

# X THE Ford FAN X

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



## ALL FORD PICNIC 2016

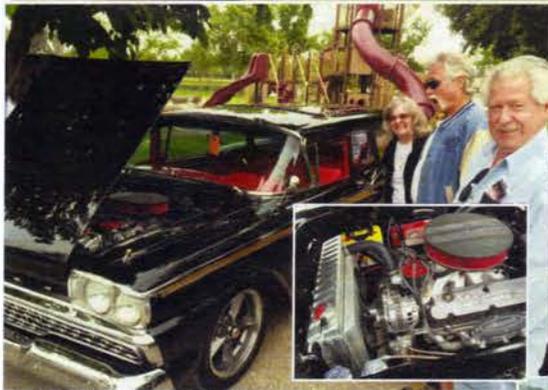
Wild and Mild Fords seen at Santee Lakes.



Thundering, radicals and quiet, sensible originals mixed it up along the lakes. A good group from Palomar rolled in, led by Jay Harris himself. They shared the healthy balanced menu of donuts, coffee, pizza, soda & home made cookies ( *Note to Janet: Jay had Yogurt*)



Joe and Susan (with-Dad's- racing-goggles) Valentino were barely under control in a downright nasty Cobra.). Dick Martin rocked the park in his just-finished way over-powered '59 Country Sedan Wagon. A '47 Caddie Flathead powered, right hand drive, open exhaust T body roadster surged through the place on a big cam. Always casual Calvin King cruised through in his new-to-him '32 Caddie powered 5-speed roadster. A pair of barn-fresh Model As made a grand entrance with all new mechanics but still sporting full patina. Walter Andersen drove his big rig COE. Norm & Phillis Burke showed their VERY RED '41 PU (with new oak bed)... *see Pg 4*





### The VP Sez.

Prez Bill Dorr was out of town so it was my pleasure to handle the gavel. Delicious sandwiches were served courtesy of former first lady, Cindy Kunz, (S D sandwich Shop.) Visitors included Ignacio Castaneda Garcia and girlfriend Annette, Ignacio is one of our scholarship winning students. He reported that he had purchased needed tools with the money awarded to him and was already using them on the job. He thanked the club for our help. Lee Hopkins from MT extended an invite to the club

to bring cars this coming Sat to The Lincoln/Zephyr Meet in Mission Valley. The meeting was billed as a 'Thank You' to all the members that have helped at the Big 3 year after year. But first some business. The Great Aug 3 Petersen Museum Tour was highlighted. Sandy, Judy and Ray handled the reservation sheets and checks. 18 members are signed up, so far. **We want to fill a 56 seat bus, so the invite is extended to all members via email. What a deal - \$50 bucks for RT Bus and admission.**

According to Dennis, the All Ford Picnic attracted 70 cars - thanks, no doubt, to Chris and Shirley's excellent cookies to go with the pizza. The Cajon Cruise netted three trophies (that light up!) for members; Rick Carlton, Don Gladden and Dennis Bailey. Thanks to Joey V. for delivering pizza and Drinks. Great job, everyone.

Other upcoming Tours discussed, including the Pancake Breakfast, June 25 - Jim Thomas heads up that one.

Finally, the entertainment: Dan Prager and Jerry Windle stepped up with a fashion show of Big 3 souvenir items from the past and some of the many stories from swap meet escapades. Ric Bonnoront, fresh from surgery, notified the club that Big 3 Checks have been issued to all three clubs (Ken Burke says it's in the bank!)

I called our Big 3 Leaders up to present special recognition checks for all their hard work: Ric Bonnoront, Calvin King, Mike Pierson, Rick Carlton, Barbara Martin, Dave Huhn, Paula and Joe Pifer. We can't thank you enough for being such active and supportive members.

If you attend any club tours or events and happen to take photos, please post them to the Early Ford V8 Club of San Diego Facebook page.

The Western National Meet is October 17-20, 2016 in Bakersfield, Ca. Early registration is available now for the discounted price of \$60. Registration forms and more info is available on line: [www.2016wnm.com](http://www.2016wnm.com).

Check out tour details in this issue of the Ford Fan and watch out for the e-blasts just before the events.

