330 Broadway	Tel. 550	Newburgh, N. Y.
Open Evenings Till 9		





The **Mission Beach Roller Coaster**, or the **The Giant Dipper** is a wooden roller coaster, built in 1925 at Belmont Park, right on Mission Beach built by noted coaster builders Prior and Church. John D. Spreckels, using a crew of 100 to 150 people, completed the construction in two weeks as the centerpiece of the Mission Beach Amusement Center (now known as Belmont Park). It reportedly cost \$50,000 to build including the two 18 passenger trains and featured 2,600 feet of track. It opened for business on July 4, 1925. The coaster became very popular in the 1940s and 1950s, attracting families, sailors and teenagers like me who drove their Fords to the coaster in search of girls that looked like Marilyn Monroe. But by the late 1960s, the coaster had fallen into disrepair and closed in 1976. In the early 80s, people began calling for the demolition of the coaster, as it had been in disrepair and was a home for local transients. A date for the demolition was set, but a group of citizens calling themselves the "Save the Coaster Committee" headed by Tim Cole intervened and had the Giant Dipper #2 designated as a National Historic Landmark in 1987. Also known as the "Earthquake", it is one of two large wooden scaffolded roller coasters with structural integrity that remain on the West Coast.

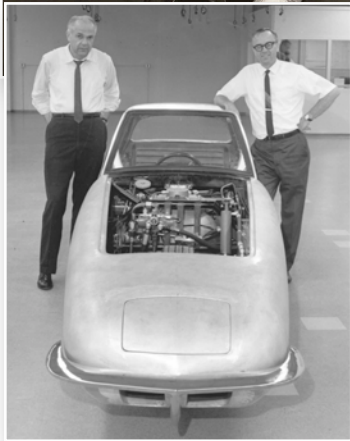
\$2 million was spent by the San Diego Seaside Co. to restore the coaster back to operation. New trains, manufactured by Morgan Manufacturing, seated 24 riders per cycle in six four-person cars. On August 11, 1990, the Giant Dipper #2 was reopened to the public. The response was so strong that a second train was eventually added to the coaster. -TS



Downtown San Diego's Sixth Avenue, 1938

SD Downtown, 1938.

In 1938 San Diego's downtown area along 6th Ave was bustling, climbing fast out of the Depression: Look close & you'll see Sears & Roebuck, Morgan's Cafe, Jackson's Dress Shop, Ernestine's Jewelers, Frank & Ben's Cigar Store, S.H. Kress Five & Dime, The Nye Hotel, S. D. Savings & Loan, Bunnell Photo Shop, Marston's Department Store. Notice the new '38 Chrysler on right, '34 Ford ahead at curb, '33 Chevy ahead of that. '32 Chevy passing double-parked beer truck, And the Model A on the left.



2013 The Alex Tremulis Archives

Alex Trellis's Gyro-X prototype lost now found.

Alex Tremulis was the chief designer of Auburn, Cord and Duesenberg, the architect of the Tucker and the **longtime head of Ford's Advanced Design Studios.** Alex designed the Gyro-X as a single-seater with a tubular

frame and an aluminum body. The rear wheel was driven by a chain, and powered by a small, powerful 1,275cc four-cylinder from a Mini Cooper. Keeping the vehicle upright, even when idling, was a hydraulically driven gyroscope that spun at 4,000 to 6,000 RPM; this was mounted in front of the driver. The single operational prototype was produced in 1963 by Gyro Transport Systems Inc - known for their rocket expertise. Ford believed that the two-wheeled automobile was possibly the cure for traffic congestion; at just 40 inches wide, it would allow the creation of twice as many lanes on existing highways and also promised fuel economy of up to 80 miles per gallon.

