


THE

FAN


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



Members of the Early Ford V8 Club
of San Diego,

The Board of Directors of the San Diego EFV8 Club has decided to suspend / cancel our monthly meetings for the foreseeable future. That is the meeting that occurs on the third Wednesday of every month. The first meeting to be canceled is the one that was scheduled to occur on March 18th. The decision to suspend our meetings is based on the current situation with concerns related to the COVID-19 / Coronavirus. The decision to suspend our Club meetings until further notice is based on the advice of the World Health Organization (WHO) and the Health and Human Services Administration (HHS), and the precautions being taken and advised by government agencies,

professional sports organizations and institutions of higher learning. Our concern is that most of our members fall into the group at greatest risk of contracting COVID-19 (over 60 years old), and / or have preexisting conditions.

We have members, or those close to them, that may be traveling to and from parts outside of San Diego, taking flights to and from inside or outside of our country, taking cruises, etc. Some are probably attending large gatherings of people such as shows, movies or large gatherings of families and friends. At our meetings we share food, shake hands etc. All of these activities are contrary to the recommendations of those that are supposed to be better informed than we are on the subject.

Some may think that we are being overly cautious, but the Board wishes to play it safe when it comes to the health and well-being of our members. We want to ensure that we all can continue to enjoy one another's company, and our cars, once this virus risk subsides. We do not want to risk one of our members getting the virus, or having members, and those with whom they come in contact, quarantined or worse.

The Club may still have driving tours or other club activities that do not require getting together in a group with close personal contact, and we will continue with the Fan and other Club communications.

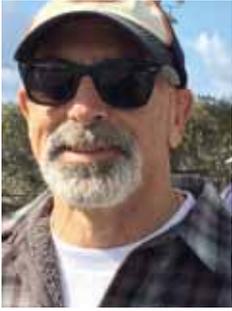
Therefore, going forward until further notice, no Club meetings are going to be held. We will keep members informed through email and the fabulous Fan when the Club's meetings will resume and also of the status of Club events, such as "The All Ford Picnic" (which at this point is still scheduled to occur).

Feel free to call or email me with questions or concerns.

So stay tuned, and be safe!

Sincerely, Joe Valentino (619) 300-4280





PREZ Sez- April 2020

Greetings V8ers! Just a month ago I was excited about the season that was about to unfold; the start of car shows, driving tours and meetings with V8 Club members. It feels as though everything just turned on a dime and we now have a different set of world, country and San Diego guidelines and regulations that

impact our daily life. A great deal of change has occurred in a short period of time.

We are starting to see cancelations of car related events take place. Our Early Ford V8 Club meetings have been canceled until further notice. The Palomar EFV8 Club has canceled the April meeting. We will probably see more car club activity cancelations going forward. In perspective, that is of little matter, because what is of the utmost importance is your health and the health of your loved ones and friends.

Now is a good time to stay in your home and work on car projects or house projects that you may have been putting off. In any case, our cars will enjoy a break that allows them to bask in the solitude of its garage and your car will be ready to go at a moment's notice.

I saw a posting on a social media site that keep current conditions and restrictions in perspective. It read something to the effect, "Our forefathers were asked to go to war to keep our country safe, we are being asked to stay on the couch." I can do that; I can stay on the couch!

Once the measures being taken to keep us safe are no longer needed, and restrictions for socializing are lifted, we again will enjoy our meetings and get together.

In the meantime, please stay safe. If you can, stay at home unless you absolutely need to go to the store, pharmacy or Doctor. The CDC website, <https://www.cdc.gov/coronavirus>, has information about the virus, steps for prevention and symptoms to read.



We will continue to stay in touch with Club members through the Ford Fan or emails.

Remember, wash your hands, and be safe!
That's all for this month, enjoy every day!

—Joe Valentino. EFV8-SD President

- President: **Joey Valentino** - 619-275-1255
- V.P. **Dennis Bailey** - 619-954-8646
- Secretary: **Bob Hargrave** - 619-283-4111
- Treasurer: **Ken Burke** - 619-469-7350

Directors:

Mike Petermann Prez Pro Tem- Programs By the month

- Dennis Bailey** - 619-954-8646
- Bob Hargrave**-619-283-4111
- Ken Burke** - 619-469-7350
- Ray Brock** 619-993-9190
- Rick Carlton** - 619-512-7058
- Joey Valentino** - 619-275-1255

Other Chairpersons

- 50/50: **Carl Atkinson** - 619-593-1514
- Membership : **Paula Pifer** - 619-464-5445
- Programs: **Volunteers**
- Tour Co-ordinator- By the month
- Car Club Council: **Susan Valentino** 619-275-1255
- Web Master: **Rick Carlton** - 619-512-7058
- Lady 8ers: **TBD**
- Accessories: **TBD**
- Ford Fan: **Tim Shortt** - 619-435-9013
- Cell 619-851-8927
- Refreshments: **Volunteers**
- Sunshine: **Judy Grobbel** - 619-435-2932
- V8 eBlasts: **Sandy Shortt** shortsandy@mac.com 619-435-9013

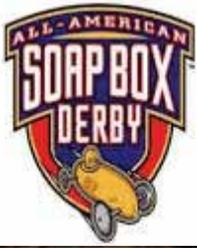


The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o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

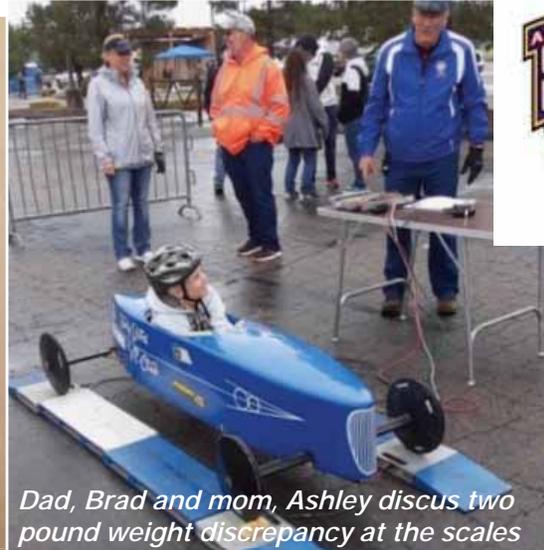
Wear Your Name Tag-- Next pot is \$75 Bucks
All current member names are in pot.
If your name is drawn and you are at the meeting, and you're wearing your name tag, **YOU WIN!**
RULES: Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a



Recognize this Old Ford Lover ?
Yep. Old Blue Eyes himself



Fast Hayes back home after bringing home the bacon



Dad, Brad and mom, Ashley discuss two pound weight discrepancy at the scales



Hayes Does It AGAIN!

