

# THE Ford FAN

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



**Big 3- Feb 24, 25, 26- Are you signed up?**





**Prez Mike Petermann and First Lady, Susan Graves take the helm.**

**Prez Sez**

Thanks to the board for electing me president- a responsibility I do not take lightly. I am the 39<sup>th</sup> president of our local club, fortunately for me many of the past presidents are still active and I intend to call on them for advice and counsel.

It's very important to me that the club meets and exceeds your desires for our club. To that end I encourage you all to call, email or corral me or one of the other board members and give us your feedback. What do you want more of: tech tips, tours, excursions, guest speakers? Just as important, what do you want less of?

The Big 3 is fast approaching. Thanks to all that have already volunteered, I hope more of you decide to join us. There are many jobs, suited to almost anyone's ability, please contact Barbara Martin at 858-254-5009 or [dnbmartin@cox.net](mailto:dnbmartin@cox.net). This single event funds many of the things we do; club refreshments, picnics, tours, Ollie Smith, etc. Last year's Big 3 was my first time in the saddle; let me tell you I had more fun than I would have imagined. I did sticker patrol the first morning, wild ride! Our Big 3 board does a wonderful job putting this, the biggest Swap in So Cal, together for us, and the thousands of shoppers who attend - the board deserves a huge thank you. Thanks to all that joined us at this year's Christmas Party, everyone I spoke to seemed to have a great time. The food was delicious, there was plenty of merriment and cake too! A special thanks to all that donated their checks to the Ollie Smith Fund. That act let us add \$1,400 to the fund and will help many students in their chosen field. I thought the Asset Instructor Brad did a great job talking about the program but I also thought that Ignacio's speech outlining his use of his scholarship money stole the show. Again, thanks for this opportunity; I look forward to getting to better know all of you!

--President Mike Petermann



Once again, a peaceful transfer of power has taken place. Not a single shot fired. Newly inaugurated, Prez Mike, addressed the Christmas Party crowd. Got rave reviews.



- President: **Mike Petermann** 916-479-3665
- V.P. **Bill Dorr** 619-884-4188
- Secretary: **Dennis Bailey** - 619-954-8646
- Treasurer: **Ken Burke** - 619-469-7350
- Directors:**
- Mike Petermann** 916-479-3665
- Bill Dorr - Prez Pro Tem** 619-884-4188
- Dennis Bailey** - 619-954-8646
- Jim Thomas** 619-669-9990
- Ken Burke** - 619-469-7350
- Walter Andersen** - 858-274-0138 619-224-8271
- Dillard Harwell** 619-954-9422
- Ray Brock** 619-993-9190
- Rick Carlton** - 619-754-6259
- Other Chairpersons**
- 50/50: **Carl Atkinson** - 619-593-1514
- Membership : **Paula Pifer** - 619-464-5445
- Programs: **Dillard Harwell** 619-954-9422
- Tour Co-ordinator- **Jim Thomas** 619-669-9990
- Car Club Council: **Bill Lewis** - 619-651-3232
- Web Master: **Rick Carlton** - 619-754-6259
- Lady Sers: **TBD**
- Accessories: **Judy Grobbel** - 619-435-2932
- Ford Fan: **Tim Shortt** - 619-435-9013
- Cell 619-851-8927
- Refreshments: **Tom & Chris Cook**
- Sunshine: **Judy Grobbel** - 619-435-2932

- Big 3 Board Members:**
- Ric Bonnoront** - 619-669-6391
- Rick Carlton** - 619-754-6259
- Calvin King** - 619-447-1960
- Dave Huhn** - 619-462-4545
- V8 eBlasts: **Sandy Shortt** [shortsandy@mac.com](mailto:shortsandy@mac.com) 619-435-9013

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.

A boatload of TOYS FOR TOTS was collected to take to the Marines for distribution.



**Wear Your Name Tag-- January pot is \$100 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!**  
**NEW RULES:** Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a a winner.



