

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

Turns out a Pandemic brings out some very creative ideas.



BACON MASKS



I'm starting to miss people I don't even like.



PREZ Sez- July 2020

S.D.Early Ford V8 Club—www.sandiegoearlyfordv8club.org—Page 2

Happy July, Early Ford V8 Club Members! I hope you and your families are healthy, happy, and still sane! It is a challenge to accomplish that trifecta with all that is going on these days. We have lived through 6 months of the strangest year I can recall! Many of the norms to which we are accustomed are no longer intact. Our normal routines have not been possible to do. Face masks, 6 feet separation, riots, looting, burning, removing statues of people and objects, and worst of all, no Club Meetings! All of this shall pass. Our lives as we knew it will be restored sooner or later, and we will be able to return to all the activities and routines we want to do, when we want to do them. Unfortunately, the Western National Meet scheduled for September has fallen victim to the Covid-19 bug and has been cancelled. On the upside, we can look forward to the Western National meet in Tahoe in 2021.

In the meantime, the car hobby continues! Our Club had a successful Drive your Early Ford V8 Day on June 20th. There were 18 Club members' cars cruising 30 miles through San Diego. We ended up at Classics Malt Shop where we sat outside and many of us had burgers, fries, shakes and the like. It was so good to see the folks I had not had the good fortune to see for months! It was thoroughly enjoyable to get out and drive with other Club members. Many of the people we passed by clearly enjoyed seeing the procession. We were greeted with cheers, thumbs-up, and people taking photos and videos of the lineup as we drove by. It was a beautiful day, and we will see more of these in the days ahead!

We will be sure to keep everyone informed of developments related to when Club meetings will again be held and any driving tours or shows that are being coordinated so that you have the opportunity to join in. Enjoy July, its one of my favorite months! I hope to see you all soon. Mask up and drive them! ———*Joe V*

With deep regret the **2020 Alamosa Western National Meet** has had to cancel the entire event. Refunds will be issued as soon as our treasurer can get them processed.

Sincerely—The 2020 Alamosa Western National Committee- Bernie Arellano

Well folks, looks like our plans for the HARRIS TOUR to Alamosa, Colorado have to be changed. **We've put together a new tour, using the first half of our original tour.** See all new details on line at SDEFV8 Club site.—Jay and Janet Harris

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

Directors:

Mike Petermann Prez Pro
Tem- Programs By the month

Dennis Bailey - 619-954-8646

Bob Hargrave - 619-283-4111

Ken Burke - 619-469-7350

Ray Brock - 619-993-9190

Rick Carlton - 619-512-7058

Joey Valentino - 619-275-1255

Other Chairpersons

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

Membership : **Paula Pifer** - 619-464-5445

Programs: **Volunteers**

Tour Co-ordinator- By the month

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

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

Lady 8ers: **TBD**

Accessories: **TBD**

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

Cell 619-851-8927

Refreshments: **Volunteers**

Sunshine: **Judy Grobbel** - jgrobbel@san.rr.com

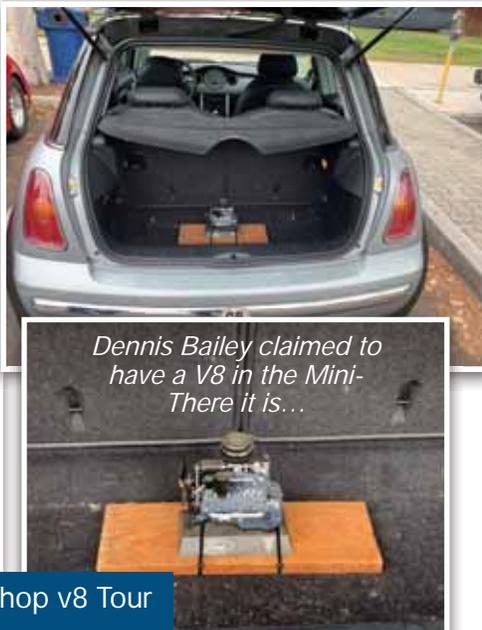
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Susan- Our Traffic Cop



Dennis Bailey claimed to have a V8 in the Mini- There it is...

Malt Shop v8 Tour



Famous B&W Shot just Colorized- Wow!



Jay Harris, Down- Sized

When Janet and I moved to our current home in 2010 I had to give up the 8 car storage space I had at the previous address, sell some cars, and essentially downsize. Now the two remaining cars in my collection occupy a modest two car garage, and our two modern cars occupy an adjacent carport. The previous owner had neither a work bench nor any shelves in the garage - I added those items. As for the Burma Shave signs, they were a gift from the late Don Durkee, a V8 friend since the early '70's.

Regards, Jay and Janet



Bill and Sue Houlihan No Room at the Inn

A few years ago, Bill and Sue were able squeeze a nice '35 Tudor into this small garage. But now the flotsom and Jetsom has taken over. Stuff they don't need or even use fills the space to overflowing...and that's the way it is.

