

THE FAN

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



Let's make some music.

July 25- Nearly two dozen V8ers enjoyed a VIP Tour of Taylor Guitar Manufacturing in El Cajon.

Our personal guide and Marketing Manager, Katrina Horstman, gave us an earful and an eye-ful of what it takes to make a Taylor quality guitar - starting out with trees and raw steel. It would not be accurate to call the process an assembly line - yes, there are computers and robots involved, but there is also so much careful hand work, each guitar becomes a gleaming work of art.

Forty years ago Bob Taylor made one guitar a week in his garage and when he sold that one, he used the money to start the next. Today the Taylor craftsmen & craftswomen turn out 700 complete guitars each day around the world.



Bob is still on hand, day after day innovating and streamlining the operations without shortchanging any of the quality that has made Taylor one of the most sought after guitars on the planet.



In fact a couple of V8ers went for a moment down memory lane- Joe Vidalli strummed out a Pop Christmas tune he had written and John Hildebrand confessed that in the 60s he had hair to his shoulders and had played in several local bands - his favorite; "Black Sedan". --TS

Aug 4, Sat - Stein Farm & Picnic Tour -National City
Tim Shortt -619-851-8927



The Prez Sez.

My back surgery was completely successful and I'm feeling great - no more pain pills.

Happy Birthday to Us!

July 18's General Meeting was a party complete with cake & ice cream thanks to John & Pat Hildebrand.

(There was some debate about the '39 years' on the cake- most agreed it should have been '43').

On July 25th. 23 V8ers had a terrific Tour of the Taylor Guitar factory.

Next tour: **Aug 4, Sat, Stein Farm Tour and Picnic** . Bring your picnic- park on the

farm. Tour the century old house and the largest barns left in San Diego County. It's going to be an old fashioned good time - a good tour for any kid or grand kid. RSVP Tim Shortt 619-851-8927. We need a head count.

After his engine fire at the El Cajon show, Carl Atkinson asked everyone if they had a fire extinguisher within reach.

When Dennis Bailey & Bill Lewis surrounded Sandy Shortt-she asked, "Are we of the same species?"

Joe Vidalli gave another thought provoking tech talk- this one about the proper spark plugs for your flathead V8, and all the miss information out there regarding 'modern equivalents'.

Sept 11-14- Western National Meet- Donations wanted for raffle prizes. It is the SD Club's Tradition

to contribute to the host club of the annual National Meet. Any contributions should be sent to Columbia River RG, EFV8Club, Ron Love, 3400 SW Sherwood Pl. Portland, Or, 97239. 503-223-9395

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*

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.



**Aug 4, Sat- Stein Farm Tour & Picnic, National City
RSVP-Tim Shortt, 619-851-8927**



At speed on the Flats

Richard Teubner sent out an e-mail alerting the club that the 2012 season at El Mirage would start on Saturday May 19th. El Mirage has been on my bucket list for many years. After a week of vacillating between attending the Run to The Hills show in Pine Valley or dry lakes racing in El Mirage, Paula and I got up at "O" DARK THIRTY (3:30 am) and headed out for the mud flats which are about 12 miles North of Adelanto on the 395. They started racing back in 1937 on the dry

lakes which is now part of the El Mirage Off Road Vehicle area. When we arrived at 0800 about 50 or so racers, RV's and support personnel were on the lakes and starting to make runs. By 10:00 both sides of the three plus mile lake bed race track was lined from one end to the other. A racer left the line about every 5 minutes as soon as the track was clear. It was just like stepping back into the 1940s. The cars both on and off the track were period perfect with some newer vehicles

thrown in to cover every year.

If you have not been to El Mirage it is a must do if you love the racing history and it is only 160 miles from San Diego.

The SCTA has a race at El Mirage once a month in May, June, July, September, October and November. No racing in August as that month is reserved for Bonneville.

Check it out on the web at www.scta-bin.org

Now that I have checked off El Mirage it is on to Bonneville.

