

THE FAN

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



Ray Brock Scholarship Program UPDATE:

The First Southwestern College Auto Tech Students have been awarded Scholarships. Ray has met with both the students and faculty and determined the students are worthy and the program is now under way. Current funding is at \$311,000. The Goal is \$500,000 to make the program self sustaining for the long run. Classes are under way on campus and plans are set to enlarge the program in new buildings to be constructed at the Otay Mesa campus over the next two years.

The Ray Brock Auto Tech Scholarship Fund

Upon enrollment in the two year program each year the first Ten Applicants (no qualifications) will receive a \$500.00 credit at the campus store for books and supplies. Toward the end of the final semester of the program each year the evaluation committee (Paula Pifer, Webb Smith & others) will select 12

Students to receive a \$1250.00 Snap-on Tool set. This adds up to \$20,000 per year. Ray has funded the program with \$200,000 so far with plans to continue funding so that the program will be self sustaining. Donations are encouraged. Don't forget all donations are TAX DEDUCTIBLE!!!



Hot Rod Hero Bob McCoy prints are now available to buy and all purchases are tax deductible. All proceeds will go into The Ray Brock Auto Tech Scholarship Fund for Students enrolled in the two year Auto Tech Program at Southwestern College.

All donations are Tax Deductible (501c3).

All checks are to be made out to Southwestern College. Note to Ray Brock Auto Tech Scholarship Fund. These students will be the Technical Engineers and Computer Savvy Mechanics for today's Smart Cars.

Prints are \$60.00 each

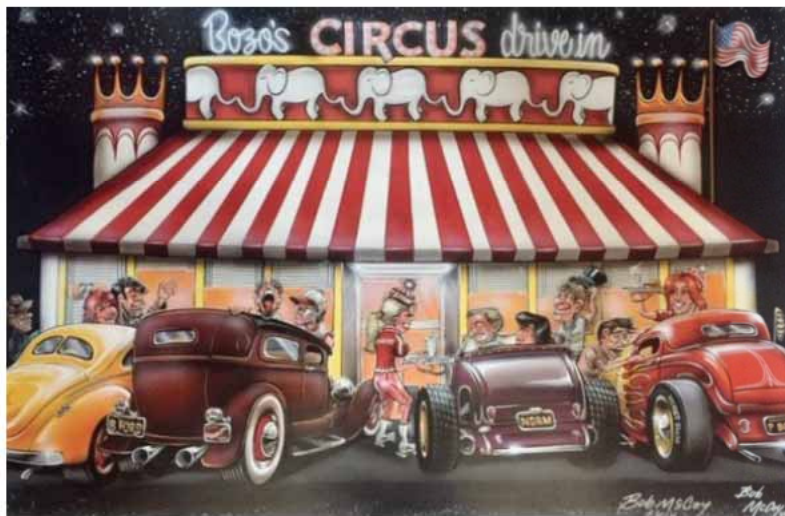
(\$90.00 Value)

plus shipping & handling.

Tim Shortt Ph. [619-851-8927](tel:619-851-8927)

[<tashortt@me.com>](mailto:tashortt@me.com)

Print Size- 17 1/2" X 25 1/2"





Prez Sez

Happy February V8ers! January started the year off in fine fashion. Tim Shortt coordinated the first tour of the year with a docent led tour of the San Diego Aerospace Museum. The building in which the museum resides was built by Henry Ford for the 1935 California-Pacific Exposition. If you haven't been to this museum, you should make it a point to do so. The museum is well worth a visit. We spent several hours there and only saw the highlights of the exhibits. We also went on a tour of the Museum's

basement restoration shop, it was amazing!

Our January Club meeting was special. New member Janet Voinov attended her

first Club meeting; it was so nice to see her there! Duane Edwards attended, checking out the club as a potential new member. There were two visitors at the meeting, Bob Mc Clelland and Dan Krehbiel, both are V8 club members who drove an hour from Temecula to attend our meeting. Bob is the Palomar Region Newsletter Editor. Dan is an EFV8 Club's National Technical Advisor on 1939 – 1941 Mercurys and Columbia overdrive rearends. Dan is also the national "Judging Standards Committee Chairman". Dan gave a very interesting and informative presentation on Early Ford VIN numbers as well as a technical discussion of Early Ford Distributors. Thanks, Dan, for the great presentation!

Our February tour will happen on February 5th and will be a leisurely cruise along the coast, from Mission Bay to La Jolla. There will be several great viewpoints and photo opportunities. The tour will start with doughnuts and end at the Classic Malt Shop in Loma Portal. More details on the tour can be found in this Fan and will be sent out via email as the date approaches.

New in 2020 is our New Membership Drive Contest. The Club member that is responsible for bringing in the most new members in 2020 will win a prize in December. More details can be found in this Fan.

Remember, you all have the ability to influence the Clubs success and enjoyment. The Club's Board of Directors and Officers represent you. Club members' input to tours, outings and events are welcomed.

Don't forget, every Club member is eligible to be on the Board of Directors or be an Officer of this Club. It does not require a lot of work, and it gets you more involved in the Club's activities and its direction. Nominations for the Board of Directors occur in October, elections in November. It is not too early to start thinking about it, so please do! Ask me or any of the Board members, if you have any questions.

