

✂ THE Ford FAN ✂

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



Shipping news

The Maritime Museum of San Diego is building a full-sized, fully functional, and historically accurate replica of Juan



Rodriguez Cabrillo's flagship, *San Salvador*. Our Tour Guide and Master Boat Builder, Terry Goodbody described the ship as California's Mayflower - *The San Salvador* together with *La Victoria*, the second Cabrillo's ship, were the first two ships to anchor at Santa Catalina Island, California October 7, 1542. The two ships were not square-rigged galleons commonly used for crossing vast expanses of open ocean. Rather, they were built in Navidad, Mexico, and rigged with triangular sails supported

by swept booms (more like a modern day Sloop) for exploration along the coast. Cabrillo brought slavery, scarlet fever and slaughter to the Kumeyaay Indians. Once the Conquistadors conquered the locals they forced them into a ship-building village to be the necessary labor force of 4,000 to build the *San Salvador* and it's sister ship in a year's time.

The replica galleon is 92 feet long and 24 feet across. When construction is completed, the 297 ton *San Salvador* will be lifted by a giant boom over the fence into the bay. After rigging and finishing touches, there will be a test voyage or two. Then the ship will join the Museum's fleet of historic and replica ships.

22 V8ers donned safety helmets and climbed aboard, testing their sea legs on the wobbly scaffolding planks. Terry described the expensive old growth woods (ground to first branch with no knots-only) from around the world, and why they were chosen for specific jobs on the ship. He also went in-depth showing off his industrial strength 18th century Plainer and other tools of his complex trade. *Terry Tip:* If you ever want to sink one of these ships- sneak up from the rear and fire your cannon though the stern--the ball will pierce the length of the ship taking out every conquistador in it's path. -TS



Cars & Banjos Tour. August 14, Wed, 9:30am. Meet at Macy's Parking Lot, Mission Valley. 10am S.D. Car Collection, 72 & El Cajon Blvd, Lunch at Fudrukks. 1pm-Deering Banjo Factory, 3733 Kenora Dr, Spring Valley, 619-464-8252. RSVP-Richard Teubner 858-762-2696

The Prez Sez.

We had a bit of “down under” with Richard Teubner giving us the lowdown on Ford’s years in Australia. Some of the Utes and other cars and parts are finding their way into the US. I have purchased the Aussie version of Ford Cleveland heads and used them on my car. The heads were originally made for the 302 Cleveland and have nice intake and exhaust ports with a smaller chamber. They really wake up a 351 Cleveland Ford. For the next meeting I am planning on doing a brief Show & Tell about distributors using one of my Sun machines. I’m still looking to borrow a ’49-’53 distributor as another example. If you have one I could borrow for the demo give me a call at 760-943-1284.

Many of our regular attendees were at the Jubilee in Tahoe and brought back wild tales and memorabilia. We are trying to plan a fun Summer full of events for the club. Richard is working on a tour of a small auto museum and the Deering Banjo factory tour. It should be a “plucking” good time. There are many other events planned for Summer. Please put them on your calendar and join your fellow club members in the enjoyment of cars, people, places and things. We will also continue Bill’s push for new members and again have an award for the V8er who brings in the most new members. If you have an interesting tech slant and would like to share with the rest of the club, please contact me or Richard Teubner. I will be again racing in the “King of Clubs” race representing the EFV* club. Hopefully we can bring home the trophy again. Tim will keep you updated in our wonderful publication “The Ford Fan.” I would like to encourage the ladies to join in with the “Lady 8’ers” activities during the normal monthly meetings.

May the Fords be with you,--John Hildebrand

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

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Other Chairpersons

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

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Programs: TBD

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

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Refreshments: **Sandy Shortt** 619-435-9013

Sunshine: **Judy Grobbel** - 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.



Wooden Winners...

1. Camera shy Calvin King's '46 Merc woody & Boat' trailer declared Best at Cajon Classic..

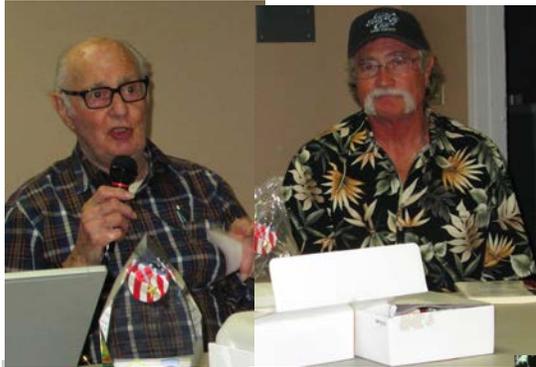
2. Jim Halstead reports his '46 Merc woody took Best of Show at Cops & Rodders, July 6. Over 200 cars judged.



