

✂ THE Ford FAN ✂

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



Aloha - Surf's Up - Ice Cream Social. A GOOD TIME HAD BY ALL.

The day started out with cool breezes, sunny skies and the promise of a bottomless gallon of ice cream. Those living south of Del Mar met up at Macy's parking lot with Rick and Sheryl Carlton in their '37 taking the lead followed by Dennis Bailey in his '35 and Duane Ingerson in his '55. Trailing behind was Joe and Candaus, Fred Myers riding with Ken Tibbotts with Jim and Diane Thomas following behind with tools and gas, just in case. We drove up I-5 to Villa De La Valle and then headed to the coast to enjoy cruising through Solana Beach, Cardiff and Encinitas. We then headed for Dick and Barbara.



We were met on the street by Dick and Barbara, given survival packs of water, cookies and a yellow towel (a Charger Crying Towel???) and very clear directions to start our Treasure Hunt. We were looking for names, objects or buildings of interest to spot at each waypoint. Competition heated up as each team became more convinced they were in the lead. Although there could be only one winning team many prizes were given out with overall winners: Barbara Clark/Jim Ferguson. Shirt Contest: Wildest: Ken Burke Vintage: Rick Carlton. Sexiest: Diane Thomas....and she wasn't even wearing a shirt.



When all returned from the Treasure Hunt and prizes awarded we all got down to the serious business of relaxing pool side. Ice Cream with many choices of toppings, fruit, cookies and several selections of cool drinks were offered.



The Treasure Hunt participants provided a contrast of least costly which would go to Fred Myers who Ken Tibbot claims gets 40 or 45 miles to the gallon in his PT Cruiser (that is another wrong answer) and most costly to Joe Vildali who left \$600.00 worth of tire rubber on the streets of Encinitas (Who me, competitive?)



Dick and Barbara Martin are the consummate hosts. Not only did much effort and thought go into planning the Treasure Hunt but they opened their beautiful home for all to enjoy.



For those unable to attend you missed a really great event. Make plans for next year.

Thank you Dick and Barbara for hosting. --Jim Thomas

The Prez Sez.

I would like to thank Dick and Barbara Martin for hosting the Ice Cream Social. We had an exciting treasure hunt around Encinitas and then ice cream and conversation around the pool. You can see the results of the treasure hunt and the prizes won inside this edition. Also, we had Dennis Bailey showing us the internal workings of a V8 transmission with great examples and lots of displays at our September meeting. Common problems were discussed and many got a chance to ask questions. We had some new folks show up as visitors and hopefully they will become members. We have been planning some programs that should help the V8 restorer with repairing and updating your cars. So far we've had a distributor demo and transmission fix "tech talk" to name a few. We will continue our "Tech Tips" section of the meetings during the rest of the year. If any of you have ideas or would like to see a program or guest speaker on a specific topic please email me at: jhildebr@cox.net and I will try to put it in place. We have a strong club with many resources that can be shared. Please send Tim Shortt any tech questions you may have for the "Dr. Tech" column and let some of the members respond with solutions. Tim will keep you updated in our wonderful publication "The Ford Fan." Our next tour will be at my wife Pat and my home for the October Fest on October 27th. We're planning some new activities and encourage you to wear a costume for this Halloween style event. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. These have interesting ideas for those who are not so interested in gear ratios, motor oil and ignition timing.

Keep your Ford on the road,----John Hildebrand



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

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

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Tim Shortt - 619-851-8927

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Rick Carlton - 619-303-3353

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

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

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

Programs: TBD

Car Council: **Joe Pifer** - 619-464-5445

Web Master: **Rick Carlton** - 619-303-3353

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

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

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Rick Carlton - 619-303-3353

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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 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.