**THE BIG 3 BOARD**



Ric & Billie



Lois & Mike



Dave (& Maryellen)



Shirley & Calvin



Sheryl & Rick





Prez Elect Mike Petermann takes center stage





-----Next Tours-----

**Sat, Jan 14, 2017-  
Minature Engineering  
Craftsman Museum**

Leaving Macy's Mission Valley  
East parking lot at **9:30 am.**  
Lunch after somewhere nearby.

Jim Thomas  
[jstthomas35@gmail.com](mailto:jstthomas35@gmail.com)

**Sun, Feb 19  
'I fly'  
Indoor Sky Diving Event  
\$49 ea. (1/2 price deal)  
Geronimo**

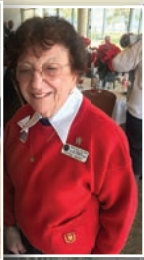
!  
Jim Thomas  
[jstthomas35@gmail.com](mailto:jstthomas35@gmail.com)

**Feb, 24, 25, 26, 2017  
The Big, Big 3**



Christmas Contd...

Card 'Match' Winners  
Carl, Debbie, Candy, Brad

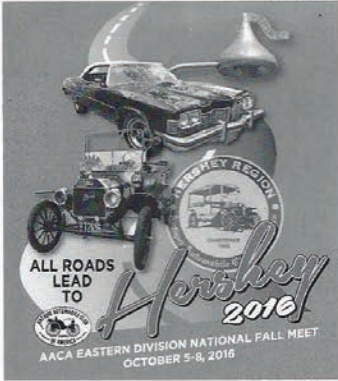


**Merry V8 Christmas 2016**



### Ken Tibbot 'Generous Donation' story from the Foundation News:

It was quite a week at Hershey, PA, for the V-8 Museum. Thanks to the generosity of Ron Stauffer, who donated his vendor spots once again, we had room for not one, but *two* enclosed trailers in which to sell parts. One trailer was the one donated to us by Joe Floyd last year and the second was donated to us by Ken Tibbot of San Diego, CA.



Here's the story: Ken contacted the Museum with an offer to donate his trailer and its contents, which consisted mostly of Ford NOS parts. Ken is downsizing and has donated items to the Museum in the past. A few months ago, Bill Bennett of Clovis, CA, wanted to donate some of his collection to the Museum. Bill had Ford memorabilia as well as Ford dealer parts bins. Problem was, we didn't know how to get both these generous donations across country to Auburn, IN. But Ken had an idea: he offered to rent a U-Haul, hook up his trailer and travel up to Clovis, about a six hour drive, and pick up Bill's donation and pack it into the U-Haul, then drive to Auburn! Wow. What an offer. Of course, we said "Heck, yes!"



So, that's what Ken did. And other than a blown tire, he made the trip with no other problems, arriving in Auburn on the Saturday before Hershey. He dropped off Bill's items and returned the U-Haul. Then Lynn and Mary Ann Ewing towed the trailer with Ken to Hershey, following Ron and Shirley Stauffer with the Museum's trailer.

The weather in Hershey was outstanding. When the two trailers were opened up, the shoppers flooded our spaces! We sold lots of parts, some books, memberships, hats, T-shirts, etc. And we introduced the Early Ford V-8 Foundation Museum to many hundreds of folks. We had our expansion plans on display and a good deal of people commented on how great they looked!

*Not included in the story was a harrowing accident later. Ken was coming downhill on Hwy 101, The traffic slowed, Ken applied the brakes, His trailer locked up, and whipped Ken's truck across 4 lanes, over the shoulder and down an embankment. His truck was totaled, trailer damaged, Amazingly, Ken was not hurt.*

### Christmas Parade, Coronado 12/16



### Fire in the hole!

The Holiday crowd was huge - Sandy and I joined several other antique cars promoting the spring Main Street Car Show, following along with festively lit floats, Dancers, Cub Scouts, Costumed Dogs for adoption, Rotary Club, High School Marching Bands, Navy and Marine Military vehicles, Mayors Car, Cheerleaders, and finally--Santa with a load of small kids waving to the crowd.

