

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

The Petersen Private Vault Tour.

OMG.

March 10 - 24 lucky V8ers were led into the freight elevator, not knowing where we were headed. We only knew we couldn't bring cameras.

When the doors opened, our jaws dropped. 150 rare and beautiful slick and shiny classics were packed into the hermetically sealed basement Vault. Our guide knew the back story on every car: The bullet proof '41 Lincoln Presidential Limo from the Roosevelt and Truman administrations and the '57 Chrysler wide-open convertible from the Nixon administration. Steve

McQueen's '48 Hudson tudor, Jane mansfield's '57 pink Lincoln, the \$700,000 Pope Mobile, blessed but never used. And on & on. Retro Lunch after at Johnnie Rockets. Tour Leaders

Mike Brandon & Marc Goldman organized the event and it was well worth the trip-- TS



Next Tour—Let's convoy...

Sat, Apr 7- 9:30 Craftsman Museum, Carlsbad. RSVP Richard Teubner- 858-748-2849



The Prez Sez.

March was a busy month. With tours to The Petersen Museum's Private Vault in LA, The Balboa Park Art, Air & Space and Automotive Museums, and Lady8ers staying busy with social events this club was hopping all month long. April 7 we start all over with The Craftsman Museum

tour in Carlsbad. The museum features incredible working, running & flying miniatures - scale reproductions, of cars, motors, planes, steam engines and the like. Please call Richard Teubner (858-748-2849) to find where to meet for the Convoy to Carlsbad.

Jerry Windle tells me Ford Foundation Board Members thanked The SD Regional Group for hosting the meetings here in San Diego and bringing them to the Big 3 Event. Jerry made the mistake of offering to ship any parts bought at the swap meet. Little did he realize he would be crating up a transmission (with overdrive) and a Power Steering unit (some 130 lbs worth) and shipping them off to John McBirney.

News that Edward Towe, 97 years old, has passed away. Towe was raised among cows and plows in Iowa. He began collecting cars, principally Fords, after a successful Banking career. He amassed a huge collection at a former Montana State Prison. When he filled that up he moved his cars to Sacramento and established The Towe Ford Museum - the largest collection of Fords anywhere. He bought many old Fords in South America and drove several of them back to the states through Central America and Mexico. Towe shipped many other cars through The Hadley Motor Transport. Bernie Hadley became instrumental in establishing the new Ford foundation Headquarters.

I am preparing for back surgery and so will be out of commission for a couple of weeks. Please contact VP John Hildebrand (760-943-1284) in my absence.

Remember The **Membership Drive Contest**--There will be special recognition and a handsome reward for the member who brings in the most new members by the Christmas Party-- *Keep those Fords running --Bill*

Don't miss the Apr 18 Meeting!

Guest Speaker Jim Ray was born in Dearborn, Mich. Grew up down the street from the Ford Family. Attended Henry Ford Schools and worked at Willow Run Assembly Plant during WWII. He built B24s - a very interesting life.

President: **Bill Lewis** 619-851-3232

V.P. **John Hildebrand** 760-943-1284

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

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

Directors

Bill Lewis - 619-851-3232

John Hildebrand - 760-943-1284

Dennis Bailey - 619-954-8646

Mike Brandon - 619- 977-9777

Ken Burke - 619-469-7350

Ken Tibbot - 619-669-0211

Richard Teubner - 858-748-2849

Marc Goldman - 619-938-3865

Rick Carlton - 619-303-3353

John Hildebrand - (President Pro Tem) - 760-943-1284

Other Chairpersons

Programs: **Richard Teubner** - 858-748-2849

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

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

Tours: **Mike Brandon** - 619-977-9777

Marc Goldman - 619-938-3865

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: **Volunteers**

Sunshine: **Judy Grobble** - 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 San Diego Early Ford V8 Club, P.O. Box 881107, San Diego, Ca 92168-1107. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



**Next Tour--Sat, Apr 7- Craftsman Museum, Carlsbad. RSVP Richard Teubner- 858-748-2849
And May 6 is The All Ford Picnic- Volunteers Needed--call Lane 619-287-2849**



Hot Merc Coupe back on the road.