--Joe Pifer



Ernie Adams - Dwarf Car Cruisers

A Dwarf Car is the end result of a dream Ernie Adams had. Ernie made his dream a reality by taking the design of early model cars and scaling them down to a smaller size.

The first Dwarf Car came to life in 1965 as a 28 Chevy two-door sedan. The name "Dwarf Car" did not come about until 1980 when Ernie Adams and Daren Schmaltz built the first two miniature race cars, calling them "DWARF CARS".

They are built in the shop you see. They are actual cars in every sense, every sense. Unbelievable as it may seem. Hammered out of 20 gauge metal. Every piece hand made from scratch. The mercury has 22 thousand miles on it, It has been to Indiana. The 39 Chevy has over 40 thousand miles on it. The feller that builds them, drives them. The 42 Ford Conv. sounds like it has Glasspacks on it. Those spotlights have been built from scratch and they function. Doors roll up and down. Doors close with no effort, let go, it closes effortlessly. The bumpers, grills, everything made from flat metal. The wheels, little wheels from scratch. He even makes wire wheels, ala; 34/35 Ford, Model 'A's, etc. No stamp mill around, a shaper, a cutter, gas and electric welder. And needless to say a 'Good Eye'!! One of the most fabulous finds of my time. Not so much the beauty of the cars, but; finding someone with the kind of magic, artistic ability, many miles out in the in the country near the town of Maricopa, Az. He don't do computer, but his son has a site at: <http://www.dwarfcarpromotions.com/>. However they don't do anything commercial. He enjoys his cars and 100's of people drive out there (many miles) to see the cars. On a dirt road no less!

His shop is open to the public. I have seen the Ford convertible in person and you can not believe it. At one time several years ago, I was told that he used old refrigerators and wash machines for his metal. I believe the '39 Chev was his first. Check out Ernie's web site and scrap book of unbelievably detailed and drivable miniature automobiles.--

Submitted By Royce Hulsey



Progress Report- '55 Merc
Ron Hall has all chrome done, interior cleaned up, prepped for paint, new exhaust and tune up, engine detailed.wood grain around windows-- this car will be a proud wagon before summers end.

The Dillinger Trail

One good thing you can say about the bank robbers of the '30s - they loved to drive. The Dillinger gang, for instance, would hit a bank in Indiana or Wisconsin and then take a road trip to Daytona Beach or Tucson. Baby Face Nelson liked to visit his old pals in San Francisco, while Bonnie Parker and Clyde Barrow virtually lived in whatever car they'd most recently stolen.

And the getaway car of choice, more often than not, seemed to be a '33 or '34 Ford. With that V8 flathead under the hood they were quite fast. At the time most cops were still chuffing around in 4-cylinder Model As or the like. Also their low cost - (just \$615 bucks for a brand new '34 Fordor Deluxe). Dillinger - when spending his own money - also had a taste for the light and quick Hudson Essex Terraplanes, which were equally handsome, yet discreet and inexpensive.

Running boards and fordors were useful, too, as most bank robbers took hostages and made them stand along both sides of the car for cover. A few miles out of town, the crooks would drop the wind-burned captives at a crossroads and tell them to have a nice day.

Once they disappeared into the rural countryside, the gangs often encountered citizens that were not all that annoyed by the concept of a bank robbery. America had 13 million unemployed, with hundreds of thousands who'd just lost everything in bank closings and foreclosures, so there was a general loathing of financial institutions, not unlike today.

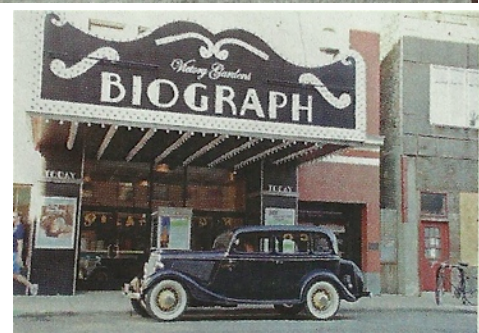
As a former Boy Scout I hate to admit this, but I ended liking John Dillinger a whole lot better than J. Edger Hoover.

