

THE Ford FAN

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

The Big 3, Now & Forever



48th BIG 3 Parts Exchange
P. O. Box 2170 El Cajon, CA 92021
www.big3partsexchange.com
Feb. 21, 22, and 23, 2014
Volunteer
Early V8 Club
This Label MUST be applied to Windshield before entry to vendor area.



Friday-O Dark Thirty: I was there early, but Ric and others were already working the Vender line, waving directions by flashlight. It was a long 3 hours to daylight, and most vendors were too sleepy to cause a problem--oh, some tried the usual

game of not sticking the vender decal to their windshields, but they had no choice, "Pull over and stick it" was overheard again and again... The Saturday crowd was huge, The Car Corral was overflowing, the weather, warm and a little cloudy, was a shoppers paradise. Our whole gang of orange-vested volunteers did a superb



WE CHEAT THE OTHER GUY AND PASS THE SAVINGS ON TO YOU!



job. But especially our core team in charge. Thanks to **Ric Bonnoront, Joe and Paula Pifer, Rick Carlton, Calvin King, Dave Huhn, Larry Larkin and the return appearance by Mike Pearson** for keeping things funder control --well, except for a few moments.....



See Page 10--Deer Park Winery Tour, Sun, Mar 16-- No RSVP, just show up.

The Prez Sez

The 2014 BIG 3 swap meet is history. A very special thanks goes out to not only those who took their four hour shifts but especially to those who spent the LONG hours throughout the three days (and nights). Just to name a few, Rick Bonnoront, Joe and Paula Pifer, Tim Shortt, Mike Pierson, Carl Atkinson, Rick Carlton, Ken Burke, Dave Huhn, Calvin King, and the many others that worked "behind the scenes" to make this event, our only fundraiser, a success.

We have a couple of great tours ahead: March 16, we drive our old Fords to the Deer Park Winery. April 13 it's a bus ride to the Automotive Driving Museum in El Segundo. Both should be great events! The weather has been unusually nice so we should take advantage of this and get our cars out for a drive. Make sure you contact Jim Thomas for reservations for the bus tour. Our next meeting in March will have a demonstration of pin striping by Lyle Fisk. We will continue our "Tech Tips" section of the meetings during the next year. If any of you have ideas or would like to see a program or guest speaker on a specific topic please email me at: jhildebr@cox.net. Jim Thomas is setting up the tours so if you have an idea please contact Jim. We are considering having the refreshments at the meetings catered as a "meal". I'm asking for 'feedback' on this. The Pizza at the last meeting seemed to bring out more people and I think we can 'aFord' to do this.

Send in your checks ASAP for both the local (RG19) and the National Club for your annual membership to Paula Pifer. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. These have interesting ideas for those who are not so interested in why the car does or does not work. ---John Hildebrand

Watch out for Dennis Bailey!-- According to the scam, Dennis is in the Philippines where he was robbed and injured in a scuffle with the bandits. Now he's resting in the clinic, but has no money or credit cards. "Please send just \$2,650 to get me home", pleaded the scam. Many V8ers responded sympathetically to his plight:

Ken Burke: I get one from him every week. Why is this one any different?

Sue Hoolihan: Thanks, but I don't have any money.

John Hildebrand: I received it and sent it to spam. Dorothie Fritz: I received it..but deleted it. Barbara Martin: Yes, I got it. I was hoping if Dennis got a ton of money, he would send some my way. Ray Brock: Looked like a scam to me - deleted it. Joe Valentino: Like to help Dennis, but I've got all my spare money going to the poor Nigerian Prince who is trying to regain the millions back that he lost when he was kicked out of the country.



