

Man The Boats, again.

Police reduce Big 3 to Big 2 because of flooding. What are the odds that two years in a row our biggest sales day would be washed out? Despite dire weather predictions the Big 3 opened to sunny skies Friday & a brisk business. However, by late afternoon the clouds rolled in, the wind kicked up & the rains came down. By morning the water was waist deep in the south parking lot. Police, Fire and Rescue pulled people from their RVs & tried their best to clear the

drains of flea market hubcaps, ground tarps, signs & trash. Joe Pifer attempted to pull a swamped low rider '38 Chevy from the lake and had to abandon his cart to the water. A second heavy duty cart was brought in & also went down. Finally a full size PU with a long tow rope pulled them all to higher ground.

Lou Osberg & others sent out the word to members coming down for their shifts that the Police had closed the meet. Many venders were frustrated that they had to pack up their soggy wares & leave the low areas, but, at that point it was either sink or swim. I came down about 10, parked at Costco, & walked in. The high ground, including the Car Corral, was dry & eventually the drains cleared even the lowest areas. Unfortunately, many venders & all buyers had left by then. The rest of the day was dead quiet except for grumblings from Venders about no buyers. Rain & hail again swept the area Sat night, but with no further flooding. Sun morning was cool, crisp & clear. And along with the sun came the crowds - best Sunday ever.-TS





The Prez Sez.

Whew! We made it through the BIG 3. Friday everything seemed to go like clockwork. Paula Pifer and the rest of us did our “no rain” dance in the vendor booth and it seemed to hold the rain back until Saturday. We

should have danced all night because it rained so hard Saturday morning that the stadium flooded! Luckily, Sunday turned out to be a bright sunny day for shoppers and sellers. Spring is coming, and this gives us a chance to have more “cruising” days. We will be looking forward to more “driving” experiences.

Our March meeting will have our added feature of the “Tech Tips.” Richard Teubner will talk on overdrives. I would like for anyone who has expertise in an area and is willing to make a presentation, to contact us and give us some insight through these short meeting events. If you would like to hear about or learn more about a specific area of our hobby, please send me your requests or interests.

You will find a poll inside the FAN or in your email. We want to know what you would like to see and do during the meetings and the tours. Send back either the form or the email – not both. This is your car club, and I would like your input on how to make it better. Please respond to the poll, we want to keep the level of activity and interest as high as possible.

Be sure to check out the EFV8 web site at: <http://www.sandiegoearlyfordv8club.org>. Go online and take a look. You will probably see yourself. If you don't then send Rick a photo to:

rcarlton1@cox.net. Go look! Please feel free to contact me at: jhildebr@cox.net if you wish. Happy motoring, *John*

Thanks to our Big 3 leadership, Ric Bonnoront, Roger Kerr, Dave Huhn, Calvin King, Joe & Paula Pifer, dual member, Larry Larkin, paper organizer Barbara Martin and all the club's deep-water volunteers.



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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.



Thank you everybody - for all your help at the Big 3

Waihi Dustup-

Colin Smith, Jan, 2011

Waihi is New Zealand's Heart of Gold!

A gold-mining town with a wonderful history and where jalopies run wild. Waihi Beach Dirt Track -- pre '65 cars, old speedway cars and a variety of nostalgia hot rods racing all day, along with rockabilly bands, burlesque dancing and there are refreshments suitable for both adults and children available too - a great day's entertainment. The spectacular view is thrown in for free. The windscreen sticker that confirms a vehicle has been scrutinized to take part in the Jalopy Dust Up reads: Passed ... it.

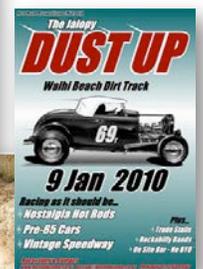
Which perhaps better than anything else captures the old-school atmosphere of the third annual Dust Up held last

Saturday. Staged at the scenic Waihi Beach Dirt Track Club and organized by Noddy Watts of Beach Hop fame, Jalopy Dustup is an afternoon of casual "racing" for traditional hot rods and a few vintage speedway machines.

The flathead V8s and skinny cross-plys deliver a blast from the past for the holiday crowd on the hillside while the Pacific Ocean, Matakana Island and a big chunk of the BOP beyond is a spectacular backdrop to the small dirt oval.

Cars are paired up for cat-and-mouse-style six lappers and the driving shows varying levels of commitment. There is a universal amount of enjoyment, with no winners really.

While there were several spin-outs, some dusty doughnuts and one bent front end, sunburn turned out to be the Dustup's biggest complaint. Motorsport just doesn't get any more grassroots than this.