The prototype was shown in 1967, attracting attention from *Road & Track* and *Sports Cars Illustrated* magazines, and *Science and Mechanics* magazine chose the car for the cover of its September 1967 issue. Why such a gee-whiz vehicle didn't attract more notice, Jeff doesn't know, although he theorizes that it might be because the prototype did not emerge until the company was on the brink of bankruptcy. Assailed by shareholders who wanted their \$750,000 investment back, Gyro Transport Systems was out of business by

1970. In 1969, Summers would receive a patent on the car's gyroscope and hydraulic control system. In the midst of the bankruptcy proceedings, the Gyro-X itself vanished.

About five years ago, it re-emerged, offered for sale; now minus its gyroscope, the Gyro-X had been converted to a trike, with a mid-mounted flat-four engine and gearbox from a Porsche 914 driving the (now) two rear wheels. The car wound up at the Lane Motor Museum, known around the world as the unusual an ideal place for the Gyro-X, which will share display space with such aeronautically inspired vehicles as [a propeller-driven car](#) by Marcel Leyat and a [Voisin C-28](#). "Tremulis was always on the go, always thinking of the future, always wanting to try innovative things," Jeff said.

No one has any idea what happened to the car's gyroscope, Jeff said. The Lane has hired [Thrustcycle Enterprises](#), a Hawaii company producing gyro-stabilized vehicles, to fabricate a replacement for the Gyro-X's missing unit. Jeff hopes that other pieces of Tremulis's gyromobiles still exist, and might yet turn up. The original gyroscope, or Tremulis's engineering drawings for the Gyro-X, or even the gyro-stabilized "pack mule" vehicle built to tempt the U.S. military, might all be in warehouses somewhere, ready to be discovered.

The Gyro-X will once again move under its own power. Jeff wouldn't have it any other way. "The point of a car is to see it go and see it work," he says. "That's the real magic. It needs to be what it was back in 1967." And when it is, he's looking forward to taking a turn behind the wheel. "I'm ready. I am," he said.



Cal Worthington: if I can't sell you a car, I'll eat a bug....bring the kids, we got pony rides....bring the laundry we got washers and driers, and free hot dogs.--

How I Made It: Cal Worthington (born November 27, 1920)

The legendary auto dealer, still selling cars at 92 (with his dog Spot), is driven to succeed.

The job: Selling cars. But just about everyone who lived in California over the last half-century knows that. Worthington, whose "My Dog Spot" commercials made him one of the most famous auto salesmen in history, has owned 27 dealerships and sold more than 1 million cars by his reckoning in his career.

Now 92, he still owns four dealerships, 10 office buildings, two shopping centers, a 10,000-acre ranch, television studio, advertising agency and finance company. He also has a 9-year-old son.

"I get too bored if I don't have something to do," he said.

Starting poor: Born the seventh of nine children in tiny Bly, Okla., which has since faded from the map, Worthington remembers every day as a struggle. "We were starving and barefooted," he said. "I had a very awful childhood." Dropping out of school at 15, he worked a variety of jobs. Until joining the military at age 20 he never earned more than 29 cents an hour, he says.

Decorated airman: As an Army Air Corps pilot in World War II, Worthington flew 29 combat missions over Germany, earning the Distinguished Flying Cross and other decorations. But after the war, commercial airlines refused to hire him because he didn't have a college degree. Worthington wasn't interested in going back to school.

"I had to have more excitement," he said. "The world was changing so fast, and I didn't want to be sitting in class learning about the rainfall in Burma."

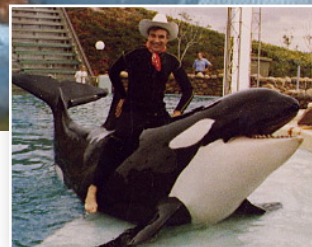
First car lot: Worthington rented an empty lot in Corpus Christi, Texas, for \$25 and the first week sold three cars, including his own. Profit was \$500 — almost double what he made in a month in the Air Force — but he had to hitchhike home. "I was the car dealer without any cars," he said. But he was hooked.