He seems to have been fearless and loyal to his friends, with a quick wit and a lively sense of humor, unlike many of the underworld heavies of the day. He also loved good cars, attractive, women, baseball, whiskey and fast driving. He took pains not to shoot anyone unless fired upon. Dillinger was accused of only one killing - a police officer that had fired into him point blank several times - luckily John was wearing a bullet proof vest.

In 1925, after mugging a grocer, Young John did nine years in the State Pen. It was here he met his future gang, and began robbing banks about fifteen minutes after he got out of prison in 1933. Heading westward to the college town of Greencastle, where he pulled his richest heist, escaping with \$75 grand. After several more robberies, John was caught robbing the The Old

Central National Bank in Crown Point, Indiana and tossed into a city jail. He escaped by using a wooden pistol and a lot of moxie. He stole Sheriff Lillian Hölley's new Ford V8 for his getaway.

On a hot July night in 1934 Dillinger went to see a Clark Gable gangster movie called "Manhattan Melodrama". With him were a girlfriend and his "Landlady", a madam named Anna Sage, who betrayed him to the police. Yes, the notorious "woman in red". When they came out of the theater, FBI agents moved in on Dillinger, chased him to an alley and gunned him down. Dillinger is buried in Indianapolis.--Submitted by Bill Dorr



Hitting the back roads
with a '34 Ford
in search of
Public Enemy
Number One

BY PETER EGAN

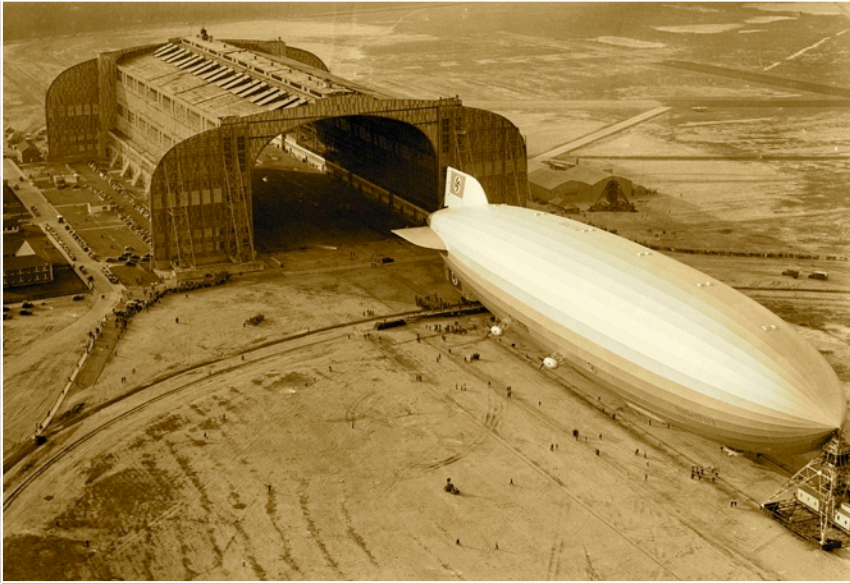
PHOTOS BY MARC URBAND,
BARBARA EGAN AND THE AUTHOR

WANTED

JOHN HERBERT DILLINGER

\$10,000.00
\$5,000.00





The Hindenburg comes to America-1937

Festooned with Swastikas and Olympic rings for the 1937 Games, The pride of Nazi Germany cruised across the Atlantic and over NYC to land in Lakehurst, New Jersey. The first class cabin served 4 star meals complete with wines and prepared by a gourmet chef in the on-board kitchen. The craft was on a slow descent to its mooring tower some 200 feet off the ground, when it burst into flames. The ground crew scattered and, as the cabin hit the ground, some air crew and passengers managed to scramble out. Many were badly burned, 35 were killed on board. One ground crewman was also killed. The craft was completely destroyed. The disaster was the subject of spectacular newsreel coverage,

photographs, and Herbert Morrison's recorded radio eyewitness report from the landing field, which was broadcast the next day. The actual cause of the fire remains unknown, although a variety of hypotheses have been put forward for both the cause of ignition and the initial fuel for the ensuing fire. The incident shattered public confidence in the giant, passenger-carrying rigid airship and marked the end of the airship era. -TS