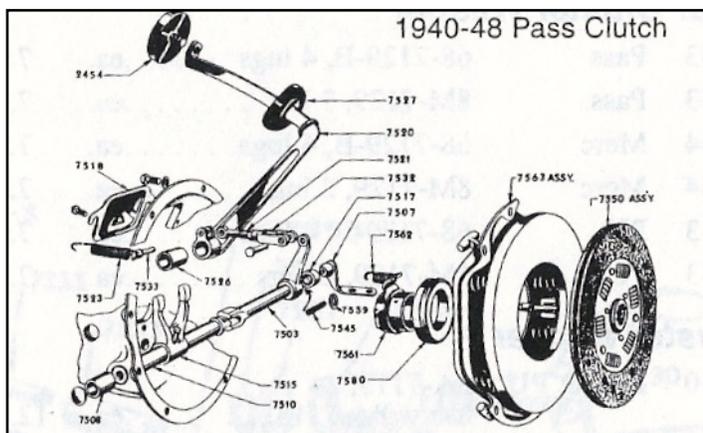
Prez John Presents a Recognition Award for Carl Atkinson's military service during WWII. Bill Lewis accepts in Carl's absence.

Oct. 16, General Meeting Program--Joe Vidali takes us on a Fantastic Voyage through a V8 Carburetor--be there or...



Snowpocalypse in Boston, 1940

We're guessing if you lived through the Boston Valentine's Day snowstorm of 1940, even the Mayan apocalypse sounds like a walk in the park. We found these photos in a [Boston Public Library set on Flickr](#) and noted how many cars buried by snow figured into the set as well as the diversity of cars on the streets of Boston in 1940. Enjoy, preferably by a roaring fire.



Dr. Tech Tip- How to fix clutch chatter?

Most Fords from 1935 to 53 use the 3 finger long design clutch. These have a tendency to chatter when the parts are worn or there is grease or oil on the disc. My recommended fix is to put a new ((not rebuilt)) disc and pressure plate in. The ones you get now are made in China but work as good as the ones made in USA. The spread rods that were used thru 1941 do not eliminate clutch chatter in my opinion.

-----Dan Krehbiel

Dr. Tech Tips;

*I put radial tires on my 1950 Plymouth for a better ride but the full hubcaps sometimes come off. Will this also happen on my 1949 and 1953 Fords if I put on radials?
-- Henry in Phoenix.*



“Henry, do you like playing Russian Roulette? I’ll bet you put radial tires on your stock factory rims. Bias ply rims can’t take radial tire forces, so you are dangerously over-flexing and fatiguing the rims and kicking off the wheel covers. Next comes catastrophic rim splitting and maybe your death. Typically only a 20 second warning with severe rim wobble before it totally splits and you crash.

Let me explain: Car rims are made with 3 different alloys, one designed for bias ply tire forces, another designed much stronger for radial tire forces, and yet another even stronger designed for disc brake forces. Without proper rims for the tires, it’s Russian Roulette. Can you check for splitting? Not really. Splitting most commonly begins on the inner rim lip and is rarely detectable by eye before you crash.

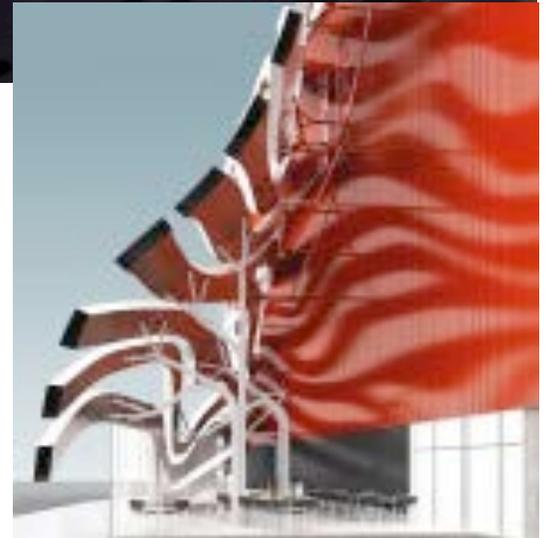
Your friends will say they’ve never had a problem. Well, they probably don’t use seat belts either. And Henry, with a fatal, or really bad injuries, or total loss accident that’s your fault, any savvy insurance investigator will deny your insurance because of YOUR tire/rim safety violations. Ignorance is no excuse. Coker Tire Company, to its credit, publishes the same warning. Others simply put money over safety. So how can you tell radial tire rated rims? It’s not easy, so use these rules of thumb: ONLY use 1965 or later rims, & if you don’t know, don’t use them.” --Joe Vidali

General Meeting Showtime: How to. How not to.