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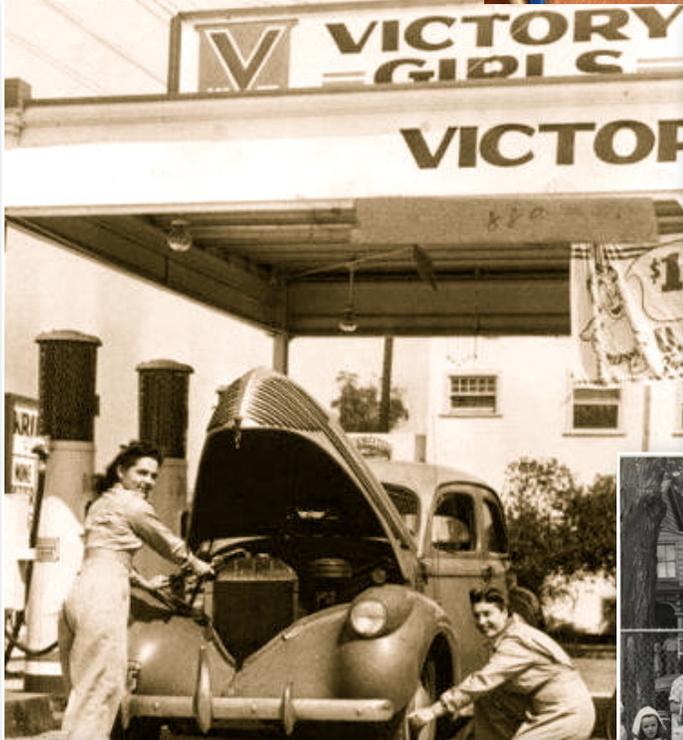
Honoring those who served.

At the June General Meeting The club recognized three V8 members for their military service during WWII. Rick Carlton's father, "Slim" Carlton survived years of brutal combat, and has written a fascinating account about his experiences: "Wanna Live Forever?" Bronze Star recipient, Fred Lobello, wore his combat jacket and talked about the war years. Carl Atkinson arrived at the front ready for combat in 1945, just when victory was declared, and then stayed on to clean up Europe.



Nationwide War Effort

The whole nation stepped up with scrap metal drives, victory gardens, gas rationing and volunteer work.





A Star in the making.

Some stars have been discovered in Hollywood malt shops. Mine was seen malingering against a curb in Coronado. A producer from the clothing company, Nautica, was driving through town on a location search. She spotted the Falcon, called the number on the For Sale sign and two days later the Ranchero

was stuck in the sand on Silver Strand beach with big-time models pretending they were here to go surfing. It did its job without complaint and I didn't turn down the generous fee for providing the Prop.



What you don't see are the two RV dressing rooms, thirty crew cars and the catering truck just off the beach - surrounded by the hair and makeup guys, lighting and grip guys, wardrobe team, production co-ordinator, talent wranglers, assistants to the assistants, three clients, 4 women models plus little kids also all dressed in casual Nautica ready for their closeups, - some 45 people out there earning their money and a free lunch. By the way, it took 5 crew guys pushing to get the Falcon off the beach. Since the shoot, the little red ranchero has moved upstate to get out of the glare of fame.---Ain't showbiz great?--TS



Howard Hughes 1936 Lincoln v-12 Model K Aero Mobile

This one of a kind Lincoln K, housed at the GRG International Auto Museum in Scottsdale, Arizona started out as a limousine sedan in 1936 designed by the Lincoln Motor Company. Soon after Hughes purchased the car, he re-designed it to have the feel and look of half aerodynamic and half automobile.

Not only was Hughes an aviator and industrialist, he was also a film producer and director. The car was historically reported for his use to transport his movie equipment to RKO Radio Pictures sets because of the lightweight aircraft aluminum, which was not accessible to the general public at the time he had it. The way in which the car was



reconstructed gave it an aerodynamic body that was said to have been able to reach speeds of over a hundred miles an hour. Hughes shaved a reported thousand pounds from the original weight of the car and modified both the exhaust & engine. The reasoning behind the invention and renovation of this car is still unidentified.

This extraordinary automobile was linked to be Mr. Hughes because of the credit card information found behind the glove compartment of the car at the time of restoration. The original documents can still be found at the Henry Ford Museum. F.E.L. Classics appraised the car at a retail value of \$2,000,000—\$2,500,000. Quite a difference from the original value in 1936 of \$5,000—\$7,500! (information located by Bob Marcks)



Back in the Day

Les Bartlett has owned the '50 Ford chick magnet above since Hoover High days. He has restored it as it was then - decked and nosed - even down to the re-chromed Pep Boys Bull Nose Hood Ornament he bought in 1955 for \$4.99. He has many stories about the girls who rode with him in the ragtop--including Miss San Diego, Rachael Tajada Welch. He also dated his first and only wife, Margret in that car. But let's talk about that nine foot surf board in the back seat.