My red convert (The Bear Car) was running fine and looking great - the crowd getting a kick out of the lit 'Leg Lamp' hood ornament - waving 'thumbs up' and "Nice Car" compliments along our way. Suddenly there was smoke from under the dash.

I shut everything down. Several guys rushed from the curb to help. I grabbed my fire extinguisher and popped the hood - no problem there, I dove under the dash with a flashlight and found several fried wires still hot, but no flames.

With the help of all my new friends, we pushed the smoking Ford to the curb and checked things out. Tried the lights, horn, blinkers - all worked except Dash lights. Motor started fine so I continued to the Parade finish, no more smoke - luckily we didn't burn up.

Rewiring in progress.





# 2016 IN THE

# REAR VIEW



### Tours and General Meeting Programs



#### Month

#### Tours

#### Programs

- January: Silver Strand and IB Tour
- February: Big 3
- March: Soap Box Derby, Alpine Body Shop Express and Poway Cruiser Show, Atkinson's Garage and Captain Terry's
- April:
- May: All Ford Picnic and Coronado Cars on Main
- June: Pancake Breakfast – Sweetwater Summit, Del Mar Fair Show, Sandy Shortt won \$275 in Name Tag Drawing
- July: Saturday Mtg and Powder Coating
- August: Peterson Auto Museum Tour, Leo Carrillo Ranch and Birthday Party
- Sept: Del Mar Races, Madd Hatters & Ice Cream Social
- October: Harris Tour (Navajo Code Talker, Off Roding, riding the crest), Grossmont The CW Car Show, John Ellison's Garage Tour
- November: Lady \*'ers Fallbrook Grand Tradition Tour, Octoberfest, Rick Storrs and his Band of Memories, Marston House Tour, Soap Box Derby Day

Jay Harris Spoke

Cuyamaca College Scholarships

Evan's Coolant

Special Recognition Checks to Big 3 (Everyone plus Pierson)

