

# THE Ford FAN X

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



Ice Cream Social-  
Glider Port Picnic  
Wow, what a  
view!

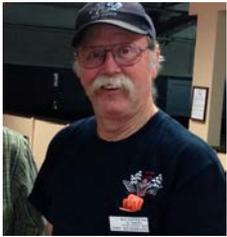


A few members (no names) showed up in moderns with AC blasting. The rest of us diehards were driving the hot Fords that Henry had built. Plenty of buzz about the upcoming Pinewood Derby cars being built for Oktoberfest.

10 am came and we went. Well, except for Joey V. ( see story on pg 4) I lead, Jim Thomas was sweep. Despite directions and a competent copilot, I made a wrong turn. The trouble is everyone followed and then gave me a hard time. It's ok, I'm used to it - made the same mistake last year. Eventually we got there, arriving just 15 minutes late and just in time to help set up shade tents. And all that shade was most welcome.

From the view cliff, the world looked sunny and perfect - with a couple of flyers jumping off the cliff to fly on a light breeze. The Solar Powered lunch place was open for business - our coolers were packed full of drinks and gallons of Ice Cream. When it came time to leave we gathered around... (see story pg 4). *Thanks to Tour Director Jim T. and key helpers: John H., Bob S., Joey V. for transport, set up, and for eating more than their share of Ice Cream.-TS*





## The Prez Sez.

The Ice Cream Social was a brief relief from the heat. The club members met at the La Jolla glider port and enjoyed a cool breeze, ice cream and good company. Make sure you join us for the El Cajon cruise Nite and the Octoberfest to be held at Jim and Diane Thomas's place. We

have a great summer schedule planned for the club. Look at the schedule in the back of this issue and plan to attend as many as you can.

September was a busy month for me with two out-of-town races at Famoso (Bakersfield) dragstrip. The first was the NHRA Heritage Fall Championship with a parallel event put on by the "Fun Ford Weekend" group. After running in the "Hot Rod" class at the first Heritage event – the March Meet and making it through three rounds I had hope to move up from my 30th position. I raced to the final round in Hot Rod only to break out, but ended the season 5th in points out of over 60 racers. I also raced to the final round in the Fun Ford – Fast Ford group but left early by .009 seconds to runner up. It was a good weekend in which I collected two .000 (perfect) reaction times. The second race was the Summit series Division 7 finals on Sept 19-21. I made it to the 5th round out of 120+ cars and again had one .000 reaction time. All in all, I did well at Famoso.

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 \$75.00. Guests feel more comfortable meeting people who have name tags on -- Carl will give an extra raffle ticket to those who are wearing their tags. If any of you would like to see a program or guest speaker on a specific topic please email me at: [jhildebr@cox.net](mailto:jhildebr@cox.net). Jim Thomas is setting up the tours so if you have an idea please contact Jim. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings.

May you FORDs be with you,  
--John Hildebrand

**Current Name Tag Jackpot is Now \$75 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

*\*Sadly Tom Cook missed the Meeting and he missed the \$50 prize money when his name was drawn. Now the prize is \$75 for Oct 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

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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

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**Rick Carlton** - 619-303-3353

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

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



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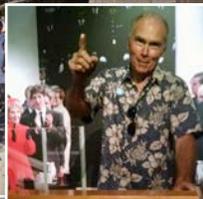
Next Tour, Sun-Oct 26 **Oktoberfest & 1st Annual Pinewood Derby 'No Rules' Race.**  
Jim & Diane Thomas' House-See pg. 10

# The Western Nationals - Food and Folks in Thousand Oaks

Sandy and I in our '50 ragtop, met up with Ray Brock in his '34 Coupe and John and Liz Dow in their '36 Tudor. We agreed, since my car was stock and presumably the slowest, I should lead--otherwise the two hot rods would leave us in the dust. Off we went, Ray stayed on my tail, but John dropped back out of sight almost immediately. Two hours later, we stopped to stretch and top off the cars. It was then they told me I had been doing 85 since we pulled out. I knew my speedo was a little off, (it registered 60) but had no idea my car would hold and handle 85 that easy. Flatheads Forever, they say.