Remember, drive'em while you got'em, or your car's next owner will!! That's all for this month, enjoy every day!

Joe Valentino

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
916-479-3665

Bill Dorr - Programs 619-884-4188

Dennis Bailey - 619-954-8646

Bob Hargrave - 619-283-4111

Ken Burke - 619-469-7350

Bob Brown 619-890-6988

Walter Andersen - 858-274-0138 619-224-8271

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- **Bob Brown**- 619-890-6988

Car Club Council: **Susan Valentino** 619-275-1255

Web Master: **Rick Carlton** - 619-512-7058

Lady 8ers: **TBD**

Accessories: **Ray Brock** 619-993-9190

Ford Fan: **Tim Shortt** - 619-435-9013

Cell 619-851-8927

Refreshments: **Volunteers**

Sunshine: **Judy Grobbel** - 619-435-2932

V8 eBlasts: **Sandy Shortt** shorttsandy@mac.com
619-435-9013



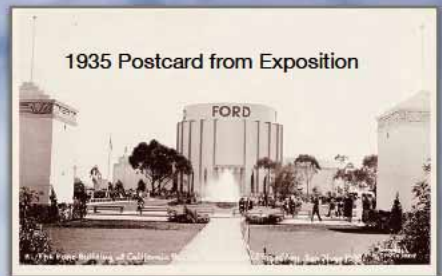
The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o 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 -
Mar pot is \$50 Bucks**
All current member names are in pot.
If your name is drawn and you are at the meeting, wearing your name tag,
YOU WIN!
RULES: Pot starts a \$25.
Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a winner!



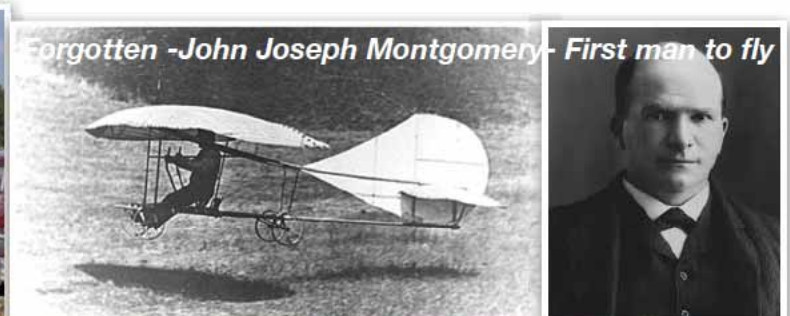
**New
Member
Janet
Voinov
and her
1934
Coupe**





Air and Space 2/20 -Beautiful day, good turnout, great tour

With the help of well-informed Docents, the V8 group was split into 3 groups and led on an informative Tour through the whole history of flight—from the first fledgling, fumbling gliders to flimsy war planes where pilots were given a pistol to shoot the enemy but no parachutes to save themselves and onto Ham, the monkey's fifteen minute rocket ride of fame to heroic astronauts demanding more and more control of the spaceships they were flying to the space race and the 1969 moon landing and onto more and longer deep space adventures. Noted : A surprising bit of missing history - John Joseph Montgomery actually invented Heavier-Than-Air flight 40 years before the acclaimed Wright Brothers. The Wrights got all the glory and actually won a patent on Flight itself- slowing America's advancement for years. During WWI, American pilots flew French planes into battle. Once the Wright patent was overturned, American ingenuity took over and we created the planes that won wars, ferried passengers coast to coast and into the universe. —Contd on page 5



Tours 'n Stuff

Wed-Feb 5
Wish you were here
Cruise.

Meet So Shores
Boat Ramp off Sea
World Dr. 9:30 am
Mosey up the coast
scenic 30 mile route.
Lunch at Malt Shop,
Loma Portal
Info- Prez Joe
619-300-4280

Feb 20,21,22-
LAST BIG 3
Volunteer now to take
over the legendary
SDV8 Free Hot Dog
Event at the Big 3.
Info, call Jerry Windle.
(619) 283-8117-

February Anniversaries
2/04 Jose & Vivian Serrano
2/14 Dan & Bonnie Krehbiel
February Birthdays
2/05 Gale Pospichal
2/08 Joe Vidali
2/21 Annette Castaneda
2/23 Tom Sytko

Paula Reports Membership
Dues coming in slowly.

Sunshine, Judy reports: Both Judy
and Ray Brock suffering the flu. Long
Time members Jack Rabble and Guy
Allen have died. Both had long lives
filled with old car Adventures. Our
condolences. Calvin King recovering
from surgery.

SAN DIEGO EARLY FORD V8 CLUB

GENERAL MEETING MINUTES: Jan. 15, 2020

PRESIDENT: Joe Valentino gaveled the start of the meeting at 7:00 p.m. He introduced new member, Janet Voinov, who owns a 34, 5 window coupe. Visitors, Duane Edwards and Bob McClelland, were noted. Joe called for a moment of silence for the passing of Guy Allen and Jack Rebell. Joe got great applause for the outstanding Xmas party. Joe is hosting the February tour which consists of a casual 30 mile drive up the coast on Feb. 5th. He also reminded members to pay up their dues, and there is still a need for more Board members.