June 30, 1985--It was 96 degrees- the hottest day of the year. A fire fueled by heavy brush and strong winds raced up a series of Mission Valley canyons. The Normal Heights Fire burned 300 acres, destroyed 76 houses and damaged 57 others. Damage was set at \$9 million. 1,000 to 1,500 people were evacuated. It was, at the time, the worst brush fire in San Diego history.



Dan Prager had gone to his brother's house a few blocks away, but it was too late, the house was burnt to the ground. When he returned to his own house the neighborhood was under evacuation orders and the homes across the street were engulfed in flames. The heavy winds blew the firestorm over

Prager's restored '47 Mercury Coup parked at the curb and over his house to the other canyon behind his back yard. Fellow V8er Jim Hurlburt was one of the 400 San Diego firefighters on the scene. Jim sent Dan out of harms way and returned several times during the fire fight to douse the Mercury's steaming car cover with water, saving the car from almost certain destruction.

Dan had bought the Merc in 1979 from Larry Krider for \$700. It was a solid old car but needed a complete restoration. At that time Dan's small one car garage was full and when his daughter announced she wanted to be married in the front yard, Dan had to hide the project car at his neighbor's house, where it stayed for nearly three years. He carefully dismantled it for restoration in the evenings after work and ended up taking a total of 73 separate pieces of large sheet metal, dash and detail pieces to the Hine Pontiac shop for painting after hours. He searched and found needed parts around the country. When finished the coupe was an award winning body-off restoration. This Merc had been a dream car for Dan since his high school days at Hoover. The tuck and roll interior is in Hoover's school colors and a Hoover 1950 sticker is proudly displayed on the back window.

Dan wasn't a member of EFV8 Club during the five year restoration, but he had the help of V8 members who lived in the neighborhood. Jerry Windle, Jim Hurlbert and others gave him a hand with the hard work. Jim Tucker rebuilt the motor. The Coupe has been driven to Reno, Arrowhead, Bend and beyond, but when he bought the touring sedan, the Merc Coupe went into storage where it sat for the next seven years.

A few months ago Dan lost his storage garage and so decided to resurrect the coupe. Ace did the radiator, Dan replaced the hoses, belts, battery and changed the fluids, Harold Automotive rebuilt the carb, tuned it and got it running. Dan wanted more, "Okay... " He asked Harold, "... it's running - but does it stop?". It's now home with a brand new set of brakes and new lease on life. But after rubbing out the singed and fire-faded paint with little effect, Dan stepped back and announced, "No way to save the paint - I'm calling Jimmy Chips."-TS





4Ever4

DEVORE, Calif. — On an arid, brushy strip of Route 66 near San Bernardino, Calif., about two dozen old Fords gathered Sunday for a hill climb to commemorate the inexpensive 4-cylinder technology that helped set America’s wheels turning faster. The celebration’s fireworks were produced by cylinder heads and exhaust manifolds developed by the country’s nascent speed parts industry before World War II. These were complemented by the occasional smoking tire. The hill climb course, which included a 1/10-mile timed section, lies just alongside Interstate 15. Normally it’s used as a storage area by Caltrans, the California highway department.

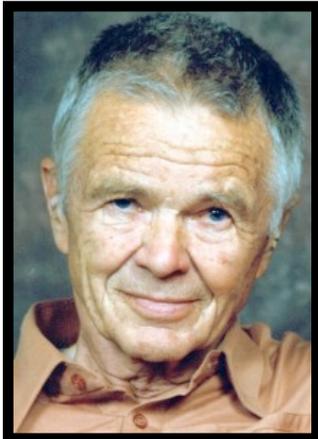
Permission to drive it was granted by San Bernardino County, which is anxious to promote its Route 66 heritage. The climb itself was sanctioned by [Ford “A” Speed Technology](#), an international group of about 1,100 members that formed in the mid-’90s. The group promotes hill climbs in six regions in the United States. There are also members in Canada, New Zealand and Australia. According to the group’s rule sheet, the hill climbs hew to the style of those that were popular in the early days of the automobile, and they’re intended exclusively for “cars that were or could have been built prior to World War II.” Competitive classes for these four-bangers included categories for stock and modified cars and trucks, as well as for stripped-down speedsters. Vintage racing cars were also allowed.