Dennis Bailey gave a presentation on the Early Ford Transmissions at the Sept. General Meeting. He had a table top board with a partially disassembled transmission with all the gears visible and in operation. He discussed the basic gears in the transmission and how each one interacted with the others. The operation of the synchronization and how the shifting forks worked was discussed. There were two transmissions on Display, a complete “39” top shifter and a 49 to 51 Mercury side shift with an open drive line. There was discussion about how the transmissions changed over the years and the ability to swap gears from different years and all the different ratio’s that are available. There were a lot of questions and answers about the possible causes of problems and how to diagnose and repair. There were quite a few guests that came to the meeting as a result of Joe Vidali’s email blast to all the car clubs and Woodie bay.





Petersen Revs up the Museum.

The recent sale of about a third of the Petersen’s collection fueled rumors that major changes were afoot. But it’s not that the museum is closing - reborn is more like it. Executives at the Petersen Automotive Museum are moving ahead with their plans to renovate the museum’s entire look and feel, funded in part with the sale of the vehicles that were not part of the permanent collection. The plans, revealed this morning at the Pebble Beach Concours d’Elegance and intended to coincide with the museum’s 20th anniversary, include a complete renovation of the museum’s interior and exterior, a “restored, refined and upgraded” permanent collection, an additional 15,000 square feet of gallery space, and a capital campaign to raise the funds to pay for the exterior renovations. “The Petersen will continue the mission set forth by its founder, Robert E. Petersen, to showcase the automobile’s role in art and culture, both locally and globally, while celebrating Southern California’s place as the epicenter of the automotive landscape,” Petersen officials noted in a press release. The new look of the museum, designed by New York-based architectural firm Kohn Pederson Fox Associates, incorporates ribbons of stainless steel wrapped around three sides of the 300,000-square-foot building constructed in 1962 to house a department store. According to the press release, the “sculptured metal exterior” makes “a visceral statement that evokes the imagery of speed and the organic curves of a coach-built automobile.” A. Eugene Kohn of Kohn Pederson Fox noted that “the goal is to make (the Petersen) a place you’d want to be at because these cars are works of art. That is what this building will now do. It will fully represent the car as art.” --*Hemmings*



Drive to the store in the bay...Amphibiousauto

PARADISE MESA

San D

★ By Robert Genat ★ Photos courtesy of the Robert Genat Collection



This set up shot on Paradise Mesa's starting line is a collection of some of the styles of cars and motorcycles that ran there in the '50s. The cars were classified by body style and engine cubic-inch displacement in the same fashion as the SCTA's rules for the lakes. Motorcycle competitors also had a course laid out at the facility where they could road race.

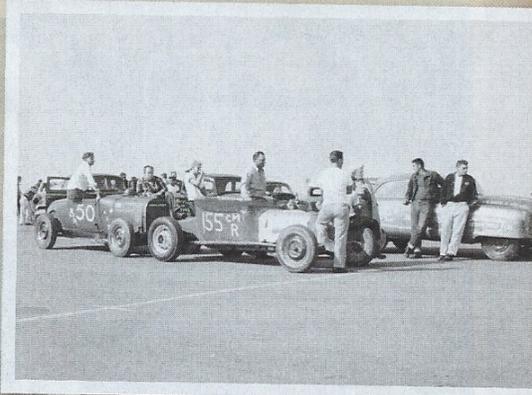
During World War II, the Navy and Army Air Force built many emergency airfields throughout Southern California where pilot training went on year-round. These fields offered the newbie pilots a safe place to land an aircraft if they were having problems. One of these emergency airfields in San Diego became one of the first organized dragstrips in the nation.

Sweetwater Dam NOLF (Navy Outlying Field) was located four miles east of the 32nd Street Naval Base on San Diego Bay. It had a single paved east/west runway with a small parking pad on the southeastern end near Paradise Road. There were no buildings, just an airstrip for emergency landings. The west end featured a sharp drop-off. Following the war, the Navy, much like the Air Force, walked

away from these little airstrips. This was also a time when street racing was becoming an issue with the public and moving racing to a confined area was seen as a positive move and found a lot of local support. In the late '40s, Sweetwater Dam NOLF was used for unauthorized racing and after a couple accidents was quickly closed.