Video of 1932 Flathead V8 rollout

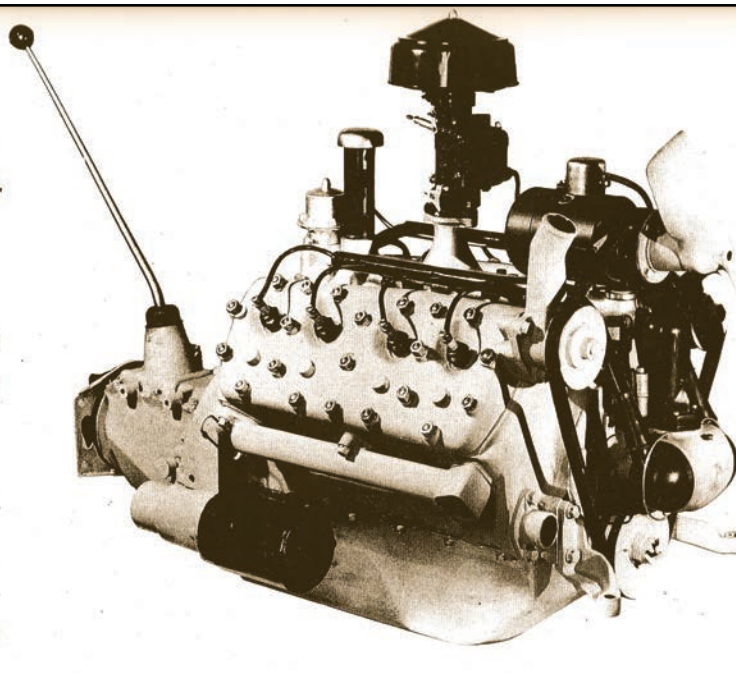
Petermann Route 66



Are we having fun - or what







# 1932 The Ford V8 Goes to Market

Ray Brock

It was mid-1931, and the time had come once more to change models at Ford. Sales of the brilliant little Model A had plummeted from a high of nearly two million cars in 1929 to a low of 620,000 in 1931. America was floundering in the depths of the Great Depression, and Model A, excellent though it was, could not offer an adequate challenge either to the negative impact of the Depression on the one hand or to the positive impact of greatly improved competitive cars on the other. Henry Ford therefore stopped production of Model A in August, 1931, and began preparations to come forward again, as he had done in 1927, with a totally new car. With this he hoped not only to whip his competition but possibly even to whip the Great Depression itself.

It is hard to appreciate the immensity of the effort required at that time for Ford to effect a model changeover. The Company had changed models just once in almost a quarter-century. It had produced over 15 million units of the fabled Model T in the nineteen years from 1908 to 1927, following that with about five million units of Model A from 1927 to 1931. The changeover consumed five months in 1927, during which no cars were produced; worse, several months passed before final design of an engine for the new car was approved. Estimated cost of what was essentially a crash program was a quarter of a billion dollars.

History was to repeat itself when Model A was discontinued and Ford marked time during the gestation period of its successor. Production stopped. Indecision over a new engine prevailed so long that another crash program had to be undertaken. This time, however, the uncertainty may have been more apparent than real: the shape of things to come had been indicated two years earlier, when Henry Ford remarked to one of his engineers, "We're going from a four to an eight because Chevrolet is going to a six."

The audacity of this remark lay in the fact that Ford was contemplating creation of a V-8 engine cast *en bloc* so that it could be produced cheaply enough to fit the Ford price. Such an intricate piece of automotive machinery had never been cast before.

The V-8 engine of itself, of course, was not new. Rolls-Royce produced one for two of its models in 1905. The first stock V-8 marketed over a period of years appeared in France's De Dion-Bouton in 1909. The first V-8 in an American production car was the 1914 Cadillac. Lincoln introduced a 60-degree V-8 in 1920. But these were all costly cars with hand-made engines and were well out of reach of the average buyer. The Lincoln was priced at \$4600, nearly ten times the price that Ford was aiming for in his V-8.

Nevertheless, Ford was convinced that he could cast in one piece a 90-degree V-8 engine with crank throws at right angles. He and his son Edsel were alone in this conviction. Everyone else, from the top technicians down, declared that it could not be done, that even to attempt it experimentally would lead to catastrophe for the Company.

Ford's laconic answer was, "Anything that can be drawn up can be cast." So the go-ahead signal for the single-block V-8 was given on December 7, 1931, less than four months before the scheduled delivery date of April 1.

Thus began the so-called 300-million-dollar gamble. "It was an awful gamble," said one automobile man in retrospect. "There is not a man in the business today who would — let alone could — make that bet."

The new engine had been designed "out of Henry Ford's vest pocket"; but as a production man said, "It was like when old Henry Ford was inventing his first car — first he had to invent the tools so he could invent the car."

"We were scared because of the rush," said a foundry worker. "I worked night and day. We all even forgot to go home, right through the Christmas season. But the really tough part came in the Foundry. One day in the Foundry we had exactly 100 per cent scrap. Everything was wrong. Not one engine came out right.

"Partly it was metal that turned to slag. Partly it was the cores burning up when the hot metal hit them. Partly it was when the cores shifted because they weren't properly anchored.

"Just think of this: there were 54 separate cores in that mold — 54 sand cores that had to stay put just exactly right for the right holes for the valve sections and cylinders and everything in that engine block. Oh, that was a tough one — but we made it."

The floundering went on far into March. The casting report for March 25 showed that only 39 engine blocks had been made on that day, and of these only 11 were fit to go to the final assembly line. This was exactly six days before the 10,000 Ford dealers throughout the country expected to have the new V-8 to show to millions of potential car-buyers.

Miraculously, however, the situation corrected itself; most dealers had their cars on April 1, and by June the Foundry was successfully casting 3000 engines a day.