----John Dow, Vice Prez

President: **Bill Dorr** 619-884-4188

V.P. **John Dow** 619-302-8376

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

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

#### Directors:

**Duane Ingerson - Prez Pro Tem** 619-870-7732

**John Dow** 619-302-8376

**Dennis Bailey** - 619-954-8646

**Jim Thomas** 619-669-9990

**Ken Burke** - 619-469-7350

**Tim Shortt**- 619-851-8927

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

**Mike Petermann** 916-479-3665

**Ray Brock** 619-993-9190

#### Other Chairpersons

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

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

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

Tour Co-ordinator- **John Dow** 619-302-8376

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

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

Lady 8ers: **TBD**

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

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

Cell 619-851-8927

Refreshments: **TBD**

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

#### Big 3 Board Members:

**Ric Bonnoront** - 619-669-6391

**Rick Carlton** - 619-754-6259

**Calvin King** - 619-447-1960

**Dave Huhn** - 619-462-4545

V8 eBlasts: **Sandy Shortt** [shortsandy@mac.com](mailto:shortsandy@mac.com)  
619-435-9013

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

*Ken Tibbot was worried we had left the best view of Edsel's boat-tail roadster out of the March issue. Well, here it is.*



*Sorry Jay Harris- your name was drawn, but you weren't here to collect the \$250 bucks...*

### Current Name Tag Jackpot is now up to \$275 Bucks

All current member names are in pot. If your name is drawn and you are at the meeting, wearing your name tag, **YOU WIN!**  
Pot will increase until we have a winner



*Late v8 member Al Petani's daughter, Michelle Petani, has graduated college after completing her degree in marking on line, while working full time. Smart Cookie. Congratulations, Michelle!*



*Laney watches as Jim and Calvin, sitting on bare seat springs, prepare to head to the donut shop for first test run.*



## Jim's Favorite

*From me to my best friend...*

Jim and I had great times going to car events and working on many projects.

We would seldom talk but seemed to know what tool or how to help when working together.

Jim had many cars but always wanted another '32 roadster. He decided, even though he had parkinson's, to build another roadster.

It was Jim's idea to run the Cadillac motor with a 5-speed transmission.

He assembled and bent brake lines, welded and brain stormed the details.

I would help along the way until we could take a ride in the bare chassis down to his favorite donut shop.

Jim didn't get to ride in the completed car, but did shoot some of the paint. Jim was a wonderful friend and will be forever missed.

*Calvin*



*"This one's a keeper"*

# SDEFV8 CLUB

## 2016 Tours

**Wed. Jun 15, SDEFV8 Club Birthday Celebration at General Meeting. Cake will be served**



**Wed. Jun 15 Tour**

**FREE DAY AT Del Mar Fair**

1. We will meet at 9:15 am near the McDonalds on Via De La Valle, Del Mar off the 5. And leave as a group at 9:30 SHARP to enter the fair display area. 2. Our day is Wednesday, June 15. 3. We exit as a group at 3:00 pm SHARP 4. You may bring guests in your car. 5. If you would like to show your car for a day with free fair entrance, parking, and avoid the lines, please call **Barbara Martin (858) 254-5009** to sign up. Only 8 openings.

**Sat, June 25 Tour -Pancake Breakfast**  
Sweetwater Summit Park  
3218 Summit Meadow RD, Bonita, Ca  
**Jim Thomas 619-669-9990**

**Jul Tour TBD**  
(San Diegito Heritage tour Cancelled)

**(New Date) Wed-Aug 3 Tour**  
Comfortable AC Bus to  
Newly revved up Petersen Auto Museum  
&/or LA Art Museum  
Package Deal-\$50 Cheap! RESERVE NOW

**Sun, Sept 25 Tour -**  
**Mad Hatter Lunch & Ice Cream Social**

**Oct Tours TBD**  
Oktoberfest and C&G Appreciation Day

**Nov Tour TBD**

**Sun, Dec 11 Tour**  
Christmas Party - Big Bay View  
Coronado Golf Club  
**Barbara Martin 619-858-254-5009**



Dennis arrived with a boatload of pizzas. Jim and Diane set out tables, donuts & coffee. The DJ kept the tunes coming. Calvin & Shirley brought 'Home Mades'. Carl Stanzone showed with his son driving the screaming yellow '32 Coupe. The Cops drove the Paddy Wagon & a cool 1/2 cop, 1/2 Cab 'Choose-Your-Ride Car' -Very funny. Prez Bill delivered gallons of drinks & took incriminating photos. No Surprise, Ray won a trophy while selling \$250 worth of shirts & hats.