Pandemic Report

SDEFV8 Board Zoom Meeting OK,
General CANCELLED

**Most everything Cancelled or Postponed.
Hershey Swap Cancelled
Etc.**

July Anniversaries

- 6/06 Don & Narelle Pettee
- 6/06 Jay & Janet Harris
- 6/09 John & Maria Jarecki
- 6/11 Walter & Jody Andersen
- 6/13 Bill & Sue Dorr
- 6/13 Ken & JoAnne Burke
- 6/14 Dick & Barbara Martin
- 6/15 David & Maryellen Huhn
- 6/16 Robert & Rhea McGehee
- 6/17 Russ & Marty Ries
- 6/26 David & Mary Cuzick
- 6/27 Ric & Billie Bonnoront
- 6/30 Bill & Linda Lewis
- 7/07 Joe & Susan Valentino
- 7/08 Gary & Karen Walcher
- 7/25 Tore & Marianne Olsen

July Birthdays

- 7/07 Dixie Showalter
- 7/07 Susan Symonds
- 7/15 Taylor Miller
- 7/17 Judy Grobbel
- 7/18 Billie Bonnoront
- 7/19 Penny Williamson
- 7/20 Jose Serrano
- 7/21 Shirley King
- 7/28 Sue Dorr
- 7/28 Lynne Miller
- 7/29 Cal Westra

Sunshine Judy -
Ron Shedd reports wife Kathy is sick.
Cal Westra wife Cheryl- Leg problem.

JULY CLUB ANNIVERSARIES

Jerry Windle	50 yrs
Penny Williamson	47 yrs
Ignacio & Annette Castenada	4 yrs
Bob & Liz Brown	3 yrs



Ron Shedd has decided to sell this beauty- see pg 15



Boys on the road in 1947



Girls on campus checking out Boys on campus—1929



*This Pandemic is making
me crazy*



Oct 2020 Hershey Fall swap meet canceled for the first time in its history, car show may still go on...

It's faced hurricanes, flooding, even the threat of nuclear armageddon, and yet the Hershey swap meet has gone 65 years without skipping a beat. That is, until this week, when the board of directors of the Antique Automobile Club of America's Hershey Region decided to cancel the club's signature event for the first time in the event's history due to the ongoing coronavirus pandemic.

Hershey Memories—Sandy and I moved to NY in 1967- Our 53 yr old daughter Suzy, was just one month new. I landed my first Advertising job in NYC. Despite the mind-bending cross country culture clash (California vs New York), we settled into an apartment and began developing a NY Attitude.

My job took over most of my life, but as I made money, my interest in the old cars only grew. I had Hemmings Motor News rushed to my office. I locked my door for an hour, putting off meetings, while I looked for bargains and made calls. Fords mostly, but a deal on a Chevy was never overlooked.

Occasionally I would sneak off to see/buy an old car and get back to the office before anyone noticed. (remember when loyal secretaries would cover for you?).

Once I focused on the fall Show at Hershey, I had to go. I bought a \$500 '57 Ford wagon for our first trip. We tossed sleeping bags in the back and arrived there about 9pm—parked in a closed garden Nursery lot across the street from the flea market field. Took a flashlight tour of the selling field before hitting the sack. During the night it began to rain, then stopped and started again, several times. It took a few minutes to realized we were parked under the wandering shower of the sprinklers for the Nursery.

I had a list of needed items -fenders for a '35 PU, bumpers for '28 Model A, dash for a '41 Tudor, etc.) Sandy had come along for the adventure in the beautiful rolling hills of Hershey, Pennsylvania.

We woke up to The Voice of Hershey over the loud speakers. He was friendly and full of information - directions for the selling fields, food vendors, bathrooms, and show times. The day was beautiful and filled with old cars.

We learned the elite Hershey Regulars book their rooms for life and then hand them down to relatives. So forget getting a room in town. But there are small towns nearby, (if you're not sleeping in your car—like us).

Hershey town, the home of Hershey chocolate, smelled of chocolate. The Lamp posts were shaped like kisses. You could take tours of the chocolate factory. It was a very pleasant place to be. Everybody that came for the show, ate in the town for the 3 day weekend.

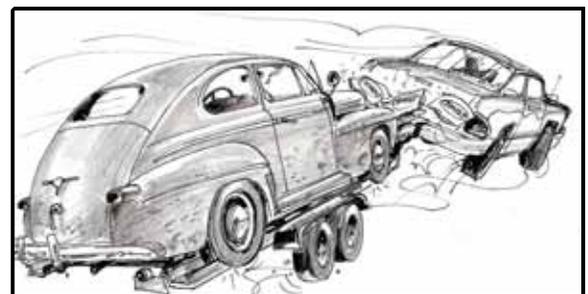
The hills around town were green grass spotted with trees just beginning to show fall colors. It was a wonderful place to be.

A few years later, we brought our kids, they brought friends and bikes to explore the grass fields around the show. We set up tents for the kids and slept in a camper van on the grass near a small pond where my son caught more than his share of fish. The camp setting was down the hill, off the end of a small one-strip airfield, single prop planes occasionally gliding in for a soft landing.

Later years we stayed in a variety of hotels a few miles away. In one, our room was over a loud music-charged bar. At closing the rains came, then the dripping leak on our heads. I moved the bed, put a pan under the leak. Then came the ping, ping, ping in the pan. It was a long night - and something to laugh about later.