California: Moving to Huntington Park in 1949, he bought a Hudson dealership the next year from Earl "Madman" Muntz and began advertising on radio. Later he made live, three-minute television ads starring himself. Realizing the power of the medium, in 1959 he began hosting a country music show, "Cal's Corral," from his dealership with guests that over the years included Buck Owens, Johnny Cash and Roger Miller.

He was determined to never be poor again. "I worked a lot harder than the other guys did," he said. "I worked day and night. Seven days a week was standard for me."

In 1963, at a time other car sellers were suffering, Worthington bought a dealership in Long Beach (he still owns it) and sold 800 cars in the first month.

Spot: The TV commercials that made Worthington famous began in 1971 as a parody of competitor Fletcher Jones' ads that featured puppies. Worthington's first "My Dog Spot" commercial featured a live, snarling gorilla. "I found this little fella down at the pound, and he's so full of love," he said to the camera. Over the years, the commercials — in which he always referred to the animals as a dog named Spot - featured a penguin, camel, bull, elephant, bear and tiger. None of them featured a dog. --Submitted by Mike Brandon



"My dog, Spot."



Found Deuce was original champ of first World Series of Drag Racing

This 1932 Ford was built for the first World Series of Drag Racing, and won - after that 1954 race, it was parked and never run again. -*Story, Angelo Van Bogart - Photos, Bob Chiluk*

A single shot from a BB gun may have saved one of the most historic 1932 Ford Deluxe three-window coupes in drag racing history from completely rusting into oblivion.

In 1954, Francis Fortman and Kenny Kerr decided to build a car for the 1954 World Series of Drag Racing, the first such event hosted by the Automobile Timing Association of America. The event was held at Half Day Speedway in Lawrenceville, Ill., about 20 miles from Chicago, none too far from Fortman and Kerr's home. Other young participants included Arnie "The Farmer" Beswick driving a new Oldsmobile, Art Arfons in the Allison airplane-engined "Green Monster" and Fred Lorenzen in a Cadillac-powered Ford convertible. Fortman and Kerr did not become big names like some of their fellow competitors that day. However, the 1932 Ford three-window coupe they built and raced for that event placed first in the A-B class with a 105.88 mph speed.

After that day of racing, Fortman and Kerr hung up their helmets and parked the Deuce for good. As driver, Kerr took home the trophy from the track. As the builder, Fortman took home the Deuce as his own trophy. He then parked the car outside until fate intervened and the car became a bona fide barn find in 2012.

"[Fortman] told me a '32 Ford race car was worth nothing in 1954, so instead of selling it, he put it in a field and put a tarp on it," said Ken Robins, the 1932 Ford's new owner. "So it spent 20 years under this tarp until one day, kids were shooting the windshield with a BB gun, so he put it in the barn. But from the day he brought it home in 1954 to the day I bought it, it was never touched or started."

The Deuce Robins bought in the summer of 2012 is the '32 every hot rodder dreams of finding or building in their head while lying awake at night. The car is a simple, purpose-built car with several period go-fast tricks, and the fact it's based on one of the rodding world's most lusted-after cars is pure luck.

"He was just looking for a good car to race and it just so happened he found a '32 three-window," Robins said.

"[Fortman] owned a frame repair shop in Chicago and Kenny Kerr came to him and said, 'Why don't we have fun and build a drag car?' Fortman was reluctant, but he said OK.

"[Fortman] purchased the car in Chicago, made a deal and put down a deposit and when he came back, he found the seller had taken the radiator out of it. He got back in his car because he told him he wasn't going to buy it without a radiator, but he reluctantly went back and bought the car."

The car was brought back to Kerr's shop, where it was channeled over the original frame. An alcohol-burning flathead Ford engine with four Strombergs was mated to a stock Ford three-speed crash box that led to a standard 1940s Ford rear axle welded to make it a "locker."



