



Oktoberfest 2014

Reminded me of a flash mob at Wall Mart...
Ghouls, doctors, nurses, cross-dressers, slashers, Marshals, no-pants mob bosses, the Pinkertons and a number of just plain weirdos. The Games, the Races, the Food, the Cheesy Prizes, all thanks to Jim and Diane Thomas and Diane's best friend, Gene. And Sandy, in charge of the Grab Bag. They hosted a fun-packed party.
--More Pg 4.

Next Tour: Sat, Nov 15--Bob McCoy "Run & Remember" memorial. - pg. 10



The Prez Sez.

The Oktoberfest hosted by Jim and Diane Thomas was a great success! The club members met at the Edwards Cinema parking lot and toured the long and winding road out to Jim and Diane's house. Orange and black balloons guided the way and gave stragglers a chance to find the destination. Lots of fun and games as well as great costumes and food made for an enjoyable outing. Club members participated in various games including a pumpkin toss, witch hat toss and a bottle ring toss where the winners got to keep what the ringed. This was also the inaugural EFV8 Club Pinewood Derby race. Jim had built a track and 16 cars raced for the crown with one more racing for exhibition. See the article in this issue. We have three events left this year so make sure to attend. **The Nov 19 meeting will be held in Santee – at Auto Werks with FREE PIZZA, starts at 6:30.** Also we have the Bob McCoy cruise Sat, Nov 15 and the December 7 Christmas party at the Coronado country club. Please try to attend as many as you can. And get your **checks in for the Christmas party by Dec 1 (we need a head count)** send to Diane Thomas, 15888 Lyons Valley Road, Jamul, CA 91935.

Remember that we are giving a reward for the member who brings in the most "new" members. Please remember to wear your name tags to the meetings and events. The last meeting the winner was not there so the drawing goes up to \$100.00. Also don't forget to pay your club dues, both the local and the national. Paula Pifer has the forms as well as a copy included in this Ford FAN newsletter. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings.

FORDge ahead, --John Hildebrand

Current Name Tag Jackpot is

Now \$100 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

**Unfortunately Ron Hall missed the Meeting and he missed the \$75 prize money when his name was drawn. Now the prize is up to \$100 for the November Meeting.*



President: John Hildebrand - 760-943-1284

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

Secretary: Dennis Bailey - 619-954-8646

Treasurer: Ken Burke - 619-469-7350

Directors:

John Hildebrand - 760-943-1284

Bob Symonds - 619-993-7225

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Duane Ingerson - 619-426-2645

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

Dick Martin - 760-230-2582

Rick Carlton - 619-303-3353

Joe Valentino 619-300-4280



Other Chairpersons

Tours: Jim Thomas 619-669-9990

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

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

Programs: Joe Valentino 619-300-4280

Car Council: Joe Pifer - 619-464-5445

Web Master: Rick Carlton - 619-303-3353

Lady 8ers: Candaus Green - 619-444-7174

Accessories: Duane Ingerson - 619-426-2645

Ford Fan: Tim Shortt - 619-435-9013 Cell 619-851-8927

Refreshments: Jim & Diane Thomas 619-669-9990

Sunshine: Judy Grobbel - 619-435-2932

Big 3 Board Members

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-303-3353

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford fan invites other groups of the Early Ford V8 Club to use its 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.

Christmas Party Dec 14. RSVP-By Dec 1.-Send \$25@ check made out to SDEFV8 to Diane Thomas, 15888 Lyons Valley Road, Jamul, CA 91935.

October 11, 2014

Good turn out at Witt Lincoln, Mission Valley - 30 cars ranging from 1940 to 2001. Plenty of Continentals and lots of lookers.

Dave Huhn's '40 new-to-him sedan enjoys the sunshine while Ken Tibbot's '40 Continental relaxes in the shade in front row parking-making sure it gets noticed by the judges.-Michael Brandon

And as if Ken didn't have enough trophies - at the Western Nationals he went home with a first in Concourse (and he wasn't even planning to enter), he grabbed a People's Choice Award at the recent show held at The Queen Mary. Ken's running out of Trophy Space.--TS



Ken Tibbot
1940 Lincoln Continental

One of 350 Cabriolets (convertibles) built in that model year, the first year of production. There were 54 Coupes ('hardtops) for 1940, also. Continentals were built until 1948, totalling 2,279 Cabriolets and 3,047 Coupes. The 1941 cars look very much like this one; the 1942 and 1946-48 models have boxy fenders and heavy bumpers. (No cars were built during WW2, 1943-45)

The V-12 engine has 292 cubic inches, 120 h.p.; polished aluminum cylinder heads and intake manifold. Car has radio, heater and 2-speed rear axle. This car, #49 of 350 built, was bought for \$225 from a used car lot in L.A., by Dave and Barbara Cole, Santa Barbara, Cal. in 1954. They drove it thru Europe in 1956 and as a highway car for 20+ years. Barbara died in 2004; Dave took Ken Tibbot, Jamul, Cal., as partner in ownership, and he shows the car.



