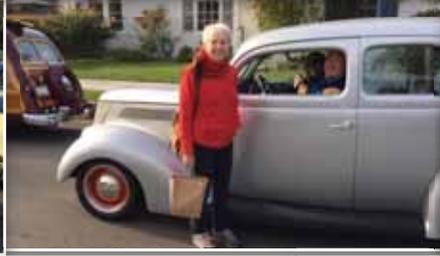
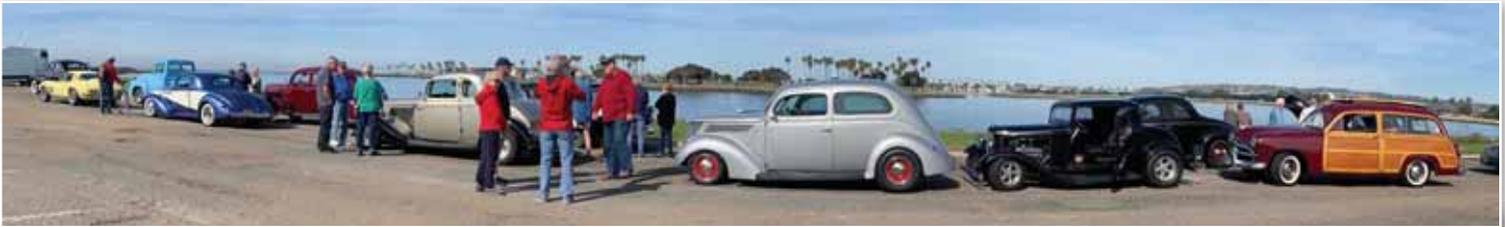


X THE Ford FAN X

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



Prez Joe and First Lady Susan put on "Wish You Were Here" Tour of our beaches, bays and mt. views. With a line of 18 cars the pace was a beautiful slow parade. Bystanders and passing traffic all stopped to ogle and wave to the vintage Fords passing by. Later, a heart-stopping friendly lunch of Burgers, fries and Malts was served up at The Malt Shop off Midway drive.





Happy March V8ers! Leap Year's February 29th is upon us, and Touring and Car Show season will be heating up! **February** was a great month. We had a well-attended driving tour of the beautiful coastal areas of San Diego. We had several stops along the way where we were able to chat with one another and take pictures to remember the beautiful day and the friends we were with. We

went to places some had never been to or hadn't been to in a long time. It was a good day.

Our March tour will happen on March 11th and will be another leisurely cruise, this time along San Diego Bay. Again, there will be several great viewpoints, some even better than the last cruise's and more photo opportunities. Again, this will be a drive on streets with low speed limits. The tour will start with doughnuts and end at the Classic Malt Shop in Loma Portal. More details on the tour can be found in this Fan and will be sent out via email as the date approaches.

If you missed our February General Meeting, you missed a great slide show and talk by John Davison. His roots in the Early Ford V8 Club are deep. His Dad was the Club President in 1983. His slides were of people and events associated with the San Diego Club going way back. I could hear long time members of our Club as a new slide would come up and they would recognize a friend from the past. It was a great presentation, thank you John!

February also closed out an era that was so important and long lasting to our club, The Big Three Swap meet breathed its last gasp. Jerry Windle, Jim Hurlburt, Bob Hargrave and others manned the traditional BBQ and served up hotdogs with all the fixings to Club members from local regional groups, individuals that were Club members in the past, members from across the country or from overseas, members of other car clubs or just anyone that happened by. It was so good to see long time members that can't make it to our Club meetings on a regular basis. I will truly miss the Big 3, not only because of the parts I was able to buy or sell there. I'll miss seeing my friends that I saw there every year. I'll miss the days working at the Vender Gate at 5am telling folks driving in that they need to put the sticker on the outside of the windshield, not on the inside facing them. I'll miss the cheerful people driving in at 5am as they would enter the vender gate. I'll miss the sun coming up over the little city that was the swap meet, and the smells of the fires burning, food cooking and sounds of cars rumbling and the outhouse doors slamming. I thought it poignant when the last hotdog was cooked this year, the BBQ that had been used for years was rolled out to the aisle and a "free" sign was placed on it. The end.

Don't forget that our San Diego Club has a new Membership Drive Contest. The Club member that is responsible for bringing in the most new members in 2020 will win a prize in December. The National Club also is rolling out a membership drive. The regional Club that gets the most new members between May 1 and August 1 will win their Club \$1,000!! Spread the word!

On a separate note, I attended my first EFV8 National Board of Directors meeting in February. It was a productive meeting and the synopsis of that meeting will soon be sent out to all members. One item that has been decided on is to the regions in Northern California's "South West 2" area I represent, I will also represent Palomar Mountain and San Diego Regional groups at the National Board. I look forward to keeping the San Diego Club up to date on National Board information when there is something new to share and taking our member's comments and concerns back to the National Board.

