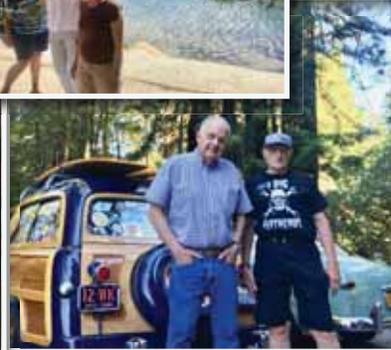


X THE Ford FAN X

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



Harris Tour 2021
All over California in one week





Greetings Early Ford V8ers!
Happy Fourth of July! July is one of my favorite months. In San Diego we are emerging from our famous “June Gloom”, you know, the coastal haze which we often wake up to. July is also the month we celebrate the San Diego Early Ford V8

Club’s anniversary of its charter with the National Early Ford V8 Club. On July 13, 1969, (fifty-two years ago) a group of Early Ford enthusiasts got together to form the San Diego Club. The first president was Ollie Smith. We still have one of the Charter members in our club, Gary Walcher! We will celebrate at our next general meeting, July 21, in the Ray Brock Hall of Fame in the Automotive Museum.

Our June Club meeting was a good one. The Early Ford V8 Club’s Soap Box race car champion, 10-year-old driver Riley, and her family were in attendance. Our Club presented Riley’s family with a \$1,000 check to go along with the Kiwanis Club’s donation and the funds being raised on the “Go Fund Me” website (link to it is: [Fundraiser by John McClane : Riley the Soap Box Derby Champion!](#) ([gofundme.com](#))) to help lessen the burden of the family’s travel expenses when they go to Ohio to race the Early Ford V8 Club Soap Box race car at July’s National Championships.

Drive your V8 Day was on June 19. I hope you took out your old Ford to commemorate the day. A group of our members went on a long drive, the Harris tour, and I am sure they had their old cars driving on the road that day. Here in San Diego, a group of us met and took a tour through some of the scenic spots of San Diego. We wrapped up the drive at the Classic Malt Shop and everyone enjoyed, burgers, hot dogs, fries, and shakes. It was a beautiful, trouble-free day, which everyone enjoyed.

Here are a couple of events that are coming up quickly:

July 6 at 6:00 P.M. – the San Diego Association of Car Clubs Meetup at the Classics Malt Shop at 3625 Midway Drive. This is more of a cruise-in and not so much a meeting. Good food is available for purchase.

July 8 at 5:00 P.M. - The San Diego Automotive Museum Donor Recognition Party. This will be held at the Automotive Museum. Food and drink is being catered. You **MUST** RSVP to attend the event. A list of names of those that have already RSVP’d has been requested by the Museum and sent in. If you plan to attend, RSVP to Susan Valentino (SRJV@pacbell.net / [619 861-4630](tel:6198614630)) before it is too late!

If you haven’t heard, there are a couple of National meets already queued up for 2022.

June 1, 2022 – the Eastern National Meet hosted by the Volunteer Regional Group#97 to be held in Franklin, TN., just outside of Nashville.

July 11, 2022 – The Western National Meet hosted by the Puget Sound Regional Group #18 to be held in Wenatchee, WA.

More information will be coming out regarding the National Meets in the coming months, so stand by!

Finally, just a reminder; Membership Dues for the San Diego Regional Group was waived for 2021. The required Membership Dues for the National Club were NOT waived. It is a requirement to be a member of the National Club if you are a member of one of the Chartered Regional Groups. Most, but not all, of the San Diego Club has paid the National dues. If you have not paid the National dues for 2021, please do so. If you need a membership form, you can download it from [EFV-8 Membership Area \(cornerstonereg.com\)](#). If you are not sure if you have paid your 2021 National dues, you can verify by giving a call to Cornerstone Registration at (866)427-7583 or email them at Registration@cornerstonereg.com. Please, don’t be a deadbeat, pay your National Membership dues!

That is all for this month. Enjoy July, it will be a great month!
Drive that old Ford!

——Best Regards, Joe Valentino

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Car Club Council - **Susan Johns Valentino** [619-275-1255](tel:619-275-1255)

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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 % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair, 3558 Bentley Drive, Spring Valley, CA 91977.



WaveCrest Woody Show

Regular woodies and nice tin woodies are welcome. Photos of tin woodies can be sent to me at jimhallsted@gmail.com for approval.- Jim Hallsted



Day One.