Dave Huhn

The Pocket Factograph (below) was published by Sales Development of Detroit. The snap ring pocket size notebooks were packed with sales information on your desired brand of vehicles and competitors cars and trucks. The 1939 issue was 139 pages which included pics of all Ford, Mercury, Lincoln and Ford truck models. The last 10 pages were fold-outs listing the specs for each vehicle and the same for its competitors. The 7 page section on accessories shows over 25 options and their add-on costs. These handy books cost \$1.75 each.. The info was gathered not only from each Manufacturer, but also by the publishers engineering staff. There were no guarantees of accuracy.

Thanks Hoosier V8views



Early Ford V8 Club - Pinewood Derby

Oct-14

**The Pinewood 'Demolition' Derby-2014.**

There were flips, flops, roll overs, spin outs, and end over ends. A lost wheel, lost weights, lost directions and lost bets on this wacky No Rules Race. Some did the course backwards, some sideways, one 'all-original' Car even dragged it's price tag...Bob S. raced the one he built in 7th grade. John H. did the Tech cards, Jim T. Built the track, Bill L. called the race - the rest of us did the cheering!

John Hildebrand JH-1

Who let these people out?





1950s Pikes Peak run--

Note photographers crowding the course and spectators close enough to touch speeding racers. And that cool '50 Ford ragtop in the crowd...

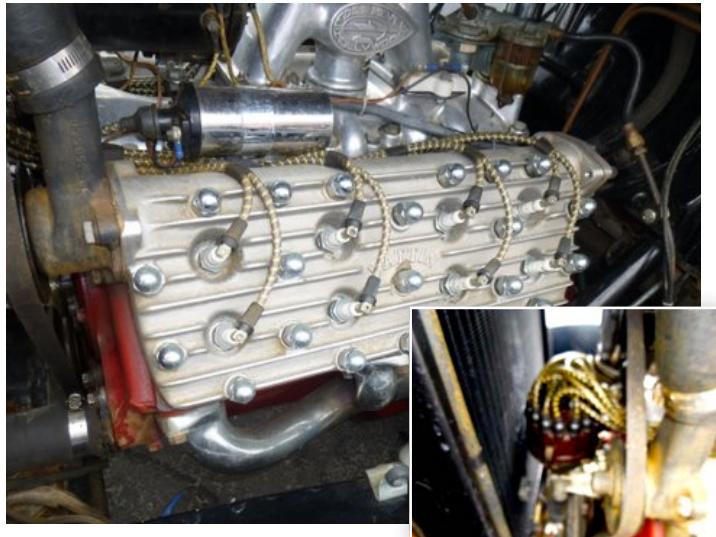
The Pikes Peak International Hill Climb (PPIHC), also known as The Race to the Clouds, is an annual automobile and motorcycle [hillclimb](#) to the summit of [Pikes Peak in Colorado](#), USA. The track measures 12.42 miles (19.99 km) over 156 turns, climbing 4,720 ft (1,440 m) from the start at Mile 7 on Pikes Peak Highway, to the finish at 14,110 ft (4,300 m), on grades averaging 7%.^[1] It used to consist of both gravel and paved

sections, however as of August 2011, the highway is fully paved and as a result all subsequent runnings will be on tarmac from start to finish. 2013 saw the nine-minute barrier shattered by WRC legend [Sébastien Loeb](#), with a time of 8:13.878, while [Rhys Millen](#) ended up second with 9:02.192, beating his own record by more than 44 seconds.

The Ring...

I happened to notice Joey Valentino's ring and asked about it. Turns out it was his Dad's. A memento of his passing through Ellis Island as an Italian immigrant in the 1930s and later proudly becoming a US citizen. Cool.





Another unusual Head spotted by Walter--

I went to Wavecrest to check out the Woodies. While I was there I saw this unusual head, for the early Ford blocks. I think it was in a '32 Ford, but not sure, I only took the photo of the head, not the car. What is unusual is there are two spark plugs per cylinder, I have never seen one like this. Also these heads can be used on either side of the engine. You can see there are water pump mounts on each end of the head, just block of the one in the back by the fire wall. The car had a 16 wire cap, it was mounted in the front of the engine, upright. My son said he has not seen this head, he thinks the distributor might have been a modified Nash 8 cylinder, some of those had dual plugs. --Walter Andersen

VOL XLII

Could Congress Kill Ethanol Mandate Altogether In 2014?

Ethanol has been a key component of the U.S. Renewable Fuel Standard since the 2007 passage of the Energy Security and Independence Act. Now, there appears to be a chance that rules requiring minimum volumes of ethanol to be blended into vehicle fuel could be reformed or scrapped altogether in 2014.



concentration in pump gas to 15 percent to the food-versus-fuel debate has concerned the industry and lawmakers alike.