Les' own words--"In the late 40s and early 50s, while attending Horace Mann Junior High, Ray Palmus and I would drive my Model A to Wind N' Sea. (I was the only kid in Jr High old enough to drive). We rode our homemade, wooden Belly Boards using swim fins.

In High School '52-'53, Ray and I were the only two surf kids around - me at Hoover, him at San Diego High. At the time kids were not into surfing. It was a sport practiced by daring older men, most of whom had surfed Hawaii.

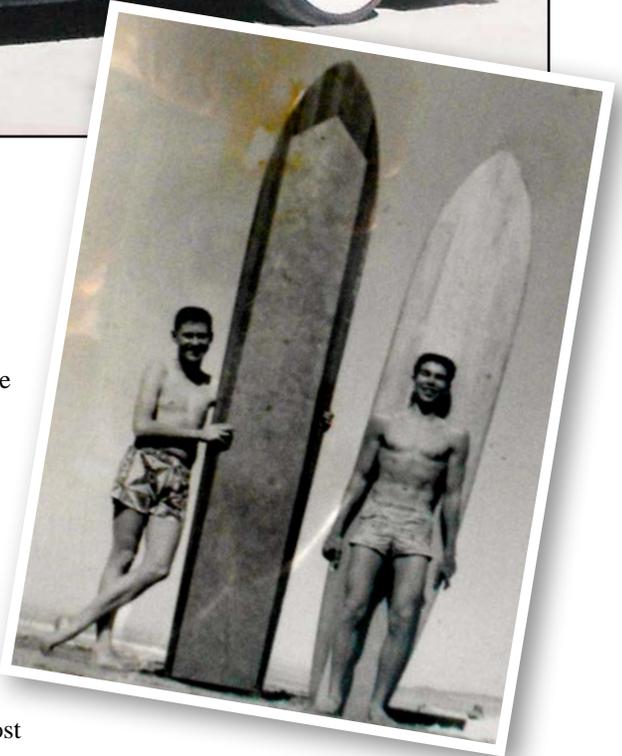
The Long Board surfers, old men in their 20s and 30s, would run over us, not because they were vicious, but those "logs" of varnish coated Balsa and redwood strips, were long, heavy and hard to maneuver. (Fiberglass had not been used yet).

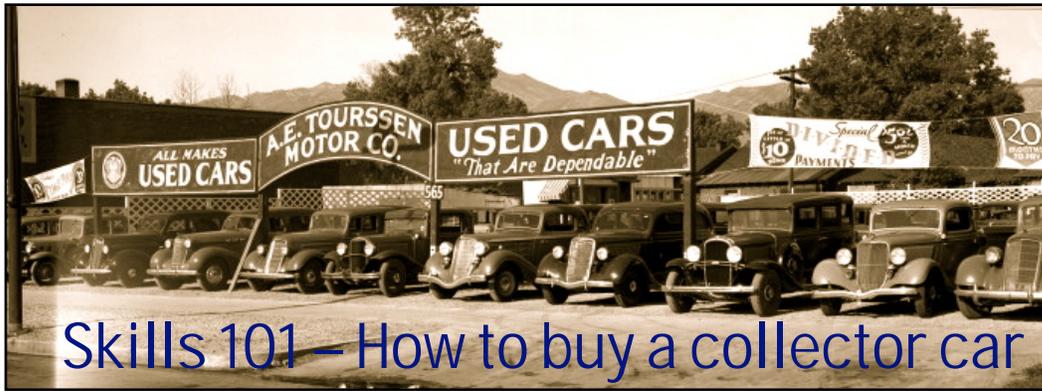
In 1952 a new type of light weight board (35 pounds) appeared. It was all Balsa with a fiberglass coating and was called a "Chip". I hung around with the old guys in their garages to obtain the knowledge to build my own "chip". You could not buy one in a store.

In 1953 when I was 17. I purchased the 4x6x10 balsa strips from Sullivan Hardwood Lumber Co. Using Fiberglass, I glued and shaped this board in the Hoover High wood shop. I remember picking the brains of the old men to find out how to cut the spoon, shape the rails make a paper pattern of the top view and how far back to shape the rocker, etc.

In those days we only "reef surfed", no shore breaks like the Shores, Pacific, Mission, and O.B. We got all the surfing we needed at Wind N' Sea and Sunset Cliffs."

These days, Les and Margaret enjoy retirement here in San Diego for the winters, Lake Tahoe for the summers. The Chip is carried along as a reminder of the old days. Les is still riding the waves, but in a sailboat or power boat - doesn't matter, he has his 100 -Ton License to drive most anything on water.--TS





Selling a classic car can be a heart-wrenching experience. Buying a long-desired vehicle can be a source of joy. It can also be a source of anger, frustration and (potentially great) financial loss, as all too often the newly acquired vehicle fails to meet the seller's description (or buyer's expectation) of originality and condition.