VP REPORT: Dennis Bailey took back the hard luck trophy from Bill Lewis in order to restore it to its original pristine condition.

SECRETARY: Bob Hargrave asked for approval of the General Meeting minutes for the month of November, as published in the FAN. It was accepted and approved.

TREASURER REPORT: Ken Burke read the financials which were accepted and approved.

MEMBERSHIP REPORT: No report given.

SUNSHINE REPORT: No report given.

FAN EDITOR: Tim Shortt reported the FAN is coming along just fine.

ACCESSORIES: No report given.

CAR CLUB COUNCIL: Susan Valentino says, stay tuned, she will have more information next month.

PROGRAM: Featured Dan Krehbiel with a talk on original vin numbers for Fords from model A, four cylinders, six cylinders, and V8's up to 1953. Also tech talk on distributors.

TOURS: The January tour was held on Jan. 14th, a docent lead tour of the Aero-Space Museum.

OLD BUSINESS: No report given.

NEW BUSINESS: Sandy Shortt has a 'sign up board' for refreshment hosts. The last stadium swap meet will be held in February. Barbara Martin reported the 'Wreaths Across America' came off well, and the club received \$120 proceeds from the program.

50/50 DRAWING: \$50 was won by Ric Bonnoront.

NAME TAG DRAWING: \$25 was won by Dave Huhn.

MISC: None.

MTG. ADJ.: At 8:35 p.m. Minutes submitted by Bob Hargrave



As they say, "All good things come to an end".

I'm sorry to report I will not be able to do the v8 hot dogs at the Big Three Swap Meet this year. (Unless someone steps up). This long time tradition provided by the San Diego Regional Group attracted early Ford enthusiasts from around the world who were attending the meet.

Due to circumstances beyond my control, I will not be able to get the supplies, gather the equipment and get it to the swap meet to make this happen. Plus with the meet being on Friday and Saturday means doing it on both days.

It was a good run and something I always looked forward to doing. But, things change and it's time to call it quits.

Anyone want to take over? Call me (619) 283-8117-

Thanks for the memories.——Jerry Windle





Air and Space- *contd...*

Built for the 1935 Exposition, The Ford Building is round like a gear and historically protected, So the Curator simply followed the curve, arranging everything in historical order. There are restored planes parked on the floor, but you have to look up to catch the real show - Aircraft hang from the ceiling in all angles of attack. Of course there are space capsules and flight simulators —and some of us tried them out. I failed the joy stick test and crashed the simulator (*no survivors*). Joe got in the capsule and was actually able to get out on his own, (*thanks to the geezer handles*).



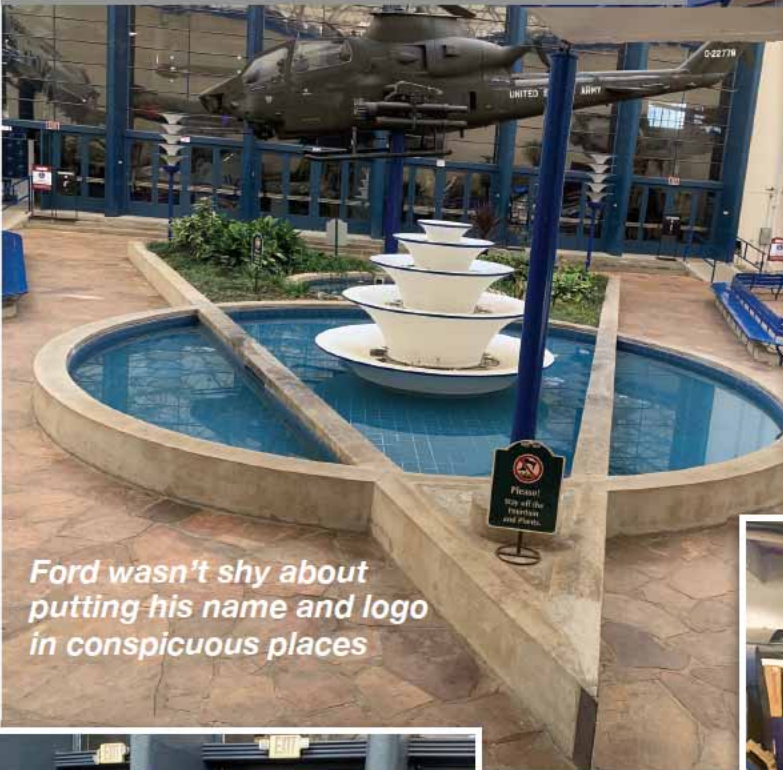


More Air and Space-

The docent team snuck us into some places ordinary groups aren't allowed.



Ford Trimotor rescued after a fierce wind flipped it into a ditch. My Dad, who volunteered in the shop, worked on this restoration.



Ford wasn't shy about putting his name and logo in conspicuous places



-Unauthorized Basement shop tour- where all the real work is done by motivated volunteers...





Palomar V8 guru Dan Krehbiel wows Feb meeting.

Dan traveled south many miles to share his hard won knowledge of early Ford ID numbers, Distributers, points and condensers. Palomar Editor and bodyguard, Bob McClelland took notes.