We came back 31 times over the next 36 years of my NYC Mad Man career. I dragged old cars there for sale, and dragged others home to restore. Hundreds of much needed parts were found and bought there.

But the event was the draw - Sun, Rain, Wind, Snow—didn't matter — Hershey was always an adventure to remember.





*Bob Brown Garage
Ford out front.
But, Damn, those Chevs
look good in there, too...*

I have a 3 car garage and wish it was double that. I keep it stuffed with 3 cars at all times, and Liz's Lexus has to reside outside on the driveway.

My one complaint about my garage, other than not being big enough (that's like you can never have too much horsepower) is that I can't put a lift in it to work on cars, and to stack a couple of cars. There is a transverse load-bearing beam across the middle of the space that precludes any thought of putting in a lift.

Presently the garage is filled with the new 1958 Chevy Impala, the 2016 Corvette Z06 convertible (my daily driver) & my 1959 Corvette. I am presently storing the 1957 Chevy Bel Air & my 32 Deuce Coupe (see, there is a Ford in the family) at my friend's garage in Vista, a good 20 miles away. We play musical chairs with the cars as the situation dictates, but it can be a bit of a logistical nightmare to swap out cars.

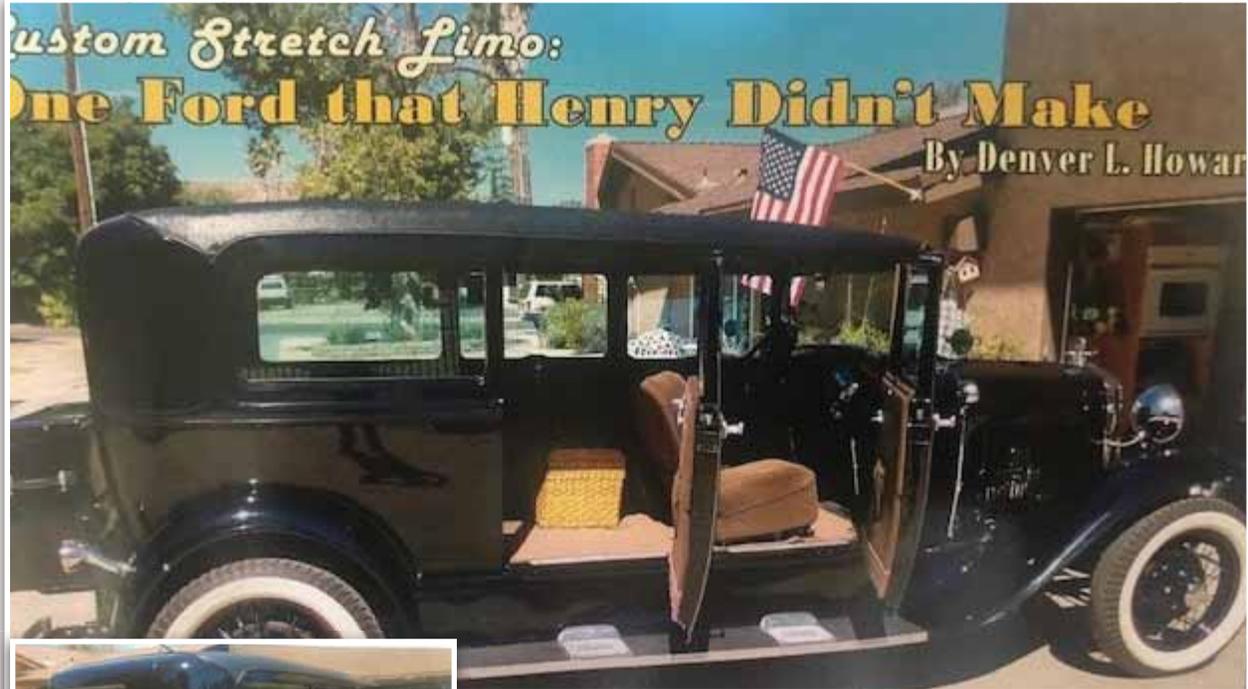
Besides the cars, just about every square inch of usable space is taken up with tool chests, work bench, floor jacks, tools and storage, as well as a couple of bikes. The walls are filled with memorabilia from numerous trips across Route 66, various awards, and a lot of Corvette stuff.