# The Lincoln/Zephyr Club threw it's annual Gathering of the Faithful ('GOF XXVI'), right here in Mission Valley.

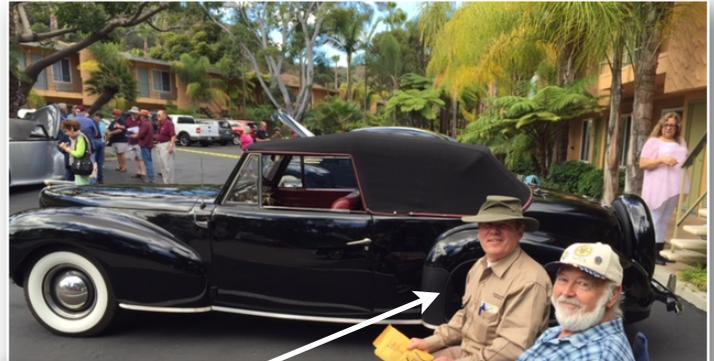
I hopped in my '34 Ford, which has a built-in freeway aversion: (50 mph and mechanical brakes) and therefore is rarely off the island. Responding to an invite, I rolled into the hotel parking lot and discovered a small but enthusiastic crowd of Lincolnners and V8ers hanging out among the show cars. Dave Huhn & Ken Tibbot were holding court at their respective Lincolns, but a group of club women were all over my Ford, threatening to award it "Peoples Choice". At Ken's Lincoln, I met his car partner, Dave Cole, who, in 1954, at the age of 23, bought the car off a used car lot for \$250 Bucks.

He's now 85 and not in the best of health, so he made a deal with Ken-- for half ownership as long as Ken Maintains the car and gives Dave a ride now and then. Ken has more than lived up to the bargain. The car is in extraordinary shape now - a trophy winner whenever he shows it.

Dave Inversion, of Lakes racing fame, brought a low, art deco masterpiece - a custom '38 Zephyr ragtop, ramped up with modern drive train and amenities. What a knockout!

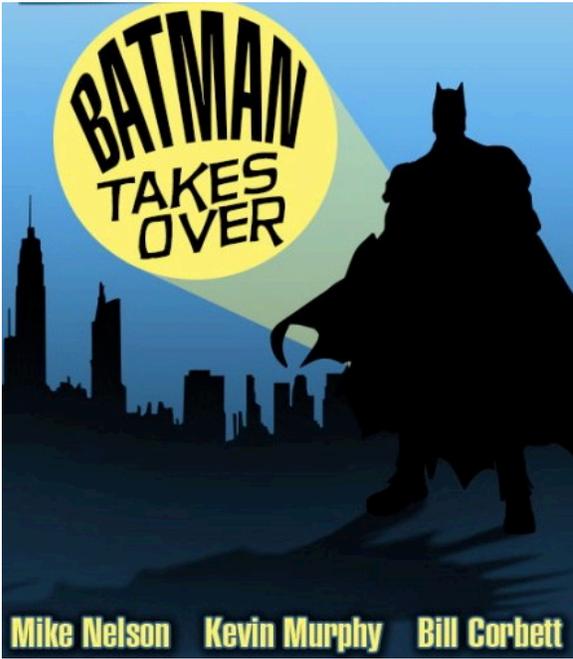
Turns out I won a trophy.

Horning in on the show was fun.. --TS



"People's Choice' interloper in the back row.





TCM is broadcasting episodes of BATMAN cliffhanger serials from the 40s and 50s.

They are corny, predictable, badly written and horribly acted. But, that aside, the BATMOBILE for 1949 was a stock Mercury Convertible. In the "BATMAN TAKES OVER" episode, Bruce Wayne and Robby ride top-down in civilian clothes, but when trouble starts, they pull over, put the top up and clumsily change into the BATSUIT and ROBIN outfits in the back seat.