On the 118 a small Honda had been crushed between two 18 wheelers and we lost 1/2 hour getting past the mess. Then enjoyed 3 hours at the Reagan Museum where I felt downright presidential. Eventually we rolled into the Westlake Hyatt and felt right at home among the old Fords and their even older drivers. Plenty of familiar faces and some new friends. Sandy headed directly to the Raffle room.

Next: Judgement Day and Tour of The Camarillo Ranch... one-family owned ranch since the mid 1800s - 10,000 acres--which began as a cattle ranch, but when artisan wells were discovered, switched to Fruit orchids--The family built the town, landed a RR connection and made a lot of money. The Camarillo house was saved from certain destruction by a couple of determined old ladies who badgered the city council into restoring the impressive place and a surrounding 4 and 1/2 acres in exchange for building permits for development of the remaining property. Docents now man the place. Dressed in vintage-clothing, they do a terrific job of explaining it's history. Unfortunately the BBQ caterer ran out of food--leading to some members leaving early and an apology from the organizing committee. Those that left missed a very good Country Western Band that rounded out the evening. In the morning we hit The beautifully rustic Paramount Ranch. Originally the place had a Formula 3 race track where many famous racers got their start. Hollywood built a film-friendly western town and the surrounding hills were the backdrop for many old movies and TV shows between 1938 and 1968. The ranch property is located just 30 miles from LA, but looks like wilderness. (FYI, 30 miles is the farthest out a union actor can work without being paid extra for lodging and other expenses). More BBQ for lunch and plenty of food this time. Paramount Ranch is a National Park, so armed Rangers were there to make sure we didn't start any trouble. The head Ranger had worked the place for 20 years. And is a car nut to boot. His energetic presentation was fascinating, first focussing on the race track and the deadly 'Devil's Turn' and then onto film clips from the many movies filmed there--starring everyone from Bob Hope, to The Munsters and Herbie, The Love Bug. --TS



Among the Winners: John Dow-Display Class, Bill Harvey-Touring, and Steve Bento,-Touring.



Our Early Ford V8 Club has had a number of enjoyable tours over the past several months. While attending these events my '41 Mercury has gained a reputation for picking inopportune times when it would refuse to start. For example, that happened when my wife Susan and I attended our first tour with the Club at Scripps Birch Aquarium in La Jolla. You may recall my car was the cover photo on the Ford Fan that month. To refresh your memory, recall that the photo was of Dennis Bailey under my dash, hot-wiring the stock, Mercury- only, one-year only design (I wonder why), ignition switch.



After that incident Dennis recommended I replace the stock switch with an after market switch. I'm sure he made that recommendation after first considering whether a replacement of the car's flathead with a Chevy 350 would fix the problem. Since the '41 is completely stock, I have been resistant to make the change that Dennis suggested. It's tough not to make that change as I respect his opinion greatly, in part because he has vastly more automobile knowledge that I will ever have and he's twice my size.

After the Aquarium incident I took the ignition switch out of the Mercury and disassembled it, cleaned it up, lubed it up and prayed over it. Surprisingly, after that, it worked well with very few problems. For a while.

This past week I got the '41 ready for the ice cream social. On Saturday I pulled it out of my garage, and it started right up. I drove around a bit with no problems on restarts. On Sunday, the Merc fired right up when I left for the rendez-vous spot at Macy's in Mission Valley. I stopped at an ATM and when I got back in the car to continue to Macy's, the Merc turned over, but it wouldn't start. I could tell there was no ignition so I turned the ignition key on and off a couple of times. After a couple of turns, it started. Whew!

I met the club at the Macy's parking lot, and fearlessly shut the Merc off. When we were heading out to the glider port, I turned the key, pushed the ignition switch's lever down and pushed the start button. The engine turned but no ignition! A couple of the guys stayed behind to see if the Mercury would start. I know they were there in case I needed help, but I suspect there was also a betting pool on whether it would start! After a couple of unsuccessful attempts to start it, the guys tried push starting it, but that wouldn't help since the ignition switch wasn't connecting contacts together. After the failed push start attempt, I turned the key, flipped the lever and presto, it started. We all joined the convoy on the circuitous route to the glider-port!