Favorite rest spot for Paper boys - 1932 Ford



'47 Fords fresh off the truck - Lincoln curbside



The limo Ford should have built. Really simple, but good thinking. He bought 2 more doors and moved the body back 29.5" to fit the doors, of course he had to extend the frame to fit. Used a Borg-Warne 5 speed w/overdrive- open driveshaft and hydraulic brakes. In the current MAGCA Restorer magazine. -Thanks Walter Andersen

Will drive-in movie theaters soon provide Americans a much-needed night out? — Jeff Peak

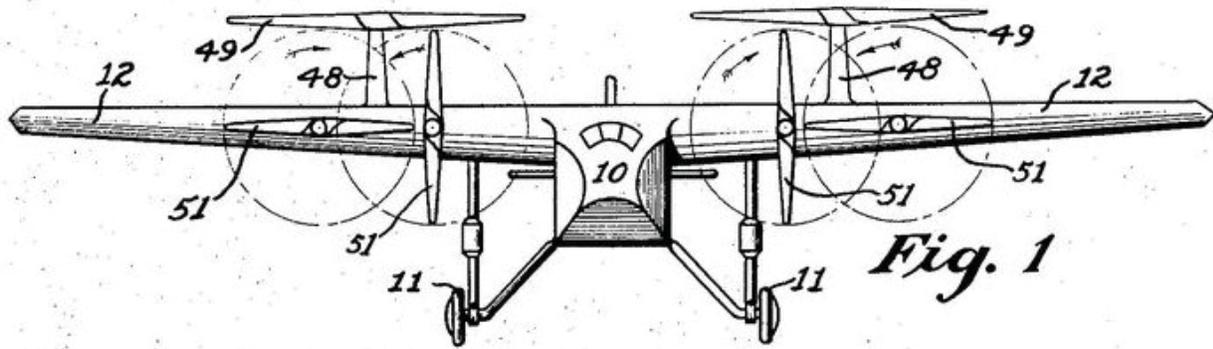


A nostalgic staple of 1950s–60s America might provide a valuable escape from the current stay-at-home situation if U.S. officials allow it.

Drive-in theaters, once a common form of entertainment here and abroad—mostly in rural areas—are already experiencing a resurgence in some areas of Europe and Asia as people look for safe distractions from the COVID-19 pandemic. Federal guidelines do not specifically mention drive-in theaters, but state governments may choose to allow them to open since they are functionally so different from typical movie theaters. Drive-in movie-goers can easily maintain a safe distance from others outside of their own vehicle.

On April 12, New York Governor Andrew Cuomo said he was considering allowing drive-ins to reopen while keeping regular theaters shuttered.

“Where is the public safety issue?” Cuomo asked during a media briefing. “You’re in the car with the same people [that you share a house with].”



Henry Ford once envisioned a massive 10-propeller opposed-piston diesel airplane

By the latter half of the 1920s, as interest in general aviation began to take off, it was almost expected of Henry Ford to offer a simple and inexpensive airplane for the masses, just as he did with the Model T. However, while his engineers did indeed develop such a plane, Ford's ideas about aviation tended to be more esoteric, as we can see from the 10-propeller diesel plane he proposed in 1930.

Ford's brief aeronautic quest might best be associated with William Bushnell Stout and the Ford Tri-Motor these days, maybe even the never-produced Sky Flivver (or, if you will, the Willow Run bomber plant and the assembly line production of B-24s), but his patent filings during that time reveal greater ambitions, mostly involving opposed-piston engines.

In 1927, a year after the introduction of the Tri-Motor, Ford first proposed the engine configuration for aircraft purposes ([US1749578](#)), noting that the engine's slim proportions allow it to be installed "within the lines of the wing" and that, because an opposed-piston engine has dual crankshafts, it would afford the opportunity for two synchronized propellers "installed on the wings

adjacent to each other." As if that weren't enough, Ford then envisioned the opposed-piston engines—one per wing—each turning a third vertical propeller via bevel gears; as Ford described the proposed plane's operation, the vertical propellers would provide the lift and the horizontal propellers the thrust, possibly making the plane a VTOL aircraft.

If it sounds unfeasible, that's because it pretty much was, according to [L.S. Sheldrick](#), a Ford employee at the time. As he recalled,

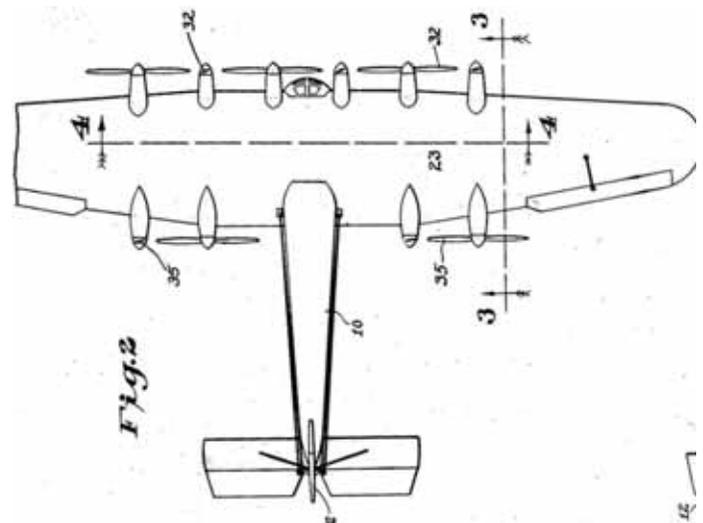
In 1928 the airplane activity was rather hot and Mr. Ford had some rather novel ideas about aircraft and he had an engine laid out, several various arrangements. They were opposed piston engines with multiple crankshafts, which drove propellers that would act in the horizontal direction as well as propellers in the vertical direction. His idea was that one set of propellers would do the lifting and take the plane off the ground while the horizontal set of propellers gave the forward effort.