The lumpy long underwear and tight shorts do not inspire confidence in their muscular capabilities. Many chase scenes involve the Merc at speed, swerving, sliding, and careening along country roads. Batman and Robin are hanging on, having some difficulty seeing past their dime store masks. The one moment of truth is when the flathead overheats and leaves the BAT guys on foot (I can relate). Once they catch up to the bad guys, a fist fight ensues - the cheap capes hang like washcloths and comically tangle around them as they struggle with the ruffians attired in full business suits and fedoras. Of course the explosive ending seems to insure our hero's doom...but, watch for the BAT SIGNAL and tune in next week! -TS



**Remember the rumors about brand new WWII Jeeps still in the crate?.. for \$50 Bucks?**





**New Jersey,  
1940s**



Going back through some old bookmarks, for our carspotting series. In one of them we can positively identify the location: Above, we're on Broad Street just across from Military Park in Newark; and at the far bottom, we're on East State Street in Trenton. What do you see here?  
Daniel Strohl

**What's our VP into now?**

John Dow found himself a beautiful, rust free, low mileage, all original, working radio, one-family-owned '39 Tudor.

Rebuilt motor runs whisper quiet. Even the original mohair is in good shape. Good Find.

They're still out there.



Drive her wild with our Motor Oil Cologne®

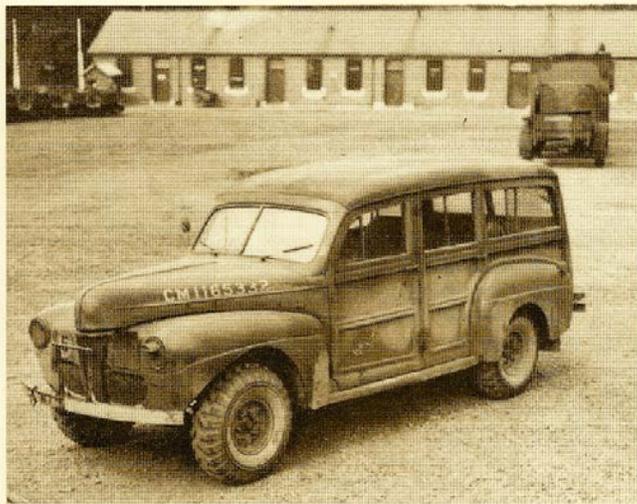


Fun in the garage can result in a less than ideal aromatic state, and this can be an issue when it's time to cruise with that special someone! Enter Griot's Garage Motor Oil Cologne. The scent is fresh and clean, a long-time classic in men's fragrances. What makes this scent so special? We added a drop of oil from Niki Lauda's Ferrari 312T just so it can live up to its name, "Motor Oil Cologne." How cool is that? Casual enthusiasts and hardcore petrol heads will appreciate the machined aluminum shift knob cap as well. A red fleece storage bag is included to hide it from the Missus.