DennisGate



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

V.P. **Bob Symonds** -619-264-7225

Secretary: **Dennis Bailey** - 619-954-8646

Treasurer: **Ken Burke** - 619-469-7350

Directors:

John Hildebrand - 760-943-1284

Bob Symonds -619-993-7225

Dennis Bailey - 619-954-8646

Duane Ingerson - 619-426-2645

Ken Burke - 619-469-7350

Tim Shortt -619-851-8927

Jim Thomas - 619-669-9990

Dick Martin - 760-230-2582

Rick Carlton - 619-303-3353

Joe Valentino - 619-300-4280

Other Chairpersons

Tours: **Jim Thomas** - 619-669-9990

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

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

Programs: **Joe Valentino** - 619-300-4280

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

Web Master: **Rick Carlton** - 619-303-3353

Lady 8ers: **Candaus Green** - 619-444-7174

Accessories: **Duane Ingerson** - 619-426-2645

Ford Fan: **Tim Shortt** - 619-435-9013 Cell 619-851-8927

Refreshments: **Jim & Diane Thomas** 619-669-9990

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

Big 3 Board Members

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-303-3353

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to The Ford Fan c/o San Diego Early Ford V8 Club, P.O. Box 881107, San Diego, Ca 92168-1107. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



Two Great V8 Tours Coming Up: March 16 and April 13 - See Page 10

Wheeling and Dealing at the Car Corral...

Saturday, A dealer brought in a very sharp green '51 Merc two door. Calvin's King's buddy, a retired cop, walked over to see the Merc and counted out **\$28k** in cash, just like that. The Dealer was pretty happy until an hour later I dropped the word that the cop just flipped the Merc for **\$32** grand.

The story starts to get more interesting... The Merc buyer gave the cop a \$500 deposit but had no way to get to the bank for the rest of the money. I offered to drive him and we took off. He needed a BofA and dialed up the voice on the GPS to get an address close by, but the bank is hidden in a mall. and it

took a little time to find it - the buyer ran to the door. It was locked. Then he saw the sign, "Open 9 - Noon on Saturdays". It was nearly 2pm. Headed back to the corral, he was worried but thought he could talk the cop into waiting until Monday for the rest of the cash. What he didn't know was, while we were away, the cop has gotten two other offers by phone - **one for \$50 grand**. The guy's deposit was returned and the cop takes off for dinner with his good looking girl friend. Calvin, Bill Houlihan and I are watching this go down. I'm taking pictures. We're saying he must've taken the higher offer - "I mean, it's a nice car, but no way someone else is going to make that kind of offer". We all went home thinking it was a done deal.

Sunday, I pull into the Car Corral and there's the retired cop and his girl friend talking with Calvin. Turns out he pulled out of the deal with the \$32 grand guy because the guy first told him the bank couldn't give him all the money because it wasn't his home branch. And, for some reason, he then changed his story and said, he got to the bank too late. The cop sized him up, as cops do, and decided the deal was sketchy... so he gave him his \$500 deposit back and called the \$50 grand guy, who never returned his call. By the morning after, he figured that guy was just blowing smoke and never had the \$50 grand. And the second possible buyer is nowhere to be found. So the cop packs the Merc on a trailer...now, with buyers gone, move it to Riverside and keep it a while. From the high ground of the Car Corral, we spotted other sales happening all around us - cash deals - \$20k here and 30k there, changing hands like drug deals. But, the '59 Renault I brought, Houlihan's '36 Ford and Martin's '59 Plymouth, all plastered with Sale Signs, alas, were only eye candy to the passing crowd. *TS*



Big Foot Speaks. Dennis Bailey, AKA, bigfoot1945@global.net,

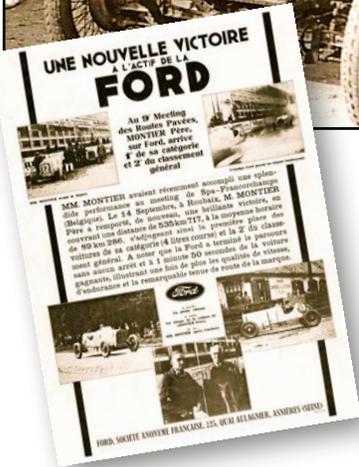
“Okay, I went through the scrap book. Here’s what I found: That’s me in the wagon at Mission beach, 1946. I was 13 months old. The ‘37 Ford in the background is my Grandfathers car that they drove out to California in 1939. The ‘35 is my first flathead car in 1961 and of course it smoked like a freight train. I traded the ‘35 for the ‘53 Tudor in 1962 which had a blown transmission, go figure. It was an overdrive car with a 411 rear end perfect for drag racing on Morena Blvd. It had 3 twos, 3/4 Cam, Alum heads, and a Alum flywheel. It was my fastest flathead ever. I traded the ‘53 for the ‘47 Coupe in 1963 and it had a stock 59AB motor in it. I ended up putting a ‘53 Olds engine in it and sold it to 3 sailors in 1964 for \$350.00. As it turns out it would be my last flathead car for 50 years until I got the ‘39 Tudor which hopefully will be my last flathead again.”
-Den.