Downpours and cold wind didn't slow the racers. Fast Hayes comes off a solid third place last year to take a second place trophy this year! Next year, who knows, maybe FIRST?

The only girl/woman driver added some drama by hitting the cones each time she stepped on the brake. On her last run she plowed up and over the hay bales, getting a big reaction from the crowd. No one hurt. Bill Lewis took the snaps of all the action. On cue, the sun broke through for the last two races making for a big finale.



They're still out there but, I didn't get the address...sorry



Tours & Things to Come

**Mar 11 Cancelled due to weather-
Club driving Tour Embarcadero
and Sunset Cliffs
RSVP Susan Valentino**

CORONAVIRUS CLOSSES EVERYTHING:

**V8 General Meeting cancelled
Auto Museum Closed
Air & Space closed.
GOOD GUYS Meet Cancelled
All Schools closed**

**Sun, May 3- All Ford Picnic
Postponed due to Virus**

**Wed. May 15- El Cajon Cruise Night and
General Meeting on Orange St. El Cajon
5:30- Pizza served.**

April Anniversaries

- 4/10 Joe & Paula Pifer
- 4/13 Bill & Sue Houlihan
- 4/16 Bob & Liz Brown
- 4/25 Calvin & Shirley King

April Birthdays

- 4/01 Bill Lewis
- 4/01 Janet Harris
- 4/07 Jack Clegg
- 4/10 Karen Walcher
- 4/15 Joe Pifer
- 4/22 John Hildebrand
- 4/23 Ray Brock
- 4/24 Loyce Swedberg
- 4/29 Liz Dow
- 4/30 Marianne Olsen

**Membership- Paula -Welcome new members
Duane Edwards, 9504 Alto Dr. La Mesa, Ca 91941
duaneedward497@aol.com 619-460-4010**

**John Jarecki & Maria
13131 Lakeshore dr, Ca 92040
jfjarecki@hotmail.com**

**Dan & Cathie Robertson
11641 Rocosco Rd.
Lakeside, CA 92040**

**Joint Members
[619-443-6557](tel:619-443-6557)cell [619-709-9011](tel:619-709-9011)
cathie.robertson@gcccd.edu**

**Sunshine Judy - CCC Pres Bill Lewis headed
for heart surgery. Best friend, Carl Atkinson
turned 93- Looking Good**

Memorial Service held for V8er

Fred "Shadow" Williamson UMF #1271

**Wednesday, March 25, 2020--Miramar
National Cemetery, San Diego CA**

Our Condolences.



**SAN DIEGO EARLY FORD V8 CLUB -Board and General Meetings CANCELLED
DUE TO VIRUS PANDEMIC**

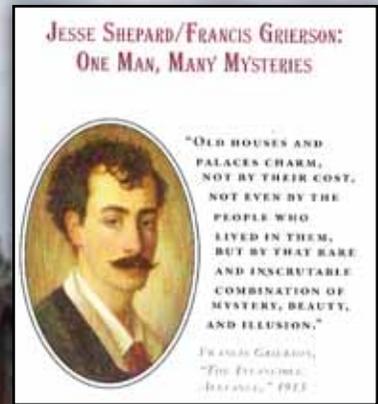
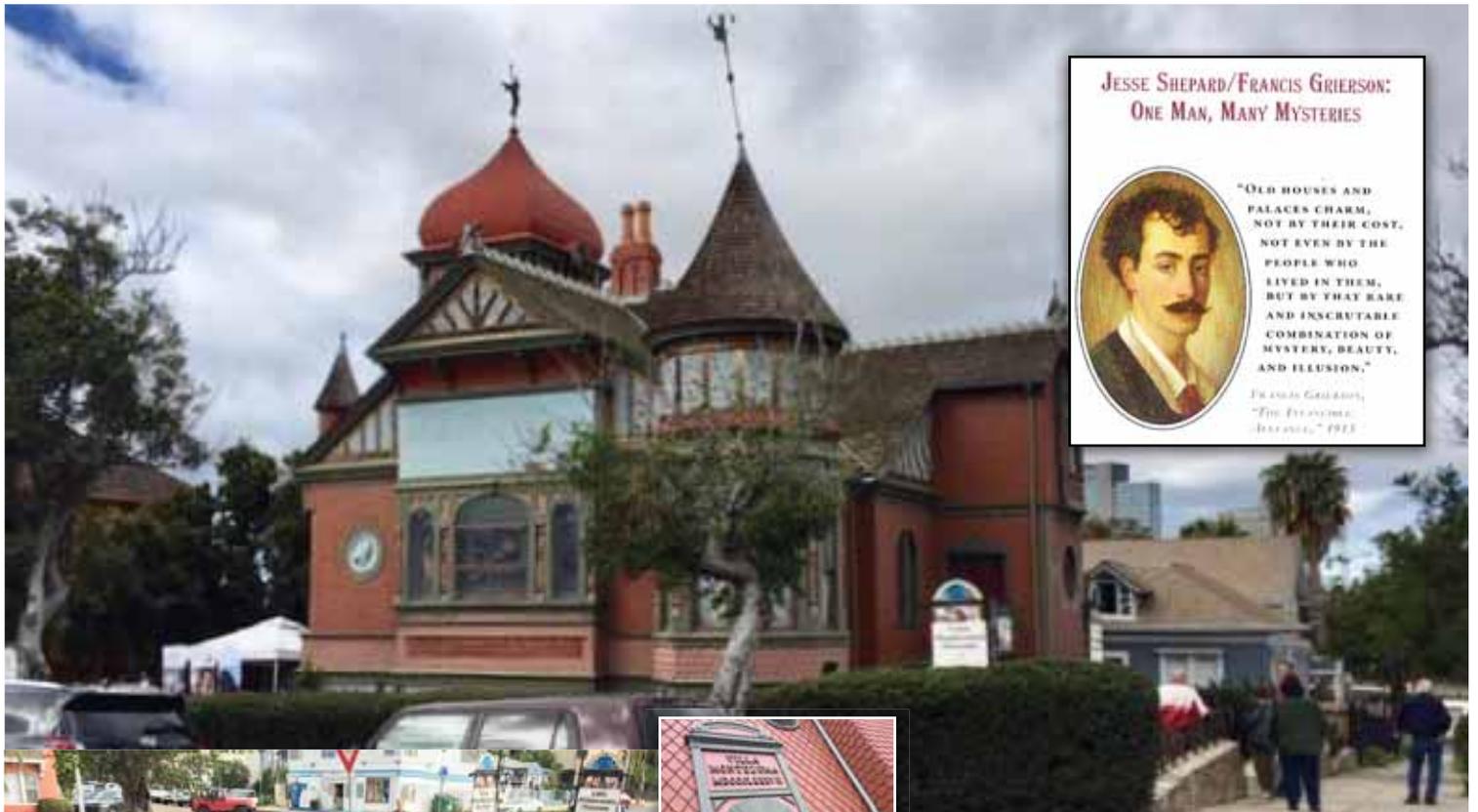