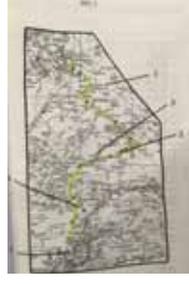
Day Two.



Day Three.



Day Four



Day Five



Day Six



Day Seven

Best Laid Plans

Jay and Janet Harris carefully planned our Tour. It was an ambitious plan to begin with, loaded with sights worth seeing...

Sunday, The V8 Group Meets in San Luis Obispo-

First day, Monday -270 miles total- Scenic Winery picnic in Gilroy, The Winchester Mystery House in San Jose.

Day 2, Tuesday- Benicia to Garberville- 230 Miles. First up, the Guided tour of the Jelly Belly Candy Factory in Fairfield, then explore the historic town of Callistoga,

Day 3 Wed-to Douglas City-200 miles: First up a slow paced drive through the Avenue of Giants. Many photo ops passing through the Giant Redwoods outside Garberville, The Victorian town of Ferndale, a lunch in Eureka and onto the Zoo for the new Redwood Skywalk suspended 100 feet above the forest floor.. Next was Helena Ghost Town.

Day 4- Thurs-Douglass City to Chester- 250 Miles The next morning The Indian Creek lodge big breakfast and onto Hedge Creek Falls with views beyond of the Mt. Shasta viewing platform, in Dunsmour, Lunch at Hoho Park, then Burney Falls and onto Lassen Volcanic National Park a mere 43 miles up the mountain, and finally 48 more miles to Chester for a wonderful deck dinner under a rainbow on the lake shore. Best meal of the trip.

Day 5- Fri- Chester to Auburn-210 Miles- Begin the day with a beautiful scenic ride around the North and East shores of Lake Almanor, then a point of interest in the town of Crescent Mills. V8ers Gerry and Kathy Watson arranged a visit to this delightful country store with something for everyone. Great lunch stop in Sierra Pines Resort, Sierra City, Pop 126. Next Downieville ,with a historic County Sheriff's Gallows—used only once. On to Empire Mine State Park in Grass Valley. Only 25 miles more to Best Western Golden Key in Auburn.

Day 6-Sat- Auburn to Sonora-120 Miles-Follow CA 49 to Hangtown's Gold Bug Park and Gold Mine tour. Very interesting history of this mine worked from 1912 to 1942 when WWII took all the Miners overseas. Next up is Preston Castle- an impressive structure that became a Boys Prison. It operated from the late 40s to mid 2003 and now is in major disrepair after the state allowed townspeople to strip the buildings of roof, windows, fireplaces and everything else. A Foundation now owns the property and is trying to restore it.

Day 7-Sun- Sonora to Bishop-200 Miles- Beautiful Yosemite Park with it's scenic spender and spectacular views, including Tenaya Lake surrounded by massive rock mountains....

ROAD WORK AHEAD

...**BUT, who would have guessed nearly every road we used, freeway or local, would be under construction or repair?** The beautiful coastal route of 101...slammed in both directions for slide damage repair. San Jose buried in L.A. Rush Hour traffic at mid Day. Every winding country lane spotted with Flagmen stopping traffic from one direction to wait for oncoming traffic coming the other way - over and over. The scenery was beautiful. The heat was awful. Long rides seemed even longer. Many classics overheated and stalled out. Sad to say—Half the old Fords dropped out after day three. When Yosemite Park warned travelers of 3 to 4 hour wait times at the gate, the old Fords went around over an 11,000 ft summit with a 26 degree down side, resulting in major brake fade, transmission failures, vapor lock and exhausted drivers. It was a beautiful drive, but not easy.

Trip Total: 1,130 miles Plus 620 Round Trip miles home to San Diego. No wonder I'm tired.



**SAN DIGO EARLY FORD V8 CLUB
GENERAL MEETING MINUTES: JUNE 16, 2021**

**V8 Tours and stuff
SDEFV8- Nearly Normal Again**

July Anniversaries

- 7/07 Joe & Susan Valentino
- 7/08 Gary & Karen Walcher
- 7/24 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

JULY Club Anniversaries

- Jerry Windle 51 yrs
- Penny Williamson 48 yrs
- Ignacio & Annette Castenada 5 yrs
- Bob & Liz Brown 4 yrs

**Sunshine Judy reports:
Our condolences to Jim Thomas.
His sister has died**



The meeting began at 7:00 p.m. Joe Valentino welcomed visitors and several members we hadn't seen for awhile. The club honored our 10 year old champion Soap Box Derby winner, Riley. She drove RG 19's car and is supported by the Early Ford V8 Club and the Alpine Kiwanis. She and her family will be off to Akron Ohio to compete in the National finals. Bill Lewis and Greg Fox of the Kiwanis gave a history of the Derby and what Riley has experienced and will encounter back in Akron. The club and the Kiwanis both contributed \$1000.00 each to help with the travel expenses. Also a "Go Fund Me" page has been set up.