Now, as CNBC reports, some politicians plan to work toward removing ethanol from the renewable fuel standard (RFS) entirely. That set of rules requires increasing amounts of renewable fuels to be used in U.S. fuel for transportation.

Today, up to 10 percent of the fuel you pump into your tank is ethanol, meaning gasoline known as E10. Two years ago, the EPA approved an increase in ethanol to a blend called E15 that, as the name suggests, contains 15 percent ethanol and 85 percent gasoline.

The EPA approved E15 for vehicles made in 2001 or later, despite concerns that the higher alcohol content could damage some older engines. Raising the ethanol content also lowers the amount of energy in a gallon of gasoline, which is not always offset by the lower cost of E15.

Progress toward rollout of E15 has been very slow, because gas stations must fit entirely new and expensive "blender pumps" that dispense gasoline

September 2014

with varying amounts of ethanol. Meanwhile, so-called cellulosic ethanol using other, far more productive feedstocks—from switchgrass to municipal waste streams—has not made the progress toward large-scale production that was anticipated when the Act was passed.

Ethanol wins on energy-security grounds, since it's largely produced in North America, although imports from Brazil—which refines ethanol from sugarcane, a far more productive feedstock—could prove cost-competitive depending on market price. Last month, the EPA proposed a cut to the ethanol mandate, reducing original 2014 targets by 20 percent—from 18.5 billion gallons to 15.21 billion gallons.

The cut was proposed because gasoline use isn't actually rising as quickly as anticipated. In fact, U.S. gasoline consumption peaked in 2006 and has been falling since then. This means laws requiring ethanol blends to increase are out of step with gasoline use. They're based on volume, rather than as a percentage of fuel used, so the percent increase is far greater than anticipated. Cuts would simply bring the mandate back into line with actual fuel use.

That's if the requirements aren't cut altogether. CNBC says that two politicians, Tom Coburn [R-OK] and Dianne Feinstein [D-CA], have moved to introduce a Senate bill that eliminates ethanol completely from the RFS. Feinstein, while maintaining her support for renewable fuels, has expressed concerns that excess production of corn-based ethanol could hurt her state's livestock producers.

Supporters of ethanol production disagree, saying any move to cut ethanol from the RFS would undermine research and development into renewable fuels and threaten thousands of jobs. The American Petroleum Institute counters any suggestion that it's "oil versus ethanol," noting that diverse groups—including automakers, livestock farmers, and politicians on both sides of the political fence—have raised multiple concerns about the RFS.

Ultimately, it could be that ethanol's problems have stacked up to the point where portions of the 2007 Act will be rethought. Next year, we'll discover whether those mandates for ethanol in fuel continue or not—and just how much of a blow any changes could be to both supporters and producers of biofuel.

--DeFender magazine

Hank Penn killed in tractor incident

Hank Penn and Joe Fingers (now retired) were partners at Old Cars and Parts and friends with everyone in the hobby.

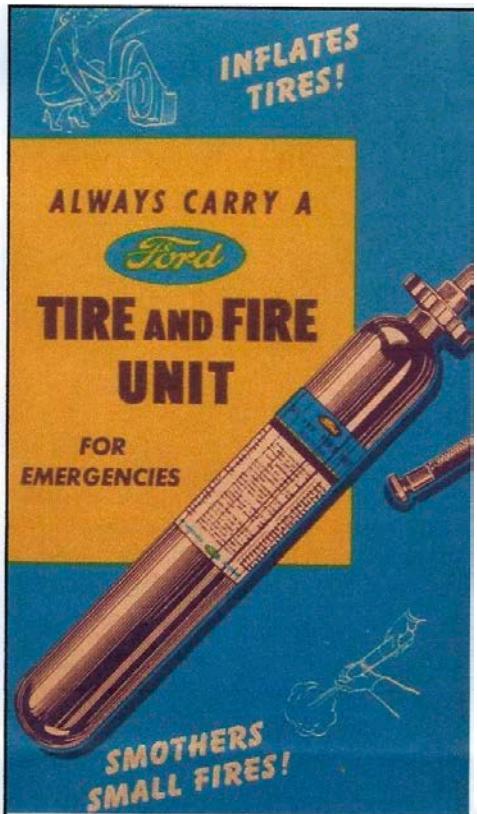
"Hank was killed Sunday, Sept 28, 2014, on his property along Wildcat Canyon Rd, just up the street from my place.

His neighbor was operating a skid steer loader when it tipped over onto Hank. A senseless tragedy.

Hank was a truly good guy that will be missed by all that knew him.-RIP" --Michael Brandon

Aug 20, General Meeting: Bob McCoy was to be our speaker and talk about his Racing and Rodeo Days and his Paintings and Automotive Sculptures he is now famous for. Calvin King came prepared with an original McCoy painting he had been saving since the '70s. But Bob had to cancel because of an injury. A month later Bob underwent surgery and, tragically, a week after that, on Sept 30, he died.