*Walking near
the Coronado
Bridge, Sandy
and I witnessed
the Hospital
ship, Mercy
pulling out for
Virus duty
in LA.*



**Carl Atkinson- 93 years young!
Still Ready to Party!**





March 7, 2020. **Leave it to Jay Harris to come up with yet another historically interesting tour.**

In 1887, the city of San Diego gave a blank check to a popular performer with two names: Jessie Shepard/ Francis Grierson, (know as One Man, Many Mysteries). He was well known in Europe for his virtuosity, charm and musical genius, performing extraordinary concerts without notes or sheet music. He was encouraged to build his Palace of the Arts on the property - to live there and entertain there. The Villa Montezuma Mansion, was

sited on the crest of Sherman Heights with a commanding View of downtown San Diego, tall ships anchored in the bay and sparsely populated Coronado island in the distance. He was also a recognized author. His books, essays and writings are studied today on college campuses. Interestingly, he died at the keyboard, on the last note of an astonishing concert.

In marked contrast to the rare air of the villa, we enjoyed a delicious casual lunch at the Lazy Dog restaurant in Mission Valley.

—Thanks Jay and Janet for a terrific day.





Finally !

The 1929 Model A is finished.

I bought the car in 1959 in Nebraska for \$25.00. It was a 'Farm Find' (not in a barn), resting under an Elm tree.

A little tinkering I got it running. I bought 5 new tires at Montgomery Ward (in stock, on the shelf). Got a temporary license in Nebraska just to get it out of the state.

Drove it home to San Diego. Top got soaked in a thunder storm in New Mexico, a semi truck heading the other direction blew the top completely off, leaving only chicken wire protecting me from the rain.

Used over 30 quarts of oil- tossed the empties in the back, Bought gallons of oil at Western Auto when I could.

This is the second time I 'restored' this car, the first time I painted it metallic blue and had an upholstery shop put in white Naugahyde interior and a white top.

—Walter Andersen





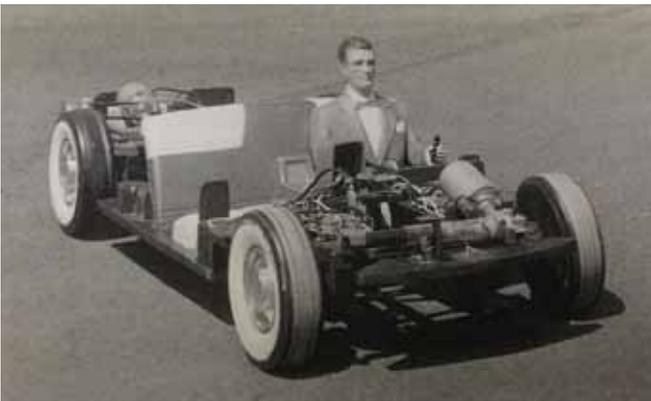
Rockets and radio control cars: goofing off at Ford in the Fifties

— *Daniel Strohl*

Employers! Worried that your employees newly assigned to work from home during the coronavirus pandemic are just goofing off, being lazy, and shooting productivity down the hole? Well, hey, lemme tell ya about Ford Motor Company in the Fifties, where it seemed like shenanigans—undertaken in the office—were the order of the day.

Or, at least, that's the impression we get from a couple of stories related to Jim and Cheryl Farrell for their book Ford Design Department Concepts and Showcars, 1932-1961.

One of the stores, concerning the 1954 LaTosca, we've alluded to in our previous look at the futuristic Fords that Alex Tremulis had a hand in creating while with the company. Designed by Tremulis and Romeyn Hammond, the LaTosca went on to become a 3/8-scale model, but not just any scale model. Instead, Hammond figured that he and Tremulis could scrounge a full-size car battery, some Lincoln convertible top motors (as drive motors), a power window regulator (as a transmission), and a power seat unit (as a steering mechanism), power window relays, and model airplane radio controls to build what the Farrells describe as "the first 3/8-sized, battery-powered, motorized concept car that was radio controlled."