Ronald Ahrens smokes his T tires. The guy standing there is underwhelmed.



Many participants belonged to the 25-member 4Ever4 club, which formed in 1954 in the Los Angeles area as a response to the street rods and dry-lake racers that had adopted V-8 engines. Jim Brierley, a director of the group and member of 4Ever4 since 1959, said here that the Ford V-8, introduced in 1932, didn’t initially provide more speed than the enhanced incumbent 4-cylinder engines. “In the stock configuration at the dry lakes, the V-8s [didn’t start to dominate](#) until they got to be pretty good-sized,” he said, referring to the 95-horsepower flathead V-8 that had its debut with the Mercury brand in 1939. Through aftermarket cylinder heads, multiple carburetors and other improvements, the 200-cubic-inch 4-cylinder engine, which produced 50 horsepower in its 1934 stock form — the final year of its production — could be teased for more power. The hill climb cars here typically made from 75 to 125 horsepower, Mr. Brierley, 74, said. But, Mr. Brierley, a retired truck mechanic from Temecula, who grinds out the high-performance camshafts for many club members’ engines, emphasizes that with the long-stroke combustion cycle, torque is produced in greater measure than horsepower. This became apparent in several runs by Olive Moore, 65, a retired accountant. She conducted her throaty 1927 Model T roadster on five timed attempts in the morning, achieving a best of 8.4 seconds, at a speed of 64.3 miles per hour. “I kept it in first long enough so that second didn’t give out before I hit the timing light,” said Ms. Moore, who lives in nearby Upland. Her purple car, built in 1999 by her husband Art, featured twin [Stromberg 97 two-barrel carburetors](#) and a T5 manual trans from a [Chevrolet S-10](#) pickup. (Contemporary transmissions are allowed). With her final morning run, she was only a couple of ticks off the day’s best, posted by one of the historic racers. Dan Eubanks, the hill climb director, said the fastest time was “in the low eights and 65 miles per hour.” Aside from clever modifications, long-term ownership was another theme of the event. One 81-year-old driver had owned his 1925 Model T dirt-track car for 62 years. Another had bought his for \$150 in 1958. He said, “My biggest fear is that the car will be only worth the same \$150 when I die.”





Edward Towe - of Towe Antique Ford Museum fame - has passed away.

Edward Towe, a Montana banker, rancher, and entrepreneur, died March 13, 2012, 38 days before his 98th birthday. He was born in Norway, Iowa, on April 20, 1914. His mother and all four grandparents were born in Norway, Europe, in or near the town of Tau. He was raised among plows and cows in Iowa and used profits from those endeavors plus some used car sales to finance his schooling as a draftsman, and ultimately his highly successful banking career.



Originally, the Towe Ford Museums - one in Montana, the other in California, were devoted almost exclusively to Fords, the personal collection of 180 models owned by Edward Towe, a Montana banker. The Museum, run by the nonprofit California Vehicle Foundation, took in the homeless collection 13 years ago after the Montana Historical Society, unwilling to continue paying the cost of displaying the cars, set it free. But while the collection, which included one of almost every car Ford ever made, from the pre-Model T to the Pinto, was free to find a new home, it wasn't free from the shadow of the ever-present Internal Revenue Service.

The IRS slapped a lien on the cars to settle a dispute over taxes owed by Towe's chain of banks. It is rare that somebody beats the IRS at its own game. Towe was no exception, and the longer it took to lose, the more expensive it got. After several years of wrangling in the courts, the IRS ruling against Towe ballooned like an old tire, soaring from \$1 million to \$6 million. When efforts to find a buyer for the cars failed, the IRS came to town to get its money, putting the most extensive and complete collection of Fords outside of Dearborn on the auction block.