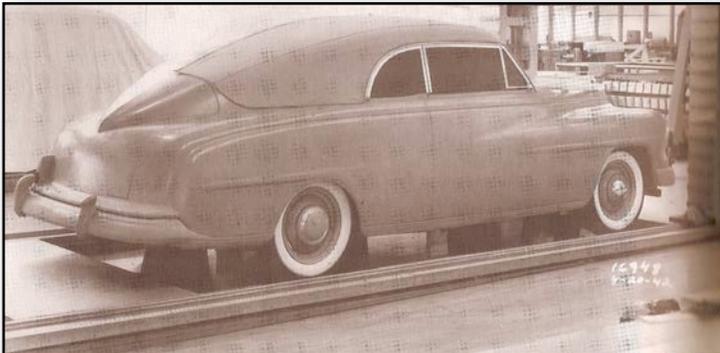


Figure 17-20. After Edsel and Gregorie settled on a design direction for an entire new line of automobiles in 1941, Gregorie began some design proposals for consideration. Well along by April 1942, this is an early fastback/boattail design for the "big Ford." (Photo from the Collections of Henry Ford Museum & Greenfield Village)

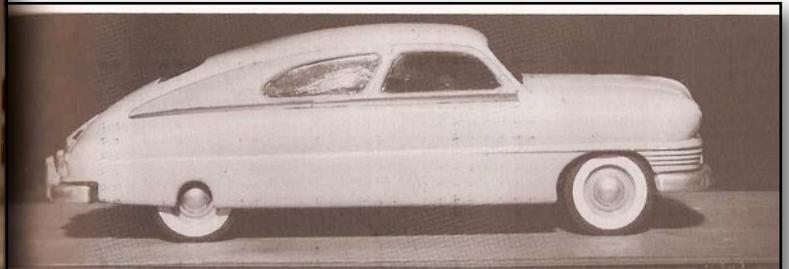


Figure 17-11. This photograph shows the quarter-size model of the proposed 1943 Ford. Early in 1941, both Edsel Ford and Gregorie agreed that a new line of Ford automobiles needed to be designed for introduction in 1943 or 1944. This is one design proposal that was considered. (Photo from the Collections of Henry Ford Museum & Greenfield Village)

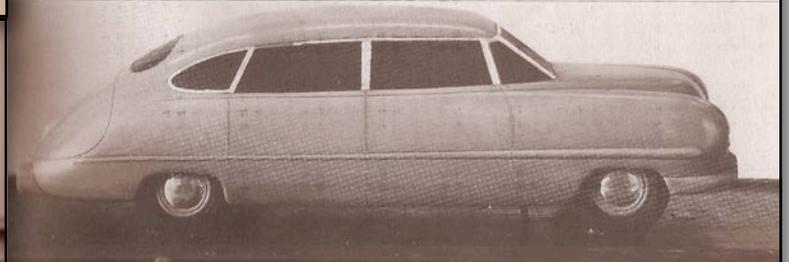


Figure 17-12. Regarding this quarter-size clay model of a future Ford, Gregorie comments, "I don't like the looks of this one. It has a short, stubby hood, a great big, long tail; it looks overloaded." (Photo from the Collections of Henry Ford Museum & Greenfield Village)



During the War years of the 40s, Ford considered a new category dubbed, 'The Big Ford'. Funky fat & Clunky designs reminiscent of Hudson and Studebaker made it to the quarter-size clay model stage before they were dropped. However, later Lincolns incorporated some elements. The one convertible model pictured, eventually with grill modifications, became the '49 Mercury.

“The '32 Ford claims to be the first V-8 engine to be cast in one block. This is not true.” It was the '30 Oakland, but it was not very successful. The crankshaft had it's throws all in one plane They used a synchronizer to smooth out the vibration. Only about 5,000 of these engines were made and that was the end of the Oakland. Of course Ford's one-piece V8 fared better. It rescued the floundering company and set a performance benchmark in the auto industry for two decades. --TS

Oakland 85 H.P.
Vee-Eight in Medium Price CLASS

WITH an 85 horsepower Vee eight-cylinder engine in a car which weighs less than last year's product, the new Oakland is presented as an unusual performer. Having only 32 pounds of weight for each horsepower, it accelerates from 5 to 35 miles per hour in 10.4 seconds, climbs the 11 per cent grade at General Motors Proving Grounds in 40 seconds whereas 45 seconds is considered a good performance, and has a maximum speed in excess of 70 miles per hour. The figures just quoted were obtained from the Oakland engineering department and were made with the standard gear ratio of 4.42 and with 28 or 3.30 tires.