First. Before looking to buy a specific year, make and model of car, spend as much time as you can learning about it. (The Buyer's Guides in *Hemmings Motor News*, *Hemmings Muscle Machines*, *Hemmings Classic Car*, and *Hemmings Sports & Exotic Car* are a good place to start.) Knowing the color combinations and option packages available from the factory can speak volumes about a car's originality, and knowing a particular model's weaknesses can help prevent future expense.

Never buy a car sight unseen. Many buyers have learned the hard way that what's promised and what's delivered aren't always the same thing. If you can't personally inspect the car, consider calling in a favor from a nearby friend, relative, colleague, or car club member who's knowledgeable about cars.

If a deal sounds too good to be true, it likely is. Realize that both the seller and the buyer need to benefit from any given transaction, and no seller is going to throw away thousands of dollars of potential profit without a very good reason. Scams abound, and not all sellers are diligent about listing facts like "sold under a salvage title" in the advertising.

Keep emotion out of the equation. Just as animals can allegedly smell fear, skilled sellers can smell anticipation on over-eager buyers, which only serves to strengthen their resolve on selling price. Try to remain as detached as possible when discussing particulars with the seller.

Set a target price and a ceiling price, and never go above the ceiling price. Part of the time spent researching a car should be devoted to current market pricing for cars in various conditions. Never make an offer on a car without first understanding its value on the open markets.

Be fair with your offer. While few people expect to pay the listed price for a used vehicle, coming in with an offer that's significantly below the listing price (unless the car's condition warrants it) is a waste of the seller's time. If the condition is bad enough that the asking price isn't realistic, perhaps it's time to ask the question of whether or not the car is a good deal at any price.

As Ronald Reagan once said of the Soviet Union, "trust, but verify." Here's where complete maintenance records pay big dividends, and they can often help to verify whether or not a vehicle's mileage is as claimed.

Vehicle history reports don't necessarily tell the whole story. The reports don't always deliver complete details on a particular vehicle, and most – if not all – such services only deal with 17-digit VINs, which means they don't offer reports on cars older than 1981. Accident damage not reported to police or insurance companies won't show up on history reports, meaning that a clean report is no guarantee the car hasn't been in an accident. That said, such reports can deliver valuable information about past owners, allowing a buyer to verify if a "one owner" car lives up to its billing. **Beware of Bondo and other undisclosed repairs.** Always inspect a car in daylight conditions, paying particular attention to things like color match between panels, trim fit and panel gap. With the seller's permission, use a magnetic or electronic tool to test for Bondo and other fillers in place of metal. To tell if a car has been repainted, look for overspray on poorly masked trim, inspect fender bolts for chipped paint and feel for overspray on door edges. Inspect the overall quality of the paint, paying attention to things like orange peel and surface imperfections caused by improper prep work. **Consider bringing along an expert.** At some point a vehicle crosses the line from "used car" to "major investment," and cars that fall into the latter category should be thoroughly inspected by someone with expert knowledge of the marque.

Assuming it runs and is safe to operate, always test drive the vehicle. Nothing else will reveal a car's flaws quite like a thorough test drive. At start-up, look for signs of oil smoke in the exhaust and listen to the engine for any unusual sounds. On the road, is it smooth through all the gears, or is one particularly notchy? Does it accelerate smoothly, or is there a stumble at a particular engine speed? How does the steering feel, especially in quick transitions? Are the brakes strong, and does the car stop without pulling to one side or another? The more time spent on a test drive, the clearer the real condition of the vehicle becomes.

Don't forget to inspect the mechanicals. Those who already spend weekends spinning wrenches likely know what to look for, but buyers unfamiliar with the oily bits are well served by taking any potential purchases to a competent mechanic for review. Most sellers won't object to this, particularly if they have nothing to be concerned about.

Finally, remember to enjoy the hunt. In many cases, finding the perfect collector car or project car can be an all-

consuming task that stretches to months or even years. Once the purchase is made, the thrill of that hunt is over, (hopefully) replaced by the thrill of ownership or restoration. If the car was well researched and well bought, "buyer's remorse" should never factor into the equation.--*Hemmings Blog*

Banana seats, sissy bars and ape hangers...