Around that time, Carlsbad, California's Oilers Club ran a few organized drag racing events on a local mud flat with mixed results. The Oilers, along with a couple other San Diego-area clubs, saw the opportunity that this abandoned airfield offered and quickly organized to make it a fully functional dragstrip with the support of San Diego's city officials and local police. The first officially sanctioned race at Sweetwater Dam NOLF was

Diego's First Dragstrip



Behind the two roadsters hanging around on Paradise Mesa's starting line is the "Nash Rambler" owned and raced by Fred Roberts and Carl Sisson. While not the most attractive or aerodynamic car, it constantly set A class records at El Mirage, Bonneville, and Paradise Mesa.

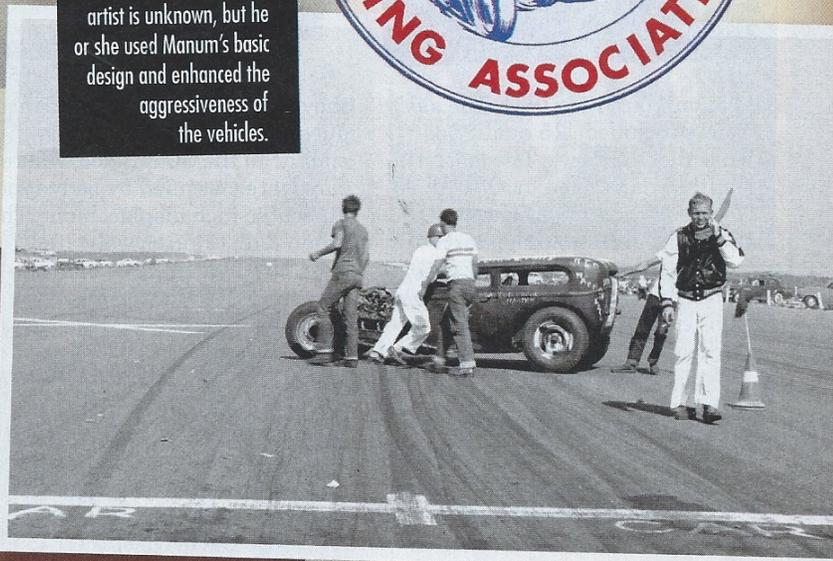
This is the first version of the SDTA's logo featuring a roadster and a motorcycle. Gus Manum, the artist who created so many of the SCTA's program covers, designed this logo; his signature is just in front of the roadster.



This is the second version of the SDTA's logo. The artist is unknown, but he or she used Manum's basic design and enhanced the aggressiveness of the vehicles.



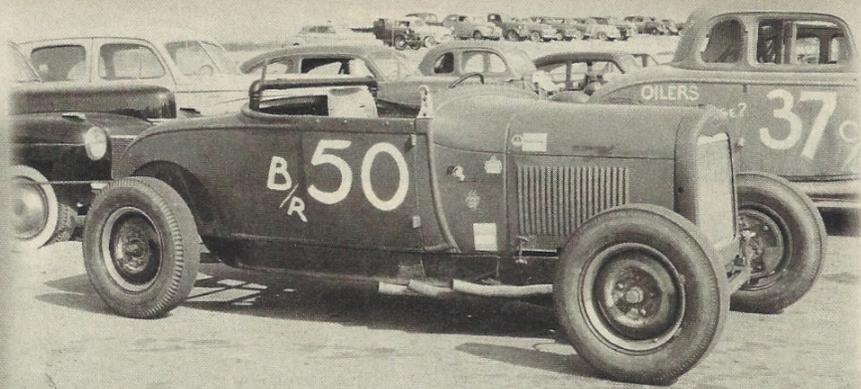
This severely chopped and channeled Deuce sedan has most likely had a failure of some type at the starting line and is being pushed by the driver (in white wearing a helmet) and a couple other friends off of the 'strip. Looking down the 'strip, in this westerly direction, from the starting line one can see the width of the old runway. The white "X" is an international symbol that indicates to those flying over that this is not an active airport. Also of interest is how the starting line has been marked with "car" indicating where the competitors should be located for the start of the race.