PRESIDENT: Joe mentioned the club's 52nd. birthday is this month. He reminded members of several upcoming events, the drive your V8 day on June 19th, the El Cajon Cruise on June 30th and July 8th a celebration at the Auto Museum to honor Ray Brock and other donors to museums restoration and improvements. The National Board will make a grant of \$10,000.00 to a regional group to host a National Meet in 2022. Joe announced the availability of National Board Member Seats. National club membership and dues are declining. The membership drive and contest is on now until the end of July.

VICE PRESIDENT: No report given.

SECRETARY REPORT: The minutes from the May meeting were published in the Fan; they were accepted and approved.

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

MEMBERSHIP REPORT: Paula Pifer reported 25 single and 47 joint memberships.

SUNSHINE REPORT: Paula and Joe Pifer delivered a bouquet to Billie Bonnoront; her wide smile said it all!

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

ACCESSORIES: Bob Symonds is learning the ropes and taking over the job.

CAR CLUB COUNCIL: Susan Valentino announced several upcoming tours and events.

OLD BUSINESS: None.

NEW BUSINESS: Refreshments will be served next month.

50/50 DRAWING: Liz Dow won \$51.

MISC: None.

Submitted by Bob Hargrave



Sunday - San Louis Obispo Arrival



Lunch along the 101

Lunch along 101



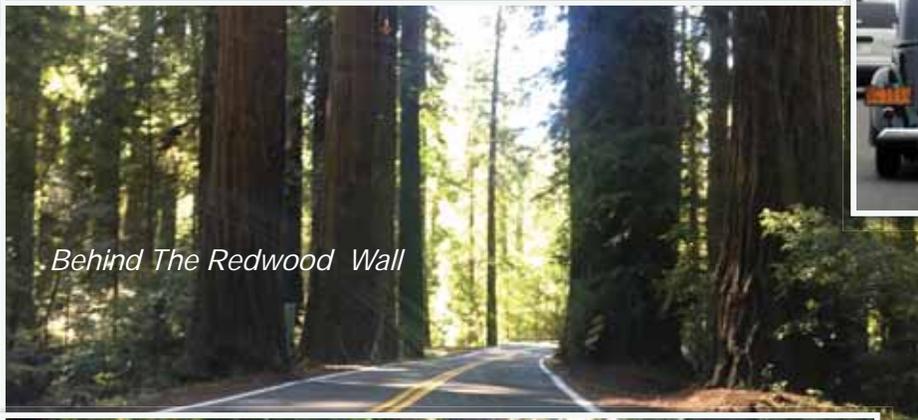
Jay's Welcome Meeting



Gas 'n Go into Wine Country



"You're Late" Locked out of Winchester Mystery House



Behind The Redwood Wall



Jelly Belly Tour



I remember things like this happening in my old neighborhood— How about you?

Neighbor Jordan gets his new/ old truck—a solid, tired and all-apart '57 3100—barely bolted on a '94 Cadillac chassis. (Only two bolts, and a rubber strap held the whole front clip in place). She is equipped with a gut-busting 494 Hp v8, auto trans and a Camaro rear behind. (the whole mess known as-- Chevrolac).

Years ago, in anticipation of a full resto that never happened, the truck had been stripped, including the doors, windows and interior. All the parts were tossed in the bed - so we have an ID Team looking through the piles to identify and organize both the big parts and all the nuts and bolts.

Today we mounted new wheels and lightly sanded all surface rust. Jordan plans to coat the faded paint and surface rust with a mixture of Linseed Oil and something else, so it will keep the vintage just-out-of-the field look. The rotted bed wood went bye bye. New wood is on order along with a Mexican Blanket interior.

To get it off the street, we got the whole neighborhood, kids and all, to push the hulk around and into his one car garage--(not easy). The power steering is not hooked up... so a lot of mighty steering had to be done... lots of laughs from wise guy neighbors... One comment to me: "Tim, you know they have programs for people like you"...