Ford's radical new car, so painfully brought into existence, had a host of outstanding features. Its 221-cubic inch engine developed 65 horsepower, could accelerate it from zero to 60 miles per hour in 14 seconds, and could move it at a top speed in excess of 85 miles per hour in a day when 55 was about the best that could be expected of most low-priced cars. The car weighed approximately 2400 pounds, about the same as the Model A, and like both the A and the T could deliver 20 miles to the gallon. Styled by Edsel Ford as a direct adaptation of the 1932 Lincoln, it was streamlined in design, with a V-type radiator shell. Seats were low and cushions were deep. Wheelbase was 106 inches, road clearance nine inches, and turning radius 19½ feet. With safety-glass windshield, silent second gear, and rubber-insulated hydraulic shock absorbers among its luxurious features, it still could be marketed at Ford prices, from \$460 to \$650 retail.

The Ford V-8 of 1932 has been described as Henry Ford's last great mechanical triumph. It was indeed that, but it was more than that; for it brought into being a new era just as conclusively as the Model T had done in its own way twenty-three years earlier. What it did was to establish the pattern for the procession of V-8s to follow. As Mr. Ford said:

"We did not invent the 8-cylinder car. What we did was to make it possible for the average family to own one. As always, we have done the pioneering work. Motor manufacturing practices will follow the trail we have blazed."

His prediction has proved correct. In 1938, Mercury introduced the V-8 in the medium-priced field. Oldsmobile in 1949 and Studebaker in 1950 changed to the V-8. Chrysler in 1951, Buick in 1953, Dodge and De Soto in 1954 joined the ranks. Chevrolet, Pontiac, Hudson, Packard, and Nash followed suit the next year. By that time, three-fourths of the engines available in new model American cars were V-8s. In the light of what has happened, the furious advertising war, the running battle conducted in the Twenties and Thirties between the straight-8 and the V-8, now takes on almost the quality of a dream.

Whether Henry Ford foresaw the evolution of this kind of automotive power plant to the dimensions and capacities it had achieved by 1970 is a matter for conjecture. But there can be no question that he should be given full credit for opening the era of the universal V-8 when he made his audacious 300-million-dollar bet and won it so resoundingly in 1932.

Thanks, Ray Brock



# Los Angeles, 1956. To work and home again...



## Welcome New Members, Karen And Swede Renberg

Swede came to the U.S. in 1966, from Sweden. He was a pattern maker and metallurgist by trade. He entered the U.S. in east and got his first job in Baltimore, Maryland. With a dream and no money he worked and saved, making his way to California. There he started a small company which over time evolved into a large Aluminum foundry business with offices in Santa Ana and two plants in Ensenada, Mexico. Along the way he worked with such notables as Keith Black, Carroll Shelby and Roger Penske.

Karen and Swede met in 1990 when Karen, a Dental Hygienist, cleaned his teeth. Karen was a Dental Hygienist for 26 years. Karen Retired in 2000 and spent most of her time on the Board of the Boys and Girls Club of the Coachella Valley and Pegasus Riding Academy

for the Disabled. Swede retired in 1995 and finally had time to develop his dream hobby of restoring cars. His favorite is his 1956 Ford F100 pickup. He did all the work himself.

The Renberg's have lived in Torrance, Newport Beach and Palm Desert. A year and a half ago they moved to San Diego and just finished renovating a house in Rancho Del Rey. Swede is currently a Kiwanis and volunteers at the Auto Museum in Balboa Park. It's at the Auto Museum that Swede met Ray Brock. They became best friends, working on many projects. Ray invited the Renberg's to join the Early Ford V-8 Club. A few years ago, Swede bought Karen a 37 Ford Tudor, all steel, Canary yellow car. They are both looking forward to being active members of the club.



Hey- I've got a '37 like Swede...