Carl Atkinson showed some style while presenting the 50/50 cash award to (Once again) Ric Bonnoront. And the Name Tag Winner, Dave Huhn- also a previous winner. Just proves it pays to attend and cheat.



Streak of hard Luck hits SD V8ers

Last months recipient, Hard Luck Ex Prez Mike Petermann, who received the "handsome" trophy for a two-time leaky radiator in his '40 coupe and then extended his streak by breaking the trophy in a garage cave-in of stacked boxes- now happily retired.

Fortunately, CCC Prez, Bill Lewis blew a head gasket in his '36 Hot rod, earning the broken trophy for this month - taking the pressure off Petermann.

VP Dennis Bailey stepped up, volunteering to repair the so-called trophy and make it even uglier than it was before.

Sitting quietly in the back of the room, Paul Alvarado stayed low, hoping not to be involved in the bad luck mess, but was forced to admit to a broken valve spring which prevented him from driving his pristine Merc coupe to the Air and Space tour. So Paul has earned a no-award runner up place in the Hall of Shame. Congratulations to everyone!





2020 Membership Drive Contest

New (or resurrected) for 2020 is the *Early Ford V8 Club of San Diego Membership Drive Contest*. All EFV8 Club members are always encouraged to reach out to people that might want to be members of our Club, provide them information about the club, and encourage them to join one of our Club meetings or events. How do you promote the Club to potential new members? It's easy! If you don't have our Club business cards, they will be available at our next general meeting. On the back of the card is a place for you to add your contact information. You can also give an old copy of the V8 Times magazine and a membership form to an interested potential member. You should have received blank membership forms in email from me over the last couple of months. If you need a hardcopy of a membership form or a back issue of the V8 Times, ask me at the next Club Meeting.



A growing Club is a healthy and sustainable club. A growing Club makes the Club more interesting. More members equate to more people joining in Club events and gatherings. Remember that while the Early Ford V8 Club is based on the preservation and enjoyment of Ford Cars from 1932 to 1953, that is not a requirement to join the Club. We have members with newer cars, no cars, and modified cars. All are welcome!

The structure of the contest is simple. If you are responsible for a new person joining the Club, let Joe Valentino and / or Paula Pifer know. We will track the results. Throughout the year updates on the contest progress will be given. At the end of the year, the Club member that brings in the most new members will be given a prize. You won't be disappointed!

EFV8 Club Tour for February 2020 – The “Wish You Were Here Tour”

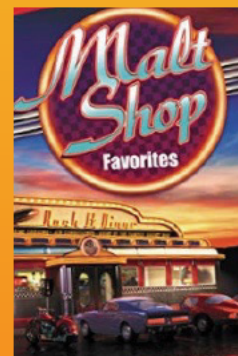
February's Tour will be a nice way to ease into driving tours in 2020. On *February 5th at 09:30* the Tour will start off at South Shores Boat Ramp, which is located off Sea World Drive, west of the I-5, and east of Friars Road. There we will munch on doughnuts (Joe and Susan will bring the doughnuts; you bring a cup of coffee or water to wash them down) as we have a drivers' meeting.

The Tour will be exclusively on surface streets, meaning no Freeway driving on the tour. The drive will navigate around Mission Bay, through Mission Beach, Pacific Beach, La Jolla and end at Classics Malt Shop on Midway Drive in Loma Portal. During the tour you will see a lot of ocean views, and points of interest. For those of you that grew up in San Diego, some of these spots will bring back good memories!