„Let's go to Gerrie's place for donuts...“

That's all it took and 50 V8ers showed up- Prowlers, Over The Hill guys and EFV8 donut hounds - hungry for sugar and memories of Bob Stoll and Gerries hospitality. It was great to be back at the place where so many laughs were shared and memorable parties were thrown. Thank you, Gerrie. And thanks Gary Walcher for the thousand donuts...
--TS



In The 20s, 30s & 40s going on a road trip lacked one thing - a road.

President Dwight D. Eisenhower (seated) receives the report which will provide the basis for the President's proposal to Congress on financing construction of the Interstate System.

When President Eisenhower took office in January 1953, the States had completed 10,327 km of system improvements at a cost of \$955 million - half of which came from the Federal government. Only 24 percent of interstate roadway was adequate for present traffic; that is, very little of the distance had been reconstructed to meet traffic expected 20 years hence.

Long before taking office, Eisenhower recognized the importance of highways. His first realization of the value of good highways occurred in 1919, when he participated in the U.S. Army's first transcontinental motor convoy from Washington, D.C., to San Francisco. On the way west, the convoy experienced all the woes known to motorists and then some - an endless series of mechanical difficulties; vehicles stuck in mud or sand; trucks and other equipment falling through wooden bridges; roads as slippery as ice or dusty or the consistency of "gumbo"; [and] extremes of weather from desert heat to Rocky Mountain freezing.

During World War II, General Eisenhower saw the advantages Germany enjoyed because of the autobahn network. He also noted the enhanced mobility of the Allies when they fought their way into Germany. The president planned accordingly- requiring a straight section on each U.S. highway every few miles for an emergency air field in time of war.

In 1953, the first year of the Eisenhower administration, the president had little time for highways. He was preoccupied with bringing an end to the war in Korea and helping the country get through the economic disruption of the post-war period. However, 1954 was a year in which a new Federal-aid highway act would be needed, and from the start, during the State of the

Union Address on Jan. 7, Eisenhower made clear that he was ready to turn his attention to the nation's highway problems. He considered it important to "protect the vital interest of every citizen in a safe and adequate highway system." Having held extensive hearings in 1953, Congress was able to act quickly on the Federal-Aid Highway Act of 1954. Again, however, Congress avoided radical departures that would alter the balance among competing interests. All the programs, including the interstate system, were funded at higher levels, so each of the interests was satisfied. The main controversy involved the apportionment of the funds. Heavily populated States and urban areas wanted population to be the main factor, while other States preferred land area and distance as factors. The 1954 bill authorized \$175 million for the interstate system, to be used on a 60-40 matching ratio. The formula represented a compromise: one-half based on population and one-half based on the Federal-aid primary formula (one-third on roadway distance, one-third on land area, and one-third on population).

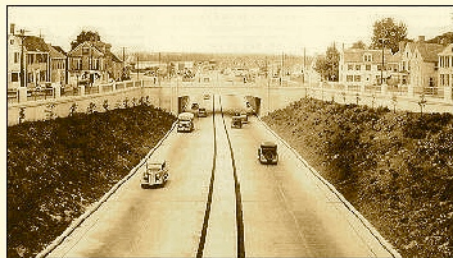
During the signing ceremony at the White House on May 6, 1954, the president said, "This legislation is one effective forward step in meeting the accumulated needs." But he knew it was not a big enough step, and he decided to do something about it. What was needed, the president believed, was a grand plan for a properly articulated system of highways. The president wanted a self-liquidating method of financing that would avoid debt. He wanted a cooperative alliance between State and Federal officials to accomplish the Federal part of the grand plan. And he wanted the Federal government to cooperate with the States to develop a modern State highway system.