Remember, you all have the ability to influence the Club's success and enjoyment. The Club's Board of Directors and Officers represent you. Club members' input to tours, outings and events are welcomed. Remember, drive'em while you got'em, or your car's next owner will!!—*That's all for this month, enjoy every day!*

—Joe Valentino SDEFV8 President

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** - 619-435-2932

V8 eBlasts: **Sandy Shortt** shortsandy@mac.com

619-435-9013

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



Wear Your Name Tag - Mar pot is \$75 Bucks
All current member names are in pot.
If your name is drawn and you are at the meeting, and you're wearing your name tag, **YOU WIN!**
RULES: Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a winner!



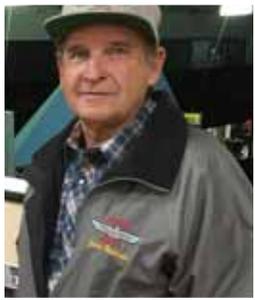
Wait— What's that Corvette doing at the Ford Tour?



Long Time V8 Member Guy Allen was Honored at Miramar Station Service. Our condolences to his family.



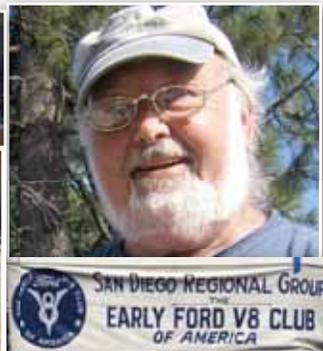
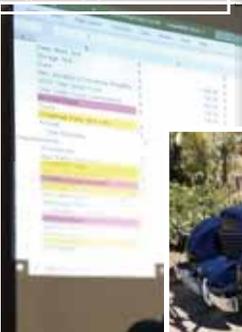
At the Feb Meeting, John Davison presented a slide show- featuring himself growing up with V8 members, his Dad, and all their old Fords around the farm over the years—Trucks, Coupes, Sedans, a WWII Ford Jeep, Tractors, Cab Over Haulers and more... Early V8ers Gil Buxton, Fred Meyers also pictured,



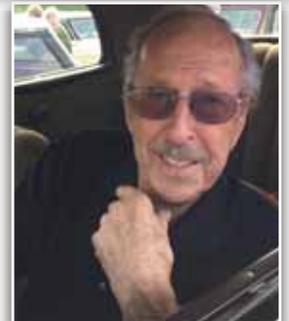
Ken Burke went over the club Budget numbers, detailing what we spent in 2019 vs what we expect to spend this year- 20/20- all projected on the big screen! Proposed budget approved.

Ken Tibott Reported his recent Auburn restoration has won in every show he's entered.

Jerry Windle came out of his temporary retirement to host THE LAST V8 HOT DOG for the LAST BIG 3.



Future Site Of 'Ray Brock Lift' Main floor Auto Museum To Mezzanine—no more steps -Thanks to Ray



Tours & Things to Come

Sun, April 26 -Cars on Main st, Coronado.
Tour & show
V8 meets Vons park lot- (9th & Orange) 8:30 am, so we can enter as a group and park together. Pre-pay your entry fee- save \$\$
Info-Tim Shortt 619-851-8927

Sun, May 5- All Ford Picnic Santee Lakes Park
Info- Dennis Bailey 619-954-8646

March Anniversary

3/11 Rick & Sheryl Carlton

March Birthdays

3/04 Diane Thomas

3/13 Louise Croff

3/15 Sue Houlihan

3/19 Jim Miller

3/23 David Cuzick

3/25 Bob Hargrave

3/25 Carl Atkinson

3/29 Ric Bonnoront

Membership- Paula says- 69 Members

Sunshine Judy - Carl Atkinson had rough fall but now he's back—with a new hat!



SAN DIEGO EARLY FORD V8 CLUB GENERAL MEETING MINUTES: Feb. 19, 2020

PRESIDENT: Joe Valentino gavelled the meeting to order at 7 P.M. He welcomed a half dozen visitors and announced the audit committee, Mike Peterman and Bill Dorr, put together the semi annual financial report which was accepted and approved. Joe reported that he attended the National Board Meeting and apprised us of some needs. The national club's attorney is retiring; need new volunteer. Also need a C.P.A. backup for the current C.P.A. A membership drive was mentioned with a reward at the end of the year. " The suggestion box has returned ."

VP REPORT: Dennis Bailey reported on the last driving tour, said it was lots of fun.

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

TREASURER REPORT: Ken Burke reported on last months financials and went over the budget for 2020, they were approved and accepted.

MEMBERSHIP REPORT: Paula Pifer reported 23 singles, 43 joint, and 89 total members.

SUNSHINE REPORT: Judy Grobbel said none to report.

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

ACCESSORIES: Judy and Ray have done a great job, but they need a break; need a volunteer or volunteers to step up.

CAR CLUB COUNCIL: No report given.

PROGRAM: John Davidson presented a video made up of pictures going back many years, All Ford Picnics, his father, Bob Davidson's and Gil Buxton's garage tours. Family photos and collector cars etc.

TOURS: Joe Valentino reported the March tour is yet to be determined, but the march program will be put on by Broadway Electric of Lemon Grove.

OLD BUSINESS: Ken Tibbot gave away a couple of nice 2020 calendars featuring old cars.