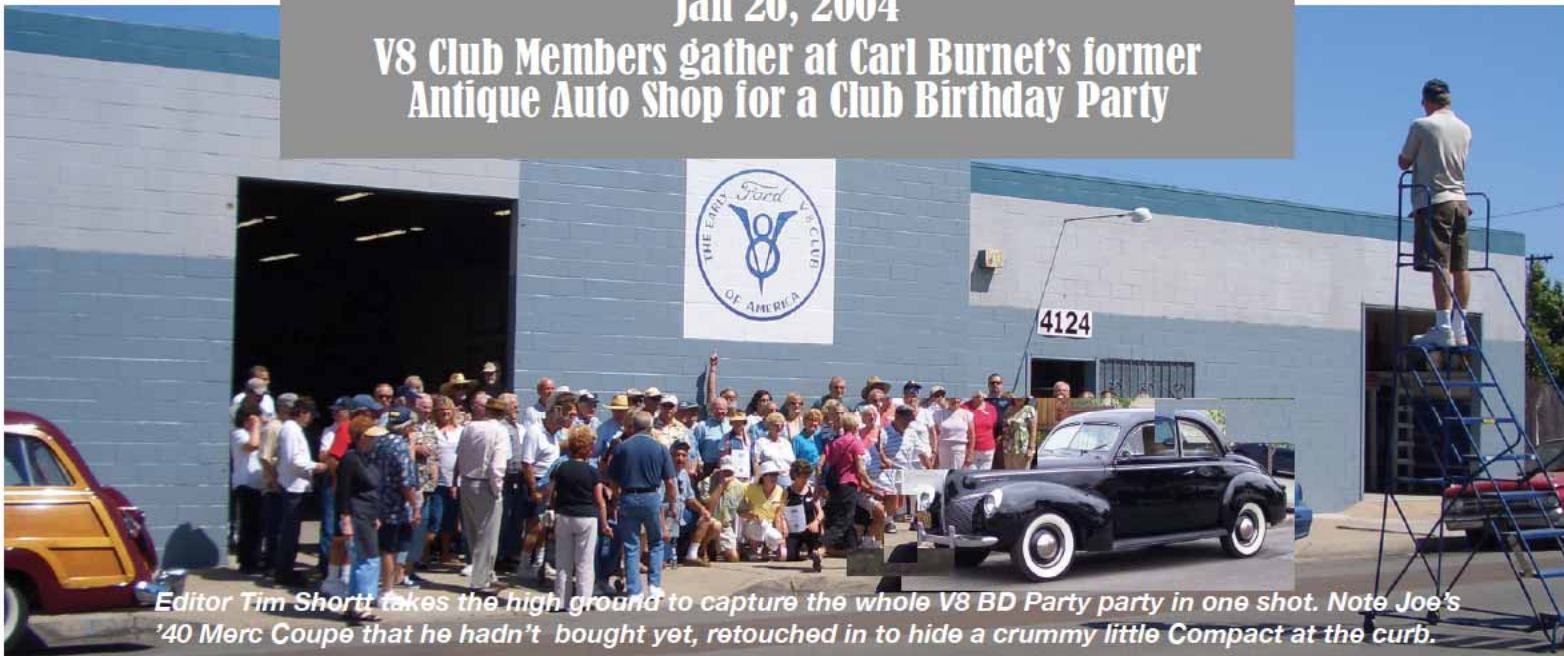
Top speed will probably be around 45 MPH. There will be several locations along the 30.3-mile drive to stop and admire the view or take a picture. We will make every effort to keep all of us together as we take the drive; pulling over to regroup, if needed. There will be no walking required, other than getting out of your car to go into the Classics Malt Shop for lunch, if you desire to. You need not drive an Early Ford V8, modern cars are welcome. the only request in that regard is that the modern and faster cars follow behind the Early Fords on the drive.

At the end of the Tour you will have had the opportunity to take several beautiful pictures of a warm, sunny, picturesque San Diego that you can send to your friends and Family back east and say “Wish you were here”!

Please RSVP to Susan at srjv@pacbell.net or (619)861-4630 if you will be joining us for a couple of reasons. When you RSVP we will know who to expect at the start of the tour, we can send you information before the date regarding the drive, and we can tell the manager at the Classics Malt Shop the number of people coming so that he can add additional staff if needed. *We hope you can make it!*



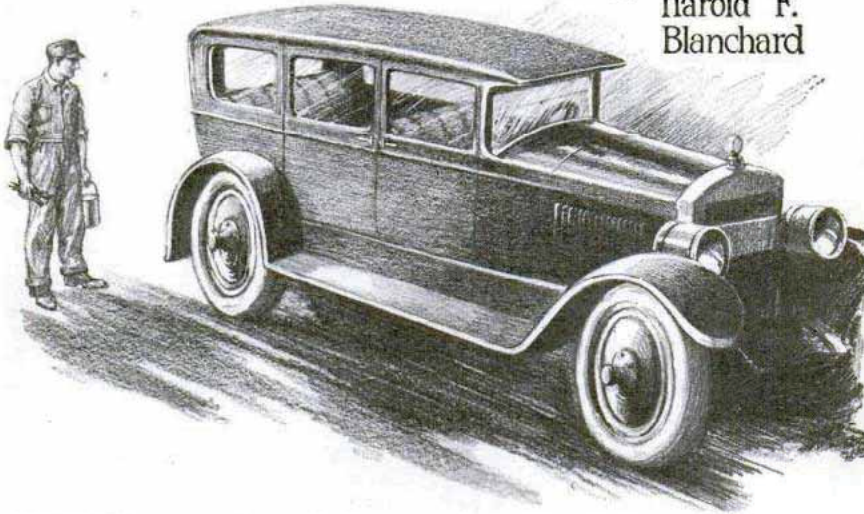
Jan 26, 2004
V8 Club Members gather at Carl Burnet's former
Antique Auto Shop for a Club Birthday Party



4124 Poplar Street, San Diego— Where it all started...

How to REPAINT YOUR CAR LIKE AN EXPERT

by
Harold F.
Blanchard



ALMOST every amateur who has re-finished his car with auto enamel or varnish has been dissatisfied with the result. He starts out optimistically, hoping to put on a finish as good as that applied by the professional painter, but alas! when the job is done he finds there are dust specks and brush marks in the surface, and that here and there the paint has slowly flowed down the surface to collect in a "sag" or "run."

What mystifies the amateur is how the professional painter avoids these defects. Usually the amateur is likely to solve this mystery simply by assuming that the defects are avoided by superior skill acquired by years of practice. If the amateur, however, will adopt the five rules that the painter follows, a nearly perfect job will result. The rules are simply stated and rather easily observed, and the perfection of the job depends entirely on how carefully the rules are followed. Here are the rules: first, a clean room; second, a clean surface; third, clean material; fourth, clean brushes, and last, correct application. The first four items are rather ob-

vious, although they are not always followed; if they are, they will eliminate the dust specks, while the fifth, correct application, will eliminate the sags and runs.