# Post Cards From The Past -1918



**Caught in a snow storm,  
Crater Lake, Oregon**

**A mountain of ice, Green Bay, Michigan**

**Camping outfits of many kinds and degrees of  
comfort are on the road these days**



**A 1923 Traveling Church  
complete with steeple  
Is that a Model T under there??**



**At the foot of Yosemite Falls, Yosemite National Park**

**Going through the Wawona Tunnel Tree, Mariposa Grove, CA**



**Motor traffic on Fifth Ave. North of 42nd New York**

**Seeing the country Gypsy style or maybe  
the first motor home**



**Through a ford in a Rock Creek Park,  
Washington, DC**

**Was he on back for a reason or was he  
just having some fun?**



**Arriving by automobile for the Rubidoux Easter  
service, Riverside CA.**

**Heavy going in the wake of a rain  
storm, Cedar Brakes Region, Utah  
I assume that they  
couldn't call  
roadside  
assistance.**





-----Next Tours-----

**Sat, Jan 14, 2017**  
**Minature Engineering Craftsman Museum** Leaving Macy's Mission Valley East parking lot at **9:30 am.**

Lunch after somewhere nearby.  
 Jim Thomas [jsthenomas35@gmail.com](mailto:jsthenomas35@gmail.com)

**Sun, Feb 19**  
**'I fly' Indoor Sky Diving Event \$49 ea.**  
**(1/2 price deal) Geronimo!**  
 Jim Thomas [jsthenomas35@gmail.com](mailto:jsthenomas35@gmail.com)

**Feb, 24, 25, 26, 2017**  
**The Big, Big 3**  
**Sign Up Now. Call Barbara Martin**  
**858-254-5009**

**January Anniversaries**

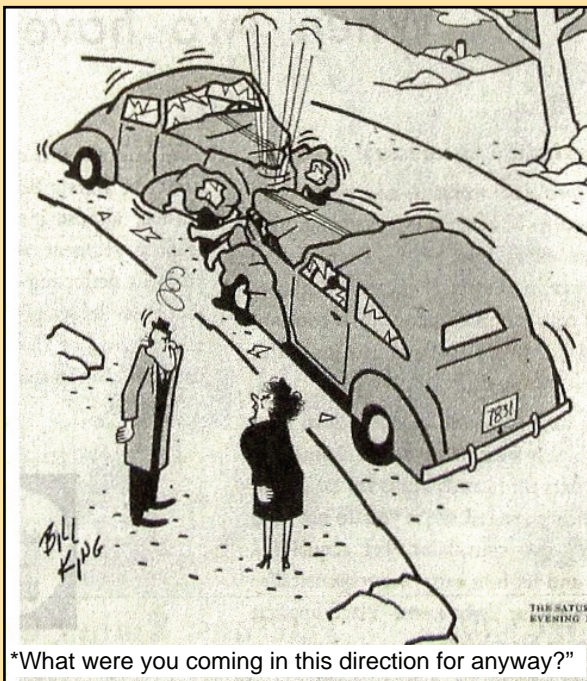
- 1/26 Al & Stephanie Tarkington
- January Birthdays**
- 1/02 Don Pettee
- 1/02 Phil Spaid
- 1/02 Ignacio Castanada-Garcia
- 1/05 Augustin Martinez
- 1/06 Jim Wells
- 1/07 Judy Gladden
- 1/07 Marty Ries
- 1/09 Dennis Bailey
- 1/19 Raphael Hargrave
- 1/20 Ken Tibbot
- 1/21 Webb Smith
- 1/23 Lois Pierson
- 1/23 Sheryl Carlton
- 1/24 Jack Hunt

**Membership Paula:**

Membership Count 143. Welcome new members: **Brad & Vanessa McCume.** Brad is the Asset Students' College Instructor.