Bob Symonds, our newest V8 Board Member, is a born collector. He makes TV Pickers look like amateurs. We've all seen his '36 Pick Up, still sporting original patina and a converted bed for hauling. Last year I ran a story about his World's Fair collection of memorabilia, but for this collection he has actually built a building:

I have always enjoyed the freedom that wheels have provided me. From early childhood a bicycle was my means to escape the confines of my parent's home and discover the outside world of the unknown. My childhood friends and I would set out on day trip adventures that began in the early hours of the weekend or while on summer break from school. These outings would last until it was time to be home for dinner. My first bike was a Huffy Dragster (a Schwinn Sting-Ray knock-off), and it served me well for many seasons. My true fascination of bikes for their esthetic beauty came in the form of a Christmas gift that one of the neighborhood boys received in 1971. It was a 3 speed Schwinn Sting-Ray in the color of Coppertone with Ape hanger handlebars, Stick-shift on the top tube and a sparkling white banana seat. Man that Charlie was a lucky kid. The envy of us all! We could look at the bike, but

could never touch it. Oh the agony! Well, I suppose that was most likely the root cause to my obsession of collecting bicycles some 20 years later. At first I kept it simple, just a nice vintage beach cruiser. But as I progressed and started seeing what other collectors had, my taste changed to the more exotic and rare pre-WWII bikes that are now coveted by my fellow collectors. I currently have a small mix of bicycles on display at the San Diego Automotive Museum which range in date from a 1933 Colson Flyer through a 1973 Schwinn Apple Crate. Feel free to stop by and take a gander. Oh, and by the way. Remember Charlie's "untouchable" Coppertone Schwinn. I have one just like it in my collection, and I ride it all the time").--Bob Symonds



Bob (with mustache) & Susan (without)



In the Heart of **SLEEPING BEAR DUNES NATIONAL LAKESHORE**



*An Exciting Excursion
Into Strange, Secluded
Desert Land Over The
Largest Shifting Dunes
In The U.S.*



They started the rides with a used 1934 Ford that took four people at a time to the crest of the dunes and back for 25 cents each. Over the next few years the rides became the reason to go to the lake, and in 1948 a fleet of brand new Ford Convertibles fitted with oversize balloon tires began to ply the dunes., creating life-long memories for the tourists.

In 1956 the fleet was changed to red and white Oldsmobile 88 convertibles. By the time the rides ended in 1978, there were 13 modified truck wagons each carrying 14 passengers on a 12 mile, 35 minute excursion. But the nine 1948 Ford Convertibles - none with a radio or heater, were the Dunemobiles that stood out.



"Thank-you Frank, This video brought back some fond memories of the dune trip my family and I took way back in the late 40;s. I remember the car (48 ford) the driver and his stories and just before a steep drop how he had us all looking to the right side when he said "look a nudist camp" then when distracted, we dove over a steep unsuspected hill leaving our light heads and stomachs back on top of the hill. Possibly it was old #9?" Dick Rose

For over 40 years the Dunesmobiles rode over one of the most breathtaking landscapes in the world, bringing those to young, old or lazy to walk closer to the beauty that dwells in the heart of the Sleeping Bear. With the coming of the Sleeping Bear Dunes National Lakeshore, the days of the dune rides were numbered and in 1978 the dune rides ceased altogether.

One man's decades-long quest for the last Ford Dunesmobile, **"Finding Number 9"**, By Frank Haggerty ended happily with his acquisition and restoration of the car and it now resides in a museum dedicated to the history of The Sleeping Bear Dunes.

Today, the trucks have been pressed into service by [Manitou Island Transit](#) and far fewer people get back into the "real" dunes. The result is certainly best for the health of the dunes, but it also means that for folks who won't journey more than a few hundred feet from their cars, memories of the Sleeping Bear Dunes will consist of a few runs up and down the dune climb.--TS



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Navy dolphins discover rare old torpedo off Coronado

Two trained dolphins surprise Navy specialists with their find: a Howell torpedo, state-of-the-art for its day in the late 19th century. It's only the second one known to exist.



SAN DIEGO - In the ocean off Coronado, a Navy dolphin team discovered a relic invented when

Henry Ford was just three years old in 1866 -- a torpedo considered a technological marvel in its day.

The Howell torpedo was discovered by bottlenose dolphins being trained by the Navy to find undersea objects, including mines, that not even billion-dollar technology can detect. "Dolphins naturally possess the most sophisticated sonar known to man."

While not as well known as the Gatling gun and the Sherman tank, the Howell torpedo was hailed as a breakthrough when the U.S. was in heavy competition for dominance on the high seas. It was the first torpedo that could truly follow a track without leaving a wake and then smash a target, according to Navy officials. Only 50 were made between 1870 and 1889 by a Rhode Island company before a rival copied and surpassed the Howell's capability.

Until recently only one Howell torpedo was known to exist, on display at the Naval Undersea Museum in Keyport, Wash. Now a second has been discovered, not far from the Hotel del Coronado.

Meant to be launched from above the water or submerged torpedo tubes, the Howell torpedo was made of brass, 11 feet long, driven by a 132-pound

flywheel spun to 10,000 rpm before launch. It had a range of 400 yards and a speed of 25 knots. Its specifications seem primitive today, but in the late 1800s, it was a leap forward in military armament.