A Time to Recognize the Hobby

Collector Car Appreciation Day Honored Worldwide

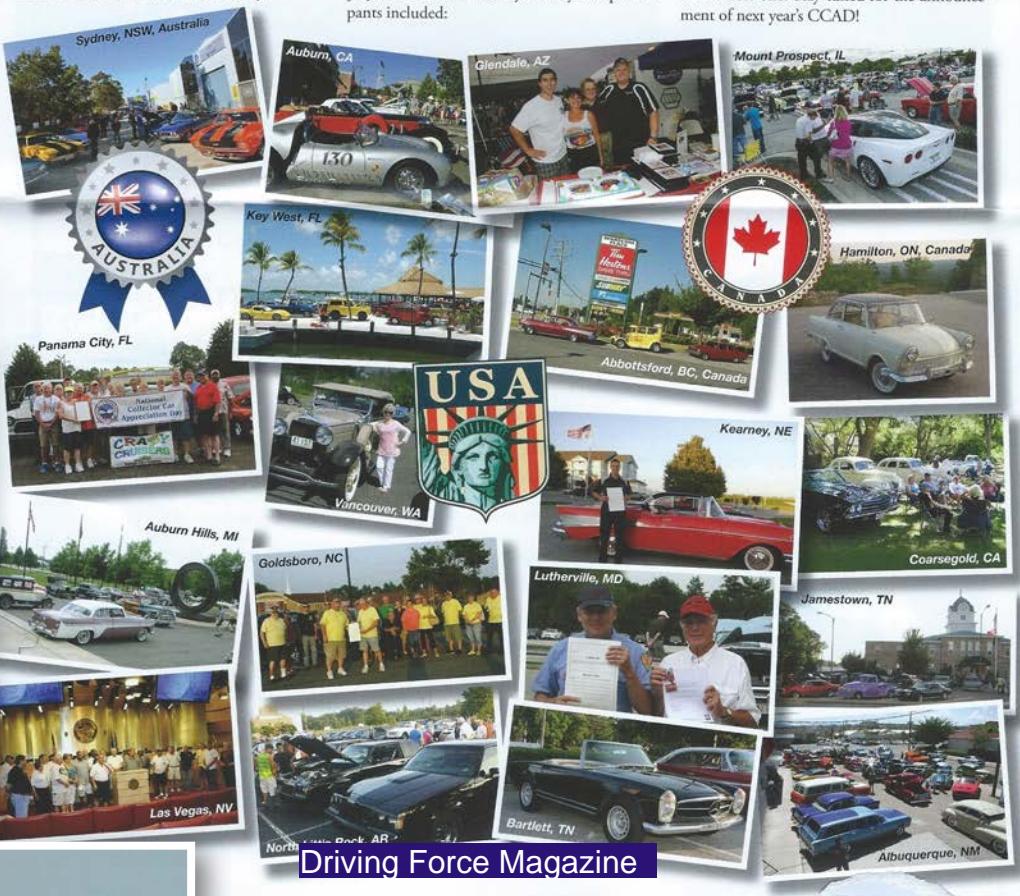
As in previous years, the occasion was designated by the SAN-requested U.S. Senate Resolution 493 sponsored by Senator Jon Tester (D-MT), Senator Richard Burr (R-NC) and Senator Mark Begich (D-AK). This document recognizes "that the collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States."

With our hobby's "holiday" continuing to grow, lawmakers in states, provinces, counties and local areas all over the country and Canada are following suit. They join the U.S. Senate to mark the day's significance in raising awareness of the vital role the automotive pastime plays in American society. This year's participants included:

- California
- Louisiana
- Michigan
- New Mexico
- British Columbia, Canada
- Manitoba, Canada
- Nova Scotia, Canada
- Las Vegas, Nevada
- Madera County, California

A detailed summary and online photo gallery of CCAD festivities is available on the SEMA Action Network's (SAN) website at www.semaSAN.com/CCAD. Special thanks to everyone who made this year's celebration a memorable one. Stay tuned for the announcement of next year's CCAD!

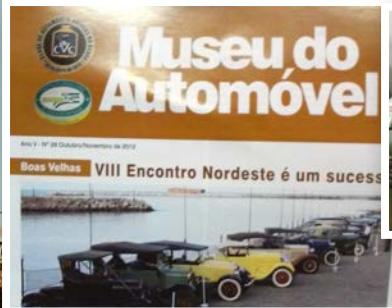
Thousands paid tribute to the fifth annual Collector Car Appreciation Day (CCAD) on July 11, 2014. Intended to celebrate the classics of the past and the future, a wide range of nearly 150 official events were held throughout July in the United States, Canada and Australia to commemorate the day.