With a 3/8-scale Oscar at the wheel, the LaTosca went as fast as 5 mph and worked well enough to demonstrate to a group of writers and photographers at the Ford proving grounds. Tremulis drove it for that demonstration and apparently liked the toy, judging from his subsequent antics.

Najjar and Waterhouse also figure into an earlier story of antics from that time, one that—unfortunately—seems to have gone undocumented with photos.

In the early 1950s, Ford studio designers built an elaborate three-foot high rocket out of cardboard, put a fake fuse in it and lit it next to the desks of managers John Najjar and Duncan McRae. After the rocket fizzles, and everyone had a good laugh, Najjar and McRae thought it would be funny if they did the same thing to their boss, Bob Maguire. When they

returned from lunch, Najjar and McRae took the rocket into Maguire's office, propped it up on a chair, lit the fuse and ran out closing the door behind them. What they didn't know was that while they were at lunch, Lyle Briggs and Al Mueller put two cherry bombs and a lot of red paper streamers inside the rocket. As Najjar and McRae were waiting in the hall, they heard a huge explosion. Shaken, they ran back into Maguire's office to find him still sitting at his desk, but his office was full of thick blue smoke, with red paper and cardboard particles raining down from all over the room. All Maguire said was that he presumed they were going to clean up the mess. In the meantime, Charlie Waterhouse came running from the other end of the building to find out what the explosion had been. Maguire told him that it must have been a tire that blew out.

See? Shenanigans. Today's remote workers can't get into nearly as much trouble at home now, can they ?





This type of common auto repair is no longer permitted at home in Sacramento County.

...WHAT?!

LEGAL NEWS

Sacramento County Says It's Illegal to Work on Your Own Car in Your Own Garage

Residents of Sacramento County might want to think twice before heading to their garage to do a car repair. According to a heated discussion **at the Grassroots Motorsports** forum, the zoning laws of Sacramento County include an **anti-vehicle-repair** code. The decree forbids car owners from doing major repairs on their vehicles in their garage.

The lawmakers have split the auto repair activity into two buckets: major and minor, **Jalopnik** reported.

Brake part replacement, change of oil and filter, repair of flat tires, minor tune-ups, lubrication and "other similar operations" are listed as "Minor automotive repair," meaning homeowners are permitted to perform these activities, as long as the car is registered to a **resident of the house**.

However, for anything beyond the listed activities, the code suggests heading to the nearby licensed mechanic, because it would be listed in the category of "major automobile repair or maintenance."

Painting vehicles or vehicle parts is also in the 'major automobile repair' category, presumably meant to fend off illegal paint booths in backyards.

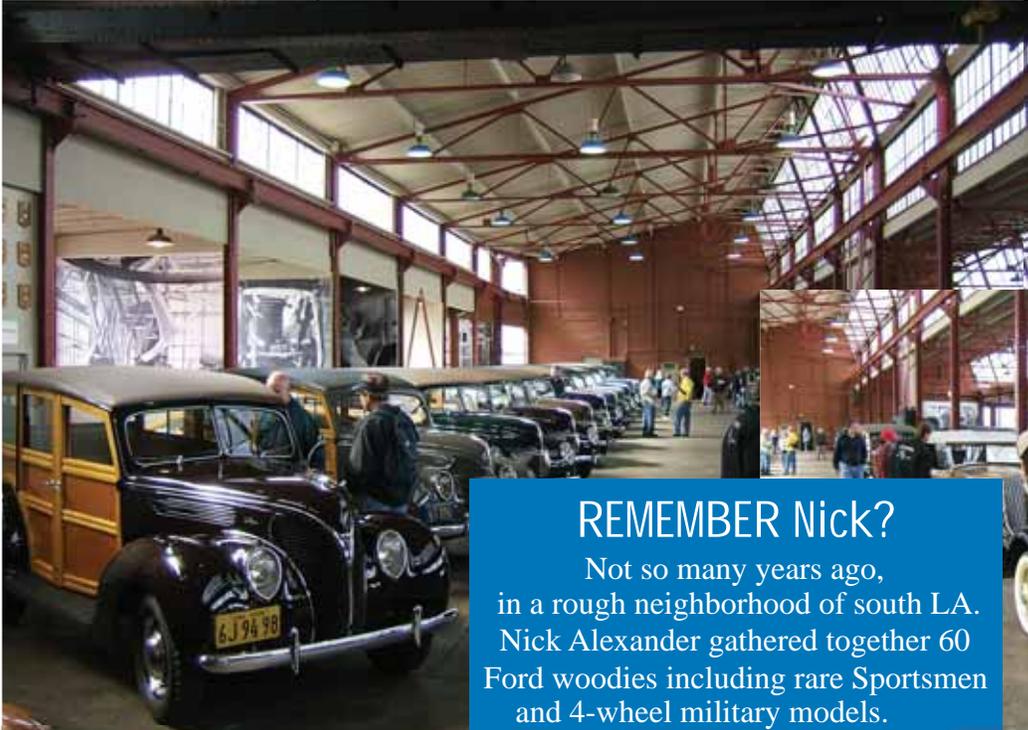
The code also states that residents performing a minor car repair should not use "tools not normally found in a residence." The vague explanation of this part of the code has especially infuriated gearheads and car enthusiasts. **Jalopnik** writes: "*How exactly do you define "tools not normally found in a residence?" A socket set? A torque wrench? A brake drum puller? This feels like a rule that's dangerously open to interpretation with pretty minimal supporting evidence.*"

Despite the code's intention to prevent illegal backyard chop-shops, a lot of members of the Grassroots Motorsports forum are concerned this law will hurt car enthusiasts. One member of the forum was among the first to fall victim to the code, claiming they were issued a \$430 fine for violating the decree.