Dennis, aka ‘Mr Secretary’ has been through countless other makes of cars including a Karmen Ghia that he rescued from his hard-driving High School daughter. He hid it until she turned 42 - and then agreed to give it back as soon as he did a complete top to bottom restoration, fabricating panels and patches out of scrap sheetmetal found in the stash pile out back. Just days after gifting the New-Again Ghia back to the daughter, he tripped over one of the several 350 motors in the garage and decided to find a car it would easily fit into. Before you knew it, there was a rust free but completely dismantled ’63 Nova SS

hardtop on the trailer in the back yard - doors, hood and fenders stacked against the fence, glass wrapped in cardboard up in the rafters - seats back in the corner. Dennis is on it. “One year and done,” he says, “...right after the ’39...”
Meanwhile, to keep himself busy, there’s always helping the clueless friends who have bought projects above their pay grade and need help welding, fabricating, straightening and polishing...TS

Den and the other big guy, Bill, apply a near fatal hug to Sandy.





First Fords at Le Mans

Most of us tend to think that Fords did not play much of a part at Le Mans until the early 1960s. But that does not appear to be the case. Charles Montier, a French Ford dealer, (called "Le Sorcier" by the locals long before Gordini) entered the famous endurance race in 1923, 1924 and 1925. Few people even realize that a Model T Ford not only raced in that grueling event (won by a Chenard Walcker) but finished in 14th place in the first ever 24 hours of Le Mans. But the Montier-Fords were just getting a start; amazingly, by the 1930s Montier-Fords would participate in a number of Grand Prix events, racing against Alfa Romeo, Mercedes Benz and Bugatti.

The car that ran at the first Le Mans 24 has been restored in France and has made appearances in recent years at the Le Mans Classic event surprising all who had thought that Ford's participation in the famous 'Vingt-Quatre Heures du



The restored Le Mans Montier-Ford at a recent Le Mans Classic.

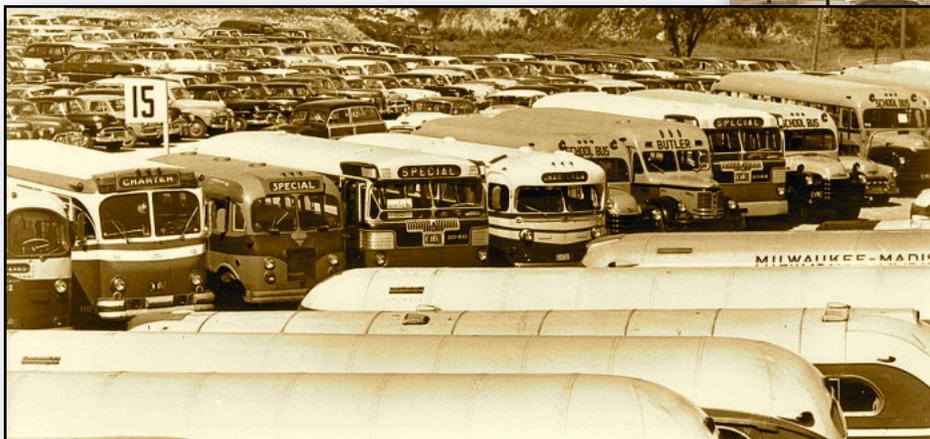
Mans' had started with the legendary GT40!

This VeloceToday Select Folio includes period photos and a complete listing of all races, hillclimbs, and Grands Prix entered by the Montier-Fords from 1921-1934.
--Chris Martin

Milwaukee, Wisconsin 1954.