The valve and placed horizontally with the stroke parallel to the crankshaft pulley.

The front end of the engine is mounted on hand-rolled steel springs.

The rear of the power plant is carried in rubber insulated brackets attached to the transmission.





Our tax Dollars at work-
What a Show!

San Diego is recognized as the birthplace of naval aviation -- so it's appropriate that the Navy kicked off it's yearlong observation of the 100th

anniversary of the first Navy flight at NAS San Diego before moving on to Navy bases around the country. It all began with the Centennial of Naval Aviation Open House Feb. 12 at Naval Air Station North Island and the accompanying Parade of Flight, featured more than 180 aircraft drawn from the first century of Navy, Marine Corps and Coast Guard flight.

The flyby -- billed as the largest naval air parade since World War II -- featured everything from dope-and-wood biplanes of the 1930s to the Blue Angels in their F/A-18 Hornet jets. At 1 p.m. the Blue Angels flew over, trailing smoke, followed by historical planes and helicopters in chronological order. Every war, from WWI through the current campaign in Afghanistan, was

represented. An interesting mix of some 120 antique cars joined the fun on the airfield. I spotted Ken Tibbot, the Pifers, and members of The Over The Hill Gang sheltering under a tent among the cars.

For the Flyby, Sandy and I joined a front seat party on the 4th Floor of the Landing. From our vantage point we could also see the Coronado Bridge - it was a parking lot until nearly 3 p.m. Those folks sadly missed all the action on the ground, but caught the Air Parade as it passed by-up close and personal. -TS-----



Auctions foretell healthy sales year ahead.

Barrett-Jackson led the pack of auction houses with about 1,300 cars sold for a total of \$70 million, up 3% from a year earlier. Top seller was 44-foot high performance boat with custom trailer and color-matched '08 ZO6 Corvette that sold for \$750,000. **RM Auctions** enjoyed a strong start to it's 2011 season, posting a record \$30.8 million in sales, with an impressive 96% of lots sold and four automobiles exceeding the million dollar mark.

Russo & Steele bounced back from last year's storm disaster with \$21 million in sales. At it's Scottsdale event a Plymouth Hemi Cuda sold for \$1.70 million. **Silver Auctions** sale held Jan 21-23 featured 324 collectible vehicles offered and 302 sold - a sell-through rate of 62.3 %. Top selling collectible was a '63 Chevy ragtop with a 327-cid/300 hp V8 - hammered sold for \$74,000.



Super Collectible Super Man.

I don't know about you, but I had hundreds of comics as a kid. I bought many new and traded for others with friends. And Superman was a favorite. The kid down the block traded me many Superman issues from the 30s & 40s, who knows, maybe even the very first one shone here... being a car nut even then, I remember this cover..