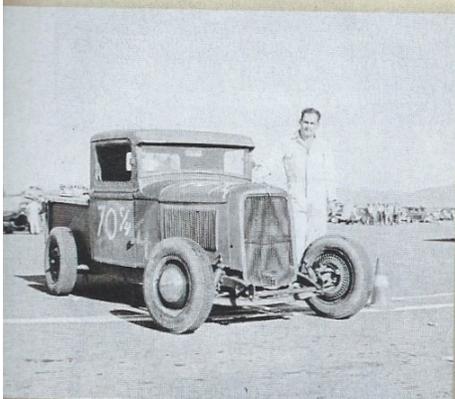
Paradise Mesa



This '52 Pontiac is one of the many door-slamers that ran in the stock classes at Paradise Mesa. While the competition classes could run fuel, stockers were limited to pump gas. Mufflers were required and the exhaust had to extend to the rear of the car, but headers and dual exhausts were allowed. Mild customization was allowed, but little else in the way of modifications.



Oilers club member Don Cox built and drove this '28 roadster on deuce 'rails. Its 258ci Mercury flathead ran a Harman & Collins cam, Evans heads, and an Edelbrock intake with three Strombergs. At Paradise Mesa it ran 108.23 mph, and at El Mirage 123.77 mph. The required rollbar is constructed out of iron pipes and is much too low to be of much good, if needed.

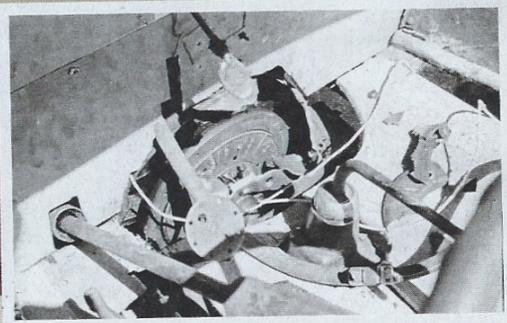


This raggedy-looking pickup features a dropped axle and Kinmont brakes. On the left in the background appears to be Art Chrisman's lakester, which, along with his coupe, often ran at Paradise Mesa.



A '40 DeLuxe sedan and a '40 Standard coupe pull up to the starting line at Paradise Mesa. Unlike the lakes, where hubcaps could be run, the SDTA's rules required their removal, although several cars can be seen with them in place.

Drag racing starting and shifting techniques put a much greater strain on clutches than when racing on the lakes. Often pressure plates disintegrated like this one tearing apart bellhousings and floorpans.



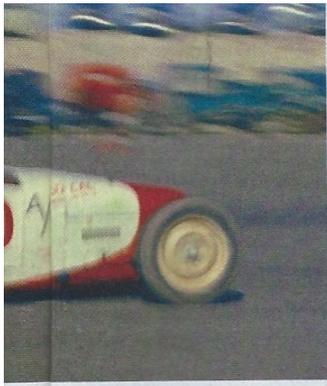
held on March 11, 1951. The day's events included 115 qualifying runs and 136 races. The fastest run that day, timed by Otto Crocker's accurate clocks, was 107.27 from a standing start.

The Oilers and 13 other local clubs (the number of member clubs eventually exceeded 25) worked together to form the San Diego Timing Association (SDTA), using the template originally created by the SCTA (Southern California Timing Association), where clubs managed the events. SDTA members could race as much as they wanted as long as

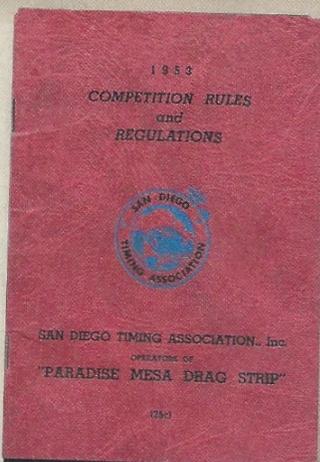
they paid their 50 cents a month dues. The rule structure was similar to the SCTA's too, where cars were classified by body type and cubic-inch displacement. The group didn't find Sweetwater Dam NOLF a suitable name for their dragstrip and they renamed it Paradise Mesa Drag Strip. It soon became a mecca for San Diego drag racers. This was also the first dragstrip in the nation to have cars starting from a standing start and often four wide. While these guys loved racing at the lakes, they had twice the drive of their L.A.

brothers to get to the lakes, as this was a time before L.A.'s vast freeway system. So having a place to safely race in their backyard was a blessing. Drags were scheduled twice a month around SCTA events. They also found that running at the drags gave them an extra opportunity to better tune their cars for the lakes.