As a link to its early days, about a quarter of the 160 cars on display in the 71,000-square-foot building are from Towe's original collection, loaned to the Museum by their new owners. That includes a 1934 Model C Ford Phaeton that Towe bought on one of his many trips to South America and drove 10,000 miles to his Montana home. Unrestored, with its rust-colored dirt and dirt-colored rust, it triggers the imagination to re-create its 34 year of everyday use in Uruguay before Towe bought it and began the three-month trip over roads no better than goat trails to its new home.

All the other cars are in far better condition than the Phaeton, but most are not over-restored. The Museum is divided into eight sections, each emphasizing more the feel of cars in different eras than facts about the cars. The collection of letter-series Fords [pre-Model T] highlights the 'Dream of Mobility'. As people found their first taste of traveling freedom that let them escape the city for the fresh air and green grass of the countryside. The leather and walnut opulence of Rolls-Royce, Pierce-Arrow and Hispano Suiza highlights the Dream of Luxury' that long-wheel-base cars brought to the '20s and '30s. You can almost hear the lakes pipes roar from the cut-down Mercurys and Deuce

coupe assembled outside the malt shop in the 'Dream of Cool'. Performance cars from Cobra and Lotus to motorcycles and dirt-track champ cars bring to life the 'Dream of Speed'. From the hand-cranked gas pump to the slap of the screen door on the roadside café, you can feel what it was like to drive one of the Museum's Duryeas, or a Detroit [one of only 14 left] down the Lincoln highway.



During a recent event Towe demonstrated he still possessed a sense of humor; He autographed a program for a guest and said, "Don't write a check on top of it."

According to Jerry Windle, Towe shipped many Fords cars through Hadley Motor Transport. Eventually Bernie Hadley became instrumental in establishing the new Early Ford foundation Headquarters in Auburn, In.

Ford reintroduces the 1965 Mustang

If all you wanna do is ride around, the classic convertible can be yours for \$15,000.

[Ford Motor Co.](#) will soon sell brand-new [1965 Ford Mustangs](#) for just \$15,000 each. The only hitch: There's some assembly required. As part of its Ford Reproduction business, Ford revealed today it had approved a new stamping of the steel bodies for first-generation Mustang that buyers could then build into their own 1964 1/2 through 1966

Mustang, using whatever engine, axles, interior and other parts they can find on their own. The first-generation Mustangs rank as America's most-restored vehicle, and the cottage industry of reproduction parts has grown to where it's possible to build a Mustang just as it would have appeared on the showroom floor in the mid-1960s, down to [the pushbutton AM/FM radio](#). Ford says the new body shell built by California-based [Dynacorn](#) has been improved only slightly with modern welding techniques and rustproofing, and comes out of the crate nearly ready for paint and assembly. The company already offers metal bodies for Mustangs from 1967 through 1970, and has been in talks with Ford to remake the original body of the Ford Bronco. There's still life in those old horses yet. --

Submitted by Ron Landweer



Bad Habit's Rewarded.

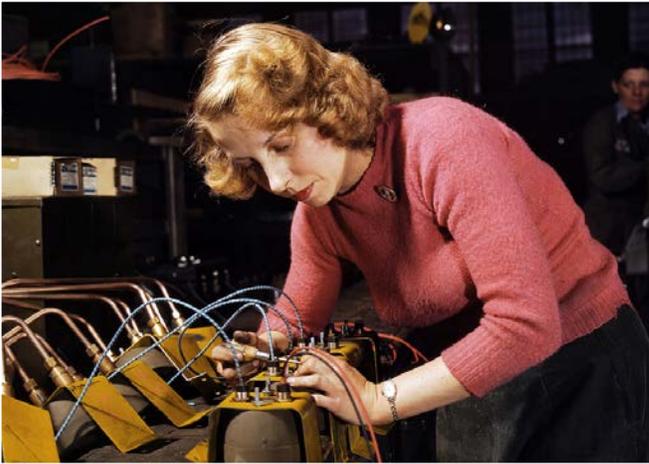
--July 23, 1947 "Habitual traffic violator gets a sticker on the window of his hot rod. This sign brands cars of Los Angeles drivers who break auto safety laws. Officer L. Samson decorates the windshield of Richard W., one of 98 who preferred the sticker to jail."