We are a Ford Club, but can get into any old car when needed...



Chevrolac in new home



Look what 19 year olds are building these days?

Some people think that those in the under-30 age group don't like old cars and trucks, but sometimes it's only a case of young enthusiasts not liking the same kind of vintage tin. Take "rat rods," for example. Their biggest appeal is to talented young men and women who have the know-how to put together a vehicle, but lack the money or interest in spending a fortune on NOS or reproduction parts.

Ricky Moore is a 19-year-old car builder with the kind of skills to restore a classic, but he used his abilities to put a derelict old Ford pickup back on the road as a hot rod truck with a "jalopy" look. Not many teenagers —



or even "golden agers" — can weld up an automobile frame the way Ricky can. No doubt he learned some of his skills from his father, who owns RR Frames. After his "frame job" was finished, Rickie took his work of art and slid it under a derelict '38 Ford and then had the truck accepted for display in the Chevrolet Performance Parts booth in Indianapolis at PRI, the Performance and Racing Industry Trade Show

(www.performanceracing.com). Here's the story on his jalopy show truck that was built

in just six months:

Ricky started with a cab that a friend dug out of the ground. The frame that became the base of his jalopy started life under a Chevy pickup truck.

To this frame Ricky added all-new 2x6-inch railing and 1/8-inch thick pieces of steel. A Corvette suspension like the one RR Frames normally uses for hot rod builds was bolted to the frame. Turning his attention to the Ford's cab, Ricky chopped the top to make it 3-1/2 inches lower. Then he then spent about a day and a half grinding it to bare metal before spraying the frame with an acid that rusted up the rails. He then let it sit outside for a while to rust a bit more on its own. Next, he had a friend airbrush it to cover up the bare metal. The balance of the build was left just the way the truck looked when it was sitting outside in the field.

The '32 Ford grille and shell came from another friend. After it was fitted and installed in the chassis, Ricky and his dad decided

to complete the basic truck with a '27 Ford Model T pickup box that they already had sitting in their shop. When Ricky and his dad mounted the '27 Ford Model T pickup box at the rear, they said all of the pieces just seemed to fall in place. The Ford cab left the factory behind a flathead V-8, but today it sits behind a 5.7-liter Chevrolet LS V-8. The engine puts out over 500 hp and has a Tremec six-speed automatic transmission bolted up behind it. Ricky had to weld new motor mounts to the frame, but he has been welding for years so that was no problem. His dad taught him how to weld years earlier, when they started selling frames. Now he's been working at the shop for about five years.

In addition to the rat rod truck, Ricky owns a show-condition 1970 Dodge Charger, but he wanted a hot rod that he could drive every day. Most rat rods aren't comfortable for daily use, but Ricky's has air conditioning, a heater, a stereo and leather seats. The interior is soundproofed with an American flag headliner.

When he's not working on his Charger or rat rod, Ricky builds frames for 1955-'57 Chevys, 1947-'59 Chevy pickups and 1953-'62 Corvettes. RR Frames just started making frames for early Ford pickups, too. In addition, the company also supplies Classic Auto Air conditioning systems, GM Performance Parts engines and transmissions, stainless-steel pump-in-tank gas tanks, aluminum radiators, ididit steering columns, and electrical harnesses.





John Davison Wins for his Pristine, all original '36 Ford Fordor, restored by his dad years ago.

SDEFV8 had a good turnout of members, cars, trucks and even a tractor .



Last July Ray & Judy masked up and slipped in an unsanctioned, unofficial group ride during the height of the pandemic-

If you didn't hear about it, that's because almost no one did.

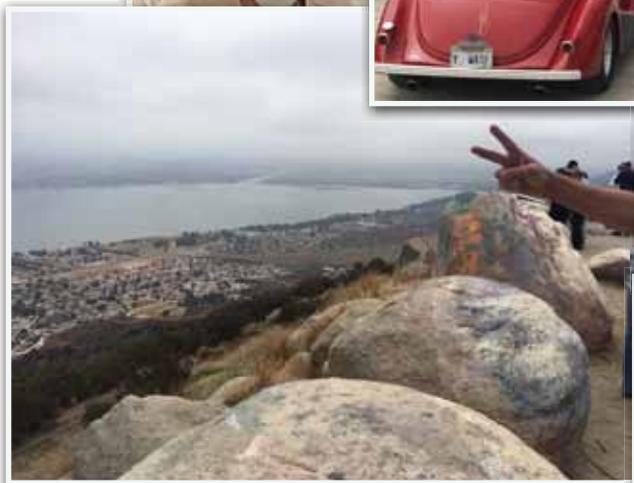


Ray Leads....100 mile Drive 7/1/20

Hi Everyone, Ray and I just want to thank you all for coming on the ride Wednesday- it started out overcast with drizzle which changed up over the Ortega Hwy to sunshine and great views over Lake Elsinore area and down into the valley. On past Murrieta and Temecula south to Fallbrook for lunch at the Rainbow Oaks Restaurant (way too much food!) and on down the old 395. So nice to reminisce about earlier times on the that highway.