In 1952, the SDTA published its first official nine-page rule book stapled together on standard paper. This was the first time the word "dragster" was used to denote what had previously been



The Baldwin & Xydias "A" modified roadster, in its SO-CAL Speed Shop colors, ran a V8-60 engine. It consistently ran speeds in the mid 90- to 100-mph range at Paradise Mesa.



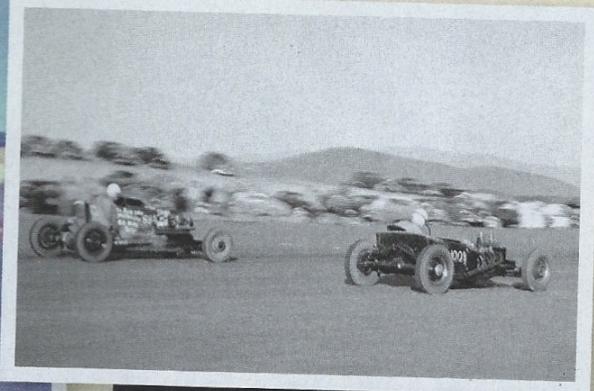
In 1953, the SDTA released its professionally printed 25-page rule book in this convenient 4x6-inch format—the perfect size to fit into the rear pocket of a pair of Levis.



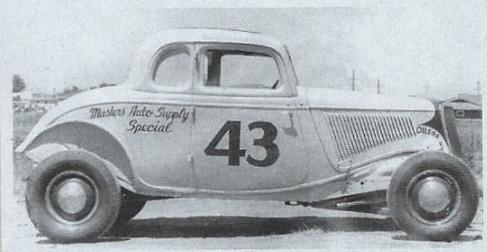
As 1951 was coming to a close, the SDTA was going great with their first of many big drag racing events. This slick four-page program was available to spectators and participants for 15 cents. Inside it lists the official guests, which included the mayor of San Diego, several local police chiefs, representatives of the CHP, and NHRA's Wally Parks. The organizers of the SDTA were also smart enough to get local sponsorship from the Junior Chamber of Commerce.



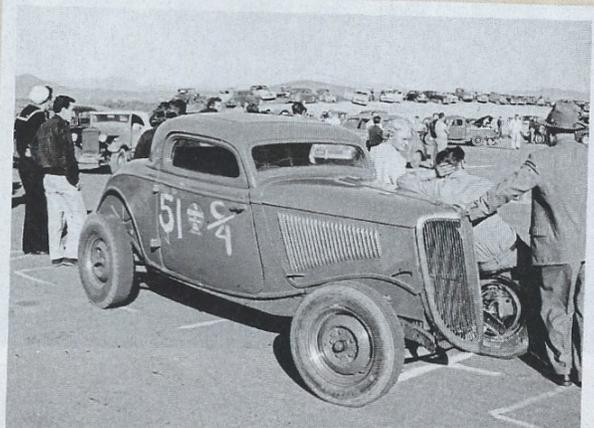
A pair of Bean Bandits, Carlos Ramirez on the left and Andrew Ortega on the right, cruise slowly down the Paradise Mesa 'strip for this photo op. On February 8, 1953, the dragster on the right set the "B" dragster record at 126.50 mph.



A pair of jalopies blast off the line at Paradise Mesa with both drivers reaching down to grab a gear. Eventually the SDTA required cars competing in the Jalopy Class to have rollbars.



Oilers club members Dickie Dunham and Jim Nelson (later of Dragmaster fame) raced this '34 coupe in the "C" modified coupe class, where it tripped the clocks at 106 mph. Nelson was one of the main organizers of the Oilers and supporters of Paradise Mesa. One of his roles there was technical inspector, a role he also fulfilled for the NHRA.



It appears as though the young man sitting on the left front tire of this elegantly chopped '34 coupe is visiting with his parents prior to running down the 'strip. Unlike the lakes, drag racing brought automobile competition into the community where it could establish a large fan base.

called a lakester. In 1953, the rule book was expanded to 25 pages in a professionally printed booklet. The NHRA's organizers also used the same basic rules for its drag racing classes and events. Throughout the '50s dragstrips blossomed across Southern California, and in 1959 Paradise Mesa Drag Strip closed. Today, not a trace of the strip remains, as urban expansion has completely covered the area with homes. **R&C**



Oct 27 Tour
Oktoberfest
SUN, OCT
27th, 12:30- 4
pm- Wear your
Halloween
Costume!
 RSVP- ASAP
 John & Pat
 Hildebrand
 760-943-1284



General Meeting Minutes
Sept 18, 2013
 Prez: **John Hildebrand**
 pounded the gavel at
 7:10pm.