### Fords around the World



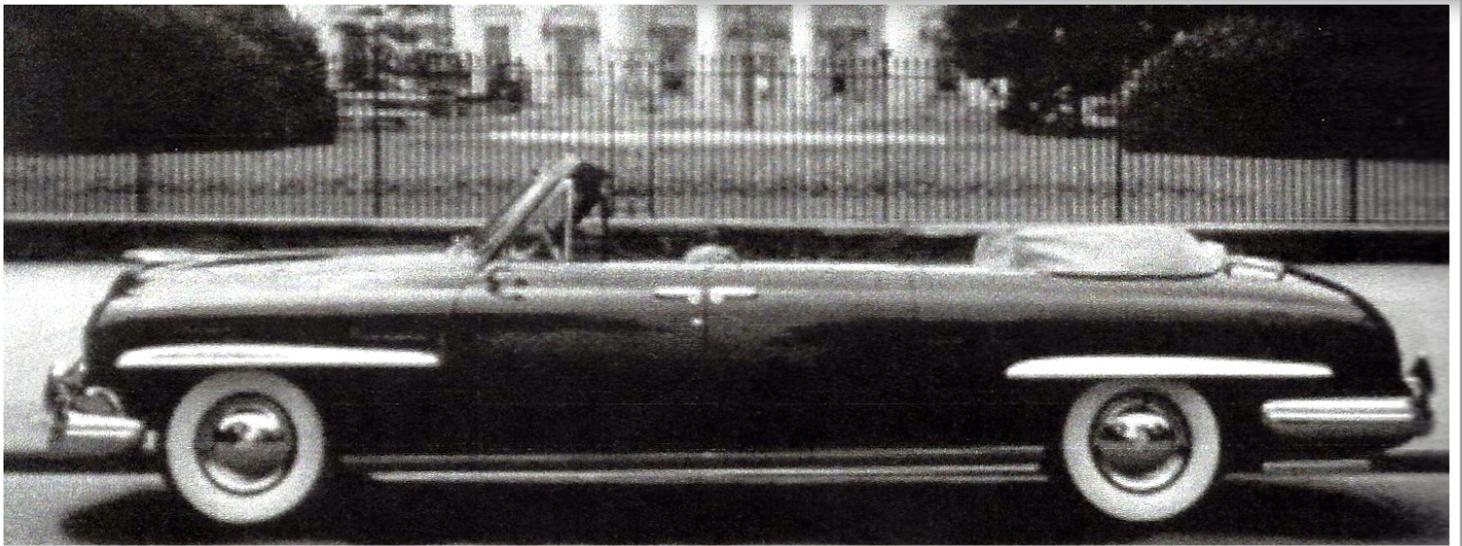
This 1933 Ford is being used by an oil exploration party near Wadi Ansab, Lebanon. It has oversized tires, necessary for desert operations. The photo was taken in 1936. Note the birds tethered to the poles on the right side of the picture; their role in oil exploration is unknown. *Aramco*



The Canadian Army used this 1941 Ford station wagon with oversized tires. The photo was taken in England in 1944. *Public Archives of Canada*



President Harry Truman likely drove his own '46 Ford from Missouri to the White House, where he found the Presidential Limo Lincoln waiting for him. *Interesting that the Lincoln was leased, not bought for the President.-Thanks Hoosier V8iews*





## 1948: LA Tailpipe Emissions Studied

Between emissions regulations, safety oversight, insurance premiums and OPEC, the smog law enacted in April of 1960 was the first, and maybe most important, factor ushering in the almost 20 years of low-performance Seventies and Eighties vehicles. But, with the privilege of hindsight, we can say Detroit was ludicrously slow to adapt, the imports were quicker and ultimately, emissions regulations helped drive innovation and competition, until 50 years later, we're finally starting to see alternatives to pure gas power.

The word smog itself is credited to the Weather Bureau, which coined the term for mixed smoke and fog in 1914. (It was widely met with derision. As *Kokomo Times* asked, "But why end there? Let's call a mixture of snow and mud 'smud.' A mixture of snow and soot 'snoot,' and a mixture of snow and hail 'snail.' Thus we might have a weather forecast: 'Snail today, turning to snoot tonight; tomorrow smoggy with smud'.")



## 1960: The Smog War Begins

In 1928, Pittsburgh launched a War on Smog, in reaction to foul coal smoke that literally blackened the daytime skies. The Depression didn't help their cause, as people burned ever-cheaper coal, and 10 years later there were still days when headlamps were mandatory, if ineffectual against the apocalyptic blanket of filth. By then, it was a source of perverse pride – "prosperity smog," they called it, and other cities were positively envious, even as the health and safety detriment became obvious. Compared to factory and furnace effluent, then, automobile pollution was beneath notice, and Los Angeles, San Francisco and St. Louis joined Pittsburgh in campaigns to control smokestack emissions. In response to ever increasing industrial pollution, primarily in L.A., California passed the California Air Pollution Control

District Act of 1947, which gave counties the authority to address air pollution on a local level. L.A. promptly formed the nation's first country agency dedicated to air pollution, the Los Angeles County Air Pollution Control District (APCD).

The car didn't come into it until 1949, when medical resources freed up after the war started to look into tailpipe emissions. That summer, smog was the main topic of the AMA convention in Atlantic City, and L.A. County Smog Control Director Dr. Louis C. McCabe discovered a hitherto unexplained concentration of organic peroxides in L.A.'s increasingly dingy air – among the sources he identified were incomplete combustion from automobile engines – and the die was cast.