Lt Col Dwight D. Eisenhower (left) and Maj Sereno Brett, in Wyoming, on the U.S. Army's first transcontinental motor convoy in 1919. Photo: Courtesy of the Eisenhower Library



President Dwight D. Eisenhower



Early freeway in Newton, Mass., circa 1935, showing access control





Step back in time. Aug 4, Sat-10am

Aug 4, Sat, Stein Farm Tour and Picnic .

Bring your picnic- park on the farm. Tour the century old house and the largest barns left in San Diego County. Check out the vintage farm equipment, antique cars, trucks, coaches, wagons. ducks, chickens, pigs, goats and orchards - all right here in National City. Bring guests, grandkids, wives and ex wives. It's going to be an old fashioned good time. RSVP Tim Shortt 619-851-8927. We need a head count.

2012 Tour Schedule

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

Aug 11-11am-1pm Dan Prager 80th BDay Bash- 5151 Hawley Blvd, SD 92103-619-282-0645

Sept 11-14- Western National Meet- Donations wanted for raffle prizes. It is the SD Club's Tradition to contribute to the host club of the annual National Meet. Any contributions should be sent to Columbia River RG, EFV8Club, Ron Love, 3400 SW Sherwood Pl. Portland, Or, 97239. 503-223-9395

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

Oct-28- Oktoberfest -John & Pat Hildebrand- 790 Bracero Rd, Encinitas, Ca 92024- RSVP-760-943-1284

Nov -TBD.

Dec 16 -Christmas party

Lady 8ers Events 2012

All V8 women are welcome- bring guests.

August 24-31 Leo Carrillo Film Festival

September 19th Gen Meeting

October 17th Gene Meeting

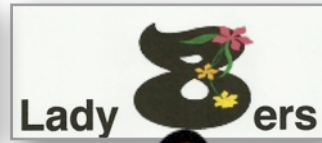
November: 21st Gen Meeting

December 12th - Point Loma Garden Club Annual Tea & Bazaar 10-Noon

Dec 16th Christmas Party

V8ers On The Move...

Dennis Bailey just back from Mexico. **Joe & Paula** -Off for Cheyenne Wy. and beyond. **Tim & Sandy** seen at Hollywood Bowl- Smokey Robinson was smoking.



July 12 - Lady8res go to tea....

Eleven Lady 8ers attended the first **Virginia Larkin Memorial Tea.** Virginia organized our first visit to the Cobblestone Cottage in Alpine last year. We were so pleased and honored to be joined by Virginia's sister, Joyce, and granddaughter, Mylene. We enjoyed a full High Tea. The setting is lovely, the food is fantastic, and we indulged in many cuppas. We plan to make this an annual event. Hope more of our ladies with join us next year.--Candy



WRECK OF THE WEEK



It looks like someone tried to play spin-the-bottle with a formerly beautiful '52 Ford on a San Francisco-area street. The Custom Tudor's whitewalls wound up pointing to the sky and the car slid into a '39 Chrysler Royal parked nearby. The Chrysler lost a head lamp and suffered at least a dented left front fender. The left half of the hood it out of kilter, too. The Ford was only five years old when this occurred on a sunny day in July.

Photo by Rodman Bingham and provided courtesy of his wife Marguerite and daughter Patrice Offenhauser.

Aug 4, 10am-Sat - Stein Farm Tour & Picnic- Tim Shortt 619-851-8927

August Anniversaries

- 8/02 Gary & Mary Timm
- 8/05 Greg & Debbie Murrel
- 8/16 Jim & Kathy White
- 8/19 Les & Margaret Bartlett
- 8/20 Webb & Avalee Smith
- 8/25 Phil & Judith Spaid

August Birthdays

- 8/01 Al Petani
- 8/08 Dan Prager
- 8/08 Olivia Ramirez
- 8/09 Susan Braden
- 8/19 Sharon Osberg
- 8/21 Mike Pierson
- 8/23 Jim Hallsted
- 8/26 Sandy Shortt
- 8/26 Vivian Serrano
- 8/27 Sandy Hurlburt
- 8/30 Dean Wakefield



3 Day Birthday Celebration-July

27,28,29 -Happy 90th Birthday **Clarence Schiedle**- New phone number-- 619-698-5403. Web site: www.scheidle@autobodyinstructor.com

Membership- Paula reports 39 single members and 59 joint =156 total. **Welcome new members. Sunshine: Judy Grobbel** reports: Prez **Bill Lewis** is back from back surgery. **Linda Lewis** doing better. The rest of us are doing swell.