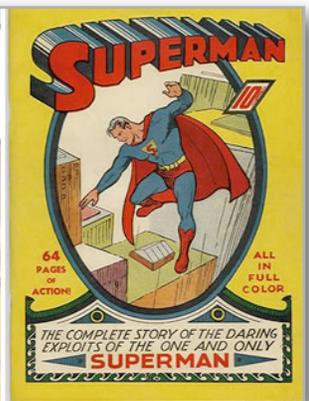
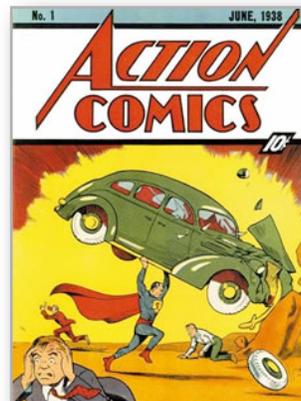
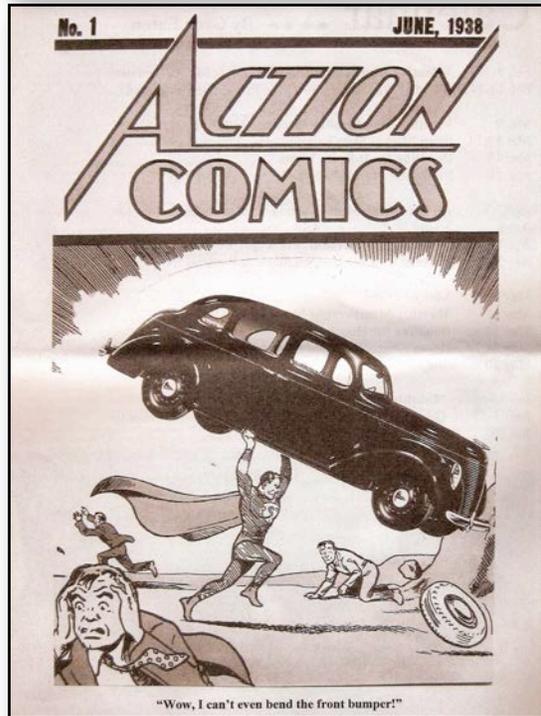
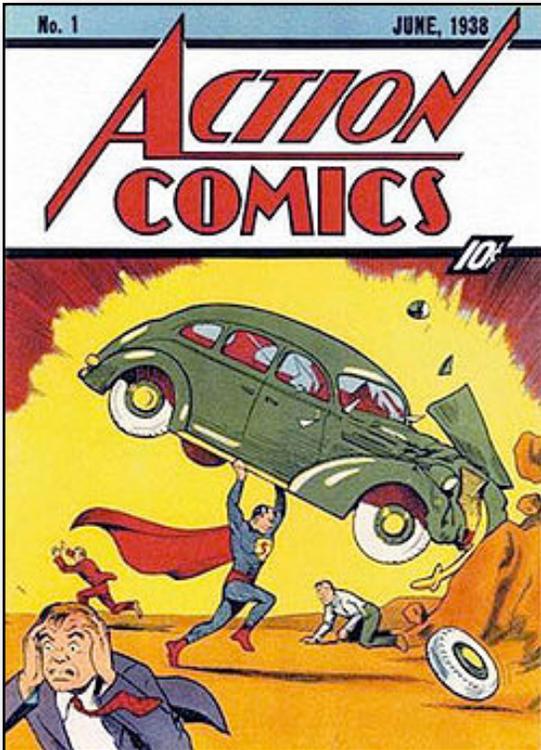
Published in April 1938 (cover-dated June) by National Allied. Action Comics was started by publisher [Jack Liebowitz](#). The first issue had a print run of 200,000 copies, although sales of the series would soon approach 1,000,000 a month.^[2] Jerry Siegel and Joe Shuster were paid \$10 per page, for a total of \$130 for their work on this issue. They effectively signed away millions in future rights and royalties payments. Starting in 1978 Siegel and Shuster were provided with a \$20,000 a month annuity which was later raised to \$30,000. Liebowitz would later say that selecting Superman to run in Action Comics #1 was "pure accident" based on deadline pressure. He also selected the "thrilling" cover, depicting Superman lifting a car over his head.

This is it, the comic book Holy Grail, the one that introduced the world to Superman. The cover bears the famous – if somewhat crude – drawing of Superman smashing a car against a rock. Written and drawn by Jerome Siegel and Joe Shuster, the comic introduced Superman as "Champion of the oppressed, the physical marvel who had sworn to devote his existence to helping those in need!" The last survivor of the doomed planet Krypton (duh), Superman could "leap 1/8th of a mile; hurdle a 20-story building ... raise tremendous weights ... run faster than an express train ... and nothing less than a bursting shell could penetrate his skin!" Superman was so popular, he became the first character to get his very own comic book. Superman #1 hit newsstands in the summer of 1939. The Man of Steel has held up pretty well, you could say. -TS

Action Comics #1
Cover price in 1938: 10¢
Estimated top value today:
\$350,000

Superman Series #1
Cover price in 1939: 10¢
Estimated top value today:
\$210,000

Cover on left has been modified to show an indestructible '37 Ford standing up to the Super Guy. It's worth today: \$0.



FORD V8

Check out this '37 proposed body style with separated headlights, different trim & fancy skirts.

Fords & Beyond.