In 1954, the Automobile Manufacturers Association formed a committee to look into the issue, and that summer an early catalytic converter, or "antismog muffler," was being tested independently by L.A. Smog Director Gordon P. Larson, but it was much too late. L.A.'s two million cars were racking up 50 million miles a day. It came to a head in October of 1954, when for 18 consecutive days, Los Angeles was enveloped in the worst smog it had ever experienced. It was even worse again in November, a literally zero-visibility cloud extending 20 miles inland, leading to looting, deaths and, on November 27, more than 1,500 accidents. A populace irritated both literally and figuratively besieged Governor Goodwin J. Knight with pleas to do something about the situation.

The legislature would get around to it eventually, but the '47 law gave counties the power to do something themselves, and San Francisco and neighboring communities were the first, passing the Bay Area Air Pollution Control Law, which created the Bay Area Air Pollution Control District (BAAPCD) in 1955. Then it got ugly. In July 1958, the L.A. County Grand Jury issued a written opinion lambasting the APCD and automakers, which together had expended "millions for glitter and hardly one cent for defense of the health and protection of the American citizens against smog." Spurred into action, the U.S. Public Health Service organized a national conference on air pollution in Washington, D.C., in November. With 900 public and private sector attendees, it became an overwhelming indictment of the automobile and the industry as polluters. APCD research director Dr. Leslie A. Chambers threatened "drastic action" against manufacturers if tailpipe emissions didn't improve dramatically. The State didn't wait long.

As 1959 dawned, the AMA made it clear that despite numerous claims made through the Fifties, they had no pollution control device anywhere near production ready. State Senator Richards and the Board of Health started discussing publicly the idea of a state air quality standard, while L.A. County supervisors called for a special session of the state legislature to address smog. Assemblyman Seth J. Johnson introduced a bill that would require all major automakers to appear before the legislature in February to explain their failings, while L.A. Mayor Norris Poulson proposed banning polluting automobiles entirely by 1961. Governor Edmund G. Brown introduced his own bill, asking the legislature to give his office the authority to legislate on matters of public health.

In 1960, he got it, in combination with a bill requiring what would become the PCV system, extracting crankcase fumes and reintroducing them to the intake stream. The legislature also called for the testing of a high-temperature catalytic converter and establishing carbon monoxide emissions standards. It all took a couple of years to come together, but it wasn't long before the idea of a California car took on a new meaning, as specialized engine and exhaust systems were developed. California's executive office has never relinquished the power to legislate for the public health, even as national emissions and fuel economy standards were enacted. You may not like or agree with California's stand over the years, but it has consistently been a driver of progress in emissions and fuel economy, and we may all end up thanking them in the end.---[David Traver Adolphus](#)

## Next Tour:

Jun TBD  
SDEFV8  
Club Birthday Celebration

See Page 4 for More...

Note 2 guys  
lurking behind  
showgirls..



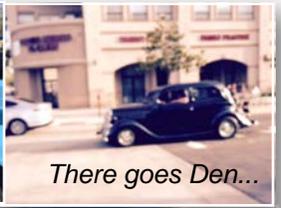
## Petermann Returns



May 11 Surprise!  
After a month on  
the road, Mike  
showed up at the Cajon Cruise.  
He claimed he ate nothing but fast food and got  
no exercise. Still, he lost 3 pounds... must be that  
new Rt 66 diet.

## We Have Winners!

Rick Carlton ('56 F100), Don Gladden ('40 Coupe)  
and Dennis Bailey ('35 Slantback-again). Den tells me  
he put his trophy notice on Calvin's car and left.



Don, looking very excited, on  
way to pick up his trophy



## SDEF V8 CLUB-- May 18, 2016

Prior to the meeting sandwiches were served to  
the membership

V.P. John Dow pounded the gavel at 7:03 pm.

Guests: Ignacio from the Ford Asset Program and  
Lee Hopkins from the Lincoln Club.

Presidents Report: Bill Dorr was absent  
VP's Report: John Dow noted that the final audit  
for the club will be available at the next general  
meeting. Also a signup sheet for the Petersen  
Museum trip in Aug. was circulated.