The first thing to do is to determine whether your car is finished in paint, lacquer or enamel. Practically all cars built within the last three years have a lacquer finish, which means a coating having a nitrocellulose base, sprayed on and polished. Most older cars, as a rule, have a paint and varnish finish, with the exception of the Ford and the Dodge, which have a baked-enamel finish. One way of telling whether the finish has been lacquer or paint and varnish is that originally the latter was much more brilliant than even a new lacquer job is. For the purpose of this article, paint and varnish and baked-enamel finishes are grouped together, while lacquer-finished cars are considered as a separate group.

If a lacquer finish is merely dull, and not discolored or faded, it may be varnished to bring back the luster. Varnish is quite satisfactory over lacquer, provided the latter finish is more than a year

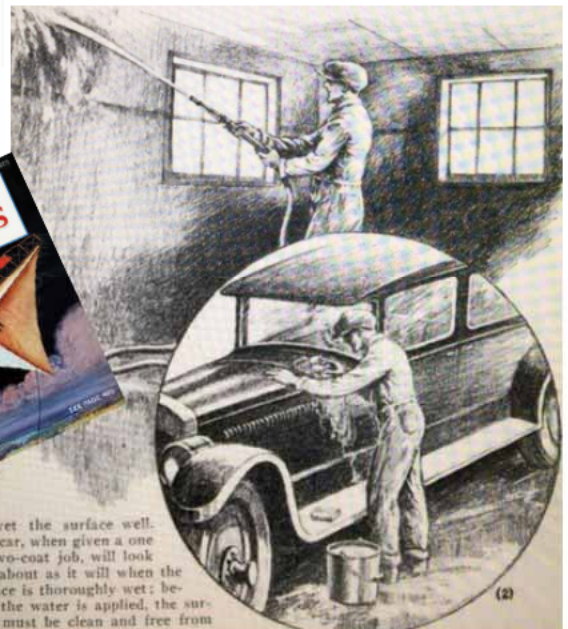
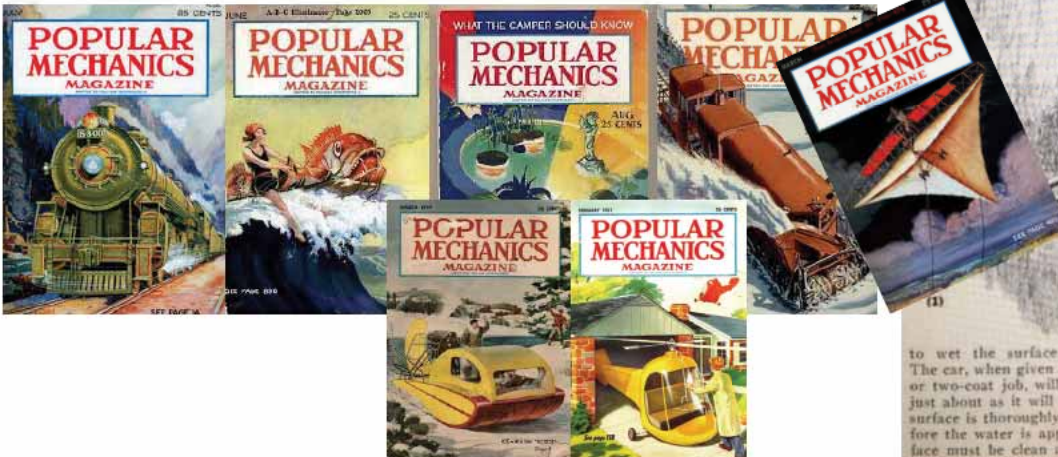
Popular Mechanics magazine was founded in Chicago by Henry Haven Windsor, with the first issue dated January 11, 1902. His concept was that it would explain "the way the world works" in plain language, with photos and illustrations to aid comprehension. For decades, its tagline was "Written so you can understand it."

The magazine was a weekly until September 1902, when it became a monthly. The *Popular Mechanics* Company was owned by the Windsor family and printed in Chicago until the *Hearst Corporation* purchased the magazine in 1958. In 1962, the editorial offices moved to New York City.

From the first issue, the magazine featured a large illustration of a technological subject, a look that evolved into the magazine's characteristic full-page, full-color illustration and a small 6.5" x 9.5" trim size beginning with the July, 1911 issue. It maintained the small format until 1975 when it switched the larger standard trim size. *Popular Science* adopted full-color cover illustrations in 1915, and the look was widely imitated by later technology magazines.

Several international editions were introduced after World War II, starting with a French edition, followed by Spanish in 1947, and Swedish and Danish in 1949. In 2002, the print magazine was being published in English, Chinese, and Spanish and distributed worldwide. South African and Russian editions were introduced later.

To read this 1927 article on Painting your own car- go to *Popular Mechanics* on Facebook



to wet the surface well. The car, when given a one or two-coat job, will look just about as it will when the surface is thoroughly wet; before the water is applied, the surface must be clean and free from

What Is It?

-See
pg 16





PATRICK CONNOLLY AP

People surround the 1968 "Bullitt" Ford Mustang GT in Kissimmee, Fla. The iconic Mustang — rust, dents, paint scrapes and all — sold for a record \$3.74 million at auction.