In 2012, builder Francis Fortman said goodbye to the '32 Ford he built in 1954. Fortman never had the urge to start or run the car after it was built for the 1954 World Series of Drag Racing event.



June 2 - If it's Sunday it must be V8 pancakes.

The dawn patrol, Jerry, Dan, Jim, Al and the usual suspects will be slaving over a hot grill - cooking up eggs, bacon and old fashioned pancakes - topped off with strawberries and.. oh my. Worth the trek up the mountain.

Meet off Hwy 8, Los Coches Rd exit, McDonalds Parking lot, 7:30 Am. Take Hwy 8 east to Hwy 79/ Japatul Valley Rd, Exit 40. toward Descanso. Turn left to stay on Hwy 79. Wind your way a few miles up the mountain - look for sign on right: **Oakzanita-Thousand Trails Campground, 11053 Hwy 79, Discanso, Ca 91916. 619-445-2515.** If you reach Green Valley Falls Campground (closed) You've gone one mile too far.

June, 19. Del Mar. Game On --

“Game On” is the theme of the 2013 San Diego County Fair. The Early Ford V8 club has been again invited to exhibit 5 to 8 of our cars for one day. We have been scheduled for **Wednesday, the 19th of June** We will meet in the McDonald’s parking lot on Via de la Valle (the east side of I- 5) at **9:15 am**. Then at 9:30 *sharp* we are asked to caravan onto the fairgrounds as a group. Since we are admitted before the general public, you can get a jump on your favorite exhibits and avoid the crowds. All of our vehicles must exit as a group at 3:00 pm, and at that time you will receive a poster of your car and find out which car was voted as the “people’s choice”. You can bring up to 4 people per vehicle. You are welcome to stay longer at the Fair, and will be provided free parking elsewhere on the grounds.

It’s a FREE hassle free day at the fair with no waiting in lines and supervised parking. Please call **Barbara Martin (858) 254-5009** to reserve your spot.



June 26 - El Cajon Cruise Night. Y'all ready for this ?

The SDEFV8 club meets at the EL CAJON CRUISE as the host club. We can start parking as early as 3:00 pm on Orange St.. Fill your tank and bring ‘em out--we want a good turnout! - Joe Pifer 619-464-5445





June 2, Sun -V8 Pancake Breakfast

Start eating at 8:30am. Jerry Windle- 619-283-8117

2013 Tour Schedule

- June 2, Sun, 8:30 am- -Pancake Breakfast -Jerry Windle- 619-283-8117.**
- June 19 Del Mar Fair- Barb Martin 760-230-2582**
- June 26- The EFV8 club meets at the EL CAJON CRUISE as the host club. We can start parking as early as 3:00 pm on Orange St.- Joe Pifer 619-464-5445**
- July-TBD**
- August-TBD**
- Sept 22, Sun -Ice Cream Social- Barbara Martin**
- Oct 27- Oktoberfest- John Hildebrand**

Membership- Paula reports membership unchanged. **Sunshine-** Judy reports- **Billie Bonnoront** recovering from broken thumb (too much hitch hiking?). **Joanne Burke** is up and walking on her sore ankle. Former member **Bill Grosvenor** has died from a stroke.

June Anniversaries

- 6/05 Dennis & Ann Bailey
- 6/05 Eldon & Lorraine Seibold
- 6/06 Jay & Janet Harris
- 6/13 Bill & Sue Dorr
- 6/14 Dick & Barbara Martin
- 6/14 Wally & Lynn Crawford
- 6/15 David & Maryellen Huhn
- 6/15 Carl & Bobbie Atkinson
- 6/17 Russ & Marty Ries
- 6/19 Fred & Candy Lobello
- 6/20 Mark & Gail Goldman
- 6/27 Ric & Billie Bonnoront
- 6/27 Les & Reanna Hilgers
- 6/30 Bill & Linda Lewis