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. The final check for  
the Big 3 was presented by Ric Bonnoront.

Membership: Paula Pifer: 31 single and 53 Joint  
members.

Accessories: Judy Grobbel noted that she is  
taking requests for accessories.

Sunshine: Dixie & Lane home sick.

C.C.C.: Bill Lewis had flyers available for  
upcoming car events.

Fan Editor: Tim Shortt. The May Fan is  
coming together and Tim is always looking for  
more stories.

Tours: Jim Thomas gave information on the up  
and coming events.

Programs: Mike Peterman noted that the Club  
Birthday will be next month's program.

New Business: No new business.

Old Business: No old business

Program: Mike Peterman presented Calvin  
King, Ric Bonnoront, Joe and Paula Pifer, Rick  
Carlton, Dave Huhn, Mike Pierson and Barbara  
Martin, gifts for their service at the Big Three.

Dan Prager and Jerry Windle put on a Swap Meet  
Swag presentation of attire for swap meets past to  
the future. Tim Shortt made a DVD presentation of  
Big Three Memories.

Misc: Sandy Shortt gave a presentation of the  
upcoming Petersen Museum tour.

Tech Tips. Joe Vidali gave a presentation on the  
negative properties of Evans Coolant.

50/50: Chris Cook won the 50/50.

Name tag drawing: Jay Harris would have won  
the name tag drawing

The meeting was adjourned at 8:20.

Dennis Bailey Secy.

--Respectfully submitted: Dennis Bailey

### June Anniv

6/03 Don & Narelle  
Pettee  
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  
6-16 Robert & Rhea McGehee  
6/17 Russ & Marty Ries  
6/18 Michael & Elizabeth Fritz  
6/20 Mark & Gail Goldman  
6/27 Ric & Billie Bonnoront  
6/30 Bill & Linda Lewis

### June Birthdays

6/13 Jon Kowal  
6/14 Frank Swedberg  
6/14 Patricia Hildebrand  
6/25 Michael Fritz

Membership Paula: Membership Count 137.  
Welcome all new members

Sunshine Judy--Dixie & Lane home sick.

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

**Gen. Meeting, Wed, Jun 15, 6:30 pm, Happy Birthday to US!-Cake all around! Auto Museum, Balboa Park**

**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,

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

**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**

**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**



**'35 Deluxe Coupe.** Car complete.-Motor out-cleaned and checked out as good. Recored Radiator & patch panels for minor rust. **Best Offer Gary 619-463-4068**

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

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



**'40 Ford Tudor AACA Senior award** 48917 Orig Mi. Beautiful-\$22,000.- **262-308-6272, Paris, Wisconsin 53182**



**'53 Ford Ranch Wagon.** Restored. 239ci flathead V8 3 speed overdrive. Orig radio works. Good Driver. Nice in & out . **\$24,500-Hopedale, Mass. 01747 Milford Auto Sales 508-478-6060**



**'46 Convert.** Good Shape. Columbia Rear, \$30k OBO **Les Higers 619-318-0904 or 08**

**Hello From Cincinnati, Ohio. Looking for a 1933 Ford 5 window Coupe-** project or older resto-or hot rod. Private buyer. Please call **513-607-1981, Greg Von Luehrte**

**Rumor has it, Dillard Harwell is headed to Texas as soon as the rain stops, to pick up a 1923 Model T Roadster "Field Find" Been sitting outside for 60 years, but still worth a restoration. Can't wait to see that one...**



**Dearborn Winner '36 Tudor.** Only 63k original miles All original V8 that's ready to tour. \$21k **dillardharwell@cox.net 619-825-8025**

**1950 Deluxe Convert. V8, Overdrive, R&H, blinkers, working spot,** Second owner over 20 years.Rebuilt flathead, recent radiator, new water pumps and hoses. Dual exhaust, Factory Cont Kit with stainless cover. New Batt.