From the Los Angeles Herald Examiner archive.

Tired of the same old ride?

If hopping on a [motorcycle](#) isn't thrilling or deadly enough for you anymore, you may want to point your browser toward [eBay Motors](#). The world's first and only twin-pulse-jet-engine motorcycle is officially up for auction. The machine was originally constructed by Robert Maddox for a customer who wanted to try his hand at slipping into the 200-mph club. It's not clear whether the owner had a brief flash of sanity or if he simply found an easier way get his jollies, but the bike is now up for sale with a buy-it-now price of just \$25,000. If we had money bleeding out of our ears, we'd snap up the wild machine, which is supposedly modeled after a [1929 Harley-Davidson](#) flat-track racer and park it in our living room. The seller says the bike rides straight and, not surprisingly, is plenty quick. --*eBay Motors*





...for its role in transforming the population and the economy of the country. Many small towns across the country became booming cities hosting the defense industries and war housing projects. To fill these industrial jobs, employers needed to hire a broader range of workers, including women and people of color. Suddenly new and better-paying jobs were available. Their labor on "Liberty" and "Victory" ships played a role in America's remarkable productivity during the war years. Ford did its part hiring women to build tanks, B24 war planes & munitions. And developed

the Marmon-Herrington converted Ford 1/2 ton truck (sometimes called the "Grandfather of the Jeep"). --Photos using Eastman Kodak's breakthrough (1936) high-quality Kodachrome color film invented by Leopold Mannes--TS

... Continued from pg 6



2012 Tour Schedule



Apr 7- Sat -9:30 am. FREE. Craftsman Museum, Incredible display of working miniatures. 3190 Lionshead Ave, Carlsbad, Ca 92010. Meet to convoy, call Richard Teubner -858-748-2849



May 6 - Sun-All Ford Picnic. Santee Lakes Park. 8am to ??-Lane Showalter needs volunteers 619-287-4945

June 10 - Sun-Pancake Breakfast--RSVP Jerry Windle- 619-283-8117



June 13 - EFV8 Club Night at El Cajon Cruise Night. 3pm - 7pm on Orange St. Let's have a good turnout - fill the street with Fords.



June 20-Wed-9:15. S.D. County Fair Invites us to bring 8 cars. FREE Fair Day & No long lines for us. RSVP Barbara Martin 760- 230-2582

July -TBD-

Aug 4 Sat- 10am- Stein Farm, 1808 F Ave, National City-Historic house, barns, animals & Vehicles. Form a cruise and park on Farm. Bring a Picnic Lunch. Club pays entry Fee (\$5 per person) RSVP Tim Shortt 619-435-9013

Sept 23- Ice Cream Social- RSVP-Richard Teubner 858-748-2849

Oct-TBD- Oktoberfest Gary Timm 619-990-6085

Nov -TBD. Dec 16 -Christmas party

Mar 20- Here's to FREE TUESDAYS- EXPOSE YOURSELF TO ART in Balboa Park. Our culturally charged group made four Museums in three hours plus a leisurely lunch at the Patio Cafe. **Mar 27- More FREE Tuesday-Air, Space & Auto Museums** were wide open for our inspection. After the tours we ambled over to Corvette's & celebrated Richard's 'pretend' 103rd BDay - songs, candle and all. -TS

Lady 8ers Mar 21 Gen Meeting
Sandy Shortt shared her adventures over 10 years of Bicycling through Europe and beyond.