Driving Force Magazine

Candy Green reporting in from Brazil:

"This is what they do with old VWs down here".
They seem to appreciate Big Cars much more...





Highlights of General meeting, Oct 15-- Thanks to Cindy and her San Diego Sandwiches, we all ate hearty. Joe Vidali gave us the lowdown on exhaust Dos and Do Nots. Re: Joe Valentino's on-going trouble-prone ignition switch--Dan Krehbiel read his sob story and sent him an NOS replacement switch. The club connection has finally paid off. Dan Prager gave rave reviews to Greg Clark at FIX AUTO for his paint and body work on Dan's H.S. '47 Merc Coupe. **November's General Meeting is off-campus at Auto Werks. Free Pizza. Wear Name tag-- \$100 Bucks to winner if name is drawn and is wearing name tag.**

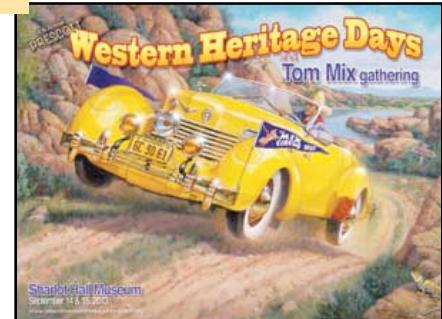
Silent-film star Tom Mix dies in Arizona car wreck; brained by "Suitcase of Death"

1940--Tom Mix was the greatest of the silent-era movie cowboys, and a cowboy in real-life as well. He reportedly could knock a button off of a shirt with a rifle shot, and jump a horse into a railroad box car. He was married seven times to six different women.

But Tom was 60 years old on October 11, 1940, and behind the wheel of a V8 convertible, not in a saddle, when he decided to race north across the Arizona desert to visit his son-in-law. No one knows how fast he was going when he saw the road repair crew, but some say that he was standing straight up on the brakes, trying to stop, when his car flew into the washed-out gully. Tom's aluminum suitcase was thrown out of the back seat and into the back of Tom's head (He was wearing his trademark 10-gallon white Stetson at the time). Mix emerged apparently unscathed from the car -- which was not badly damaged -- took one step, and crumpled, dead of a broken neck.

The gully was renamed Tom Mix Wash as a makeshift memorial. Seven years later the Pinal County Historical Society erected a monument at the remote site. It's a mortared, cobblestone pile topped with a two-foot-tall black iron silhouette of a saddled but riderless horse, its head bowed. The horse has several holes in it. At first you may think it's rust -- but then you remember that you're in a desert, and there is no rust, and the holes are in fact bullet holes.

The monument was restored in 1990 when the horse, which had been stolen ten years earlier, was returned and had its first batch of bullet holes repaired. The "Suitcase of Death" is a dented museum attraction in Florence, Az. In the early 21st century a single, sheltered picnic bench was built just behind the monument, for those who want to eat lunch in the middle of a desert where Tom Mix died.--*Roadside America*



While we all know of West Wendover, Nevada, as the Silver State's counterpart to the town closest to the Bonneville Salt Flats, today's car-spotting scene, based on a found slide which we came across on Vieilles Annonces's Flickrstream and which depicts the Stateline Hotel and Casino sometime in the mid-1950s, appears to have little to nothing to do with the salt flats. Instead, we see truckers, petroliana, and the famous 'Wendover Will'. What do you see here? -Davis Strohl, --Hemmings Blog



Jim Ramirez was laid to rest today.

The Glen Abbey Chapel was full of friends, and family. The Priest told of meeting Jim for the first and last time when he was called to the house. That one meeting convinced him that Jim was indeed a good man because Jim's family, friends, coworkers, and his own impressions of him, told him so.

Jim's daughter spoke about her dad - what a kind, quiet and considerate person he was. He loved Olivia, his kids and grand kids. And, oh, did he love old cars. As a kid he had spent many hours at the local junkyard among the old cars, dreaming of the day he would drive one. Turned out he not only drove them, he raced them, and has the trophies to prove it. In the slide show of Jim's life, I noted that race ready red and white '55 Chevy with the lucky number 777 on the door - it looked fast just parked there. Of all the old cars Jim went through, and there were many, one stands out--the '32 roadster.

In 1965 Jim was drafted and spent two rough years in Vietnam with an artillery unit. He came home more patriotic than ever, which explains the Honor Guard, gun salute and the flag that had been on the casket, respectfully presented to Olivia. Jim had a full career with his own electrician shop and a family to raise, but he never quit on his hobby. His daughter spoke of how Jim would do so much work to each car and tell her, "This one's a keeper", just before he sold it. The cars were referred to as "The Pete Deal" or "The Joe Deal" according to each new buyer. I remember the '40 Ford he De-rodded, tossing the Chevy motor and slipping a good running flathead back in its rightful place - another 'keeper' now gone to a proud new owner.

Jim's grandkids each took a turn at the piano playing the 50s R&R songs Jim loved.