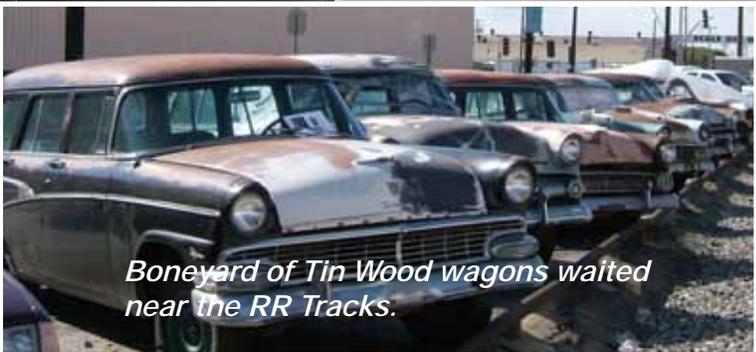
The code enforcement of the Sacramento county website justifies the law in place as beneficial for the environment and the economy.



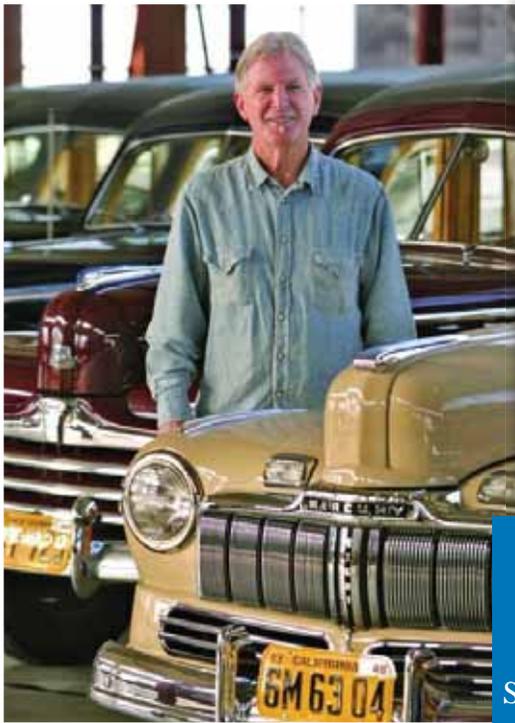
Two years ago, Bill Dorr and I dragged this Field-Find '54 home and did a Curb-Side Restoration - much to the amusement of the neighbors. To avoid dangerous jacks, we simply ran two wheels onto the curb and slid under on cardboard for bed-floor work, exhaust and wiring. Should we have been arrested? Probably...but all we got were compliments.



REMEMBER Nick?
 Not so many years ago,
 in a rough neighborhood of south LA.
 Nick Alexander gathered together 60
 Ford woodies including rare Sportsmen
 and 4-wheel military models.
 Customers stood in line for Nick's
 \$100k restorations in the shop...
Contd pg 10...



Boneyard of Tin Wood wagons waited near the RR Tracks.



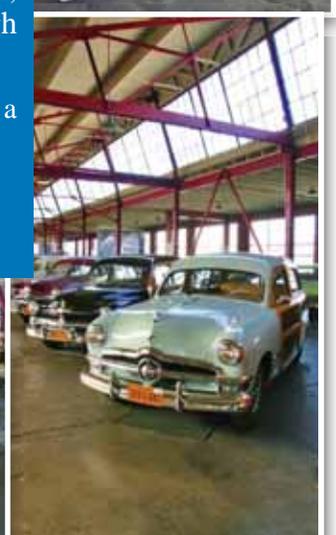
...Sixty wood-bodied Fords all in a row, and not a longboard to be found. There's a reason: Noted California woody collector Nick Alexander doesn't give a hang-10 about surfing. "I was raised in Southern California, but ... I have Irish skin and only got burned, not tanned; the first time I tried to surf, I almost drowned. I went to the beach more for the girls."