Poster below courtesy of Hoosier Views

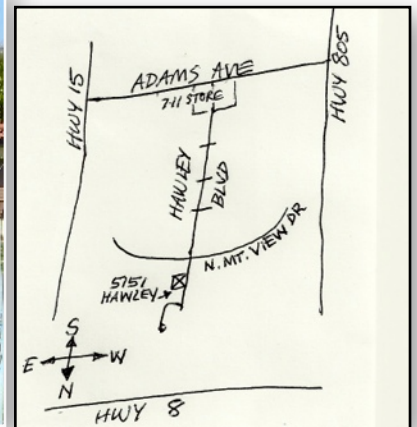
SDEFV8 GENERAL MEETING Minutes –July 18, 2012 Automotive Museum

Prez. Bill Lewis pounded the gavel at at 7:02. **Guests:** None **Presidents Report:** Bill is glad to be back at the helm after his Back Surgery. **VP: John Hildebrand** – John brought cake and ice cream for the Clubs 43rd Birthday and announced that he and Pat would be hosting the Oktoberfest party. **Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved for June as written in the Fan. **Treasurer: Ken Burke** gave the Treasurer’s report and it was M.S&C to accept. Ken also distributed copies of the 2012 Budget for a mid-year review. **Membership: Paula Pifer:** 156 Members **Accessories:** Duane has new T-shirts and Hats **Sunshine:** Cards were sent to Bill and Linda Lewis. **Fan Editor:** Tim reported that the Aug Fan is almost ready and that he needs some new materials on your first car or car adventures. **Tours:** Wednesday July 25th is the date for Taylor Guitar tour. The Stein Museum is scheduled for Sat, Aug.4. **Programs:** Richard is still looking for programs. **Car Club Council; Joe Pifer:** No report. **New Business:** Clarence Schiedle is celebrating his 90th Birthday. Carl Atkinson asked us all where our fire extinguishers were located. Carl had a carburetor fire at the El Cajon Cruise nite and thanks to his trusty fire extinguisher the car survived. **Old Business:** Ken Burke asked for discussion on the Budget for 2012. **Program/ Tech Tips:** **Joe Vidali** gave an excellent presentation on Spark Plugs for your flathead. **50/50** was won by Dan Prager and Bill Dorr won a tee shirt.. The meeting was adjourned at 8:04. *Dennis Bailey Secy.*



Dan Prager's 80th Birthday Bash

Aug 11, 2012. 11am to 1pm. 5151 Hawley Blvd, San Diego, 92103. oSop by and say Hi. Have a catered lunch from the Barbeque Pit. Bring a chair. Questions? 619-282-0645



**Save The Oceans.
Ban One-Use Plastic Bags**

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

**Gen Meeting Aug 15, 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



'33 Pontiac Sedan. Solid body, straight 8 flathead, OD transmission. Runs. Needs resto. Clear Calif title. \$6,500 OBO. AI- 661-943-1862



'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



'36 convertible sedan. Unrestored reliable driver new top, new whitewall radials , new running board covers, Mitchell overdrive, rebuilt 1937 engine, \$35k. Dick 858-485-5488



'33 Panel Delivery- older restoration. Also **'33 PU Fenders.** 619-887-8396 Vic Todaro



'36 Ford 3 window Coupe. 20 MPG 327, 700R 308 gears. Back up electric fuel pump. AC. Oversized gas tank. Original gauges. Power windows. Custom seat & interior. Hidden sound system. Ceramic exhaust system. Powder coated everything. Sweet ride. \$60,000. CALVIN 619. 247. 6525