The grave side service took place under a bright blue sky
high on a hill overlooking the Chapel and beyond.--TS



Jim and Olivia treated to a celebrity ride
in their own '46 Ford last year



V8 Friends in attendance

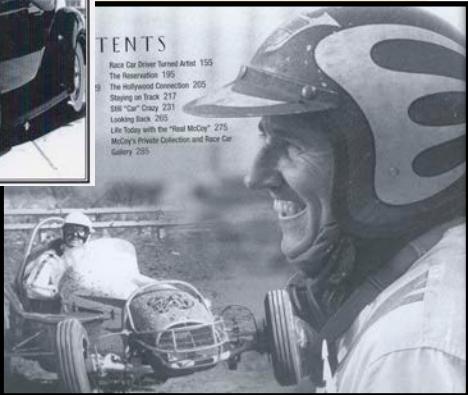
Next Tour: Sat, Nov 15, 2014

The 'Real McCoy Run & Remember' for Bob McCoy

-1937- 2014



**Asbury Park Mall,
1900 Weld Blvd, El Cajon
92020 (Nr Gillespie
Field). 2-4 pm. Tour Jim
Asbury's world class
collection of cars and
memorabilia. Everybody
Bob Knew
will be
there.**



Jim Thomas will lead a convoy from Bed, Bath & Beyond NE Parking lot, Mission Valley. Leaves at 12:30 pm! Join us.

You tell 'em, Joe!

Tales of exhaust system misinformation, the Greed Factor, Speed vs Torque, the 'H' pipe controversy, 2" pipe vs bigger--(size matters), turns out the right Back-Pressure is a good thing after all.

Co Staring Ric Bonnoront as presenter Vanna White.



Membership Paula: Latest head count: 148.

Welcome all new members.

Sunshine Judy-Success Stories: Carl Atkinson has a sore right tendon, but found his old crutch. Rick Carlton back to perfect after 5 weeks of convalescence. Diane Thomas hurt her back, but she's better now.

Bill Lewis had a lump removed from shoulder and was pronounced free from the Big C!



SDEFV8 Club. General Meeting,
Oct 21, 2014

Prez: John Hildebrand pounded the gavel at 7:09 pm.

Guests: Jim Schiedel.

Presidents Report: John noted that there is a need for volunteer Board Members and that we have some great tours planned.

VP's Report: Bob also thanked everyone for showing up for the meeting and Free sandwiches-from SD Sandwich Co.

Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for Sep. as written in the Fan.

Treasurer: Ken Burke gave the financial report and it was MSC to approve. **Membership: Paula Pifer:** 148 members

Accessories: Duane Ingerson has a good selection of hoodies, t-shirts, hats, windbreakers and Denim shirts for sale.

Sunshine: Fred Lobello is back home from the rehab facility. Long time member Jim Ramirez reported under Hospice care, Then passed away. Bob McCoy and Hank Penn (from old cars and parts)-both have died. **C.C.C.:** Bill Lewis reported on the Fast Pass Car weekend in Laughlin and the Street Masters Christmas cruise in Dec. **Fan Editor: Tim Shortt.** The Nov. Fan is coming together and will include a lot of personal stories.

Tours: Oktoberfest on the 26th of Oct. The Bob McCoy memorial Cruise on Nov. 15th. Christmas Party on Dec. 14th.

Programs: Next months meeting will be at the Auto Werks on Mission Gorge road on Nov 17th - Pizza will be served.

Program: Joe Vidali and Rick Bonnorout gave a comprehensive and in depth presentation on exhaust systems and we all learned that the factory systems are correct. Therefore we shouldn't modify anything unless we want it to sound cool.

New Business: Our new board members will be introduced and voted on next meeting **Old Business:** None

Misc: Dan Prager gave a plug for Greg Clark at Fix Auto for doing a great job on his car, Joe Valentino reported that Dan

Krehbiel has fixed the '41 Merc mystery problem ignition switch.. Tech Tips. None **50/50:** Dan Prager won the 50/50

Name tag Raffle: Ron Hall would have won the raffle, but he was an show-- Another \$25 added for next month. Meeting adjourned at 8:30. Respectfully submitted:--Dennis Bailey Secy.