'MONA LISA OF MUSTANGS' SELLS FOR \$3.74 MILLION

The 1968 Ford Mustang GT driven by Steve McQueen in the legendary chase scene in the movie "Bullitt" sold Friday for \$3.74 million.

"It's a record auction price for any Mustang ever sold," said Dana Mecum, principal of the auction house, Mecum Auctions, that sold the car. "It is the Mona Lisa of Mustangs." The price was about 25 percent higher than even his pre-sale estimate, Mecum said, which he had considered somewhat optimistic.

The reply from the seller, Sean Kiernan, a Kentucky horse farmer, was even more succinct: "Holy smokes!"

His family bought the car in 1974 for \$3,500 in response

to a classified ad in Road & Track magazine. "This has been in my family for 45 years. It's only been sold twice before — for \$3,500 each time it's sold. That's what my dad bought it for, so that's what we started the auction off at. And it went from there."

At the auction event, in Kissimmee, Fla., Kiernan was offering the all-original, rusty, banged-up Highland Green fastback for sale with no reserve. If that seemed like a gamble, the concerns were soon dispelled. Bidding quickly climbed to \$2.5 million, then slowly after that to its final "hammer" price of \$3.4 million. Sales commissions and other fees brought the final total to \$3.74 million

— the official sale price, Mecum said.

Three telephone bidders slugged it out for the right to own arguably the most iconic Mustang of all time. The winner's identity was not disclosed — typical of such auctions. Mecum said he had no idea what the new owner intended to do with the car. Kiernan said he was unconcerned with what happens next to his family's beloved grocery-getter.

"I feel really good," he added. "It topped every expectation I had for it. That will be a number that will be in the record books for a long time."

McQueen himself, along with three professional stuntmen, had piloted the

car in the 10-minute chase sequence through the hilly streets of San Francisco. McQueen crunched the left front fender when he plowed, unscripted, into a parked car during filming. The fender still bears the scars.

Kiernan's father, Bob Kiernan, happily bought the car with all its dings and dents after the movie wrapped. "He just wanted a '68 fastback," his son said.

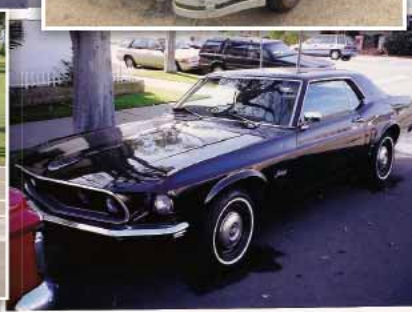
McQueen, who died of cancer in 1980, tried to buy back the car in 1977 when he tracked down Kiernan's father. Despite a pleading personal letter from McQueen, the family retained it and used it as an around-town errand-runner.

THE NEW YORK TIMES

(I've owned a bunch of Mustangs—and I met Steve McQueen once—but I never saw this kind of moola...)

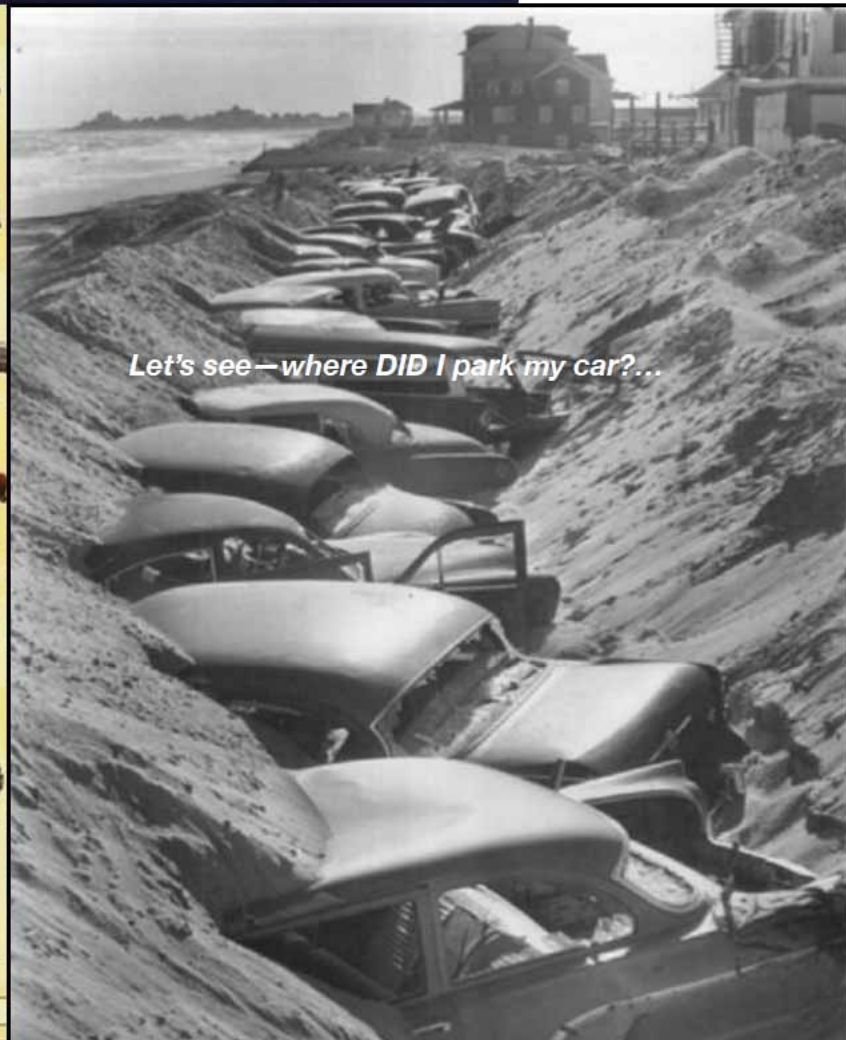


Some of the Fords I've had during the last ten years. Sandy tells me her next husband will be normal.