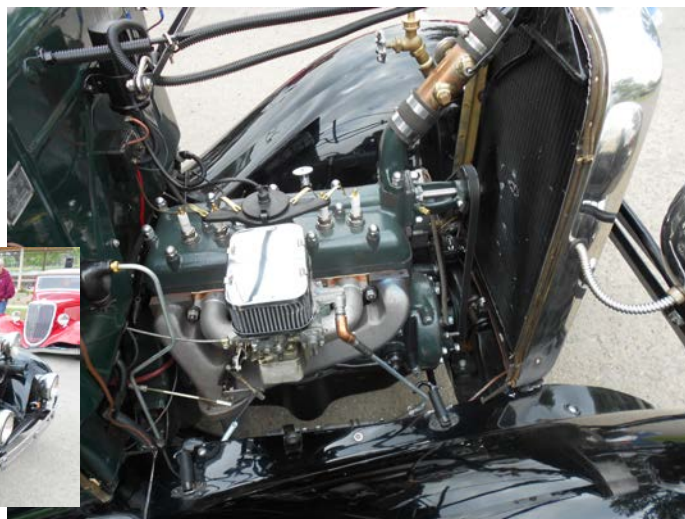
June Birthdays

- 6/01 June Timm
- 6/13 Jon Kowal
- 6/14 Frank Swedberg
- 6/14 Patricia Hildebrand
- 6/22 Ron Hall
- 6/25 Michael Fritz
- 6/28 Jim Thomas

General Meeting Minutes 5/15/13

Prez. : John Hildebrand pounded gavel at 7:10pm. **Guests:** None **Presidents Report:** John reported on the progress on the pancake breakfast on June 2nd. **VP's Report- Bill Lewis:** No report **Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved for Apr. as written in the Fan. **Treasurer: Ken Burke** gave the financial report and it was MSC to approve. **Membership: Paula Pifer:** 53

Joint and 33 regular members **Accessories:** Duane reported that he has a fresh load of new hoodies, shirts and hats. **Sunshine:** Billie Bonnorout has a cast on her hand and Joanne Burke is doing much better. **Fan Editor: Tim Shortt.** Fan is coming together for next month. Need more personal car stories. **C.C.C.: Joe Pifer** will be coming to our board meeting to discuss the old and new C.C.C. **Old Business:** There is a membership drive for the year that will be prize to the Club Member that brings in the most new members this year. We are going to get with the museum to see if we can use one of the old cabinets it the meeting room. **New Business:** Ric Bonnorout gave a report on the Big Three and our check for 2013 will be the highest ever. Discussion on the All Ford Picnic about location and what could be improved for next year. **Tours:** Pancake Breakfast on June 2nd, Del Mar on the 19th of June. And Cruis' in Grand in El Cajon on the 26th of June. **Programs:** Joe Vidali reported on the Early Ford Club car show and swap in Anaheim and he sold everything that he had taken. **Tech Tips:** Dave Huhn has an opportunity to get 6 volt Optima Batteries but needs to have 8 to 12 people to qualify. He also talked about the new engine that he had built for his Model A and all the trick goodies. **50/50 Ken Burke** won the 50/50 **Misc.** None. The meeting was adjourned at 8:30. **--Dennis Bailey Secy.**



Dave Huhn has added a wild assortment of copper valves, piping & faucets to his new half-a-V8 motor - people have mistaken it for an expresso machine.