The History of Willow Run

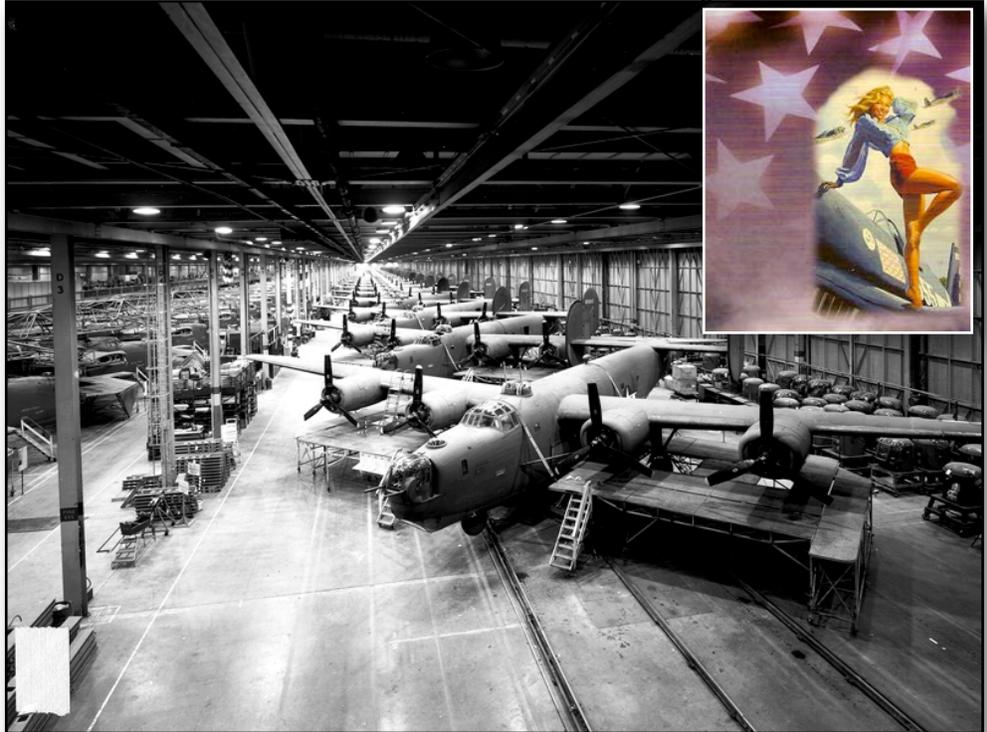
The site of the plant was a farm owned by Henry Ford. He had used the farm to provide employment for youths during the summer. In 1941, workers began clearing trees from hundreds of acres of land near Ypsilanti, Michigan, some 30 miles west of Detroit, in preparation for the construction of the Ford Motor Company's Willow Run plant, which will use Henry Ford's mass-production technology to build B-24 bomber planes for World War II. During the war, Detroit was dubbed the "Arsenal of Democracy," as American automakers reconfigured their factories to produce a variety of

military vehicles and ammunition for the Allies. Ford Motor Company, like virtually all of the [United States'](#) industrial companies, directed its manufacturing output during World War II for [Allied](#) war production. The Ford Motor Company developed the Willow Run site to include an [airfield](#) and aircraft assembly facility. The plant held the distinction at the time of being the world's largest enclosed "room." At its peak, Willow Run produced 650 B-24s per month by 1944. By 1945, Ford produced 70% of the B-24s in two nine hour shifts. Pilots and crews slept on 1,300 cots waiting for the B-24s to roll off the assembly line at Willow Run. Ford produced half of the 18,000 total B-24s at Willow Run. The B-24 holds the distinction of being the most produced heavy bomber in history.

An interesting feature of the Willow Run plant was a large turntable two-thirds of the way along the assembly line where the B-24s would make a 90° turn before continuing to final assembly. This arrangement was to avoid having the factory building cross a county line and so be taxed by two counties. The neighboring county's taxes were higher.

After war production ended, the plant was used by a partnership of Henry J. Kaiser and Joseph W. Frazer. They produced both Kaiser and Frazer models until 1953, when the company merged with Willys-Overland and the plant was sold to [General Motors](#). And in the '60s, Corvairs were assembled here. The "Henry J" was

one of the cars he produced in later years. It was also sold through [Sears-Roebuck](#) as an "Allstate". B-24s were not the only planes produced at Willow Run. From 1952 to 1953, the facility was used by Kaiser to assemble Fairchild "Flying Boxcar" cargo planes.



Sears





1947 FORD TRUCK SELLS FOR \$800,000. Say What? -Jan 7, 2011

Take a gander at the 1947 ford 1/2 ton pickup truck from Whitby Ontario Canada that was just sold to FORD MOTOR COMPANY of Detroit Michigan USA for the sum of \$800,000.00 plus a Ford F 350 dually truck. This truck, according to Ford records, is one of only 35 that was ordered and built in 1947 with factory installed McCulloch water cooled supercharger, special carburetor, special very low profile air cleaner for the McCulloch due to hood height problem when installed intake has lower carb mounting height 'special supercharger intake', (see above air cleaner) Edmunds finned aluminum heads, Fenton cast iron headers, factory dual exhaust. OTHER OPTIONS



ORIGINALY INSTALLED ON THE TRUCK; sliding rear window, installed outside sun visor, vacuum powered dash fan, factory compass, ashtray, smokers kit, locking steering column, dome light, inside sun visors, fog lights bumper mounted, some form of factory cruise control with knob & wire in dash. Restoration by Dave Hill, Dave and his father Len who purchased this truck from the farmer (the ORIGINAL OWNER), who ordered it equipped as it is, new in 1947. Dave has added his own custom touches like the early luggage rack metal box in pickup bed rear, blue dot twin taillights and other details. Metal covered spare tire cover. WHAT MAKES THIS TRUCK SO RARE & VALUABLE???