West Wisconsin Ave traffic headed to the new home of the Milwaukee Braves - County Stadium.

The photo below was captioned "The Coaches of Brew City" featuring this herd of 50s era Busses parked at the stadium....



Duane Ingerson's first car was a '53 Fordor with a bad rod.

I was only ten years old, but dreamed of cruising in that old Ford. I forked over my whole Paper route bankroll - \$40 bucks. My dad wanted nothing to do with the junker, but I searched out the parts to rebuild the motor. Phil's wrecking yard was nearby and I made friends with old Phil. Eventually I got all the needed engine parts and a lot of advice - all for free - took me 3 years to get it on the road. Along the way, I found a '53 Kaiser Frasier for free. I just had to get it off the side of a mountain which was way overgrown with mustard plants which I had to hack down to move the car.

The next car that caught my eye was a '39 Buick owned by the neighbor two doors down. It happened by when he was at his wits end. He couldn't get the old Buick started. The guy was under pressure from his wife to get a new washing machine. He turned to me and said, "Give me a \$100 bucks and it's yours." I did and pushed the car home. After looking the car over, I primed it with some gas and the thing fired right up. When I drove it back to the neighbor and told him it was just out of gas, he went into a slow burn and never talked to me again. The Buick became my High School car.

About this time My dad and his friend built a dune buggy out of a '49 Ford that had been rear ended - they cut off the damage, welded the differential to the frame, built a box for passengers, and Voila!... we had a dune buggy.

The yard was getting full--and I had to make a choice--the Buick or the '53. I thought the Buick would be worth more someday so I sold the '53 Ford and while I was at it, got rid of the '49 Ford flathead dune buggy.

When Uncle Sam came calling I had another choice to make - the '39 Buick or the '53 Kaiser. Once again I thought the Buick would be worth more in the future - so I drove the Kaiser to the crusher. Should have kept the Kaiser.

After the Army, during the '70s and 80s, I got into stock car racing.

In '92, I came across a '64 Galaxie 500 ragtop for only \$900. It had just a fair body, but what caught my eye was under the hood - a 390 with cast iron headers and a Tri-Power set up. The motor was broke and barely ran - just good enough to get up on the trailer. I've been collecting parts ever since and that now I'm retired, I'm knee deep into putting it together.

Of course, in the meantime, I use this nice little '55 Tudor as my daily driver.--Duane



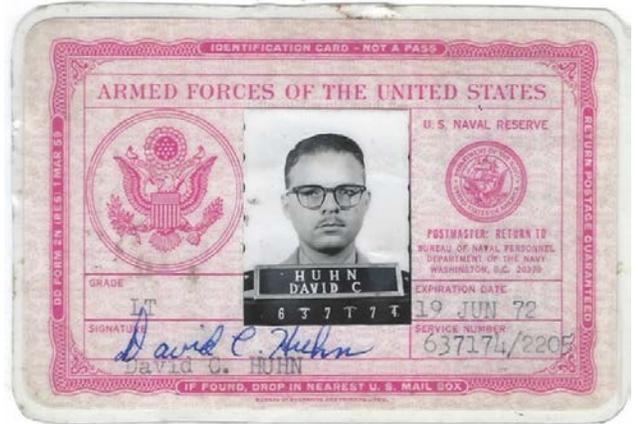
Suffering through our 80 degree California winter, one might forget the joys of living back East.



Bob Hargrave- “I served in the U.S. Army from 1963 to 1965. Did Basic Training at Fort Polk, Louisiana, and trained at Fort Sill, Oklahoma, to be a target acquisition surveyor for a Pershing missile battalion., 3rd of the 84th Artillery. The missile was too large and long ranged to be used in Vietnam, so we were deployed to West Germany as part of the cold war defense of Europe. Tough duty occupying Germany and France! I returned to real life November 13, 1965.”