The Ice Cream social was a great event. It was a beautiful day, great people, great cars, beautiful venue, delicious ice cream! At the glider port the Merc was parked on a downhill slope, not allowing enough room for the several scenarios folks were thinking about should it not start - folks asked my contingency plans. I waved them off - confident it would start, eventually.

Dennis and I talked about my ignition situation at length that afternoon. He offered to study the 1941 Mercury wiring diagram and provide a simple solution to the ignition problem. He named a half dozen colorful ways to start that car without an ignition switch. He's a great guy in that way.

As people were getting ready to leave, a crowd gathered behind the Mercury. Some of the members said they were waiting to see if it would start.

Looking into my rear view mirror, I thought I saw cash being exchanged between club members!  
I turned the key, flipped the lever, and it roared to life. Everyone cheered! "One time in a Row!" I yelled.  
Looking into my rear view mirror, I thought I saw more cash being exchanged between club members' hands!  
Some members looked happier than others!

I backed out of the parking space, nearly ran into a hang glider that was parked behind me, and headed home.

As I drove home, I thought of the day's events, the great camaraderie, and of the Mercury's ignition situation. I was upbeat that the Mercury started right up when leaving the glider port. I then remembered back to a time in the 70's when a buddy borrowed my van, and I got to use his 1948 Pontiac Silver streak, which I loved. The first time I tried to start the Pontiac, after he left, the Pontiac would not start. When I was finally able to track down my friend (no mobile phones, remember?), he told me, "I forgot to tell you, in order to start the Pontiac, you need to "jiggle" the ignition key!  
It always starts when you jiggle the key!"

Sure enough, when I went out to the Pontiac and jiggled the key, the car fired right up! Now I was connecting the dots, perhaps the Mercury was similarly afflicted and I simply need to "jiggle" the key whenever I start the Mercury.

I was feeling rather cocky when I pulled in front of my garage, I opened the car door to get out. I turned the ignition off....but the Mercury's engine kept running. The ignition switch no longer had any effect on ignition system. Clearly the Mercury's ignition switch needs more than a "jiggle". Probably a "Bailey modification" will be the answer!

The good news is there will be more betting action available at the Club's next tour...stay tuned and don't miss the next tour!--Joe Valentino



## 10 Things You Don't Know About Black Paint

10] “Black is 90 percent clear.”

09] “When you consider that the black pigment in paint absorbs all colors of the light spectrum (which is why the paint appears black), invariably not all wavelengths of light will be reflected the same. That’s why when various samples of ‘black’ paint are arranged side by side, some will appear as grayish, brownish, or even on the bluish side.”

08] Coolest black-paint color name: Dead Rat Flat Black.

07] For the '13 model year, GM says black was its second most popular color of Corvette. Of the 13,446 built, 2,878 were black.  
Black is the third highest selling vehicle color at GM.

06] The first Fords were not sprayed black—but brushed.

05] The Ford Mustang has always been offered in a pure jet black (Ebony Black).

04] In fact, black is the best-selling Mustang exterior color.

The take-rate on '13 Mustangs in black was 28 percent.

From '67-'73, only around 1.5 percent of Mustangs were sold in black.

03] The correct term to measure the “blackness” of a vehicle is “jet,” as in, “I want the painter to use the jettest black paint he can get on my Chevy.”

02] Black is the most popular color for '14 SRTs and Dodges. For Chrysler overall, black is the second most popular color behind white.

01] Henry Ford famously said, “Any customer can have a car painted any color that he wants, so long as it is black.”

Black cars are actually the easiest to photograph.