It was a good day out and fun for all of us to get together and have some fun and relaxation!

Ray is already starting to work on another ride!! Stay tuned..... Cheers- Ray and Judy



HEMMINGS FEATURE**Ralph Macchio on the Netflix hit, “Cobra Kai”:
Turns out, the Karate Kid is actually the car guy**

**you
never
knew—**
By Dan
Stoner



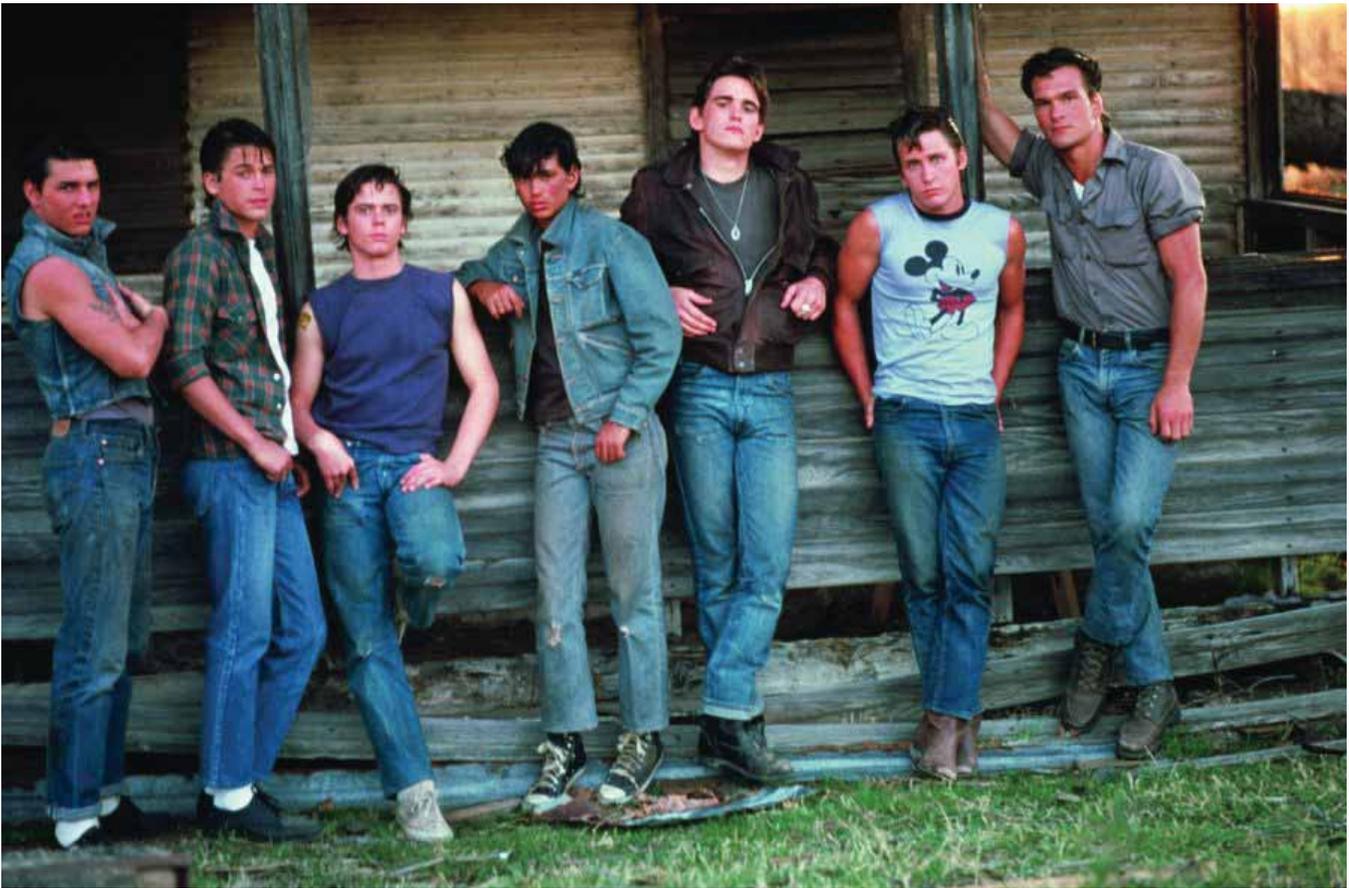
Ralph takes a break on the Cobra Kai set in Atlanta, Georgia, with the 1947 Ford Super De Luxe convertible he brought back from the original The Karate Kid movie franchise