"Considering it was made before electricity was provided to U.S. households, it was pretty

sophisticated for its time."

Marine mammals have been trained at the Navy's Point Loma facility since the 1960s. Several species were tested before the Navy settled on the bottlenose dolphin and the California sea lion. Dolphins, in particular, have deep and shallow diving capability, great eyesight and a biosonar system that scientists admire but don't fully understand. At the Point Loma facility, 80 dolphins and 40 sea lions are being trained for mine detection, mine clearing and swimmer protection. When the U.S. led an invasion of Iraq in 2003, dolphins were rushed to the Persian Gulf to patrol for enemy divers and mines. Dolphins guard U.S. submarine bases in Georgia and Washington state. This fall, dolphins will deploy for a mine-hunting mission off Croatia.

To train the dolphins, Navy specialists sink objects of various shapes in rocky and sandy undersea areas where visibility is poor. The shapes mimic those of the mines used by U.S. adversaries.

A dolphin is then ordered to dive and search. If it finds something, it is trained to surface and touch the front of the boat with its snout. If it has found nothing, it touches the back of the boat.

When a dolphin named Ten surfaced from a shallow-water dive last month and touched the front of the boat, Navy specialists were nonplused. "It went positive in a place we didn't expect," said Mike Rothe, who heads the marine mammal program.

A week later, a dolphin named Spetz did the same thing in the same area. This time, the dolphin was ordered to take a marker to the object.

Navy divers and then explosive-ordnance technicians examined the object, which was in two pieces, and determined that the years had rendered it inert. On one piece was the stamp "USN No. 24."

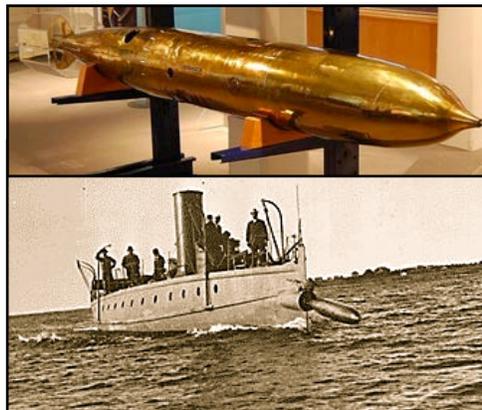
The torpedo pieces were lifted to the surface and taken to a Navy base for cleaning and to await shipment to the Naval History and Heritage Command, located at the Washington Navy Yard.

The dolphins have found unexpected things in the past, including a mine-shaped lobster

trap during a mission off Canada with the Canadian navy.

But a torpedo that was more than a century old and that the divers and trainers needed to consult explosives experts - and Google - to identify?

"We've never found anything like this," said Rothe, his voice full of admiration for the marine mammals. "Never."



Torpedo Boat Stilletto launching a Howell torpedo, ca. 1890

2013 Tour Schedule August 14, Wed, 9:30am. Cars & Banjos Tour. Meet at Macy's Parking Lot, Mission Valley. - 10am-S.D. Car Collection, 72 & El Cajon Blvd, Lunch at Fudrukkers. 1pm-Deering Banjo Factory, 3733 Kenora Dr, Spring Valley, 619-464-8252. **RSVP-Richard Teubner 858-762-2696**

Sept 15, Sun -Ice Cream Social- Barbara Martin 760-230-2582
Oct 27- Oktoberfest- John Hildebrand- 76-943-1284
Nov- TBD
Dec 12, Sun - V8 Christmas Party

Sunshine: Debbie Murrell undergoing Chemo treatments. July 11 -Services held for **Chris Cook's** late mom, Pat Hagey. **Phil Stone** fighting a staff infection.

August Anniversaries

- 8/02 Gary & Mary Timm
- 8/05 Greg & Debbie Murrell
- 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
- 8/09 Susan Braden
- 8/14 Penny Smiley
- 8/20 Robert McGehee
- 8/21 Mike Pierson
- 8/21 Art Barbee
- 8/23 Jim Hallsted
- 8/26 Sandy Shortt
- 8/26 Vivian Serrano
- 8/27 Sandy Hurlburt
- 8/30 Dean Wakefield