As one of ONLY 35 documented originally built, it may be the only remaining original numbers matching example authenticated by a team of Ford museum employees. Apparently, even with the shaky economy, Ford still has some money to throw around.--TS-----

1941

► An ax-wielding Henry Ford strikes an experimental trunklid made of soybean-derived plastic to demonstrate its resiliency. Later, an all-plastic-bodied "soybean car" toured public events. While popular with the press, the plastic body panels proved difficult to bond to metal parts, and never made it into production.

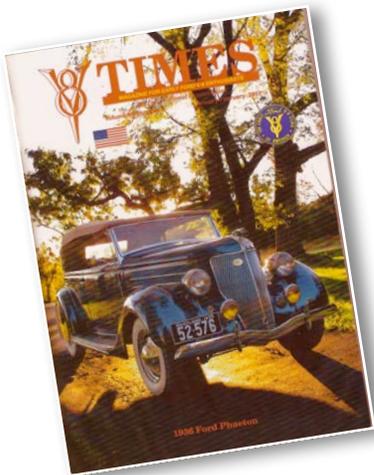


March Tour
**Wed, March 23, 10:30 am,
 EDCO Recycling Plant.**

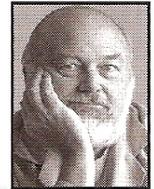
Talking Trash.

“The world is our trash heap and if it wasn't for recycling we would be hip deep in the stuff”.

March 23 - Wednesday, 10:30 am,
 EDCO Recycle Plant, 6670 Federal Blvd,
 Gate 3, off the 94, San Diego.
 Following our Guided Tour, we have a Q&A session.
 And then a hearty V8 Lunch.
RSVP Mike Brandon by 3/15.
619-977-9777.



Jerry Windle does it again! Another beautiful and informative issue of the Ford V8 Times has been delivered. And, as if the quarterly publication wasn't enough, Jerry also is involved in the SDEFV8 Club Roster, National fund raising and local web site. He's a busy guy.



2011 Tour Schedule

- March 23:** Wednesday, 10:30 am, EDCO Recycle Plant, 6670 Federal Blvd, Gate 3, off the 94, SD. Lunch after. RSVP Mike Brandon 619-977-9777.
- April 9:** Cuyamaca College Lunch & Flower Show.
- May 1:** All Ford Picnic, Simpson's Nursery.
- June 12:** Pancake Breakfast.
- July 9:** Campo Truck Museum .
- August:** El Cajon Car Cruise
- August 21:** Ice Cream Social
- September:** TBD
- October 30:** Oktoberfest-
- November 19:** Tru Line.
- December 11:** Christmas Party.

NEW EQUIPMENT BRINGS DEMONSTRATOR TO DOOR

A 1932 Ford Coupe, with its "Powerful" 65 HP V-8 was used to pull what had to be a pretty hefty load of GE appliances!

Another idea in the use of truck equipment for educational selling, wherein the product is taken right to the prospect's door, is illustrated in photographs at the bottom of the page showing the Electric Kitchen Sales Ace that is now being featured by the General Electric Company. A fleet of one hundred sales display coaches attached to automobiles has been sent out to visit homes and enable demonstrators to show direct to housewives innovations in modern kitchen building. Proper kitchen planning and decorating are shown as well as the electrical appliances.

Within the coaches are complete model kitchens and a small home laundry wired so that the demonstrator may plug in at a near-by power outlet and show advantages of power operation. Kitchen cabinet, new effects in lighting, electric dishwasher, and such accessories as exhaust fan, flat plate ironer, sun lamp, sink with work-top, and waffle iron, are included.

March Anniversaries

- 3/03 Phil & Faye Stone
- 3/10 Lane & Dixie Showalter
- 3/11 Rick & Sheryl Carlton
- 3/17 Jim Ferguson & Barbara Clark
- 3/31 Dean & Ina Wakefield

March Birthdays

- 3/01 Bill Meigs
- 3/06 Larry Parker
- 3/13 Louise Croff
- 3/15 Ann Bailey
- 3/19 Jim Miller
- 3/25 Bob Hargrave
- 3/25 Carl Atkinson
- 3/26 Dan Close
- 3/29 Ric Bonnoront
- 3/29 John Peterson
- 3/31 Candy Lobello



Carl Burnett has Trains, Trains & more Trains. Drop by & see his Gallery of Collectables. Call Carl 619-281-2745
Sunshine: Jerry Martin passed away Feb 8, 2011 - a previous member of the EFV8 club and a long time member of the AACA and a BIG 3 board member. He was seen at the BIG 3 driving his yellow & white three wheeled cart around the swap meet checking the 80/20 rule for car related parts.
Bob Stoll is under Hospice Care. No calls please. Our condolences to **Webb & Avalee Smith**. Her mom has passed. **Carl Burnett** hospitalized. **Welcome new Members, Rexford and June Ryan**, San Diego -1946 Ford Convertible. **Mike Brandon** sold \$147. worth of donated parts at the Big 3. Proceeds go to Fan production costs. Thank you, Mike.