**Maybe it's
Global
Warming or
just the fact
that all of
Australia is on
fire...
But have you
noticed? The
sunsets have
been
spectacular...**



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

**SDEFV8 General Meeting- Auto Museum,
Balboa Park- 3rd Wed of month- 7pm**

FORD V8 SWAP CORNER...

**10 Ton Bench Press— Like new. Cherry Picker
Engine Lift—good shape — Ray Brock- 619-993-
9190.**

**'35-'36 Wanted - '35 Sway Bar. For Sale-Ford
Rear Shocks-never used. Greg Murrell
859-483-3998**

**Wanted- Two Wheels- 16"x 4.5" Mike Pearson
760-729-4645. m.pearson@roadrunner.com**

**1935-36
Complete
running,
driving v8
Chassis
with steer-
ing and
radiator.
\$4k obo**

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 interi-
or, WWW. Clean in and out. Drives great. \$29k-OBO - 5% of sell
price goes to V8 Club. 619-829-1678 Dr. Tom Sysko**



**'46 Lincoln. New motor.
Factory PW and door
locks, Nice interior, clean
all under. . \$18,00 OBO.
Attilo Petani AZ, 928-710-
7566**

**'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver-needs minor
stuff. \$20 Ken Van Wormer 619-302-5714**

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

**4 bdrm, 1900 sq ft home. 5 car garages on generous lot -Nice neighborhood
- Perfect for car nut. 619-466-5475—SD 92119**



**'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**

**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**

**302 v8 com-
plete motor
with 4 BBL
& C4 Trans.
78k miles.
Good shape-
dry storage
for 7 yrs.
Turns free.
\$400 obo.
Dave
619-392-4545**

**'53 Crestline Victoria Black over Sungate
Ivory. Black interior- Runs, drives good TX Histo-
ry- Tom Shields- 15k. 210-368-2223**

**'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
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**1933 FORD TUDOR...ALL STEEL
NEW RADIATOR, NEW BRAKES,
REFRESHED TRANSMISSION,
REBUILT STARTER, NEW CLUTCH
AND PRESSURE PLATE
RAY BROCK REBUILT ENGINE
WITH LOW MILES
NICE INTERIOR, FAIR PAINT 35k
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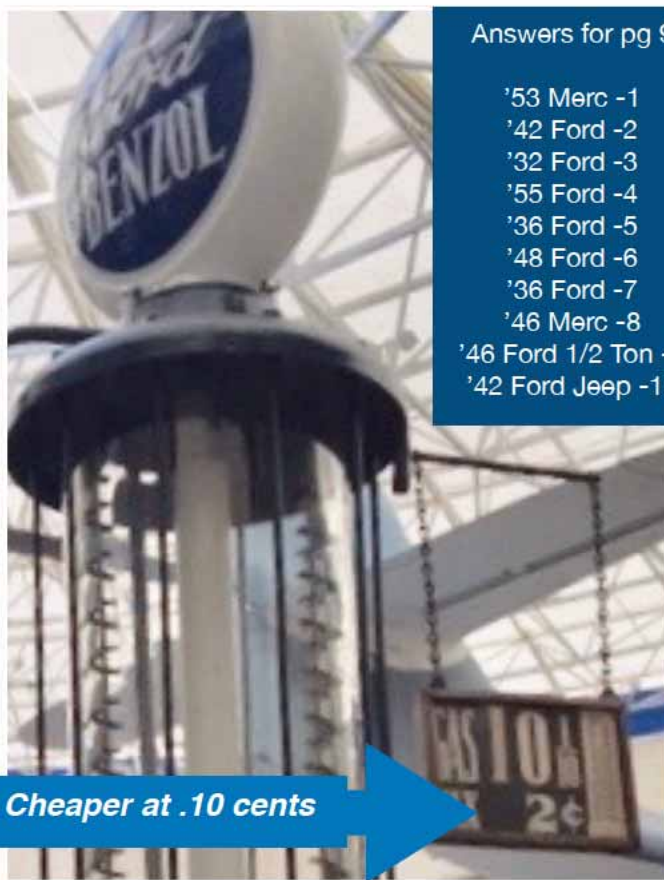




Remember 1973?



Gas— Cheap at .16 cents ————— Even Cheaper at .10 cents



Answers for pg 9

- '53 Merc -1
- '42 Ford -2
- '32 Ford -3
- '55 Ford -4
- '36 Ford -5
- '48 Ford -6
- '36 Ford -7
- '46 Merc -8
- '46 Ford 1/2 Ton -9
- '42 Ford Jeep -10