This engine of 1928 was made using a lot of the tractor engine parts - pistons, connecting rods, axle housing parts used to support the

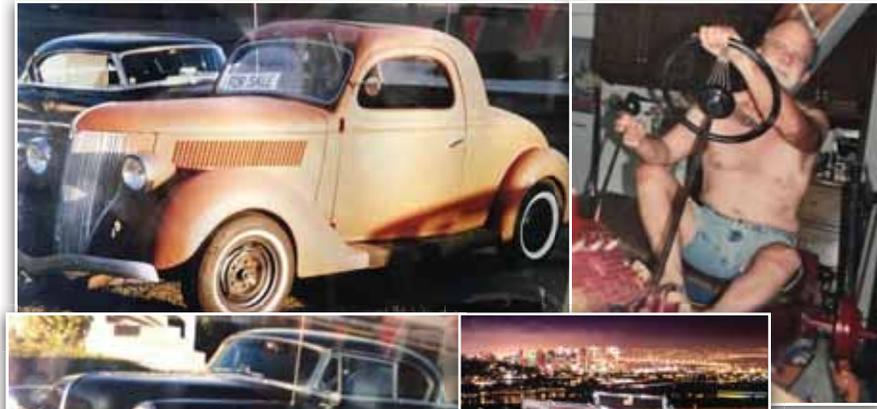
propeller shafts. It was really, to use a slang term, a terrible abortion. It had absolutely no chance of ever getting off the ground.

It was really a demonstration of principle and arrangement. If the thing had ever reached the point where they tried to take it off the ground it

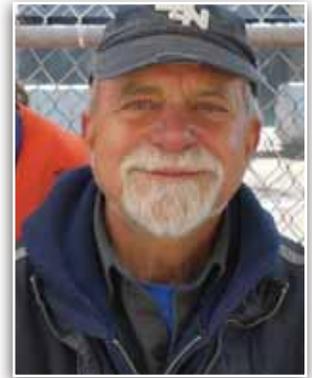
would have had to be put in lightweight form aircraft construction type engine. It was just a bunch of heavy junk. That's all it was but it did demonstrate a principle to Mr. Ford's satisfaction.



***Henry continued to toy with aeronautical ideas even after the failure of the Flivver. This time he wanted to incorporate opposed piston diesel engines. The two main engines on my first ship, USS MARYSVILLE (EPCER 857) were Fairbanks Morse opposed piston design of 1000 hp each.— Bob Brown*



Calvin King explains why he is the way he is...



THIS CAR STORY ACTUALLY BEGAN IN CANADA. MY GRANDPA GAVE ME OLD CLOCKS AND VARIOUS MECHANICAL ITEMS JUST TO DISASSEMBLE. I LATER FIXED-UP BICYCLES AND BUILT TRAILERS FOR THE BIKE TO HAUL LAWN EQUIP AND FISHING GEAR. DOING LAWN JOBS AND ANY OTHER MANUAL



LABOR, I SAVED ENOUGH CASH TO BUY A '36



THREE-WINDOW, BROUGHT IT HOME IN PIECES AND BEGAN WORK. GOT A FREE PONTIAC ENGINE AND AUTO TRANS , SOMEHOW SPLIT THE WISHBONES AND REMOVED THE X-MEMBER. I HAD A BALBOA STADIUM RACER NEIGHBOR, JOHN DRUMMEL, WHO HELPED ME WELD AND FABRICATE MY



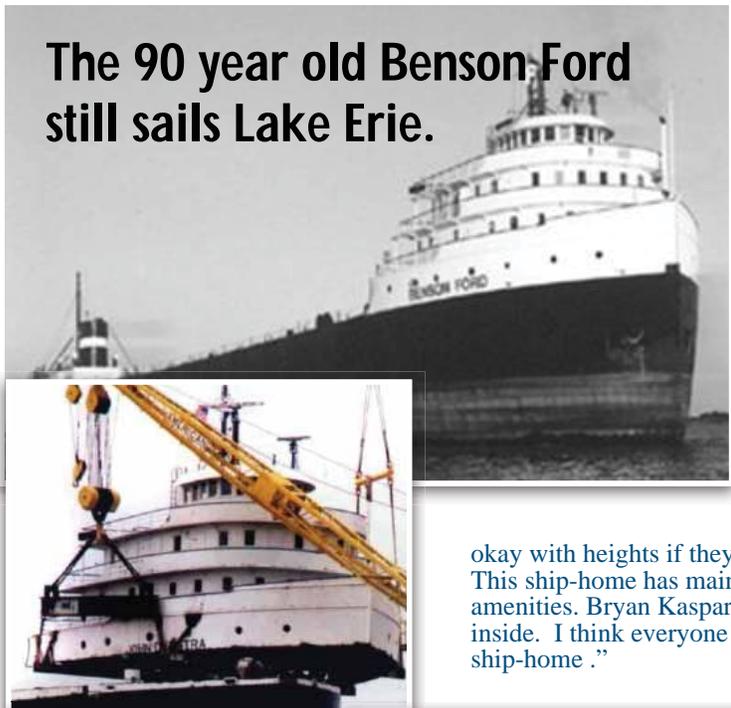
MANAGERHE PROBABLY DID MOST OF THE WORK. THE '36 BEGAN A FOREVER NEED TO ALWAYS HAVE SOME TYPE OF CAR IN THE DRIVEWAY, FROM A RAMBLER AMBASSADOR, ' 27 FRANKLIN,'32 AMERICAN BANTAM, AND MANY OTHERS. IT SEEMS THE IDEA OF STARTING ANOTHER PROJECT IS ALWAYS ON THE MIND. IT TRULY IS THE JOURNEY AND QUEST MORE SO THAN THE FINISHED PROJECT...