Stored last three years, now runs good. Straight body, original Paint. (Rust spot at base of both front fenders-one small dent LR under tail light). Orig interior good shape. Radial WWs. Full zippered cover. Good top, but one bow separated. **\$20,000. OBO.Margaret Bartlett 619-466-5475**



**'65 Mustang Coupe.** PS, PB Auto, AC. New 302 V8. Show Quality Restoration-\$22,000 **OBO -Margaret Bartlett**

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



**1969 Mercury Colony Park full size wagon. ONE OWNER.** Proven Long Hauler. Rebuilt 390 V8, Automatic, PS, PB. Roof Rack, Tow package. (Minor dings on Pass side& tailgate ), Excellent tires, Two-Way Tailgate. Rally Rims. Black Plates. Big, comfortable Leather interior. Alpine Sound System. Holds 4' x 8' Plywood flat with acres of room left over. Drive anywhere. **\$10k OBO-- 619-466-5475**



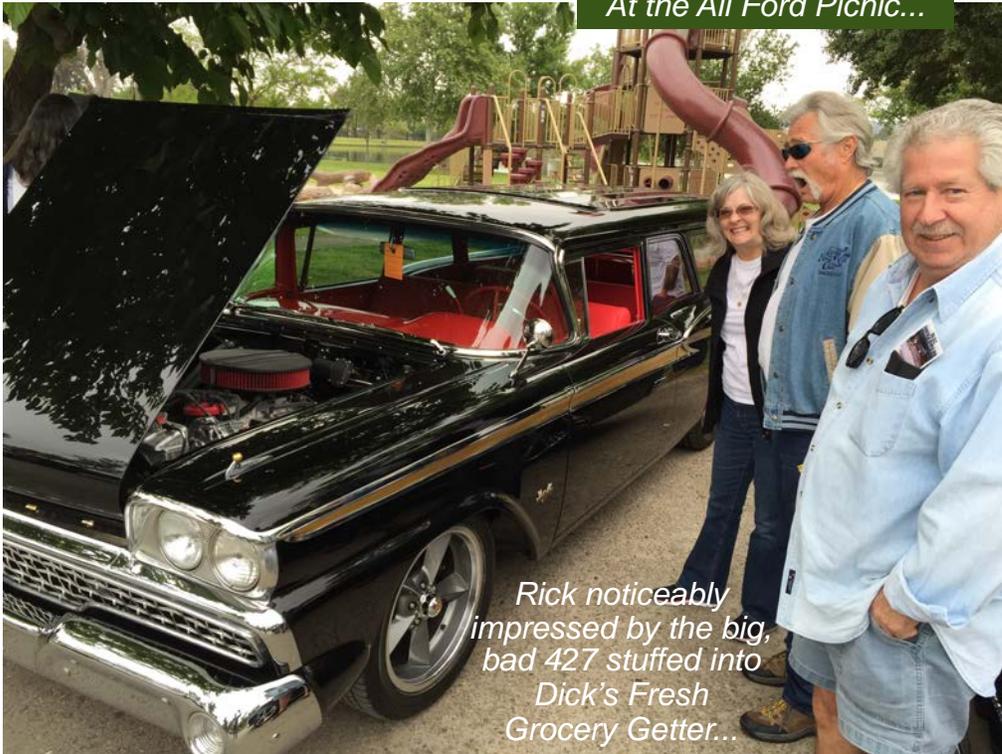
**'32 Roadster Project.** Roller. Brookfield Body, Drop axle,Walker Radiator, RB 59AB Flathead plus extra complete Flathead. Tank, seat springs, Dash, etc. \$20k or may trade for '32 5 window Coupe.**Dave Inversion 605-645-2573, El Cajon.**



**1940 Merc Coupe.** All Original. Great Shape.Much new & rebuilt. Very good driver. \$24,500. OBO.**Mel Figon (707) 544-6421.** Santa Rosa, Ca **mfigoni@sonic.net**

**WANTED: '33 or '34 stock Roadster Or Cabriolet.** Trade '32 5 window coupe or '37 Zephyr Coupe. **Merv Adkins 909-224-8562**

At the All Ford Picnic...



Rick noticeably impressed by the big, bad 427 stuffed into Dick's Fresh Grocery Getter...



Oh, that's what's making all the noise..



Ron & Kathy Shedd hold Shade Tent Set-Up Demo.

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



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



Suzan gives Detailing tips to bystanders

June/16