Lady 8ers Events 2012

April 18th Meeting: Candaus speaks about ER
April 21st-22nd – Coronado Flower Show and Book Sale, Main Street Car Show
April 28th – Cuyamaca College Garden Show
May 16th – TBD
May 19th – Event: Point Loma Garden Club Plant Sale and Walking Tour
June 20th Meeting -TBD
July 18th Meeting: Bunko Night – Billie Bonnoront Event: Virginia Larkin Memorial High Tea Cobblestone Cottage
August 21st Meeting -Avalée Smith's "Dolls"
August 24-31 Event: Leo Carrillo Film
September 19th Meeting
October 17th Meeting
November: 21st Meeting
December 12th Event: Point Loma Garden Club Annual Tea & Bazaar 10-Noon
Dec 16th Christmas Party



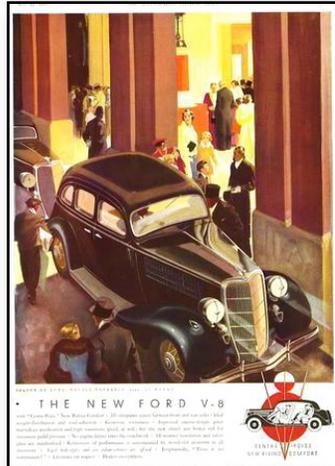
Next Tour--Sat, Apr 7- Craftsman Museum, Carlsbad. RSVP Richard Teubner- 858-748-2849
And May 6 is The All Ford Picnic- call Lane 619-287-2849

April Anniversaries

- 4/10 Joe & Paula Pifer
- 4/13 Bill & Sue Houlihan
- 4/25 Calvin & Shirley King

April Birthdays

- 4/01 Bill Lewis
- 4/01 Janet Harris
- 4/03 Barbara Owens
- 4/04 Ellen Peterson
- 4/05 Jim Ferguson
- 4/07 Lane Showalter
- 4/07 Jack Clegg
- 4/10 Karen Walcher
- 4/15 Joe Pifer
- 4/16 Nick Murrell
- 4/16 Les Bartlett
- 4/17 John Owens
- 4/17 Dan Walters
- 4/19 Joyce Brock
- 4/22 John Hildebrand
- 4/23 Ray Brock
- 4/24 Loyce Swedberg
- 4/29 Liz Dow
- 4/30 Eldon Seibold



SDEFV8 GENERAL MEETING Minutes –March 21, 2012 Automotive Museum

Prez. Bill Lewis pounded the gavel at at 7:18. Guests: None. Presidents Report: Bill thanked Ric Bonnoront, Dave Huhn, Rick Carlton, Calvin King and Joe and Paula Pifer for their efforts at the big three. He also thanked all the members who helped with all the many jobs at the big three. Bill also thanked Jerry Windle for a great job on making all the arrangements for the National Board meeting. VP: John Hildebrand – John stated that we still need someone to volunteer to bring coffee and food for the general meetings. Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for December as written in the Fan. Treasurer: Ken Burke gave the Treasurer’s report and it was M.S&C to accept. Ken also handed out the budget for 2012 and it was reviewed and discussed. Membership: Paula Pifer: 138 Members Accessories: Duane has new hats and Jackets available to order Sunshine: Judy Grobbel is sick and Jim Carnahan is still waiting for his knee surgery. Fan Editor: Tim reported that the April Fan is almost ready and that he needs some new materials from the members. He also noted that the rosters were finished and available at the meeting. Tours: The Craftsman Museum tour will be on the 7th of April and the All Ford Picnic will be May 6th. Sunday June 10th is the date for the Pancake Breakfast. Programs: Richard is still working on ideas for the programs and is looking for help. Car Club Council; Joe Pifer: Spirit of America car show on the 4th and 5th of May. New Business: Dan Prager talked about it being one year since Carl Burnett and Bob Stoll passed away and what an influence that they were for the club. He also has finished the work on getting his 47 Mercury back on the road. Old Business: Ric gave an update on the Big Three, 87% pre-sold spaces for next year and the smoothest running ever. Lane gave an update on The All Ford Picnic and is asking for volunteers to help on the day of the picnic. Jerry Windle gave a report on the National Board Meeting last month. Program: Richard Teubner handed out a car questioner for everyone to fill out and the person with the most correct answers won \$10.00, Dan Prager and Ray Brock were the winners. Tech Tips: None. 50/50 was won by Lane Showalter. The meeting was adjourned at 8:30. *Dennis Bailey Secy.*

Membership- Paula reports 138 in good standing.