Montgomery Ward Catalogue 1934

Day Old Chicks
25 for \$1.90

Standard Quality Light Mixed Breed

More Poultry Dollars with Wards Chicks				
<small>Prices at big savings! Live delivery and satisfaction guaranteed. All breeders Standardized by Standard Avian Method or Accreditation. Extra Test for Superior Quality. They have better appearance, more vigor and have longer breeding and laying ability. Prices include 100% and 100% pure bred birds. State variety wanted. Shipped from Haskary. Postpaid.</small>				
100 Chicks	50 Chicks	100 Chicks	500 Chicks	500 Chicks
1937 PK 1101				
Ladybirds	\$2.00	\$4.00	\$7.25	\$15.75
Herford Reds	2.00	4.00	7.75	15.25
R. C. (Black) Island Reds	2.00	4.00	7.75	15.25
Red Orpingtons	2.00	4.00	7.75	15.25
Mixed	2.00	4.00	7.75	15.25
White Wyandottes	2.00	4.00	7.75	15.25
Light Mixed Breeds	2.00	4.00	7.75	15.25
Heavy Mixed Breeds	2.00	4.00	7.75	15.25
Standard Chicks. Five chicks of high grading and quality from vigorous, healthy flocks and well known hatcheries with a reputation for hatching quality chicks. Shipped Direct from Haskary. Postpaid.				
1937 PK 1100				
Ladybirds	\$1.98	\$3.98	\$7.25	\$15.75
Herford Reds	1.98	3.98	7.75	15.25
R. C. (Black) Island Reds	2.00	4.15	7.75	15.25
Red Orpingtons	2.00	4.15	7.75	15.25
Mixed	2.00	4.15	7.75	15.25
White Wyandottes	2.00	4.15	7.75	15.25
Light Mixed Breeds	1.90	3.75	7.00	14.50
Heavy Mixed Breeds	2.10	4.25	7.50	15.00

Prices Subject to Change Without Notice.

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

**General Meeting- June 19., 2013.
Auto Museum, Balboa Park. 7pm**

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



Original '36 Sedan delivery...95% complete-\$16k. Also-'56 Ford COE with rare original 8ft bed mounted on a GM chassis--Sell/trade..contact

fordtrk56@gmail.com

Misc '41-'48 Ford Parts. Headlight rims, inner fenders, bumper brackets heater knob, door & window handles, windshield & trim stuff. John 858-997-7800

'32 Radical Roadster-chopped, channeled, sectioned, lengthened head turner. Fast & Furious \$40k Carl 619- 892-0222

'37-'40 Columbia. Rebuilt. 98% complete w/ controls. \$3k OBO- Webb Smith 619-479-9567

'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

Sale rebuilt C4 auto & open drive shaft conversion kit & Adapter for Flathead--\$1,400. '48 Ford Complete restored Steering column & wheel- \$450. Rick 619-443-0184.

'51 Ford Victoria Hardtop.. All original. Fresh paint, chrome, interior, New flathead & Auto Trans. R & H. Very nice. \$20k OBO. 619-981-0117, or 619-594-6748. mpenalosa@mail.sdsu.edu

SALE: '46 Ford parts. Would consider selling individual parts but I would like to sell everything to one buyer. New running boards, glass, Lincoln stainless window trim, bumper guards, hood ornament, window divider (outside), bumper wings, window stainless, new tires and wheels original radio. **16X4 Kelsey-Hayes -\$400 obo.** And MUCH MORE-Dennis at htrod@cox.net or 619-593-0109

Sale- '32 Horns-(Ahooga & beep) \$200, '32 18" Rim restored (Tacoma Cream) \$125. "32 Tacoma Cream rim (one bent spoke) \$125. '40 Delux Speedo w/ new face plate "Bob Drake" 800-221-3673. Make offer. '31-'32 KRW Serv Sta equipment. one orig \$35. One repro \$17. Five water outlets- bolt to block \$18 ea.."32-'33 '34, '35, '35 & '37 Ford Service Bulletins -Original-Mech- V8 & V12 \$65. Timing Gear-metal, 8BA-6256A 1932-40 \$30 1949,'53. \$65. Fiber-Fred Meyers, 619-916-9970

Sale- Misc Model A Parts. John 619-302-8376

SALE: 1941 flathead engine. \$300.Hank: 619-980-9384

Sale- Merc AB Crank-stroker for stock Ford power boost. Wanted- Light weight AB Block Calvin 619-247-6525