Guests: Guy and Ester

Allen, Mike Barrett, Clyde and Margaret and Vito from the Over the Hill Gang.

Presidents Report: John reported on the great Ice Cream tour- thanks to **Dick and Barbara Martin** for hosting the party. Tech Tip demo.

VP's Report: **Bill Lewis** noted that the Curator of the auto museum is putting together a display of old car club jackets and is looking for loaner jackets. Bill also thanked Joe Vidali for putting out the emails to all the other clubs inviting them to our Tech Demo. Secretary:

Dennis Bailey: The minutes for last months General Meeting were approved for Aug. as written in the Fan. Treasurer: **Ken Burke** gave the financial report and it was MSC to approve. Ken

Membership: **Paula Pifer**: No Report.

Accessories: **Duane Ingerson** has a good selection of hoodies, t-shirts, hats, and license toppers for sale.

Sunshine: Debbie Murrell, Tom Cook, Ric and Billie Bonnorout and Joyce Brock are all under the weather. Richard Teubner is back on the road to recovery.

Fan Editor: **Tim Shortt**. The Sept Fan is coming together. Tim is always looking for more stories.

Tours: The Oktoberfest Oct. 27th, Nov TBD and the Christmas Party on the 8th of Dec.

Programs: **Dennis Bailey** gave a presentation on the early Ford Transmissions. He had a display board with a disassembled transmission that showed the gears in operation. Also parts we passed around the room during the discussion. Two transmissions we displayed a "39" top shift and a 49 to 51 Mercury transmission with side shift and open drive line.

Old Business: A plaque for **Carl Atkinson** for his WW II service was presented. Ken Burke gave out the mid year Budget for review.

New Business: (1) Dan Prager spoke about a 1947 soapbox derby streamliner. He received a First Place trophy for his 1940 Mercury convertible at the National meet. Dan present John with a license topper.

(2) **Jerry Windle** reported that 625 registered for the National and there were 323 cars. (3) **Dave Huhn** is looking for 4 more people to sign up for a group purchase of Optima Batteries. (4) Bill asked Jerry to give a talk on producing the V-8 Times at a future meeting.

Tech Tips. **Joe Vidali** will give a Carburetor Presentation at the next meeting, Oct 18.

50/50: None-- The meeting was adjourned at 8:26. Dennis Bailey Secy.

Tour John's

Garages. Club provides Sausages, Sauerkraut, Buns & Beverages in the German tradition. Last name A-P -Bring side dish/salad. Last Name Q-Z -Bring Dessert.

Hwy 5 north to Santa Fe exit-turn right. Go to first light, turn left on Nordo. Go to first stop, turn right on Melba. Go one block to Bracero, turn left. Go 3/4 down the block on left. See banner on gate. 790 Bracero Rd.-- Old cars park in yard. Moderns on street.

November Anniversaries

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

November Birthdays

- 11/02 Vincent Geroche
- 11/02 Tina Schag
- 11/10 Reanna Hilgers
- 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
- 11/25 Wally Crawford
- 11/25 Michael Brandon
- 11/29 Chet Satterly
- 11/29 David Huhn
- 11/29 Dick Martin
- 11/30 Bonnie Krehbiel

Membership- Paula reports no change - 156 total Joint members. **Welcome all new members.** Sunshine: **Judy Grobbel** reports: **Dan Prager** suffering from sciatica pain in his right leg. **Billie Bonnoront** has a broken wrist...ouch.

2013 Tour Schedule

Oct 27-Sun
Oktoberfest-1pm
 Costumes--RSVP-
 John Hildebrand-
 760-943-1284

Nov 17, Sun -
3 Garage Tour,
Coronado. RSVP-
Jim Thomas -
619-669-9990

Dec 8, Sun - V8
Christmas Party

Oktoberfest--Oct 27- Break in your Halloween Costume
RSVP- John or Pat Hildebrand-760-943-1284

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

**General Meeting- Oct 16, 2013.
Auto Museum, Balboa Park. 7pm**

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto related items. Ads are collected at the General Meeting or you send then to: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



That's me in a 1908 Ford survivor after Hurricane Sandy's 5 foot flood inside this small museum in Bay Head, NJ.