Welcome new members

Sunshine: Judy Grobbel reports: Paula Pifer’s shoulder feeling better and now Joe has a cold- what’s going on there?

Dan Parger’s wife, **Lani** is doing well after a kidney problem. surgery. **Judy Grobbel** is on the mend from a serious ear and sinus infection. **Ric Bonnoront’s Big 3** knee injury still sore but getting better. **Bill Lewis-** possible back surgery this month.

Where Does your gas come from?

Companies who buy Mid East oil:

- Shell
- Chevron/Texaco
- Exxon /Mobil
- Marathon/Speedway
- Amoco

And CITGO oil is imported from Venezuela who's Dictator **HUGO CHAVEZ** hates America and openly aows our economic destruction!

Companies who buy American oil:

- Sunoco**
- Conoco**
- Sinclair**
- BP/Phillips**
- Hess**
- ARCO**
- Maverick**
- Flying J**
- Valero. CAMurphy Oil USA** *Sold at Wal-Mart Shop American---Thanks, Linda Lewis



FRIENDS OF IRONY

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

**Gen Meeting Apr 18, 2012.
Auto Museum, Balboa Park, 7 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 them to: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



'49 F1 PU. 6V, Flathead V8. Solid daily driver. Stored one year ago. \$12k OBO
'31 Model A Tudor. Solid complete car. Ran good several years ago. \$10k OBO
Nancy in Santee. 619-448-1858



'59 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner. 361 eng, 305 hd, AT, PS, PB., Total frame-off restoration. Only 6 known to exist. \$54,900 OBO. Dick, 760-230-2582



'28 Model A Tudor Hot Rod. '72 2.3 4 banger. C4 Auto Trans. Modern rear. Vega steering. Straight body, good interior. \$12,900. OBO Put a V8 in it! . Tim 619-851-8927



'50 Olds. Rocket 88 Sedan. Completely Restored. \$11,500/trade. John, 619-302-8376

Pinstriping, Lic Plates/ Lettering Restoration. Rob Taylor Graphics 619-698-1634

Wanted- '34 Headlight switch Rod. Richard Teubner 858-748-2849-



1935 SAN DIEGO EXPOSITION FORD SOUVENIR COLLECTION.

Items include: License plate toppers, gear shift knobs, assorted vulcanized rubber toy cars, Firestone rubber advertisement ash-tray, sampler of materials used to produce Ford cars, post card of the Ford building, stereo view of Henry Ford's first automobile, price sheet for the 1935 line of automobiles, engraved lighter and matchbook box, and some V8 tokens.. Bob Symonds- 619-264-1584

Sale- Stick Welding Machine. 25-295 Continuous Amps. Control 100% Duty Cycle. \$75. Ken Tibbot 619-669-0211

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



Sale- '33 Panel PU Fenders. Vic 619-887-8396

Sale '09 Moto Guzzi V7 Cl;assic. Only 100 actual miles. Still new. Trade for classic car or \$6,900. 619-851-8927

Wanted- '40 Juice Brakes. 4" drop avle.

'40 Ford Wheels. '32 Grill shell. Split wish bones. All for '29 A hot rod. Russell.j.coleman92@gmail.com

Sale-1938/39 ford truck hood sides clean condition -\$200

1952 ford truck rear fenders- \$200. 1947 ford sedan front fenders- \$200. possibly trade or looking for Ford straight axle front end with spindles at least, preferably 48 sedan but any will do contact# 619-618-9719

Sale-Ford '50 Anniversary 8oz clear glass, Red, white & Blue in Ford Crtest w/gold trim. "Dearborn Stamping Plant-World's Largest" Very rare \$59. 5 item wrench reads "for 1932 Ford" \$29. '32-'34 Big Truck running boards w/ brackets-\$89pair. '48-'53 Chevy PU inner fender panel, good \$39. Richard Teubner 858-762-2696

Sale. '37-1938 Ford 4 door deluxe upholstery kit (broad cloth pattern and trunk panel kit.\$2,400. obo. 661-943-1862 or 928-710-7566. '33-1934 Ford inside door handles and window crank set. New condition.2 handles, 2 window cranks& 4 eschueons. \$50.00 Call 760-789-6217

Wanted rear shocks for 1933 / 1934 Ford 4 door sedan. 661-943-1862 or 928-710-7566.