—NEVER STOP LOOKING DOWN THE ROAD.....CALVIN



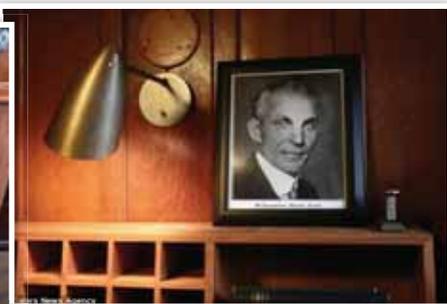
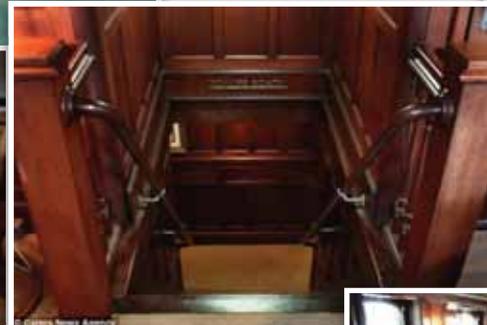
The 90 year old Benson Ford still sails Lake Erie.



This ship was decommissioned in 1981 after 50 years of service. It was left to rust for four years before the front part of the ship was removed and perched on top of an 18-foot cliff above Lake Erie, to serve as a vacation home. Facing into the prevailing breezes and looking across the bow, it seems that the boat is actually steaming - full speed ahead! The ship still contains the beautiful wood-paneled state rooms, dining room and lounge designed by Henry Ford. The ship was used by Henry Ford to travel across the Great Lakes. Thomas Edison was a frequent guest on this beautiful ship. The present four-deck ship-house is 7,000 sq. ft., and includes walnut-paneled staterooms, a dining room with galley, and passenger lounge designed by Henry Ford for his personal use while on board. The ship-house was then owned by Frank J. Sullivan, but after failing to turn it into a hotel in 1992, Sullivan auctioned the building to father and son Jerry and Bryan Kaspar, who still enjoy relaxing there while taking time off from work. It has been modernized with a garage, a game room, a bar, a state-of-the-art kitchen, and four bathrooms. The 90-year-old cargo ship is

beautiful, as she sits overlooking her former waterways. Visitors must be okay with heights if they take a tour onto the bow of the boat and see the water so far below. This ship-home has maintained the historic and beautiful interior, which is updated with modern amenities. Bryan Kaspar says: "Everyone who sees our home from the outside, wants to look inside. I think everyone who sees it is amazed at the gorgeous woodwork throughout our beautiful ship-home."

This impressive getaway includes five bedrooms, four bathrooms, a captain's office and living room with panoramic views across Lake Erie. "I love the deck on the fourth floor. It's a great place to enjoy a cocktail overlooking the lake and the nearby cliffs, and to watch the sunsets is amazing from there." Videographer Nick James, who conducts tours of the home, says, "The most incredible part is standing at the helm with the way the boat hangs over the cliff. It actually feels like you're on the open water. I love the history that remains all around the Benson Ford." "In the parlor, you can imagine Thomas Edison and Henry Ford sitting there puffing on their cigars. When you're there, it feels like you're stepping back in time, and that those two famed gentlemen could appear at any moment."



© Calfax News Agency

© Calfax News Agency

Masked leaders Ray and Judy w/ John and Liz as back seat drivers, lead us through the turns

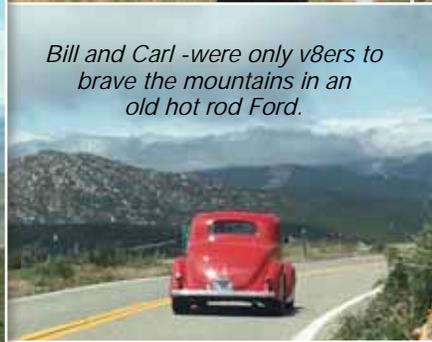


Back Country Tour- June 5

Campo, Pine Valley, Cleveland Natl Forest, Anza- Borrega, Palomar, Potrero, Tecote, Delzura, and more...

Hi Everyone!! Hope everyone enjoyed our tour today, it was a perfect day for a "back country" ride, with amazing cloud formations, high winds, cool fog, drizzle, brilliant sunshine, forever views, fresh air, perfect picnic spot.....and no traffic! So glad you could all come along...brought back great memories for us long time San Diego residents.