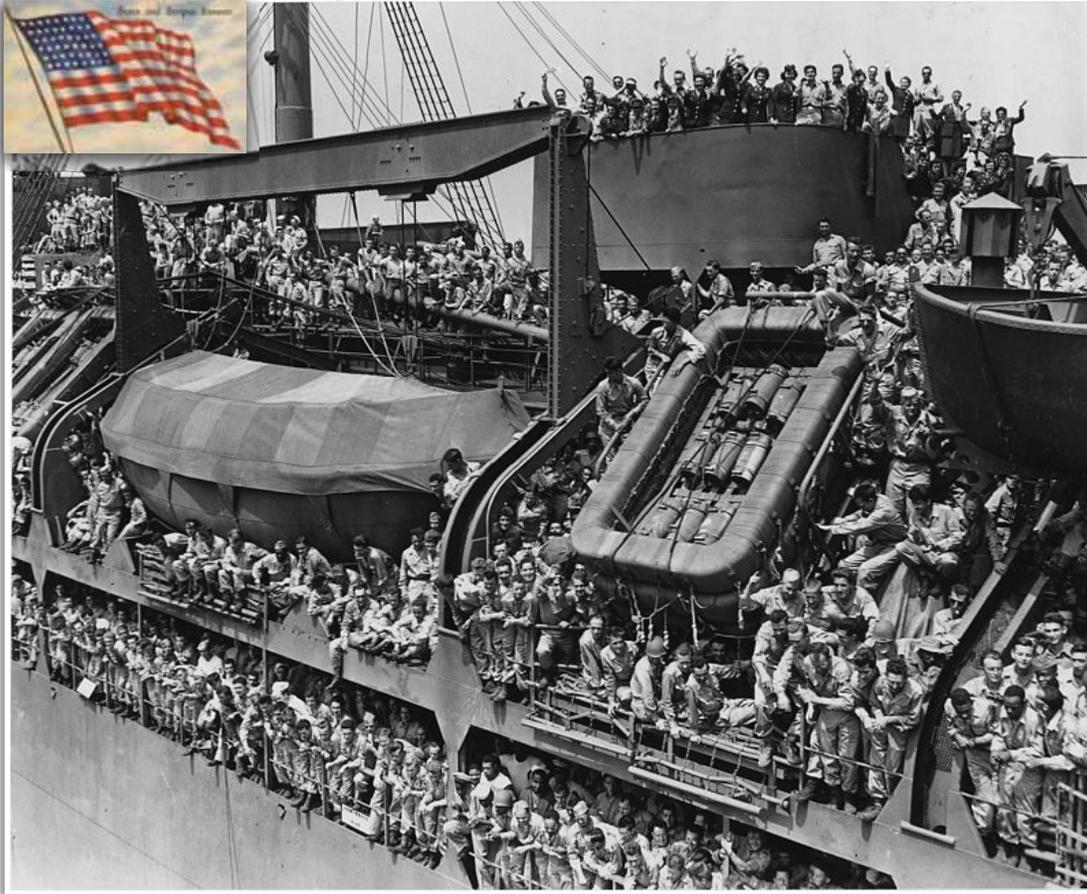


And Nick liked cars, so he knew what happened to them once the surf crowd got their hands on them. "They were only \$25 and \$35 cars by the time the surfers got hold of them, and they never had any money and did nothing to maintain them." Nick's even voice belies the passionate sentiments behind his words. "Once the surfers bought them, the die was cast."



And so Nick's completed collection of V-8-powered Ford and Mercury wood-bodied cars from 1932-'52 is all about the preservation (or restoration, depending) and history of the cars themselves, rather than getting caught up in the nostalgia of a Beach Boys soundtrack. The collection numbered 60 in all, lined up in two rows (pre-war and post-war), though it seems like there are five times that number; they were parked with pinpoint precision within the walls of a former mining-equipment factory, located in deepest downtown Los Angeles. The bulk of the collection was sold off in 2010.





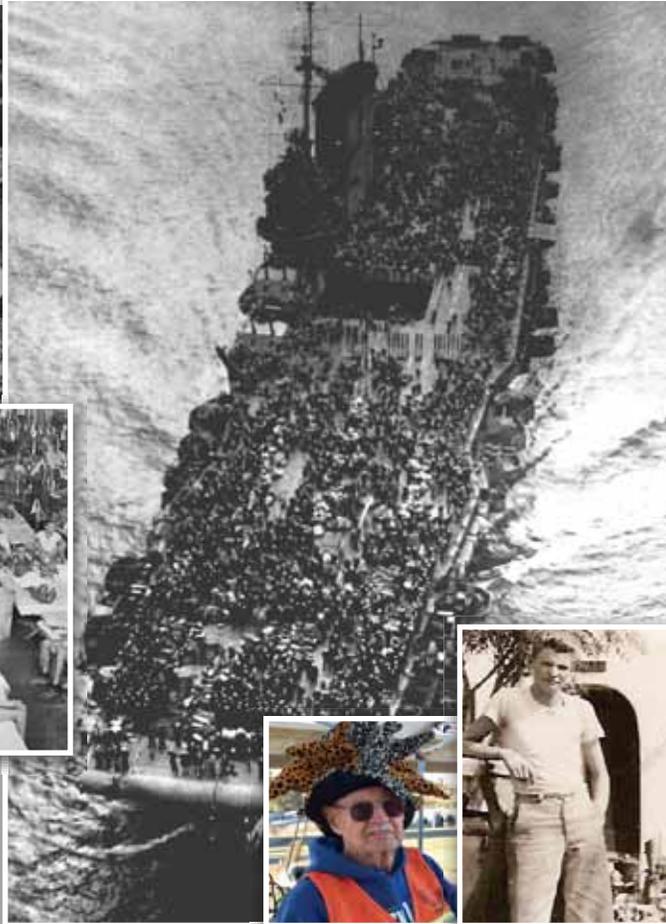
These are the most incredible pictures of our returning WWII military ever seen.

Returning the troops home after WWII was a daunting task....There were 334,000 servicemen, not counting the Coast Guard. In 1945, there were over 12 million, including the Coast Guard. At the end of the war, over 8 million of these men and women were scattered overseas in Europe, the Pacific and Asia. Shipping them out wasn't a particular problem but getting them home was a massive logistical headache. When Germany fell in May, 1945, the US. Navy was still busy fighting in the Pacific and couldn't assist.

The job of transporting 3 million men home fell to the Army and the Merchant Marine.

300 Victory and Liberty cargo ships were converted to troop transports for the task. During the war, 148,000 troops crossed the Atlantic west to east each month; The Navy wasn't picky, though: cruisers, battleships, hospital ships, even LSTs (Landing Ship, Tank) were packed full of men yearning for home. Two British ocean liners under American control, the *RMS Queen Mary* and *Queen Elizabeth*, had already served as troop transports before and continued to do so during the operation, each capable of carrying up to 15,000 people at a time, though their normal, peacetime capacity was less than 2,200. Twenty-nine ships were dedicated to transporting war brides: women married to American soldiers during the war, the rush home ramped this up to 435,000 a month over 14 months.

18 year old, Carl Atkinson served on one of those ships. He worked the night shift serving gallons of coffee to these guys who were coming back from Hell to Home - beside themselves with excitement to be done with the war and just to be coming home.



THINGS HAPPEN!

Our great FORD FAN editor has given me an interesting challenge to write about some experiences I've had with my V-8s.

*Let me start a long time ago. In 1951 I had a 1936 Three-Window Coupe. I was in the Army at Fort Ord, California. A girlfriend lived in Carmel and wanted to drive my car. "Do you have a **license**?" I asked, "Yes", she replied.

We Jumped into the car and she immediately backed into the side of a brand-new Chevy Sedan!