**Sunshine Judy--Ray**

**Brock's son, Kenny has died.** Kenny was injured decades ago. But with help and support from Ray and his family, he stabilized and found ways drive a specially fitted van and to enjoy family times and long time friendships. **Our deepest condolences to Ray.**



*The reason I could not come to the Christmas party was we had Santa at the nursery last Sunday, 11:00 to 1:00. These photos are not from this year, Santa can no longer get into the back of the fire truck, which is a 1952 Chevy. Bought on eBay about 12 years ago. Santa has been visiting our nursery for about 14 years now, lots of kids, probably 200+ in the two hours he is here. Also Santa listens to dogs and very elderly folks too. Santa & I graduated from Mission Bay together, so we have about a 60 year history together. It is his 'real beard' and his 'real padding'.*

Best Santa around.  
 Great guy.--  
 Walter Andersen



**EARLY FORD V-8 CLUB -Minutes of Meeting-Dec 11, 2016 - Christmas Party and Meeting at the Coronado Golf Club-**

In Prez Bill Dorr's absence (recovering from minor surgery) --VP John Dow called the meeting to order at Noon followed by the pledge of allegiance. He welcomed everyone and noted The Coronado Golf Club with its beautiful views of the bridge and Bay made for a perfect setting for the Christmas party. John and Tim handled the awards for service above and beyond --18 awards in total. Former Prez, Bill Dorr was given plenty of accolades and a bag full of gifts for his leadership.

All the award recipients were carefully considered by Prez Dorr, who wrote wonderfully detailed reasons why each deserved an award. The Special Presidential Award and two others were put off until the January Meeting, because the recipients were not present.

Only complaint: Without a microphone, some folks in the back row said it was difficult to hear the presentations. The fish and chicken lunch was excellent but, a little late. The new BOD members, Dillard Harwell and Rick Carlton joined the continuing members for the Pledge--"So Help Me Henry ." The gavel was turned over to Prez Elect Mike Petermann and he made a terrific acceptance speech full of optimism for 2017.

We had 4 winners in the CARD MATCH.

Paula Pifer gave a good speech supporting the scholarship program. Barbara Martin pushed further by laying out how easy it was for members who had picked up their check, to give it, or part of it back to the fund. The Asset instructor, (Brad McCume) also gave a surprisingly emotional talk about what an honor it was to teach these kids and how much he appreciated the club's scholarships. Asset student, Ignacio gave a short speech of appreciation for his scholarship and how the Asset students would be glad to help at the BIG 3. After the meeting, Barbara reported \$1,400 was received for Scholarships. And then drew names for the Poinsettias on each table as door prizes.

Ric Bonnoront explained the vote on the BIG 3 was only advisory--Just to measure the interest in keeping the BIG 3 going. He reported, so far the vote was overwhelming for continuing with the show. And he sounded as if he was ready to go the distance as Chief.

There was a boatload of TOYS FOR TOTS loaded up to take to the Marines for distribution on Monday morning.

The room was a bit overheated, so all of us wearing sweaters, were sweating. The meeting was adjourned at 2:30 PM.---Dennis Bailey Secretary



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

**Next Meeting : Wed Jan, 2017. 7pm. Auto Museum, Balboa Park**

**FORD V8 SWAP CORNER...**

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto

**WANTED Garage for storage and restoration of '47 Ford Woody Wagon Phil Stone 619-723-6754**

**FOR SALE:** One pair of '34 Ford Tudor Bucket Seats, complete springs, hardware. Need to be reupholstered. Asking \$450.00 OBO. **Todd at the Speedo Shop 619-258-8195**

**Frame straightening to body work and paint . Billy Lynch 619-436-6913-(Recommended by Calvin King)**

**'40 Deluxe Opera Coupe.** Beautiful shape. Drive anywhere. **Terry Johnson 303-888-8231Englewood, Colorado.**



**'37 Deluxe Coupe.** My Dad's car is very nice, but hasn't been driven for a few years. John Murphy is 95 now-so I'm selling car for him. **BEST OFFER Patricia 858-248-2952**