November Anniversaries

- 11/07 Jim & Linda Wells
- 11/08 Jim & Cindy Hallsted
- 11/11 Bill Brents & Paula Jamieson
- 11/20 Ron & Nancy Hall
- 11/21 Dan & Lani Prager
- 11/25 Norm & Phyllis Burke Jerry & Sidney Windle

November Birthdays

- 11/02 Vincent Geroche
- 11/05 Donald Gladden
- 11/12 Dan Krehbiel
- 11/12 Calvin King
- 11/12 Tiffany Murrell
- 11/15 Bobbie Atkinson
- 11/16 Larry Larkin
- 11/16 Linda Wells
- 11/16 Barbara Martin
- 11/17 John Dow
- 11/17 Nancy Hall
- 11/20 Phil Stone
- 11/21 Jim Carnahan
- 11/21 Eloise Kowal
- 11/21 Walter Andersen
- 11/25 Wally Crawford
- 11/25 Michael Brandon
- 11/29 David Huhn
- 11/29 Dick Martin
- 11/30 Bonnie Krehbiel

2014 Tour Schedule

Sat, Nov 15, 2-4pm, Hot Rod Hero, Bob McCoy party in his Memory. Asbury Park Mall, Car Dynamics, 1900 Weld Blvd El Cajon- Near Gillespie Field.

Jim Thomas will lead a convoy from Bed, Bath & Beyond NE Parking lot, Mission Valley. Join in.

Leaves at 12:30 pm!

Wed, Nov 19, 6:30 Gen Meeting off campus--Auto Werks, 8809 Mission Gorge Road, Santee, CA 92071 (619) 449-0111-Free PIZZA

Sun, Dec 14, 11:30 am. Christmas Party-Coronado Golf Club, Glorieta Blvd. Installation of new officers. Diane Thomas 619-669-9990

Jan Tour--Who Knows?

Feb- Our one & Only Fundraiser--the Big 3

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

Gen. Meeting- Nov 19, 2014. - Off campus at Auto Werks, Santee 6:30 pm PIZZA

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

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

'34 Ford Fordinor Deluxe, \$31k Flat head V8, ('46-'48, 59A), duel carbs, electronic ignition, headers, drop axle, '39 hydraulic breaks, 16 inch Kelsey Hayes spoke wheels, white wall tires, '39 tranny, '39 banjo steering wheel, La Baron Bonny wool interior, all Henry Ford steel body and fenders to much to list here. **Lou at 619 465 0431**



'37 Pick up- All orig. Barn stored 50 years. All there except interior. Not running. Morongo Valley, Ca. **\$6500 OBO.** 760-401-6081

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

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



1950 Ford Convert. One Family owned nicely restored to Factory Stock Condition.original rebuilt FlatHead V-8 .3-Speed with Overdrive. Power Top. Leather Interior.- \$45k OBO. 619-840-8800



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

Sale-All orig Candy . Good working order. Best Offer, Please. Call Joe.

Wanted: Windshield & Back glass, '36 Tudor. Bill 224-7391

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



'41 Packard Convert, Older resto, Yellow w/ red interior. Beautiful. Al Petani. **760-789-6217**

'54 Coupe. 302 V8, C4 auto. Very Clean. **NEW LOW PRICE-\$15k Tom Cook 619-200-8114**

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

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

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

FOR SALE: One pair of '34 Ford Tudor Bucket Seats, complete springs, hardware. Need to be reupholstered. Asking \$450.00 OBO. **Todd at the Speedo Shop 619-258-8195**

Mag Sale: Drag News 1960-'76. NHRA National Dragster Newsletter1963, -'94, plus old Drag Racing Mags, Plus a few other race papers & Rod Mags. **Richard Teubner 858-748-2849- Cell 858-762-2696**

FOR SALE: The 6 Fordiana Series Books by Loren Sorensen, all signed, low serial number (215) excellent condition, \$600.00 firm, out of town, you pay shipping 1935 California Pacific International Exposition Memorabilia: Oval Wood grained Ford Building serving tray (14x17) Fair condition , Rubber '35 Ford, blue with decal, no box, fair condition, 1 Exposition ticket book, 1 Ford V-8 coin, 1 embossed amber Exposition ash tray, Firestone, with Firestone Rubber Tire, Mint condition, prefer to sell as a package \$400.00. Other Ford Items: 3 1935-36 Ford Trucks, 2 panels, 1 stake bed by Sun Rubber, \$75.00 for all 3, Fair condition, 2 ceramic Ford Dog banks from the 60's, \$25.00 each. **Gary Walcher-619-588-6228**



'37 Slantback Tudor. Orig restored. A beauty. \$20k. **Scott Cairncross La Jolla Audio 858-581-6545**



'49 Woody. \$35k . Excellent stock condition with hot rod 327 and turbo 350. **Bellingham,Wa.** 360-734-2667



'41 Deluxe 2-Door V8 Flathead-\$3,800-OBO. Needs TLC . Starter and battery missing. In process of obtaining both. Looks like it should run. Interior ok. Surface Rust on rear fenders and running board. Located south Escondido,. **Al Daniels@ 760-802-6230**

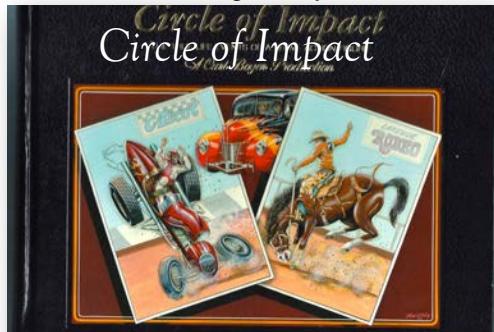


'36 Tudor Humpback Recent Barn find. New mohair interior, wiring loom, radiator, generator, glass, hoses,, battery, etc. Solid sheetmetal, good floors. Starts easy, runs good. 44k. Good cruiser or daily driver.