'46 Lincoln Club Coupe.- flathead V-8 - 110 hp. 3 speed overdrive trans. \$12,500. John 661-943-1862 or Al 760-789-6217



Sale- New Edelbrock Alum heads. Block letters, in the box, 24 stud. '38-'41 style. Incls new studs-\$450. **New Disc Brake set up for '35-'48 Ford.** Complete less calipers- \$200. Dan Krehbiel-951-302-5922

'41 Lincoln Continental/Zephyr Coupe. Late '40s Lincoln flathead V-8. Body good, one dent LF fender. Orig interior complete. Minor rust.. \$5800. OBO. Contact Jim 760-433-5931



Sale '40 Ford Dash-(with ash trays that move up) \$400. Greg 858-483-3998

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



'40 Deluxe Coupe-columbia, YOM Plates. Featured Movie car-\$39,500 OBO 310-390-4767

'41 Packard 110 Convert- Restored 5 years ago- Still beautiful. \$45k OBO. John in Calif. 661-943-1862- j38j39@yahoo.com



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



'36 Ford Tudor. 2 Rouge Awards.- One repaint. One engine rebuild. 63k miles. No rust. Garaged for 76 yrs. \$26,950. Dillard 619-825-8025. Also '40 Chevy RB 216 motor \$100.& parts for sale or trade.



'00 Factory Gold Mustang Convert w/ black top. Only 110k miles, V6, AT, AC. \$4,500. Also **1930s Film Strip projector and some Ford Films.** Richard 858-748-2849.

Joe Vidali's 427 Ford for sale!

Make room on your trophy shelf and clear the children off the street! After 28 years my 427 engine, 2 owner, 29K mile, option delete 1963 1/2 Ford Galaxie fast back is for sale..A stunning no excuses car. . Joe Vidali 619 444-7174 or email samegan@cox.net



Sale Four 16 inch wheels from a '32 Ford Model B. Condition serviceable average.Price is half the market value. Doug dougandmae@cox.net 858-405-7996



'36 Coupe New pair of Running Boards. \$500. Tom 619-482-2642

Sale 1955 Crown Vic. Fully restored. \$25k. Art 760-798-7931

Early Ford Carb kits, spark plugs, intake & head gaskets, fan belts, & everything else small-even OEM Manuals & fog lite switch. Email Joe Vidali-samegan@cox.net with very specific needs.



...got to be kidding!

Less than a year after it approved the sale of E15 – a mixture of 15 percent ethanol with 85 percent gasoline – the EPA has begun to suggest doubling that percentage despite concerns about the existing levels of ethanol in fuel. As [reported by the New York Times](#) earlier this month, the EPA’s proposal of E30 came buried deep in a report released in March about sulfur levels in fuel. The proposal calls not only for increasing the percentage of ethanol in fuel to 30 percent, but also for pushing car manufacturers to tune their engines with higher compression ratios to better burn E30. As the *Times* pointed out, the proposal is designed as much to reduce emissions and improve fuel economy as it is to engineer support for more ethanol in fuel.

“You make the dog like the dog food,” William H. Woebkenberg, a senior engineer for fuels policy for Mercedes-Benz, told the *Times*. The ethanol industry has been [promoting E30 at least since 2007](#), describing it as an optimal blend for fuel economy. However, beyond concerns from the automakers and AAA that the engines in new cars aren’t designed to run on blends much higher than 10 percent, collector car owners who use the same fuel have noted that the ethanol [can actually damage their vehicles](#). The EPA approved the sale of E15 last June, but two pieces of legislation introduced in Congress earlier this year – [House Bill 875](#) and [Senate Bill 344](#) – [asked the EPA to suspend the sale of E15](#) until the fuel could be studied further. Both of those bills remain in committee. The EPA’s E30 proposal is currently open to automakers for comment.

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



Miss Lube Rack 1955-Nancy D’Alessandro-Who? (Pelosi) Yep.

June /13