Ray will probably start planning another one pretty soon...so stay tuned!! —Cheers!
Judy & Ray



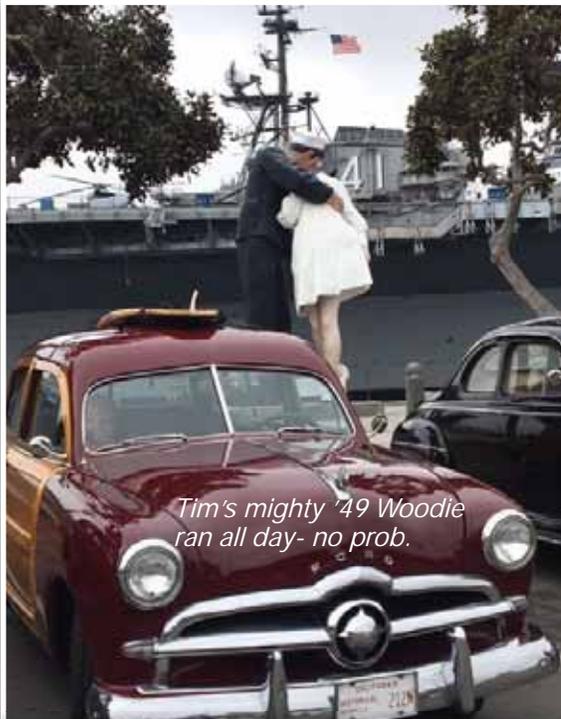
Bill and Carl -were only v8ers to brave the mountains in an old hot rod Ford.



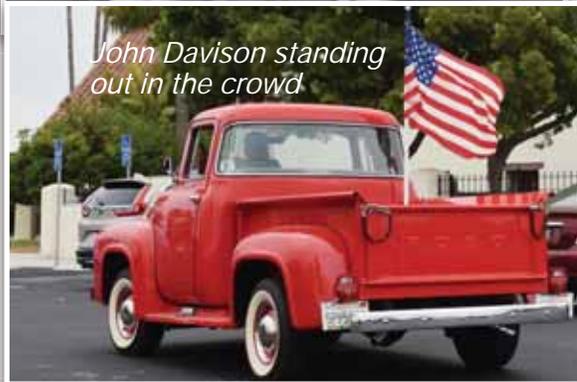
Malt Shop V8 Tour -SD highlights.

17 beautiful old Fords, One stunning '58 Chevy and a couple of moderns showed up for the ride. We met at the Fish Market at Tuna Harbor, next the Midway and the WWII sailor kissing the nurse. Prez Joe and Susan had organized the whole shebang. We followed their lead, enjoying the old car company and the sounds of friends with muffled voices through Pandemic Masks. As I wandered around taking photos I passed Cal and Cheryl Westra making out in the front seat of their most recent purchase—a beauty of an all original '50 Ford Tudor- Ain't love grand... Dennis and Moureen showed up in something like an Mini. He claimed it had a V8 in it—and then opened the trunk to reveal a tiny v8 mounted in there. Walter Andersen arrived dragging his exhaust- from his just-restored high school Model A. It was a complete resto, down to the last nut and bolt, well except for one nut, lost along the road. A few minutes later Walter got the pipe back in place with borrowed bailing wire and we were off.

The convoy mosed past the Tall Ships' The Historic Co. Admin. Building, Linbergh Field, Harbor Island, Shelter Island (Originally a sandbank only visable at low tide, and on to Point Loma, "Where California Began" passing secret surfing spots and the Sunset Cliffs that I explored as a teenager. Ideling through OB, John Davison, driving the last Truck his father restored- a red '56 F100 waving a Giant Flag, attracted crowds of masked shoppers - they cheered, we honked.. *Cont next page...*



Tim's mighty '49 Woodie ran all day- no prob.



John Davison standing out in the crowd



Ray Brock hadn't started his '34 in months, but it fired and made the tour.



Did you see this knockout '39 woodie- ?



Cal & Cheryl



Dennis' V8



Walter's Problem

Bob Brown snuck in his like-new '58 Chevy Impalla

Long Time V8er who never makes a meeting, Russel Ries and wife, Marty, showed up. That '32 3-window sure looked fresh.

Malt Shop V8 Tour...

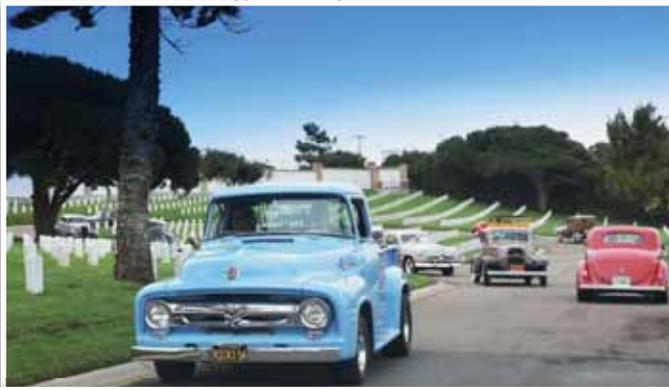
Cont story... We regrouped several times, both Susan and Joe were out of their lead car to herd the group - Susan was seen running the length of the convoy, as she always does.