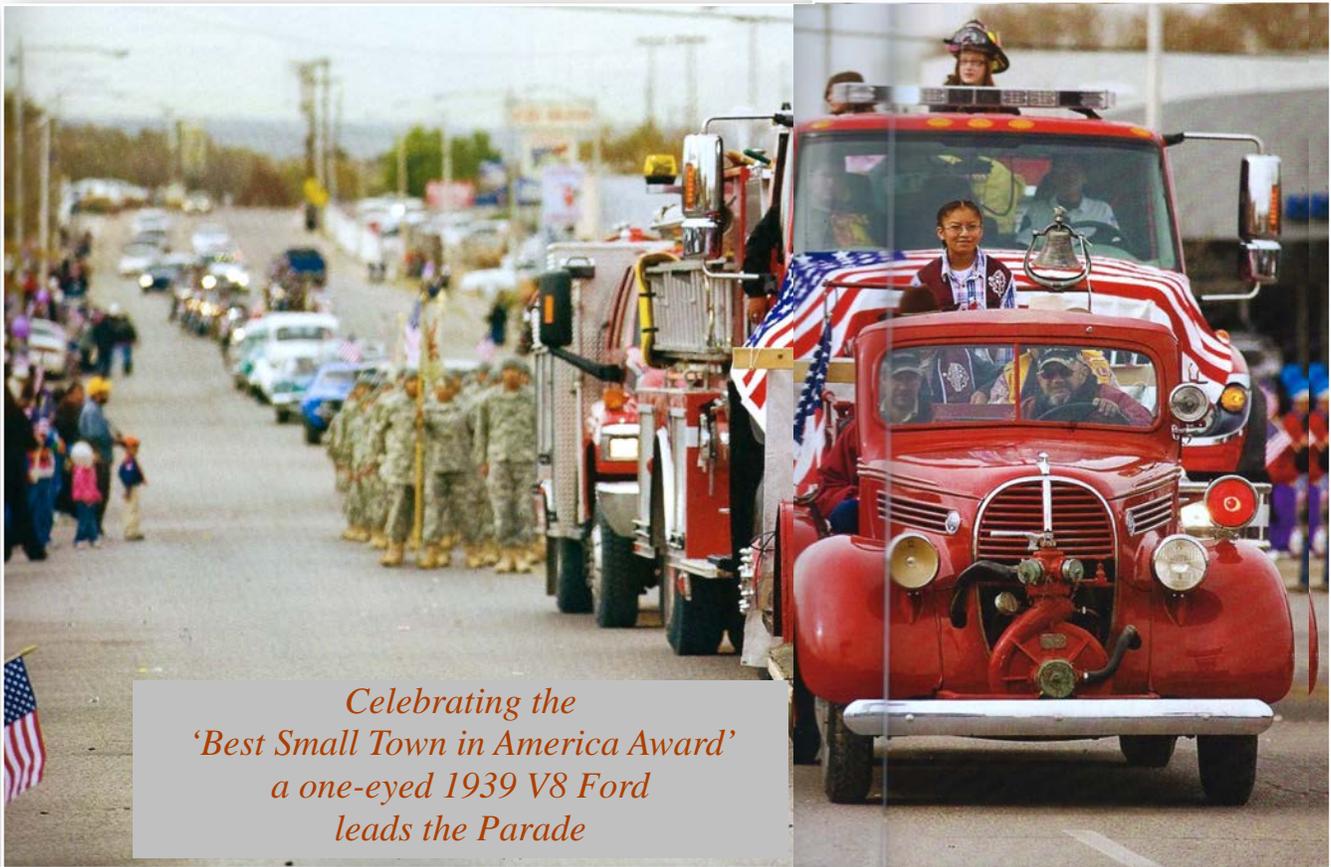
There’s no variance in hue, color, or tint. Black is black.

Black used to be all you could get in the day. Old cars would play off of their black finishes with apple green or red wire wheels, like Don Small’s '33 Ford roadster.

And whatever the prevailing environment, black paint will take on its characteristics, like the warm beach here.