Cheese Cake served at Yosemite

General Meeting Aug 17, 2013

Prez: John Hildebrand pounded the gavel at 7:14pm.
Guests: Ron Martin, from Arizona. **Presidents Report:** John reported on the great tour of the San Cristobal thanks to Barbara Martin. John reminded attendees that the Christmas Party is at the Bali Hai on Sunday, December 8. We need a minimum of 80 members to attend. John is also looking for a 1948-1953 Ford distributor for an upcoming tech tip demo. **VP's Report- Bill Lewis:** Bill also commented on the San Cristobal tour and the great weather. The curator of the auto museum is putting together a display of old car club jackets and is looking for loaner jackets. We had good turnout of 19 cars for the EFV8 night in El Cajon. **Secretary: (Rick Carlton) for Dennis Bailey:** The minutes for last months General Meeting were approved for June as written in the Fan. **Treasurer: Ken Burke** gave the financial report and it was MSC to approve.
Membership: Paula Pifer: No Report. **Accessories:** Duane Ingerson has a good selection of hoodies, t-shirts, hats, and license toppers for sale. **Sunshine:** Linda Lewis is recovering from knee surgery. Debbie Murrell is undergoing chemo. Chris Cook's mom passed away. **Fan Editor: Tim Shortt.** The August Fan is coming together. Send in your stories.
Tours: August 14th. Deering Banjo factory, Spring Valley. Bring car. Sign up with Richard Teubner. Limit 14 people. **C.C.C.:** No Report. The Board decided to stay with the old CCC for now. **Programs:** Richard Teubner highlighted the similarities and differences between American and Australian Fords. Right hand drive required the block to be recast. Mustangs did not catch on in 1966.
Old Business: Looking for Board members. Bob Symonds volunteered; need one more. **New Business:** (1) Dan Prager spoke about a 1947 soapbox derby streamliner. He received a First Place trophy for his 1940 Mercury convertible at the National meet. Dan present John with a license topper. (2) Jerry Windle reported that 625 registered for the National and there were 323 cars. (3) Dave Huhn is looking for 4 more people to sign up for a group purchase of Optima Batteries. (4) Bill asked Jerry to give a talk on producing the V-8 Times at a future meeting. **Tech Tips:** None. **50/50:** Dave Huhn won the 50/50. The meeting was adjourned at 8:26. *(Rick Carlton) for Dennis Bailey Secy.*

**Bad News
 Supreme Court Won't Hear E15 Ethanol Fuel Lawsuit**

Refusal to hear case paves the way for expanded use of the ethanol blend & well documented fuel problems for cars older than 2001. That would be our cars. Nuts to them.



Good Crowd, good Cannoli at Cajon Classic, June 26. SDEFV8 won best attendance with 19 cars.

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

**General Meeting- Aug 21,, 2013.
Auto Museum, Balboa Park. 7pm**

FORD V8 SWAP CORNER...

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

'36 Slantback. Rebuilt flathead. Juice brakes. 12V. New chrome. Offers considered. Very straight, & solid. deltaauto11@yahoo.com

'37-'40 Columbia. Rebuilt. 98% complete w/ controls. \$3k OBO- Webb Smith 619-479-9567

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

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

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

SALE: '46 Ford parts. Would consider selling individual parts but I would like to sell everything to one buyer. New running boards, glass, Lincoln stainless window trim,

bumper guards, hood ornament, window divider (outside), bumper wings, window stainless, new tires and wheels original radio. **16X4 Kelsey-Hayes -\$400 obo. And MUCH MORE-** Dennis at htrud@cox.net or 619-593-0109

Sale- '32 Horns-(Ahooga & beep) \$200, '32 18" Rim restored (Tacoma Cream) \$125. "32 Tacoma Cream rim (one bent spoke) \$125. '40 Delux Speedo w/ new face plate "Bob Drake" 800-221-3673. Make offer. '31-'32 KRW Serv Sta equipment. one orig \$35. One repro \$17. Five water outlets- bolt to block \$18 ea.."32-'33 '34, '35, '35 & '37 Ford Service Bulletins -Original-Mech- V8 & V12 \$65. Timing Gear-metal. 8BA-6256A 1932-40 \$30 1949,'53. \$65. Fiber-Fred Meyers, 619-916-9970

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

SALE: 1941 flathead engine. \$300. Hank: 619-980-9384

Sale- Merc AB Crank-stroker for stock Ford power boost. **Wanted- Light weight AB Block** Calvin 619-247-6525

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

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

Sale '40 Ford Dash-(with ash trays that move up) \$400. Greg 858-483-3998

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

'40 Deluxe Coupe-columbia, YOM Plates. Featured Movie car-\$39,500 OBO 310-390-4767

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

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

Sale 1955 Crown Vic. Fully restored. \$25k. Art 760-798-7931

'31 Victoria w/ sidemounts & trunk. 55k orig miles, Older resto on good original. Recent brakes , tune,-good driver. Nice interior redone as original. Kathy Day 858-254-5908

Joe Vidali's 427 Ford is for sale, AGAIN!!!! First fellow's \$5000 deposit expired after 5 weeks, so now you save \$5000!!! First \$44,500 or significant offer takes this stunning car. 619 444-7174 or email samegan@cox.net