Rosecrans National Cemetery- originally Bennington Cemetery, named after the USS Bennington which had just returned from Pacific maneuvers in 1905. It was anchored in San Diego, but ordered to assist the USS Wyoming that had lost a propeller at sea. At 10:30 am, an explosion in the boiler room ripped through the ship, killing most of the crew. Two days later the dead were brought to the Post Cemetery and interred in an area known as Bennington Plot. A decision was made to make the post cemetery a part of the National system and make more plots available to vets eligible for a place in a National Cemetery. The cemetery became Rosecrans in 1934. No longer is there room for casketed remains, but the fence line has been turned into an interment wall for ashes.

Rosecrans is the last home to thousands of veterans - a sobering place that seems to stretch forever across the top of Point Loma.

On to the last stop- Paul Alvarado opened the hood of his loaded hot rod and lit her up just to make everyone even hungrier... Burgers and Fries at the Malt Shop!

Thanks to the Prez and Susan-Great tour.——TS (Check out Bob Brown's terrific photos on line)



Joe checks on Dennis who's coming in hungry...



Joe has business meeting with a Photographer who covers events like ours.



Bill and Bob had no idea who they were talking to—until they lowered their masks.



Dave and Mary Cusick brought their MGB-



Judy, Ray, Liz, John and Sue decide they liked the food...



Finally, LUNCH..well, after a bathroom stop.

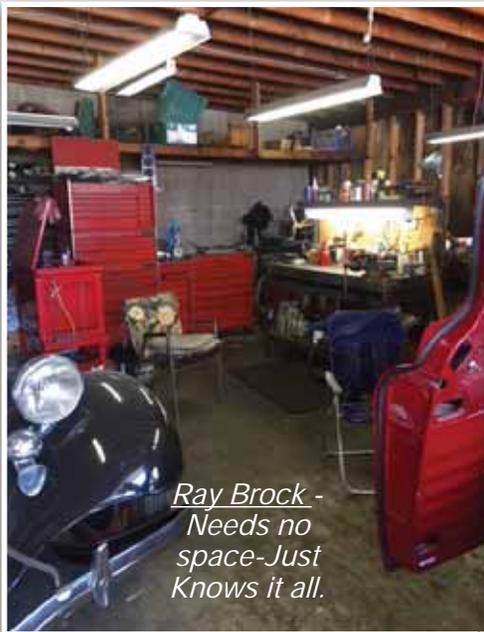


Raul Alvarado's pristine '39 Merc- Hear It Roar...





Look what Bob Symounds is doing-
Four Post Lift to come.
Near finished
Brand new Big Space-
very cool



Ray Brock -
Needs no space-Just
Knows it all.



Tim Shortt-
Two car
Tandum +
tiny shop, My
Art on walls-
Extra Tent 2
car Space
Outside



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

Ford V8 Swap Corner...

SDEFV8 Club c/o

Tim Shortt, 1211 5th St, Coronado, Ca 92118

1936 Ford Standard 5 Window Coupe

4 time Emeritus
Winner.

Black with Tan
LeBaron Bonney
Interior. Trunk
model with roll
down back win-
dow. Aluminum
Heads, Ford
Script Battery.
\$39,000 OBO

Ron Shedd 858-
485-8967

Poway. ronshedd@hotmail.com



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



'32 Phaeton-All Steel. All
Original. Once was Dickey
Smothers car, then Harrah-
Museum. Good condition.
Side-mounts, Luggage Rack.
Runs great. New lower
price...\$83k.

Dixie, 619-677-8922



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

'40 Tudor (Stan- dard) hot rod.

Excellent sheet met-
al, paint, Interior.
307 V8 small block.
Auto w/ dummy
shifter and clutch
pedal. New Borge-
son Steering box.
Front Discs. New
Firestone Radials.All
Gauges. New stain-
less. Built by Larry
Braga.

\$28,000 OBO
Calvin King

'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

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

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

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



1940 Ford Deluxe 5-Window Coupe. Fully restored
with black exterior and tan cloth interior. 2012
Dearborn Award winner. 3500 miles on V-8 flathead
engine since overhaul. All gauges, heater and fog
lights work. Car runs and drives great. Stored in hu-
midity controlled garage. \$49,500. Bill Chaney,
(804) 776-7597, flihi@va.metrocast.net. (07/19)



1936 Ford Fordor Deluxe Touring Sedan: Color Cor-
doba Tan; red wheels with pen-striping; LeBaron
Bonnie cloth interior; rebuilt LB block; 12-v alterna-
tor system; hydraulic brakes; CD deck and stereo
speakers (unit in trunk); radial white-wall tires. Call
or email Dick McIninch for more information at
434-981-4349 or olcarfn@aol.com. (04/20)



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

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

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

1932 Fender Gloves-cov-
ers complete fenders. No
scratch padding inside and
Naugahide outside.
Carl Atkinson
619-892-0222



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



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



Harris Tour
2017 - On
The 101
Northbound



Why we live in California- Photo Bob Brown