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

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

'42 Business Coupe. Original car-owned 30 years. Apart, but much done- New 85 hp flathead, powder coated frame, interior, buffed trim. Solid, straight body. Want V8 member to buy & finish. Asking \$3,000. David Garcia 619-520-9811 Lakeside

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



'36 Ford Tudor. 2 Rouge Awards.- One repaint. One engine rebuild. 63k miles. No rust. Garaged for 76 yrs. \$22k. Dillard 619-825-8025. **Also '40 Chevy RB 216 motor** \$100.& parts for sale or trade.

Wanted: '54 F100 Grill. Jorge, 619-405-0805

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



'35 Slant back sedan, mostly all original. Seats recovered, Engine is a 59ab flathead, new www tires. Runs and drives great. \$17k or trade. Located in Escondido. Cliff 775-340-4488 cliffs35ford@cox.net

'40 Merc Tudor. Excellent shape. New tires. 59ab flathead, New brakes Chrome and seats 6 volt original. \$8,500. Oak Conner- 310-993-3589 AZ

Wanted: Spare Tire Mounting bracket for '41 Ford PU. Also gauges and panel for same. Norm or Phyllis 619 4628956

'50 59BA Flat V8 Motor- Complete, fresh rebuild--\$1,300. David



Sale- L & R mirrors for truck-\$45 Pr. Front & Rear Frame Spreaders-\$45 Pr. Jack Rabell 619- 445-3152



Wanted-Front Spring- 9 Leaf for 1940 1/2 ton PU. Jim Thomas 619-669-9990

600x16 WWW Ford Script Tires, New, still in wrappers. \$800. Greg 760-717-1995



'46 Deluxe Coupe. Rebuilt flathead. Radial WWW, fogs. 12V. Columbia. \$22k. Joe Pifer 619-464-5445

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



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



'51 Ford Victoria Hardtop.. All original. Fresh paint, chrome, interior, New flathead & Auto Trans. All repairs made with OEM parts, factory AM radio & clock. **Reduced to \$17k.** 619-981-0117, or 619-594-6748. mpenalosa@mail.sdsu.edu



'37 Ford sedan. Solid, great running car with flathead V/8. 18k obo. JIM MORAN 541 948 0997 cell

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



'40 Deluxe Coupe. Clean, solid. Good interior, 327 V8, AT, disc, Vega box-great driver. \$25k. **'29 Roadster PU,** 302 V8, C4 AT. new exhaust, drum juice brakes. Solid body, good interior & bed wood. Has bows, needs top material & minor brake work. \$11 k **Flathead powered sand rail** \$800 OBO. **Wayne 619-312-5969. Lakeside.**



'48 Ford Coupe \$17k OBO. Frame-Off Restoration. Engine has only 200 miles (760) 723-9802

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

Gil Buxton Collection: Cars, Collectables, Memorabilia For Sale-- Call Meg at 619-579-7680



Rebuilt 59AB V8 Motor-zero miles. Good '50 Radiator. New pumps, Upper hoses, 3 speed Truck trans, & '35 Flathead core. \$3,200. fordtrk56@gmail.com





George Ralphs founded his first grocery store in 1873 and expanded his nation-wide chain during the 30s. He introduced Super Stores in the 40s using architect Stiles Clements' aerodynamic Streamline Modern building design with it's soaring pylon sign - a look that would endure until 1963. But, let's be clear, you didn't see the building - you were looking at the cars - right?

Frankly, so was I - every old car I ever wanted. It took a moment before I realized there were no carts. Even though, shopping carts had been invented three years before by a Oklahoma City grocer named Sylvan Goldman, who was inspired by a folding chair that he put on wheels - but the public was slow to use them. Now, of course, there're so popular, people steal them - just like the old cars. *TS -- inspired by from a Westways article*

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



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



"Okay, okay, okay . . . Everyone just calm down and we'll try this thing one more time."

Oct/13