**'55 TBird.** Nice shape, 292, auto, 2 tops, Black and white. **\$17,500.**

**'39 Deluxe and '40 front fenders.** Nice. **\$250 Pair.**

**'35 steering mast, jacket, lock & key \$35**

**'52-54 Ford & Merc OD Trams w/ pull cable & solenoid \$300. -- Dan Krehbiel, Temecula 951-302-5922**



**49 Ford Woodie.** All stock flathead V8. Asking \$54k, but really want it to go to the right home so adjustable. Will entertain trades. **John Rex - 360 600 8213**

**BIG 3--Two Swap Spaces For Sale for what I paid. Greg Murrell 858-483-3998.**



**56 T Bird, V8, auto.** Front disc brakes, John Hildebrand new pearl paint--**\$23K OBO John Hildebrand 619-850-4099**

**Tom Cook has FIVE REALLY NICE CARS for sale and '36 Coupe Running Boards-NEW--\$400. 619-200-8114**

**Two spots available at sold out Big 3 swap meet--Feb 24, 25, 26 -- Greg Murrell - [lvncamping@gmail.com](mailto:lvncamping@gmail.com)**

**1950 Deluxe Convert. V8, OD, R&H, blinkers, working spot, Second owner over 20 years.** Rebuilt flathead, recent radiator, new water pumps and hoses. Dual exhaust, Factory Cont Kit with stainless cover. New Batt. Stored last three years, now runs good. Straight body, original Paint. (Rust spot at base of both front fenders-one small dent LR under tail light). Orig interior good shape. Radial WWs. Full zippered cover. Good top, but one bow separated. **Best Offer. Margaret 619-466-5475**



**BEST OFFER**



**'65 Mustang Coupe. PS, PB Auto, AC. New 302 V8. Show Quality Restoration- BEST OFFER - 619-466-5475**

**Sale- NOS & Used Ford Shoebox Parts-** left over inventory from '49-'50-'51 Parts business. **Sell all for BO. Margaret Bartlett 619-466-5475**



**'29 Briggs Body Leatherback.** Rust free straight body. Old restoration, with Trunk, wings, sidemount, Borg Warner Overdrive. New seats, top tires, tubes, radiator, tune, water pump,. Drives well. **\$14,500. 619-851-8927 Tim**

**Wanted: '49-'51 Ford Tudor Basket Case. Carl 619-593-1514**

**'46 tudor Deluxe. 350/350 plus much more. Jim Scheidle. 479-200-5831**

**'30 Ford Coupe.** All steel and totally stock. Some issues are: dome switch and speedometer don't work, battery acid burns on front seat. Located in the LAs area. Area Code (213). Selling for my uncle. No trades. Appointments only. **\$12k. Rick Chew 818.427.0320**



**'40 Merc Coupe.** All Original. Great Shape. Much new & rebuilt. Very good driver. \$24,500. OBO. **Mel Figon (707) 544-6421.** Santa Rosa, Ca [mfigoni@sonic.net](mailto:mfigoni@sonic.net)



**'50 Merc two door-255 CI Flat V8, 2 carbs Straumburg 48, Thicston Air Cleaner, 3 speed w/OD stick floor shift, stock rear end, 15" wheels, Coker white wall radials, dual steel packs exhaust system, fender skirts, dual o/x mirrors, dual rear antenna's, lowered 2". Ford mechanic owned 12 years. Sharp. **George @ 507-269-9870-- \$22,950****



**'48 Ford Deluxe Coupe.** New motor. Everything else NOS. **Norm Burke 619-462-8956**



**Jeep CJG Trans, Transfer Case.** Everything from flywheel to Drive Shaft. **\$500. Carl 619-593-1514**



SDEFV8 Club, C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118

# ✕ THE *Ford* FAN ✕

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



What a load of Toys! And the Marines will get it delivered.

Jan/17



Yike



Wow--Check out the new Prez...

Let's eat grandpa.  
Let's eat, grandpa.

**correct punctuation can  
save a person`s life.**