Dave Huhn- Joined the naval Reserve in 1959 while a freshman in college. In '63 he went on active duty at Naval Training San Diego. Eventually he spent a year as a dentist on a Troop transport in West Pac. When the ship offloaded Marines at Chu Li, Vietnam, a crane davits jammed and it took 6 days to repair. At night the crew witnessed flares and tracer bullets flying in the nearby hills. Some crew members went ashore despite the nearby combat. Dave never left the ship because of a

back problem - he explains, “I had this large yellow stripe down my backbone.” However the 6 day delay qualified the entire crew for a month of Combat Pay. Back home, Dave retired from the Navy and took over a dental practice that nearly broke him. Along the way his business got better and he met Dan Prager who introduced him to the V8 club - with that and Prozac, he recovered his sense of humor serving as Club President and the happy-go-lucky stand up comic we know today. At one point, according to Mary Ellen, “he became too happy” and quit the Prozac.



Accident At The 2014 Grand National Roadster Show

Ouch. When one of the contenders approached the viewing area to be judged, his throttle jammed. The car jumped forward running over CNRS Chairman Vic Cunnyham and

slammed into a door jam. Vic received serious but non-life threatening injuries. He was airlifted out of the Fairplex and at last report has no broken bones and is breathing fine. The roadster - not so good....



Michael Brandon caught this great shot of Harry Jackman pulling away from The 3 Garage Tour in his resurrected ‘Jackman Special’ cover car and award winning Sport Coupe. Check out the octuplets exhaust...



A Ford, a garage door and a Palm tree.

Followed by his best bud Blackie, the junk yard cat, Dan Krehbiel headed for his happy place, the garage. He had been having fuel pump problems with this beautiful '39 Tudor. The installation of a new pump should've fixed the situation. Now it was time for the test run.

The Ford was parked nose-in to the garage with the hood open. To vent any exhaust fumes, Dan opened the overhead door about one third, strolled up to the driver's window, reached in, flipped the ignition to 'on', moved up to the engine compartment, checked all his connections and hit the solenoid button. Dan could always count on this dependable Ford to start before he could get his finger off the button. Sure enough, she proudly fired and immediately jumped backward - she was in reverse. Before Dan could do anything, she smashed through the custom built garage door and took off, dragging door parts across the drive. Man, that Ford was fast. Dan chased after, but there was nothing to do - fate had taken over. On her own she went about 70 feet backwards across the drive dead set to pile into a rock and a hard place. Fortunately, the drive has a slope to the left and she followed, making a Bull's Eye 'thud' on the big palm. The collision stalled the engine. Dan caught up and surveyed the damage - rear bumper rammed into the tool compartment below and the deck lid above. Deep scratches ran up and over the deck and the length of the top. It was a Three Stooges moment - proof that even the smartest guy in the room can screw up. Dan took the wreckage to Don Durkey's LA paint shop. And, despite recent events, Don trusted Dan to get home with a nice '38 Woody as a 'loaner'. So far no new scratches on the loaner, but the day ain't over yet... TS



Yike!



Remember Michael Brandon's famous brother, Robert?---

There's always a crowd around Robert Brandon's boardtrack racer.

"It's the vintage look that draws them," he says, but they're not really sure what it is."

Heck, anybody can see it's a 1913 Buell! That's what Brandon dubbed his hybrid motorcycle, powered by a Buell S-1 Lightening motor and drivetrain. Not only did his racer draw curios crowds at Daytona Bike Week 2006, it also clinched Best radical Sportster at the American Iron Magazine Show during Bike Week.