Read more: [http://www.hotrod.com/feature\\_stories/1407\\_the\\_perfect\\_black\\_paint\\_job/#ixzz3D4LvMsLv](http://www.hotrod.com/feature_stories/1407_the_perfect_black_paint_job/#ixzz3D4LvMsLv)



*Celebrating the  
'Best Small Town in America Award'  
a one-eyed 1939 V8 Ford  
leads the Parade*

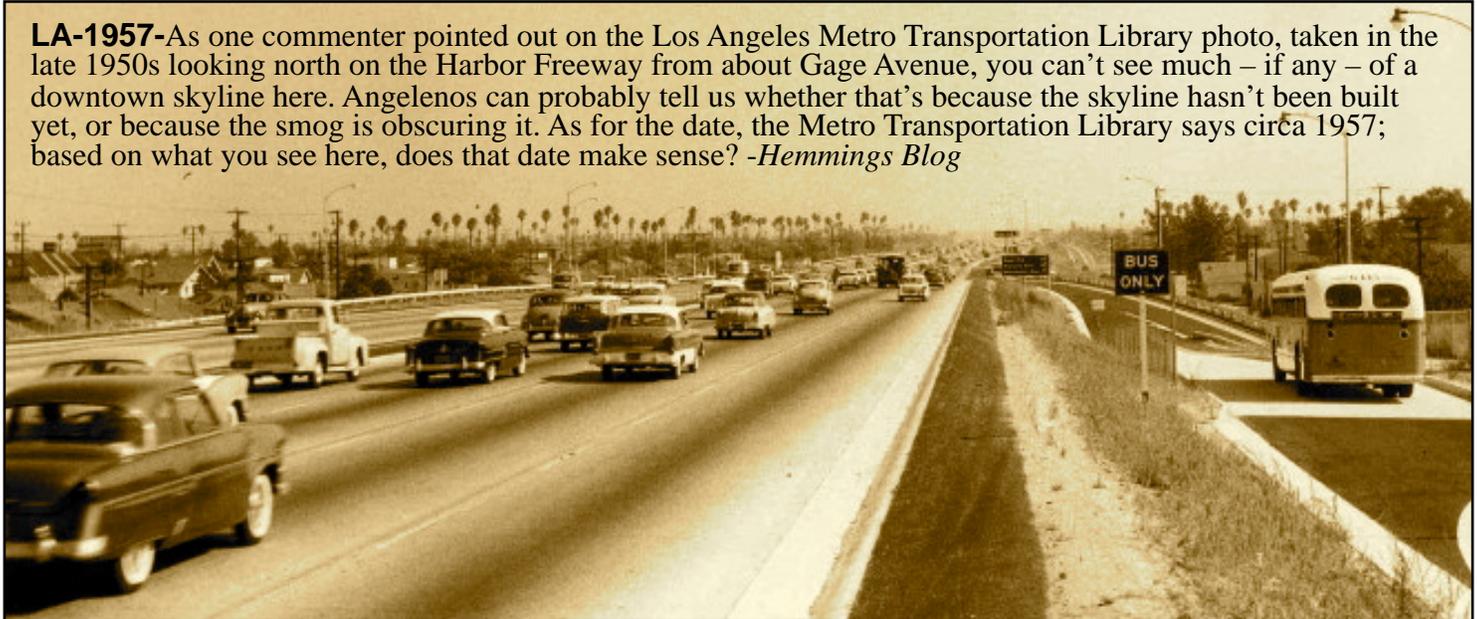


# Best of the Road

RAND MCNALLY'S ANNUAL ROUNDUP

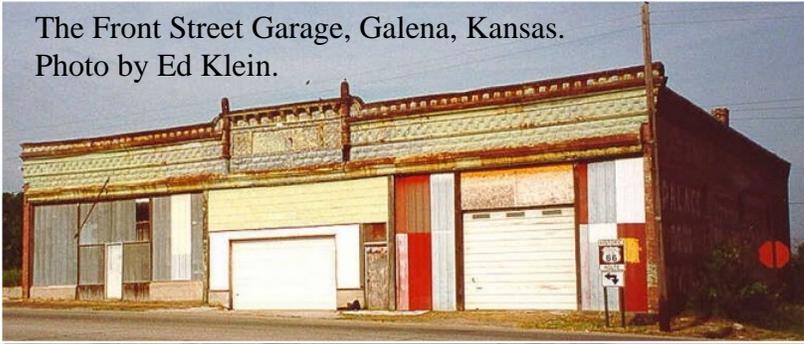
text: RAND MCNALLY | photography: AS NOTED