Ralph Macchio is the unintentional arbiter of classic American car culture you never knew. Yeah, that Ralph Macchio: The Karate Kid. Johnny from The Outsiders. Bill Gambini and his '64 Buick Skylark convertible in My Cousin Vinny. Now, he's back with season three of the hottest comeback story on Netflix, Cobra Kai. And, it was only once we were caught up in the dazzling tail of Comet Macchio, streaking across the otherwise dark skies of '80s remakes, that we developed this thesis. It totally makes sense: When that Maize Yellow '47 Ford Super De Luxe convertible from the original Karate Kid film showed up in Cobra Kai, we knew we were on to something. Macchio has been immersed in, or at the very least surrounded by, the music, stories, road trips, and hardware of American car culture most of his career. And we don't think anyone, including Ralph, realized it. So, we called him and said, “Hey, Ralph, love your work, baby. Let's get lunch...” OK, it wasn't really like that, and it turns out that Ralph is too genuine and down-to-earth to tolerate such nonsense. But on a crisp, fall day near his home on New York's Long Island, we got together with him and a '64 Skylark he immediately recognized to present our argument. And we started at the very beginning of his career, just after his stint on Eight Is Enough. Yeah, he was on that show, too...

HMN: The cars were such an undercurrent of that movie. Was that obvious at the time?

RM: That line, “Mustangs are tough,” was such a big thing. When I think of the cars – the Mustangs, the Thunderbird, and the rest – the whole “Route 66” history runs through it and the cars were essential to the story.





HMN: The movie had an amazing cast and it's been called the earliest iteration of the "Brat Pack" phenomenon of the Eighties. It was the breakout role for so many actors – were you aware of that at the time?

RM: No, not at that level. Not that everyone would hit and have these careers and have our starring vehicles, following that. We all had our day in the sun, to say the least. Tom Cruise, Rob Lowe, Matt Dillon, C. Thomas Howell, Emilio Estevez... just spectacular. Diane Lane, Patrick Swayze... it's really an amazing testament to Fred Roos, Francis' casting person and producer. He cast American Graffiti, as well. Which is another movie on the parallel: very cool cars and very cool cast.

HMN: And very similar casting characteristics, right? Suzanne Somers, in Daddy's T Bird, made her cameo in American Graffiti and Sophia Coppola was in The Outsiders? And Nicholas Cage and Flea from the Red Hot Chili Peppers were Socs?

RM: Yeah, Sophia was the little girl asking for a quarter while we were sitting in the Thunderbird convertible. I think you're right about the others – during the rumble, everyone came in for that and my character was in the hospital, so I didn't get to party with the guys in the pouring rain. The story of the casting of The Outsiders is a full issue of a magazine, in itself: I actually read (for the part) with Mickey Rourke, who was reading for the part of Matt Dillon's role, Dallas.

There were a lot of fun times with that group, but there was a lot of teenagers getting on each others' nerves, too. C. Thomas Howell was 15 and I was 19. I was overly serious about my role and he was a kid. He was a cowboy and footloose and I was this East Coast Long Island kid. After day-in and day-out in that church, we were like those two brothers who just annoyed each other. And it worked on-screen. Years later, I've apologized for my end of the annoyance and he's done the same. We laugh about it now. Love my Greaser brothers, all of 'em.



RM: I'd heard about this movie, *The Karate Kid*, and I thought, "Is that really the title? If this hits, I'm gonna have to carry that around with me forever!" The *Outsiders* had come out in the Spring of '83 and I auditioned for *The Karate Kid* in the director, John Avildsen's, apartment on the Upper East Side in June of the same year. He said, "You're a good actor. If I were you, I'd take some karate lessons." You never hear that. Before I knew it, I was learning how to catch flies with chopsticks and training so I could pretend to know what I was doing with karate.