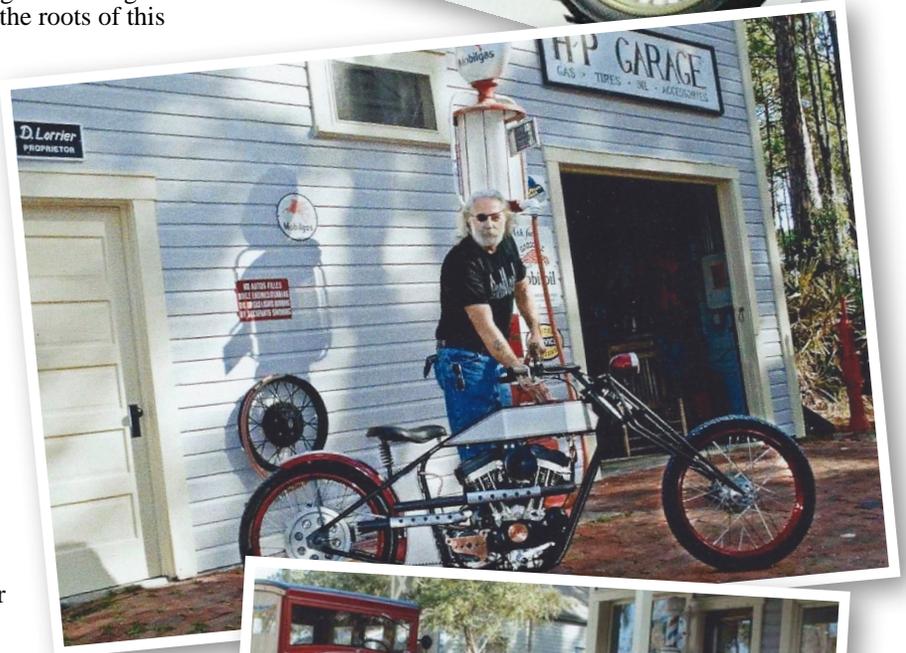
It took Brandon six months to build the bike in his spare time, leading up to the win at Daytona. Although some might consider this to be an overnight success story, the roots of this racer go back some 40 years. That's how long Brandon has been building bikes - even longer if you count the fact that the 60 year old Floridian was assembling his own mini bikes from bicycle frames, lawn mower engines, and wheelbarrow wheels at the age of 12.

Along the way, Brandon got into some serious racing, too. His '68 Sportster was lean, running a half- second quicker than the national record holder. He later won the All-Harley drags in Southern California aboard an old ironhead that he built himself. Switching to four wheels, he got an opportunity in the early 90s to race at the fabled Bonneville Salt Flats, redlining a Studebaker at just under 200 mph.

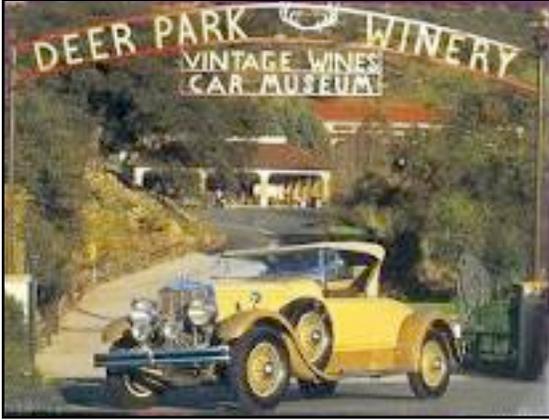
Brandon's been happily indulging his avocation out of his own one-car garage for several years. He calls his business, "Hand Built Bikes. And he's been known just by his last name, Brandon. "A girl I went out with for about a year didn't even know my first name!:" he jokes with an elfish sense of humor. Of course, it makes things easier when it comes to Branding, too." Kind of like ... Madonna", he quips.

To give his creation just the right finish, Brandon decided on a period-correct paint scheme. Back in the day, the palette ran from gray or maroon to black or green. Originally intending to paint it grey, he was suddenly swayed by the Lime green of a new Ford Mustang. "I thought, geez, that's the color right there, and painted it in my backyard," says Brandon. "Thank God it was a bug-free day."

And that's how Brandon's boardtrack racer was built and why it attracts so much attention. "When I get off for a beer, I usually have to answer a lot of questions first," he says.--Adrian Blake



29013 Champagne Blvd, Escondido, CA 92026 (760) 749-1666



**MARCH
16 TOUR
DEER
PARK
WINERY
AND
AUTO
MUSEUM**

This is one of the top things to do in San Diego County. The museum has literally hundreds of

cars on exhibit from American through Willies and everything in between. It is also home to a world famous collection of American convertibles.

In addition, there is a huge collection of American memorabilia including vintage vehicle garages, 1950's new car showroom, classic gas pumps and gas station and an entire room of Cocoa Cola collectables,

They have displays of antique bicycles, tube TV's Barbie dolls, soap box derby cars, wagons and carriages, classic automotive signage much more.