*Each year, thousands of people visit [www.bestoftheroad.com](http://www.bestoftheroad.com) to vote for their favorite small towns in six categories. The resulting thirty finalists then vie for the coveted top spots.*



**LA-1957**-As one commenter pointed out on the Los Angeles Metro Transportation Library photo, taken in the late 1950s looking north on the Harbor Freeway from about Gage Avenue, you can't see much – if any – of a downtown skyline here. Angelenos can probably tell us whether that's because the skyline hasn't been built yet, or because the smog is obscuring it. As for the date, the Metro Transportation Library says circa 1957; based on what you see here, does that date make sense? -Hemmings Blog

The Front Street Garage, Galena, Kansas.  
Photo by Ed Klein.



## -----The Mother Road----- Historic Route 66 garage to reopen as Model A museum.

Charlie Ascher

Route 66 has been undergoing a bit of a renaissance as of late. While the most famous road in America has been in a steady state of stagnation practically ever since President Eisenhower signed the Interstate Highway Act in 1956, things have started to turn around for this once heavily traveled historic route. Nostalgia has started to drive more tourists back down 66, and this rise in tourism has caused an influx of cash flow, allowing some historic properties to be rebuilt to their former glory.

It was in front of one of these newly restored properties that Ed Klein sat one day and found his own historic Route 66 building to restore. While eating a burger at the freshly refurbished Cars on the Route (the home of the inspiration for Tow Mater from *Cars*, a movie which has done a lot of good for Route 66 tourism) in Galena, Kansas, Ed and his friend Bill Conron noted something about the building across the street. As Klein told the *Galena Sentinel Times*:

Bill and I sat at Cars on the Route, eating a hamburger and having a beer outside on the patio and noticed something strange happening. Tourists would pull up and literally jump out of their cars, take a picture of the (Tow Mater) tow truck at Cars on the Route, turn around 180 degrees and snap a few pictures of the old Front Street Garage building, jump back into their cars and drive off. Bill turned to me and said 'if they were taking these many photos of an old boarded up building, how do you think they would react to it all restored?'



More than just another abandoned building along Route 66, the Front Street Garage was "a tremendous influence on the town of Radiator Springs," according to *Cars* producer John Lasseter. The owner of Route 66 World, Klein has dedicated the past five years of his life to preserving, restoring, publicizing, and educating people about the route, making him something of an expert on the Mother Road.

Shortly after his lunchtime realization in Galena, Klein began the year-long process of negotiating the purchase of the Front Street Garage from its previous owner, Mike Hughes.

Klein, then, is clearly not just going to throw a convenience store inside of a historic building and call it a day. The plans for Front Street Garage are much better than that.

The building that was Front Street Garage was constructed in 1896 and has been a gas station, a tire shop, a post-WWII tire retreading shop, and a satellite dish manufacturing and repair shop. Now this building that has been a part of the former mining town of Galena for much of its history, seeing it through its many ups and downs, is about to get a new lease on life.

With this history in mind, the Front Street Garage is going back to 1941, but no De Loreans or Flux Capacitors are necessary. Klein's plan is to restore the garage to the way it appeared in the photo from 1941. While the exterior will be dedicated to looking period-correct, Klein plans on making the interior into a Ford Model A museum.

Since getting the building to meet safety code, work has begun on the project, with the main sign finished just a month ago. Far from complete, Klein admits that it will be a 10- to 15-year project to finish the Front Street Garage in the way he wants it. For more information, visit [Route66World.com](http://Route66World.com).



**Les & Margaret's other life at Lake Tahoe.** The Bartlett's have been going to Tahoe since 1955. They have a rustic home on the West side and a garage packed with lake-friendly toys - even have names for the bears that prowl their neighborhood. This year, being the 50th Anniversary of the Mustang, Les pulled their 23' boat, 'Groovy' to the lake with their '65 Mustang Coupe. And as a former Commodore of the Tahoe City Yacht Club, Les knows where to drop her in the water.