Sale -Rebuilt Columbia Rear End- New drum to drum.Brakes, ring & pinon, open drive conversion, kick down switch, gauges & wishbone \$4,500. OBO.**Complete rebuilt 59AB Motor w/ rebuilt C4 auto** & open drive shaft conversion kit \$4,500. '48 Ford Complete restored Steering column & wheel- \$450.Rick 619-443-0184.

Sale- '50s Ford Parts-Flathead parts-(No junk) Distrib Caps, wires, Rebuilt 94 Carbs, F1 373 ring & pinion, Bell Housing, Crank Pulley-flathead, F1 Gauges, '50 Gauges NOS, 6V Coil, Regulator, Electric 6V Fuel Pump, F1 Hood Trim, F1 jack/Handle/Wrench, Fuel Pump, Oil Sending units, V8 Starter Solinoids, T-5 Shifter, F1 Spare Hold Down, Head Lite Trim for '39. '50 NOS Speedo Cable. Many Misc Parts.Flathead bell housing. **Rebuilt AB Flathead Motor.** complete **Wanted-'38 Parts-Hydraulic Brakes, Bolt On Front Shock Mount, Rear Shock & Mount Kit, Windshield Wiper Arm.** Larry Peterson 619-813-1402

Sale- 37 motor + trans - \$150; 37 motor w 36 heads - \$375; 40-41 motor - \$375; 46-48 motor - \$400; 46-48 block, cleaned, magnafluxed-no cracks, bored 0.060" - \$650; 36 black fiberglass fender skirts - \$100. All items OBO. Jon in Poway. 858-486-5317; kjkowal@cox.net.

Wanted-'42 Ford Parts.

1. Both doors stainless (short doors) 42-46
2. Hood stainless 42 only
3. Parking light housing (2) 42-46
4. Windshield inside molding & upper right piece 41-48
5. Hood 42 only Jim ASAP at 760-789-0220

Wanted- Model A Rear Fenders & Deck Lid. Any condition. Carl Atkinson 619-892-0222

Sale- '36 Ford Rear end. 3.25 new gear set. Calvin 619-247-6525

Sale- Complete '48 Front end, Rear end, \$500 ea. Set new 15" tires on chrome rims, \$400. 619-561-9048 Bob Wanted-1940-48 ford flathead in excellent shape.dalemilks@verizon.net 760 963 4915 Dale Ruisch

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

Sale.'35 Ford 16" rims. Set of six. Factory spokes in good cond. Sandblasted. Holes not elongated. \$300 for set. '32-'34 Front axle \$50. '41 Front axle \$50. Sam 760-746-8085.



Familiar Woodies Featured at Auto Museum.

Ric Bonoront's '40 Plymouth, Gil Buxton's '32 Ford, Webb Smith's '29 and Dick Martin's '40 Ford were among the wooden beauties in the Special Display section. We also discovered a trove of vintage Motorcycles I had never seen before. But the find of the day was the extensive Library tucked in the corner. Head Librarian and Historian, Larry Okey gave us the insider look at all the Automotive books, periodicals and club publications that fill the place. Duplicates are for sale and Richard scored a 21 book collection of the Pebble Beach Concourse Collection - one buck each. At the Air and Space we shook hands with Lindy and dodged the families trailing ankle biters though the 'Free Tuesday' crowds. Big noisy lunch at Corvettes after. -TS

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



'Pretend' 103rd Birthday for our Tour Leader at Corvettes

Apr /12