'34 Ford Victoria- owned 35 years. email for full info- samegan@cox.net



'55 TBird Fresh frame off restoration. New everything. PS, PB, Auto. Powder Blue, Darker Blue Top plus Hardtop. Beautiful- \$35k John 619-302-8376



'3i Ford PU-S10 V-6 with auto trans. \$19,500. Rick Chew chews32@gmail.com

'06 Yamaha Roadstar Midnight, 1670 cc Kelly Blue Book: \$6,305.. Actual miles 6,375. Accessories: rack, windshield All required maintenance. done at local Yamaha dealer (North County Yamaha). All sales and maintenance records. Wayne, 858-451-2873

Sale -Rebuilt Columbia Rear End- New drum to drum. Brakes, ring & pinion, 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-'49 Olds Club Coupe-Orig S.D. car. No rust. **'02 Lincoln Town car.** 36k miles. Like new. All power, & sunroof. New tires \$7900. **'00 Lesbre Ltd.** 55k miles. All power. New tires. 37 mpg \$5900. Mike 619-977-9777. Wanted **'48 Ford Coupe- Original...**

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



'65 Falcon Ranchero. V8, 4 speed- Handles like a fast Mustang. Power Steering. New batt, brakes, exhaust, carb, water pump, fuel pump, major tune, belts, hoses, etc. Towed behind RV most of it's life. \$12,500. 619-851-8927

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

For Lease, 2,000 (or more) SF Manufacturing Space. \$1. per foot. Chula Vista on Faivre St off Broadway. John Dow, 619-302-8376

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

'53 Sunliner Convert- Original. new top & paint. Flathead/ automatic. 88k. Mellow tone duals. Beautiful. \$23k Bob 626-441-4412

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



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

'38 Tudor untouched barn find. newer WWW & wiring harness. 85hp V8. Runs good.. 54k miles. Minor rust. \$10k OBO or trade. 208 353-2626 or 861-7871-Boise, ID



'41 Ford PU converted to Hot Rod. Well done., I built it. Full info-email me-- samegan@cox.net -Joe Vidalli.



'48 Woodie: completely restored '51 8BA V8, stick, Columbia 2 speed rear, front disc brakes, radial tires chrome rims. \$79,500



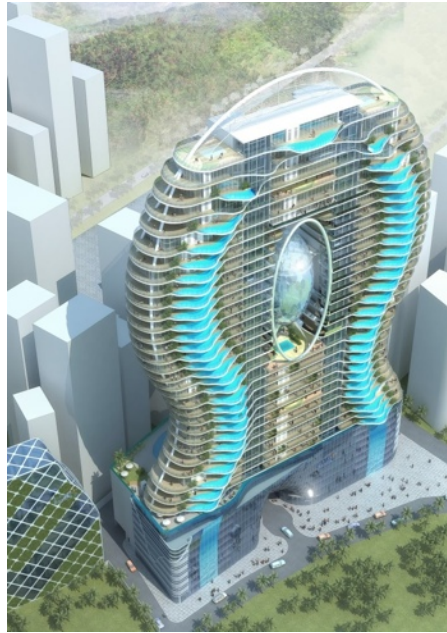
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RSVP Tim Shortt 619-851-8927**

Henry 760-476-9750 (CA)

**Aug 4, Sat - Stein Farm Tour & Picnic, National City-
RSVP Tim Shortt 619-851-8927**



Not everybody in Mumbai is poor.-



Formerly called Bombay, Mumbai India, is known for its chaotic street scenes. Outdoor bazaars top the list of attractions, for the bargains and the people-watching. Popular waterfront destinations are Marine Drive, where visitors go to watch the sun set over the Arabian Sea, and the carnival-like Juhu Beach. More sightseeing options are the Gandhi Museum, in the leader's former home, and the cave temples of Elephanta Island. For tranquility, Mumbai has many religious sites, lakes and parks. Or avoid all the traffic and crowds - just stay at your hotel and swim the balcony.

Submitted by Jack Clegg

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



Prez Bill Lewis after operation, arrives for Board meeting

Aug /12