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

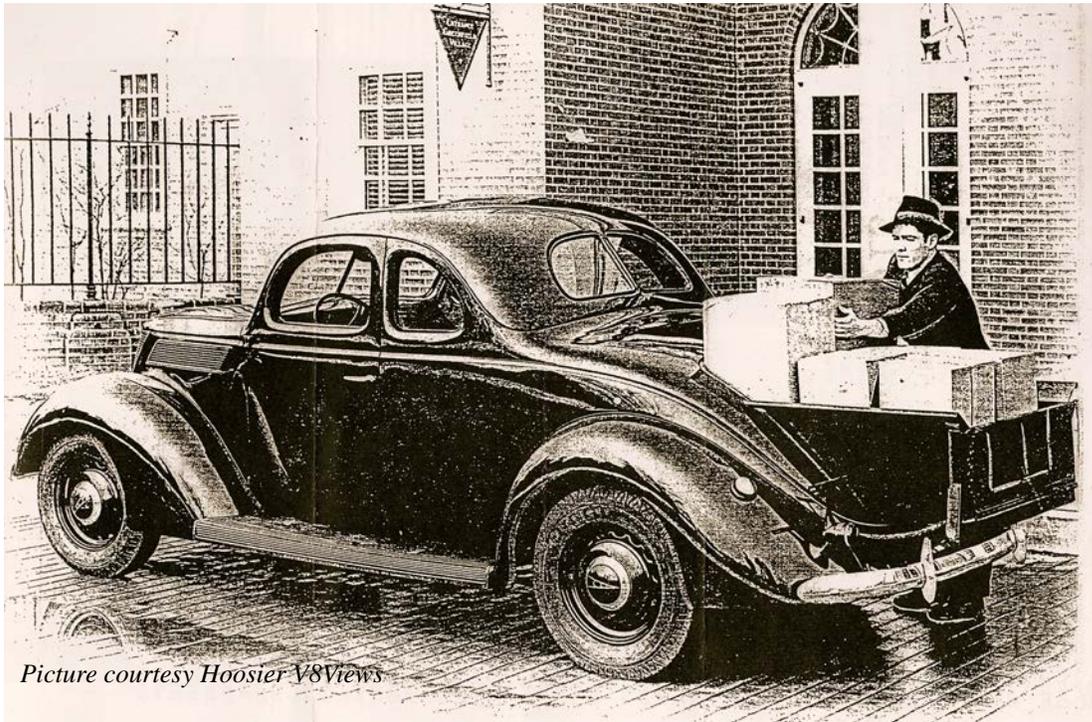
1940 Ford body parts for sale.-Original running boards. \$300.00-Right front fender \$75.00-Coupe Deluxe doors \$200.00-Sedan trunk lid \$150.00-Deluxe hood \$175.00 Call or e-mail Sam (619)454-8852 sam8852@hotmail.com

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

WANTED * SPARE TIRE MOUNTING BRACKET FOR 1941 FORD PICKUP, ALSO GAUGES AND PANEL FOR SAME. NORM OR PHYLLIS 619 4628956

'39 Ford 4 Door Deluxe Convertible: \$85,500. **'48 Ford Super Deluxe "Woody":** \$97,500. Frank Upton, Wichita, Kansas, 316 371-3000



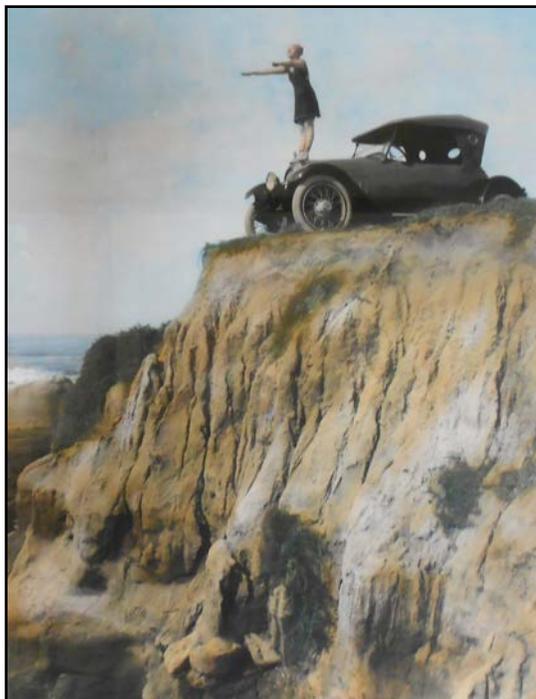


Picture courtesy Hoosier V8Views



Many Coupes of the 30s were fitted with a small bed in place of the standard trunk. It increased load capacity without losing car comfort and style. But the hardy UTES from Australia were hard working trucks from the get-go and run into the ground without mercy.

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



New Hood Ornament Available

Aug/13