SDEFV8 GENERAL MEETING Minutes - Feb 16, 2011 Prez Hildebrand pounded the gavel at at 7:15. After the Pledge of Allegiance John welcomed visitors, and introduced **Paula Brandis** from the Auto Museum to present a plaque to **Gary Timm** for his 1932 Rolls Royce Model - built when he was only 12 years old.
Prez Report: John thanked **Jerry Windle** for the latest V8 Times issue and commended him for his work. He then reminded us that our main focus right now is the Big 3 - our one & only Fund Raiser. **VP: Gary Timm** - no report. **Secretary: Bailey** - absent so Tim Shortt read the Jan Minutes. They were approved. **Treasurer: Jack Clegg** gave his report including clarification of how Ollie Fund donations are managed. Report approved. **Membership: Paula Pifer** reported 176. **Accessories: Report Duane Ingerson** absent.
Sunshine: Virginia Larkin absent so **Mike Brandon** reported **Bob Stoll** is under Hospice Care and **Webb Smith's** mom has passed after a long illness. John indicated the club would send condolences. **Fan Editor: Tim Shortt** reported March issue nearly done. Rosters are printed and available. Parts donated for sale at the Big 3 should be left with Mike Brandon, at

space WD40. They should be priced. All proceeds go the production of Fan newsletter. **Tours: Mike Brandon** reported Wed, March 23 Tour will be to the EDCO Recycling Plant on Federal Blvd off the 94. (Calender of upcoming 2011 Tours Page 9). **Car Club Council: Joe Pifer** noted several upcoming events including Motor Cars On Main St, April 17. **New Business: Programs Richard Teubner** introduced Ted Slawter who described his business of creating display posters for show cars and photographs of cars in action. **Old Business: Jose Serrano** replayed the members Photo Show that had been seen at the Christmas Party. **Big 3: Ric Bonnoront** reported he was in good shape for show. New Trash Cans this year are cheaper & better, Row numbers will not be on cans, but instead, painted on asphalt. Big news-ATMs available near Food Stands and in Flea Market. Volunteers enter Big 3 at Bus Gate (Ward Road) Gavel down 8:20 PM. More donuts. -TS for Dennis Bailey

Kids do the darndest things...



V8 Name Tags being ordered- get yours- call Duane Ingerson 619-426-2645

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

General Meeting Mar 16 Auto Museum, Balboa Park 7 pm
Program-Tech tips on Mitchell overdrive, Lady8ers

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



'49 Merc Woody. Wavecrest poster car '07. Tampico Maroon. Excellent chrome & origi wood. Visor, fog back lights, working radio. All three seats, woodgrain, seatbelts Flat V-8, RB steering, trans& rear end. Optima batt. Drive anywhere. \$79,500. JIM HARRIS (858)597-8174



'36 Ford Conv Sedan. Rare trunk back. new tan top, WWW. Orig. owner Ollie Smith,, S.D. Ca original. High point correct car. High vol. water pumps-Drives great. Runs cool. \$59k obo. Photos, Gill 619-985-4009



'41 Ford Fordor. Complete resto '94. RB Flat 8. All work documented. Orig wheels, caps & beauty rings incl.\$11,500. OBO-858-278-1901



'51 Ford Fordor We call her 'Alice' and she's been with us 16 years. Older resto. Nice driver. \$10k OBO. Jim Hurlburt 760-789-0220



'34 Ford Deluxe Phaeton. Potter Trunk, Manifold Heater, Glove Box Radio , 6.50x16 Lester 4" WWT on 16" K-H Wire Wheels, Leather Interior. Older resto with recent fuel system overhaul, new tires, fluid change, etc. to make it fully roadworthy. Paint -(from 20 feet away it looks great!), No Rust or patch panels. '36 stock engine, '40 Hydraulic Brakes. 4 - 17" stock wheels included. \$48,000. Many Photos available. Contact R. W. Johnson at rwmjohnson@gmail.com for pictures. Will deliver in CA