HMN: Was it apparent, while you were making the movie, that it might have such, y'know, staying power?

RM: This corny, silly movie about a kid who gets beat up and stands on one leg and wins the world and ignites euphoria around the world and builds this piece of pop culture relevance for 35 years? Nobody knew that. But what was apparent, at the time, was how easy it was to work with Pat Morita. And this element of cinema magic between those two characters

and the beautiful script and direction and camera work and spectacular music... filmmaking like this is one of the most collaborative art forms on the planet. That's what felt special at the time.

RM: Oh, absolutely. You're on the road. Whether it's the back of a chicken truck or trying to hitch a ride in an old car or even a bus, it's a journey from New York City to Mississippi. And it's the Faust theory of selling your soul for fame and fortune and a great gunfighter guitar duel with Steve Vai...to me, when you say car culture, (*Crossroads*) has the vintage look and feel of what it really is. It's the music and the places and people as much as the cars in it.

HMN: Speaking of cars and car culture, talk about the '47 Ford convertible in the *Karate Kid* pictures and how you came to own it.

RM: We had a couple of them to look at, but it was unanimous that the '47 would be the one chosen for the original film. It was a typical movie car: great to look at, but had a hard time getting started, sometimes. It was a California car, so no rust like East Coast cars, but not always taken care of and it had, like, 15 coats of paint – blue, black, red, yellow – and would pop here and there with a big "boom" out the back once in a while. The *Karate Kid*, 1984 and *Cobra Kai*, 2018: Mr. Miyagi's original fleet from the movie franchise comes back



for a guest appearance in the Netflix series. Seen here are the '42 Chevy pickup, '51 Cadillac, and the '47 Ford Super De Luxe in front of Miyagi's home, recreated for *Cobra Kai*. (Photo: Netflix)

HMN: The car was from some magical movie studio stock of cars?

RM: Or wherever the transportation guy gets the vintage cars from. When it came down to shooting the third *Karate Kid* film, I knew it was the last one (of the three-picture deal). Dawn Steel had just become the head of Columbia Pictures and I was having lunch with her and I said, "At the end of the movie, I'd love to buy that car." Hoping that just maybe they wouldn't have to take a check from me, for all the success of the movies. On the day the movie came out, there was a knock at my door on Long Island, and there, on the back of a flatbed, was the '47 Ford, sent by Columbia Pictures. I haven't told that story in a while.

The car became my yellow elephant: It sat on four flats while I got busy with life, then I'd put it in storage for years, then kids came along, then I'd move it around my dad's warehouses....

HMN: Congratulations: You're a real car guy!

RM: Once I did the math on what I paid for storage all those years....

... So, then when I listened to the pitch of Cobra Kai and made the decision whether or not to put the Daniel LaRusso war paint on again after 34 years, I thought, "Worst case, maybe they'll put the car in the show and I'll get it fixed up on somebody else's dime...."

HMN: The struggle is real, brother...

HMN: Switching gears – I can't believe I just said that to you – let's talk about My Cousin Vinny. As a long-suffering car guy, I actually landed a girlfriend because I figured out the very specific vintage car detail plot twist before it was revealed in the movie. But if you're not a nerd-level gearhead, didn't that seem like very specific minutia of General Motors passenger car production features to hinge a major movie's story on?

RM: Not necessarily – I just assumed that stuff was fact. It was more wrapped up in the characters. But what was amazing was how many people – car folks or anyone studying law – appreciated how accurate it was. I run into people studying law in college who tell me they're in their My Cousin Vinny semester. They break it down, they teach it and watch it for the trial law: the investigation, evidence, how the trial was set up and the aspects of Posi-Traction are all part of it. Procedurally, (the trial in the movie) is kinda by the letter. It's textbook.

HMN: The car selection for Cobra Kai seems so spot-on. Like, William Zabka's '91 Firebird seemed so indicative of his character's station in life at the moment. And the way the car brought him to you in season one seemed almost poetic. Was that noticeable to you, too?

RM: So, the show's transportation guys came and put it in on a trailer and took it to Atlanta where we shoot the show. For season two of Cobra Kai, they put a Ford Racing engine and (transmission) in it, new suspension, disc brakes and everything else it needed. Not stock, of course, but it looks original. We shoot in Atlanta, but it's supposed to be the San Fernando Valley, so we don't do a whole lot of driving in it. But we did ship it out to L.A. and got some great

shots, driving it along the Pacific Coast Highway. Ralph as Daniel LaRusso (left) and Tanner Buchanan as Robby Keene (center), with Ralph's '47 Ford Super De Luxe on the Atlanta set of Cobra Kai.