She Had NO license. I paid! The license, I paid—and My car trunk and rear end were gone leaving 10 coats of clear coat and black paint chipping.

* I went to breakfast at the Balboa Park Golf Course with high school friends. While leaving, one of them backed into my 1940 Mercury Convertible Sedan. Another rear end gone!

* Going for gas the day before driving my 1940 Mercury Convertible Sedan on a Jay Harris Tour to a Western National Meet in Oregon on the Columbia River. Near my house a SDG&E truck stopped suddenly in front of me and backed up. The front was wiped out! So I drove my van to the meet. Later I found a complete 1940 Mercury grille and fixed up the Merc good s new.

* Returning from another Western Meet at St. George, Utah in my 1940 Mercury Convertible Sedan, coming out of El Centro with Ken Tibbot riding shotgun, Carl Burnett pulled up along side and told me there was white smoke coming out of my exhaust! WHAM! A piston blew out of my block. I had a nice "tow ride" to San Diego!

* When I restored my 1947 Mercury Coupe, I took it down to the last nut and bolt. Every piece was painted. I got it home and carefully put it back together.

Getting the body back on was a high tech job. Jim Hurlburt, Jerry Windle and other V-8ers assisted. Be careful. But someone let it slip. I had a long paint gash in the middle of my firewall! GRRR!

Later I replaced all the rubber in the trunk lid and it wouldn't close. Jim Hurlburt came over and took a look at it. He told me to go down in the backyard. I did. Then I heard a loud bang! I came back and the trunk lid was closed. Jim said not to open it for a month! I was surprised there was still paint on it!

* About 15 years ago a huge canyon fire burned houses all around my house. My '47 Coupe was at the curb, steaming from the fire heat, ready to burst into flames. Jim Hurlburt saved my car by hosing it down several times as the fires raged all around.

We have our cars to drive around to show off and bring old memories to many. But sometimes things happen. When they get banged up we fix them again and again and enjoy doing it.

So keep them going and enjoy them as long as you can.—
Former V8 President, Dan Prager



My 1940 MERCURY SEDAN COUPE

—Paul Alvarado

This 1940 Mercury Sedan Coupe was stolen when new from Towne Ford in Redwood City, CA. It was recovered wrecked in Oregon and returned to Towne Ford. Body shop owner Frank Tancos was asked to give an estimate for repair but instead purchased this car for his own use. After repair Frank drove this car daily until it was replaced in 1964. **In 1965, and in need of a motor, brakes, suspension and other repairs, Frank offered this car to me at age 16**, free of charge. My father Percy was working for Frank at the time. After obtaining a part time job and after many hours of labor and lots of help from my dad I had this Merc on the road again as my high school transportation. Modifications at the time included recovered seats and door panels, new carpet, chrome wheels, shaved heads, twin carburetors and dual exhaust. **After five years of storage** while I was in the US Navy I put the Merc on the road once again. But many reliability issues caused me to once again park it and tear it apart for restoration in 1975. With limited funds, time and a growing family, etc. the Merc was towed to a new home several times before the planets aligned and a serious restoration began in 2012 upon my retirement. **This restoration was completed in 2018**, mostly in my garage with the intent of giving it a 50's hot-rod vibe. It began by having the body and all sheet metal acid dipped, sections of the floor and trunk pan replaced, the frame and suspension powder coated, all chrome re-plated and stainless trim polished. All glass, rubber and other deteriorated parts were replaced; not a single bolt was untouched. Modifications include building a 1948 59A motor that was bored and stroked, balanced and blueprinted with 4" crank, 8BA rods, pistons, valves and guides, Johnson lifters, Isky springs, Schneider ¾ cam, vintage Tattersfield intake topped with two 94 carbs, Offenhauser heads and Fenton headers. **Spark is from a Mallory distributor** I converted to Pertonix. The original 3-speed was rebuilt with Lincoln-Zephyr gears and the rear axle is rebuilt original with bullet-proofed Columbia OD added. F100 disc brakes were added up front along with a 4" drop axle; Posies springs and gas shocks were added all around. A wiring friend and I custom built a 12V harness to accommodate the addition of turn signals, stereo, electric fan and wipers. **I am fortunate to have a friend that owns a restoration shop** and he let me work with him on restoring the body, which included 35 patch panels, and nosing the hood. Six rows of louvers had been added to the hood prior to this. This car is painted with a single stage PPG Concept paint. I insulated the car using both Lizard Skin and Dyno Mat before it went out for an upholstery job, including the trunk, in black and red Naugahyde with both tuck n roll and rolled n pleated panels. **I also enlisted a local graphic artist** for detail graphics on the dash, hubcaps and steering wheel. **Throughout the restoration, I often wondered** what Frank and my dad would think of the results were they alive today. I hope I did them proud. Oh, and Thank You to my wife Marilyn for putting up with me and my car for all these years.





NOW—For Sale 1949 Ford Woody Wagon, runs drives and stops, lots of new stuff too much to list, needs: interior, headliner -wood on side in good condition but needs to be refinished. It has the wood tailgate with spare tire and cover. No rust, chrome done and the stainless trim is all there. All glass good no cracks. Asking \$35,000. Lots more pictures on request.

THEN—Seeing this ad and reading the description reminded me of my own one owner '49 woody deal. I found it at the Hershey Car Show in 1971. Body, wood same condition - It ran, but needed brake work, but the big difference was the price - I paid \$3,500 delivered to my house in New York. He's asking \$35,000. Man, have times changed.



Send Rick Carlton your email address- if you want to receive FAN by email.

SDEFV8 General Meeting- Auto Museum, Balboa Park-Cancelled due to Virus

Ford V8 Swap Corner...