'62 Ford Galaxie 500 Convert. RB 292, AT, PS., Disc Brakes. Nice shape, good driver. Very clean. Shows 89k. \$13,500 or trade for older convert. Tim 619-851-8927



'48 Ford Super Delux Fordor. All orig-unmolested w /67k miles. Runs great. \$9,500.Mike Brandon 619-977-9777

Sale '46 Ford Tudor, 302/C-4, 8" Ford rear, Mustang front end & disc brakes, power seats, frenched headlights, tail and parking lights, recessed metallic red paint, auto rear deck lid , lowered suspension, chrome rims (w/small Ford hubcaps). \$22,500. OBO David. Kooistra 760.722.4393



'57 Ply Fury 2 dr hdtop. Golden Com-mando Hershey 1st place winner. 361 eng, 305 hd, AT, PS, PB,. Total frame-off restoration. Only 6 known to exist. \$54,000 OBO. Dick, 760-230-2582



'57 Chevy Bel Aire Fuel injected 2 dr hdtop. Matching numbers eng/fuel injection. Black,RRD interior. \$51,500/OBO. 760-230-2557



'70 Ford Maverick tudor. Strong 6 cyl, Re-built AT trans. Interior ok. Clean, straight solid body, no rust, good tires, brakes. Runs & drives good. \$3,700. John 619-302-8376

'56 Ford F-100 project. Best offer over \$500.00 takes it all, frame, cab, hood, gas tank, fenders, box, tires,radiator, wheels. No engine or rear end. Escondido, Ca. Ken Dubs.760-518-3827

Sale. Need duplicate of your License plate? I will make one for you. \$140. Carl Atkinsin 619-892-0222

Sale- Load of '40, '35, '36 Parts-Plus more. Proceeds go to FAN. Tim 619-435-9013

Sale-'39 Box- Complete. \$400. 619-247-6525

Sale complete Columbia Rear End- New drum to drum.Brakes, ring & pinon, open drive conversion, kick down switch, gauges, etc. Rick 619-443-0184

Sale 1968-69 Ford GT Wheels with chrome centers. From Torino & Mustang, etc. No hub caps or trim rings. Those available repro. 351W Ford V8 & A. T. used, turns free, In dry storage.BIG Metal storage box, was ammo box. 4ft.x 3ft.x4ft.high. Must sell...Old Ford training film strips & 2 projectors.Richard Teubner, 858-748-2849 H.

Sale1955- 56- 57 Ford T Bird parts.

Some new from C&G - some very nice used.
'55 Front Park Light Lenses - \$12 for all.
'55 Tail Light Lenses - \$35. for all.
'55-'56 Door Striker Plates - \$25 for pair.
'55 Kick Panel Retainer Clips - \$40 for pair.
One pair Rear Tailpipe Hangers for bumper pass through - \$10 for both. '55 Back Up Light chrome housing and lense - \$25. '56 Back Up Light chrome housings and lenses - \$50
'55 complete original chrome Air Cleaner-\$200.'55 or '56 chrome Porthole rings- \$45 for pair. wiper chrome Bezel \$5.
6 Volt Heater Blower Motor \$20. '55 T Bird Radio, it works- \$200. '55 or '56 Hubcaps, with medallions-- \$200. One set '57 Hubcaps, with medallions- very nice - \$200. '55 or '56 Windshield- good condition- \$150. '55 or '56 Exhaust manifold- driver side -w/ gasket-\$100. John 619-302-8376 or home 619-422-3718

Sale-11,900 sq ft Steel Building-Never erected. \$50k David 619-447-1491

Sale- Flathead engine parts.Jim Milton 619-582-1854

Sale-NOS '53 V8 Radiator--B.O.-Steve 619-249-4036

Wanted-Tail lights for 46 ford and front sig-nal lights for 46 ford. **Sale:** All stainless for 47 Ford.-Dennis 619-593-0109



Loco-motive- Blown and thrown

This is Canadian National locomotive number 2699. It is a 212 ton machine powered by a 183 liter, 4400 hp V16 4 stroke diesel. Shortly before this picture was taken, while working under load, #2699 experienced what is known in the trade as a "catastrophic uncontained engine failure". The train was passing the town of Independence, at the time. The first picture shows that the engine exploded and one of the 16 cylinder-packs that form the engine was ejected through the engine bay



body side and thrown clear of the locomotive. And, the piston from that cylinder was thrown free traveling some 300 feet before crashing through the roof of a nearby home where it imbedded itself into an interior wall. Hello.

--Submitted by Barbara Martin

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



Think that Ford can take me? Bring it on, sucker...



Happy St Pat's

Mar/11