\$14,500-Also, **'39 PU, straight & solid.** New brakes, batt, radiator, etc,Merc flathead,-Good Driver \$9500 **fordtrk56@gmail.com**

Next Tour, Sat, Nov 15, 'Real McCoy Run & Remember' for Bob McCoy -See pg. 10



A Bob McCoy Tribute is scheduled for Nov 15, 2-4pm. Our Nov 15 Tour will take us to the big event at Asbury Park Mall, 1900 Weld St, El Cajon (near Gillespie Field) Parking for over 200. Everybody welcome

Bob McCoy Died Tuesday, Sept 30, 2014.

He had been part of my family since 1955 (my Brother in Law for 10 years) and then a friend that I always looked forward to seeing.

Never a dull moment for him--Drags, Hot Rods, Jalopies, Sprint cars. He had a passion for racing back in a time when a dispute on the track was settled with a fist fight in the parking lot. He was a crowd pleaser with a heavy foot who won big or crashed big. Racing the Western circuit, he was known as 'The Real McCoy', and would've raced at Indie, only just weeks before the event, he suffered yet another race track concussion and lost his ride.

He owned horses and dogs and big cats. He was a popular commentator covering the races on the radio with humor and personal experiences. A movie about his life was started but never finished because of differences over the script. He took up Rodeo and laughed about busting just about every bone in his body. He was a prolific artist, and could handle almost any medium - race car lettering, gold leafing and pin striping early on, cartoons and serious paintings, automotive sculptures of famous race cars and flathead powered Biplanes, more recently. The handsome, expensive, intricately detailed sculptures that are sought after by collectors, were built from scratch. Bob hand-carved each one from a chunk of Balsa wood using files and hammers he described as, "Fred Flintstone Tools".

Bob was recognized as a Hot Rod Hero and invited to judge cars and make presentations at The Good Guys Shows and LA Roadster shows around the country. He also had a big and generous heart, working with Foster and orphan kids and had a way of making anybody feel like a friend with just a few words.

His wife Lynn accompanied Bob everywhere and took notes, eventually turning them into a wonderfully written book about Bob's life--and what a wild life he had. "Circle of Impact" is a good read. Our sincere condolences to Lynn, We've all lost a good friend. ----Tim Shortt

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



SD Club in a zombie mood - Partay...

Nov/14

EARLY FORD V8 CLUB of AMERICA

San Diego Regional Group #19

**Dedicated to The Restoration and Preservation of
1932 – 1953 Ford Motor Company Vehicles**

Name _____

Spouse Name _____

Birth date (month/day) _____

Birth date (month/day) _____

Street _____

City _____ State _____

Zip Code _____ Phone (home) _____ Phone (work) _____

Wedding Anniversary _____ e-mail address _____

Early V8's	Year	Body Style	Condition
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

List Others on Reverse

The San Diego Regional Group is a Chapter of the Early Ford V8 Club of America. Ownership of a 1932-1953 vehicle is not required for membership. In accordance with local and National By-Laws, members of the San Diego Regional Group must also maintain membership in the Early Ford V8 Club of America.

Dues for the San Diego Regional Group are \$20 per year (\$22 if Joint Membership). If you are not a National member, simply include National dues as listed below and the San Diego Regional Group will complete and forward your National application for you. If you are currently a National member, payment of dues will automatically extend your National dues expiration date by one year from your current expiration date. (National dues are on a "cycle" basis, meaning renewal date is based on when you join, not the calendar year)

Applicant's Signature

By signature hereon, applicant does hereby release and hold harmless the San Diego Regional Group of the Early Ford V8 Club of America from any liability or responsibility for any damage or injury to applicant's vehicle arising from any function or activity of the organization.

San Diego Regional Group Dues:

\$20 - SAN DIEGO (single) _____
\$22 - SAN DIEGO (joint) _____

National V8 Club Dues:

\$35 Regular w/V8 Times (single) _____
\$38 Regular w/V8 Times (joint) _____
\$10 with roster no V8 Times (single) _____
\$13 with roster no V8 Times (joint) _____
\$ 5 per member no roster no V8 Times _____

Today's Date: _____

National Member Number _____

Send This Form With Payment To: Paula Pifer, 3558 Bentley Dr., Spring Valley, CA 91977

Make Checks Payable to: **EARLY FORD V8 CLUB**

*******TWO CHECKS REQUIRED*******
(ONE for REGIONAL DUES and ONE for NATIONAL DUES)