**Cajon Cruise Nite--Sept 24, Our Night to howl...**



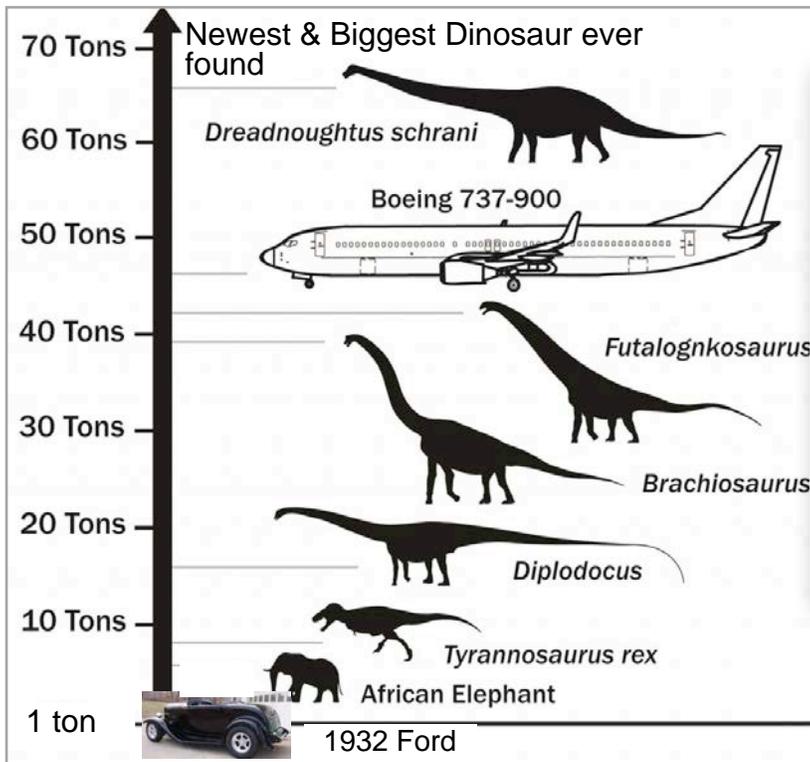
Tonight's Theme was very tall women slinking around in very tall shoes -- worked for me. Dan Prager brought out his just-restored '46 Merc Coupe he's had since H.S.. Bob Hargrave was riding shotgun. Dave Huhn came along in his 'new-to-him, beautiful '40 Lincoln Ford and cozied up next to Ken Tibbot's '40 ragtop for comparisons of Body Lines: Note, Ken's profile is dramatically lower and



his hood in 7 inches longer. (No reflection on your manhood, Dave.) Don Timm rode in topless, in his just-modified '36 Dual Cowl Phaeton. And Won First Prize. ( there's a back story here). Duane Ingernson & the mysterious 'Cindy', Den Bailey, Joe Valentino, Dick Martin, camera-shy Calvin & Shirley King all put on the feedbag at the Mexican restaurant. Bob & Susan Symonds said they ate at home. Jim & Diane Thomas were only seen from a distance. Upon leaving, Dan's Merc ran out of gas, Joey's Merc lost tail lights...



...Lincolns and Fords running fine.--TS



*Western Nationals--All perfect cars---I'm glad I wasn't judging....*

## Philadelphia, 1950s

Built as part of the grand celebration of the country's centennial, the Philadelphia Museum of Art has an impressive view of the city from its location at the end of the Benjamin Franklin Parkway, strewn with a number of other museums as well as monuments to prominent figures, including Joan of Arc, George Washington, and Rocky Balboa. Robert Hiltz could only see two of those three monuments when he took this photo from the museum's steps with a great view of some of the cars parked out front.

*What do you see here? Daniel Stroll - Hemmings Blog*



Next Tour: Sun, Oct 26, 2014

# Oktoberfest & First Annual Pinewood Derby 'No Rules' Race

Show us some speed. Show us a Costume.

Last Names beginning with A-P to bring a side dish/salad.  
Last Names beginning with Q-Z bring a desert.



Joey Valentino will lead a convoy from Edwards Theater off the 94, to Jim & Diane's place in Jamul.