Admission \$10....over 55 & AAA member is \$9. Bring a picnic. No food service is available and you will want to stay a long time.

We leave from Macy's parking lot on Camino Del Rio North at 10:15 am., Mar 16. Look for my silver pickup truck with balloons flying from antennae. This is a 36 mile trip. You will probably wish to visit this attraction more than once and bring friends with you. No RSVP required-just show up. ---Jim Thomas

March Anniversaries

- 3/03 Phil & Faye Stone
- 3/10 Lane & Dixie Showalter
- 3/11 Rick & Sheryl Carlton
- 3/17 Jim Ferguson & Barbara Clark
- 3/31 Dean & Ina Wakefield

March Birthdays

- 3/03 Jolene Harwell
- 3/04 Diane Thomas
- 3/06 Larry Parker
- 3/08 Margaret Bartlett
- 3/13 Louise Croff
- 3/15 Ann Bailey
- 3/15 Sue Houlihan
- 3/19 Jim Miller
- 3/20 Tom Cook
- 3/25 Bob Hargrave
- 3/25 Carl Atkinson
- 3/26 Dan Close
- 3/28 Chris Cook
- 3/29 Ric Bonnoront
- 3/29 John Peterson
- 3/31 Candy Lobello

**2013-14 Tour
Schedule**

**March 16, DeerPark
Winery / Auto
MuseumTour-Info above**

**April 13 Bus Tour to
Automotive Driving
Museum,
El Segundo, Ca.
(Near LA Airport)
First 49 Members &
Guests that sign up
will go on bus. Send check
(\$27 ea.) to
Jim Thomas 15888 Lyons
Valley Rd. Jamul, Ca
91935
Check out the Museum
website: [www.automobile
drivingmuseum.org](http://www.automobile
drivingmuseum.org)**



SDEFV8 Gen Meeting, Feb 19, 2014- Free Pizza Night. Prez: John Hildebrand pounded the gavel at 7:05 pm. **Guests:** Al Petani's brother, John.

Presidents Report: John reminded everyone to get their checks in for membership. Last chance to get in the 2014 Roster and you won't miss another issue of the Fan.

VP's Report: No Report

Secretary: The minutes for last months General Meeting were approved as written in the Fan.

Treasurer: Ken Burke gave the financial report and it was approved.

Membership: Paula Pifer: 34 single and 50 Joint members. **Accessories:** Duane Ingerson was absent, but John noted the good selection of new hoodies, t-shirts, hats, and license toppers for sale. **Sunshine:** Fred Lobello improving. Dan Prager showed up on crutches because of sciatica pain, Judy Grobbel has a bad cold, Lane Showalter doing better after surgery.

Joyce Brock succumbed to cancer. **Our deepest condolences to Ray. C.C.C.:** No report

Fan Editor: Tim Shortt.: The March Fan will feature The Big 3. **Tours:** The Big 3 will be the tour for Feb.

March 16 is the Deerpark Winery. April 13 is the bus trip to The Automotive Driving Museum in El Segundo. **Programs:** Ric Bonnoront went over all the details for the Big 3 meet. **Tech Tips:** Ray Brock noted an article about Drive Shaft Bearings for '37-'48 Fords and their availability. March program will feature pin stripper, Lyle Fisk.. **New Business:** None **Old Business:** None

50/50: Dan Prager won the 50/50. The meeting was adjourned at 8:46.

--Tim Shortt for Dennis Bailey, Secy.

Membership- Paula reports 158 total members and welcomes new member, **Gary Potts** from Moreno Valley. **Sunshine: Judy Grobbel** reports **Joyce Brock has died.** Our deepest condolences to Ray.



**Anyone have a connection to Jay Leno's Museum?
Call Tour Director, Jim Thomas. 619-669-9990**

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

Gen. Meeting- Mar 19, 2014. Lyle Fisk, Pin Stripper Auto Museum, Balboa Park. 6:30 pm

FORD V8 SWAP CORNER...