RM: The guys who write this show... their attention to detail is really phenomenal. It's why Cobra Kai works so well on so many levels. Some say, better than it deserves to work. It's weird to say that, because it's really not the truth. But the expectations were so low – that this would just be another rehash of some '80s whatever. Instead, it's treated like a bible. The Karate Kid to these guys is their Star Wars. That level of respect for, and homage to, the original and all those interwoven layers that become Easter eggs or nostalgia feels are mixed with a

relevant story for today... it comes out in stuff like that Firebird. That's challenging work. Especially as the series continues. What helps is how well-drawn the teen characters are, too. Takes the spotlight off only being a rivalry show about these two guys in their fifties who can't get past their past.—*Hemmings*



Actors Ralph Macchio (left) and William Zabka (right) are seen outside on the set of Good Morning America, promoting Cobra Kai on April 25, 2019 in New York City.

**SDEFV8 General Meetings- Auto Museum,
Balboa Park-~~MEETING~~ MAY 19 !!**

Ford V8 Swap Corner...

SDEFV8 Club c/o

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

619-851-8927

1936 Ford Standard 5 Window Coupe

4 time Emeritus Winner.
Black with Tan LeBaron Bonney Interior. Trunk model with roll down back window. Aluminum Heads , Ford Script Battery. **\$39,000 OBO Ron Shedd 858-776-6508.**



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then HarrahMuseum. Good condition. Side-mounts, Luggage Rack. Runs great. New lower price...**\$83k . Dixie, 619-677-8922**



1931 Ford Model Victoria Leather back. Rare production Victoria Leather back Starts and runs has not been driven on the road in about 3 years . \$12,900 obo. Any questions Call **928-710-7566 i39j38@yahoo.com.**

1934 Ford Cabriolet,

Have owned for 51 years. Found in a NY Barn where it had been parked since 1942. Young owner went off to war and did not come home. The car sat under a tarp in the same corner for 31 years, until a friend told me that it was in there. I bought it that night. I put in a new motor, clutch, Tank brakes, tires and radiator. Drove it 3 years, then new paint, interior, top and chrome. Many cruises in NY. And here in San Diego/ Coronado. Always garaged. Lightly used last 3 years. Needs a few minor things. **Best offer over \$45k. Tim 619-851-8927**



'56 Ford PU- 302 W/ 2 bbl carb-C-4 trans W/shift kit- Ford 9 in rear end-Tilt steering wheel- Ply Volare Front end-10,000 on truck and rebuilt engine-clear title with 1956 Cal plates-**\$26k Art Gibbs 619 448 6754**



'47 Merc Coupe- Orig Barn Find. Solid, Rust Free-Complete. Columbia Rear, Motor stuck. Clean Calif Title. Car in AZ. John 928-710-7566

'50 TransWorks good. T5 Trans 5 speed \$600 OBO- 714-490-0613-cell 714-906-1644

1936 Ford 5 window coupe-Columbia rear - LeBaron Bonnie interior RB trans-Clock-Radio All Ford steel Beige body. Brown fenders LB engine **\$33,000 or best Tom 714-998-4528**

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

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



Kwik-Lift For Sale. - Adjustable Length 13'-3" to 14'-9"- Adjustable Width- 5,000 lb Capacity. 20" Creeper Clearance Under Ramp. Cost New = \$1,499 + Tx and \$495 Shipping, **Asking \$800 OBO.**

'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 Paul Alvarado



'37 rust free- v860 Fordor. New paint, chrome, interior. New motor. Tires, brakes Very clean. \$24k OBO -Dr. Tom Sytko 619-829-1678

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 & wires. 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**

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-covers complete fenders. No scratch padding inside and Naugahide outside. **Carl Atkinson 619-892-0222**

'47 Merc Steering column w/ Ignition switch & key \$150. And Trans Case with side plate. \$60. Should fit any flathead V8. In storage 29 yrs. Jim Hallsted 858-672-0167

SDEFV8Club, % Tim Shortt 1211 5th st, Coronado, Ca 92118



This guy is ready to go somewhere...with Mail Bags and who knows what...



Soap Box Derby, Akron,
July 19-24



Riley is on her way to Akron...ready to win the Big One.