### Longevity Study:

**"A recent study has found that women who carry a little extra weight... live quite a bit longer than the men who mention it."**



*Dan Krehbiel details new '51 Vikie he & Bonnie bought in New Orleans and drove home.*

*I remember doing that kind of stuff.*

Western National line up for Paramount Ranch Tour



**Membership Paula;** Latest head count: 148. We welcome all new members.

**Sunshine Judy:** Fred Lobello moving to Assisted living, but still hoping to get to Bonneville. **Barbara Martin** still in Hawaii taking care of business. **Dick Martin** lonely. Most everyone else feels great.



V8 Gen Meeting, Sept 17, 2014

**Prez: John Hildebrand** pounded the gavel at 7:08 pm.

**Guests:** Iris Cervantes from Registry.

**Presidents Report:** John noted that the Ice Cream Social tour was a huge success and thanked everyone for helping out.

**VP's Report:** Bob also thanked everyone for helping out at the tour.

**Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved for Aug. as seen 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. Also working on plaques for our presenters at the general meetings

**Sunshine:** Fred Lobello settling into a rehab facility.

**C.C.C.:** Bill Lewis reported on CCC and that they had finally got their tax exempt status approved.

**Fan Editor: Tim Shortt.** The Sept. Fan is coming together. Still in need of more home grown stories.

**Tours:** Oktoberfest on the 26th of Oct. Hosts: Jim & Diane Thomas. Tour to the Miniature Museum in Nov. date TBD. And the Christmas Party on Dec. 14<sup>th</sup>.

**Programs:** Bob McCoy will be our Oct. speaker.

**Program:** Iris Cervantes from "Registry" gave an interesting presentation on her business of assisting in DMV registration. She does title transfers, YOM plates, title search, and any other difficult situations that only we can come up with.

**New Business:** Rick Bonnorout talked about the upcoming Big Three and that there we are sold out.

**Old Business:** None

**Misc:** We had 3 winners at the Western National Meet: John Dow 1<sup>st</sup> Place- ('36 Tudor Slantback), Ken Tibbot 1<sup>st</sup> Place- ('41 Lincoln Convert ) and Dan Prager 2<sup>nd</sup> Place ('40 Merc Phaeton) in their respective classes.

**Tech Tips:** None

**50/50:** Dave Huhn won the 50/50 and 6 copies of Bob Drake catalogs donated by Bob Drake were also raffled off.

**Name tag Raffle:** Tom Cook would have won the \$50, but he was absent. Prize up to \$75 next month.

The meeting was adjourned at 8:10. Respectfully submitted:

---Dennis Bailey Secy.

### 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

### 2014 Tour Schedule

**Sun Oct 26- Oktoberfest & Pinewood Derby 'No Rules' Race. Show us a Costume!**  
Hosts Jim & Diane Thomas-  
15888 Lyons Valley Rd, Jamul, Ca  
91935- 619-669-9990

**Nov, Minatures Museum & more.** Details:TBD

**Sun, Dec 14, 11:30 am.**  
**Christmas Party-Coronado Golf Club, Glorietta Blvd. Cornado**  
Installation of new officers.  
Diane Thomas 610-669-9990

**Jan Tour--Who Knows?**  
**Feb- Big 3**

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

**Gen. Meeting- Oct 15, 2014. - Auto Museum, 6:30 PIZZA pm**

**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: The SDEFV8 Club c/o Tim Shortt,



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

**Sale- 3.78 gear set. Wanted: '32-'35 Flathead crankshaft--no cracks.** Ray Brock 619-993-9190

**'51 Ford Auto Trans.** Working order when removed \$150. OBO. **'51 Ford OD Trans-Good shape.** complete with kick down and solenoid-\$300 OBO. **Jim Hurlbert 760-789-0220**

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

**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 Newsletter 1963, -'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](mailto:fordtrk56@gmail.com)





Daytona Beach--1950s

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



DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1963 FORD MOTOR CAR COMPANY VEHICLES



Rowdy Group at The Ronald Reagan Museum

Oct/14