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



Sale: Pair of Black reproduction fiberglass fender skirts for '36-'40 Ford. \$60 Kerry: kjkowal@cox.net



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



'51 Ford Victoria Hardtop.. All original. Fresh paint, chrome, interior, New flathead & Auto Trans. All repairs made with OEM parts, factory AM radio & clock. **Reduced to \$15k.** 619-981-0117, or 619-594-6748. mpenalosa@mail.sdsu.edu



'51 Deluxe Tudor. Strong running Flat-head. New WWW, paint and interior. 12V, Salt Flat hubcaps plus original caps. **\$8,950.** Nick, 962-956-2945, Minnesota.

'48 Super Deluxe Coupe first fresh air heater by Ford, Stock Running Gear, Chrome Reverse Wheels. Origi Ford Hub Caps. Big & little new Firestone Tires. 2&1/2 half inch dropped axle. **\$10k John , 707-688-4616**

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



'52 Convert Crestliner.. Flathead, Auto, 12V. Good Cond. One owner. Runs great. Low Miles. Needs Top. \$19,999. Indiana Ad 1621379, Hemmings.



'51 Ford Auto Trans. Working order when removed \$150. OBO. **'51 Ford OD Trans-Good shape.** complete with kick down and solenoid-**\$300 OBO.** Jim Hurlbert 760-789-0220

Award Winning '36 Ford Tudor, Standard, Humpback Sedan. All original, 4 owners, always garaged, RARE LB V-8 engine. 1 repaint, 1 engine rebuild, 63K miles. **\$19,995..** Dillard Harwell- 619-825-8025.

Sale- New Edelbrock Alum heads. Block letters, in the box, 24 stud. '38-'41 style. Incls new studs-\$450. **New Disc Brake set up for '35-'48 Ford.**

Complete less calipers- \$200. Dan Krehbiel-951-302-5922

Wanted- '34 5 window coupe- Quarter & back window Inside Mouldings. Richard Teubner 858-748-2849

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

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

Barn Find. '41 Mercury Coupe. Clear Wyoming Title. Runs and drives. Complete. Only 2 small rust spots.. All hub caps & beauty rings included, plus extra tires in the trunk. 2 New water pumps. Left Rear fender has dent. Nice straight car. **\$7200.** Cheyenne, Wyoming. **307-632-0749**



'36 Tudor Touring Sedan. Looks stock in and out except its been lowered. 4" drop axle -350 V8 Goodwrench Crate motor. 400 Turbo Trans. New Power disc brakes in front, drums in rear. Painless wiring, 12V, New steering box, turn signals, Thermostatic Radiator fan. Original look with plenty of power. **\$29,500.** Bill Houlihan 619-917-9896. Email-svsunbaby@gmail.com



'50 Ford Tudor. Clean original car.. 12V. Flathead. V8 OD. New tires, dual exhaust, radiator, electronic ignition, No smoke-Drive home. Extra Flat V8 and trans go with car. \$11k. Tulsa, OK Fellow V8'rs, John Crawford. **918-810-1576**



Wanted: 1947-'48 (car) lower rear shock brackets that mount to the rear axle. Brent Clark-Mobile: 714 814-1380



Wanted: '34 5 Window Coupe- Bob Symods 619-993-7225

'32 Ford PU-4 cyl. Resored like original. \$22k. Fred Meyers 619-916-9970.

'02 Vortex V8 Chevy 5.3 Motor, OD Trans, 41k miles -\$2,500 OBO. **Bill Lewis 619-851-3232**

'34 Ford Fordor. Former V8 member, Lou Osberg's baby is for sale. Beautiful blue w/ black fenders, WWW and Tacoma Cream wheels. Updated Flathead, Columbia Rear and juice brakes. A one of a kind proven tour car. **Lou, 619-465-0431. Cell 619-971-6511.**

'41 Packard Convert, Older resto, Yellow w/ red interior. Beautiful. **Al Petani. 760-789-6217**





Dave Huhn and Tim Shortt discussing who will answer the next call.

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



After three exhausting days & nights, what is there to laugh about...It's over, that's what!

Mar/14