'31 Rumble Seat, Sport Coupe. Loaded w/accessories including Travel Trunk. Reliable '71 Pinto Drive line for freeway driving. **\$13,500 OBO. Moving in 2 weeks- Best Offer -619-249-5645**

37 Ford coupe, stripped of paint. 95% rust free. Owner lost interest. New mustang II front end, Ford 9" rear, 4 wheel disc brakes, gas tank installed, most body work done, great grille, include headlight buckets, trim, window garnish, windshield, regulators, door handles, dash, rear seat, new parts including a aftermarket AC unit to complete both



inside and out, Set-up for small block Chevy and a 350 turbo trans. Been in garage for the past 20 years. **\$10,500**

Jack Fox
fordtrk56@gmail.com



'37 Fordor. Good shape. RB V8, carb, fuel pump, radiator, trans, clutch, pressure plate, starter, alt, 12v, hydraulic brakes, E Brake, Bumpers, Glass and rubber, Solid body, Good Paint. good interior, WWW. Clean in and out. Drives great. **\$29k-OBO - 5% of sell price goes to V8 Club. 619-829-1678 Dr. Tom Sysko**

50 ford flathead V8 engine equipped with rebuilt 5speed trans. Also included: new water pumps, radiator, MSD ignition, 12v coil, ceramic coated headers new plugs and plug wires. The engine has good compression, no oil leaks or smoke. I drove the car from San Diego to Colorado with no problems. I have paperwork on the transmission. Asking **\$2,900 OBO for all. 619 -339- 0902**

'50 TransWorks good, T5 Trans 5 speed \$600 OBO- 714-490-0613-cell 714-906-1644

'32 Cabriolet-all steel, pro built street rod-Don Shankin 954-898-9304

WANTED—'51 Ca plates-(Pair) Tom Shields 210-368-1113

Paul Alvarado has many '34 Parts left after hot rodding a '34 5 window Coupe — Rear steel fenders, Front seat and rumble cushions in excellent shape, new ashtray, light stanchions, Running Boards, etc, etc No shipping- must pick up locally. **619-846-7012**

Enclosed 28' Car Trailer-with toilet, sink and wood interior. \$3,000 Sheila Rabell 619-977-3152

'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver-needs minor stuff. .520 Ken Van Wormer 619-302-5714

Joe Vidali cleaning out Garage—Lot of good stuff- 619-315-3645



1933 FORD TUDOR...ALL STEEL NICE INTERIOR, NEW RADIATOR, BRAKES, REFRESHED TRANSMISSION, REBUILT STARTER, NEW CLUTCH AND PRESSURE PLATE.RAY BROCK REBUILT ENGINE WITH LOW MILES. 35k- JIM THOMAS -619 669 9990

9" Ford Rear End— 2.70:1 Ratio \$100- Bob Brown 619-890-6988

265 Chevy V8 Motor- Total Rebuild, Best Offer 619-247-6525

'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Side-mounts, Luggage Rack. Runs great. New lower price...

\$83k .Dixie, 619-677-8922



'49 Tudor. Custom Deluxe Restored in and out. Strong running Flathead V8. \$25k invested. Asking \$18k. Drex Scott 678-346-8404



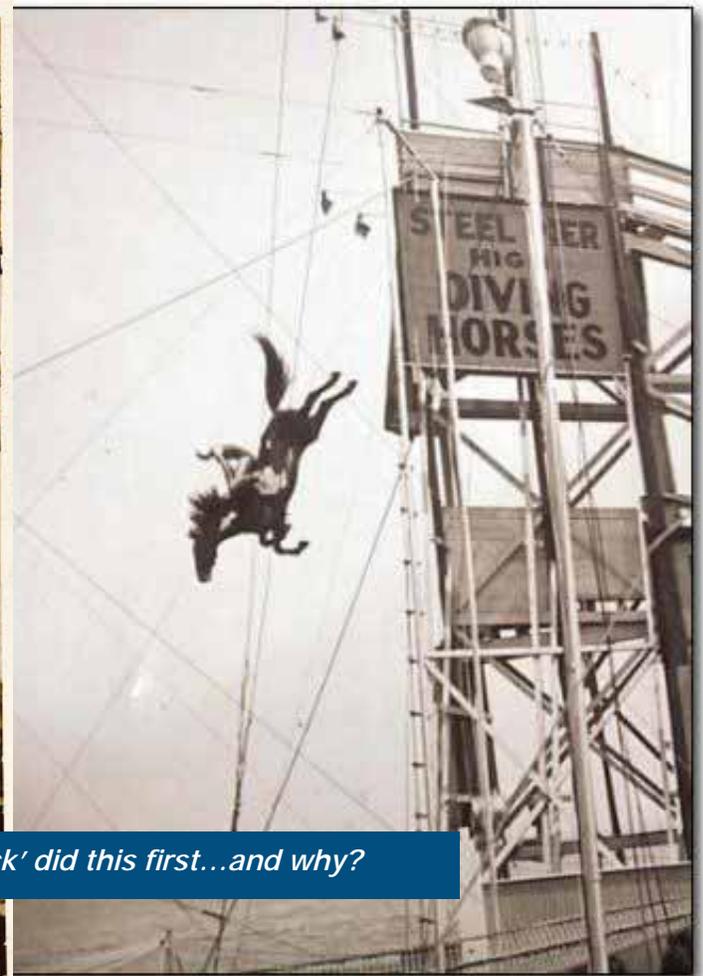
'36 Model 68 Convert sedan. Palomar member Judd Lynn passed. His son Chip is selling dad's car. Nice stock original with flathead. **Located in Murrieta, Ca. 323-744-7060**

'33 Ford Deluxe Touring Tudor. Owned for 20 yrs. 59AB Flathead rebuilt. 3/4 Cam, Duals, High speed rear. Still 6 V w/ additional bumper mounted Bee Lights. Drives like a 1933 Ford. Look it over and make me an offer! **Roy Watson 706-538-1185 or cell— 404-642-6766**





Unnamed V8er— prepared for anything on Feb Tour



Who 'the heck' did this first...and why?