NEW BUSINESS: Jerry Wendle reminded everyone, free hot dogs on Friday, 2/21/20 at the swap meet.

50/50 DRAWING: Bill Lewis won \$36.

NAME TAG DRAWING: No winner.

MISC: None.

MTG. ADJ.: At 9 P.M.

Minutes submitted by Bob Hargrave

The San Diego Automotive Museum is proud to announce the appointment of a new Executive Director, Lenny Leszczynski.

Lenny is a non-profit professional with over 25 years of experience. He has over 15 years' experience developing, managing, and reporting budgets for community programs consisting of public contracts, private grants, and earned income. Lenny prides himself on having advanced skills in organizational leadership, program development, fiscal management, fundraising, and forging community collaborations. Lenny is a San Diego native, he was born in Poway and grew up in La Jolla. He has always enjoyed Balboa Park and has fond memories of playing in the parks and visiting the museums, particularly the Automotive Museum. His love for cars started when his uncle took him to the Peterson Museum and he fell in love with a 1964 Impala; five years later he bought one for himself as his first car. Lenny is married and has four daughters. When he isn't on the softball field coaching and cheering on his four girls, he can be found at the Balboa Park Carousel helping his girls grab the 'brass ring'. Lenny is excited to start his executive career at the San Diego Automotive Museum with its rich history, bright future, and amazing staff!

Meet The New Executive Director,
The San Diego Automotive Museum
Lenny Leszczynski.



1936 Cops—Can't outrun a Ford...

Wish You Were Here Cruising



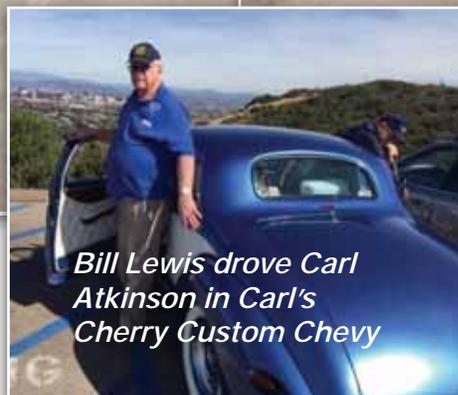
V8ers take over Mt Soledad- known as last home of Dr Seuss and Land of 'Munchkin' stars from Wizard of Oz Movie



Standing at South Beach, Ric gives us the history of Over The Line—including turning down a sponsorship from ESPN, because "we refused to change the Raunchy Team Names..."



You could almost see Japan from La Jolla...



Bill Lewis drove Carl Atkinson in Carl's Cherry Custom Chevy

History of the Ford Flathead V8: 1932 – 1953

Carl Schmaltz, Ray Lard, and Mil Zoerlein, working in secret, take one of Henry Ford's ideas and turn it into a production item – the Ford flathead V8. The first production car comes off the line on March 9th, 1932. The new flathead features a single belt, two water pumps, a generator/fan combo, a Detroit Lubricator carburetor, and an aluminum intake manifold. The cylinder heads are held on with 21 studs. The main bearings are poured rabbit. Water enters the heads at the top center. On only the '32 models, the belt is adjusted by a single nut on the generator post mount, and the crankshaft is forged. Cast as a single unit block, many said the 90 degree V8 was an engineering impossibility. It looks like they might be right, for early engines suffer from casting pinholes, cracks or overheating. The motor acquires a reputation as an oil burner after 1000 miles. Oil sometimes surge away from the crankshaft bearings on hard turns, resulting in engine seizure. Only a few go into commercial vehicles. To combat these stories, a V8 car travels 33301 miles in 33 days on a 32 mile course across the Mojave desert. It averages 20 mpg for the trip.

1933

Aluminum heads and higher compression give 10 more HP. Improvements in ignition and cooling help make it more reliable.

1934

Improvements such as a dual-downdraft carb (Stromberg Model 40) on a new intake manifold and a cast-alloy steel crankshaft (an industry first) add another 10 HP. The car is so well liked that famous people such as John Dillinger and Clyde Barrow write to Ford to compliment the company on such a fine car.



1935

A new cam and improved crankcase ventilation appear. The carb is now a Stromberg Model 48. The 2 millionth V8 car rolls off the production line in June.

1936

Engineers add increased cooling capacity and greater radiator area to alleviate cooling problems. The 3 millionth car rolls off the production line in June. The carb changes again, this time to a Stromberg 97 on all 85HP engines. The LB block has insert main bearings, all others still have poured babbit bearings.

1937

Aluminum heads (2) Cast iron heads

221CID uses Stromberg 97, 136CID uses Stromberg 81 carb.

A new, smaller, V8 enters production. Called the V8-60, it gives 70 mph speeds and the best gas mileage of any Ford built before. It is designed for European laws that tax on displacement, as well as British laws that tax on bore size. Important to racing history because it will break the Offy's hold on midjet racing. The V8-60 has a gear type oil pump driven off the crank timing gear. The V8-60's heads use 17 studs, not the 21 studs of the larger V8. For this year only, the little V8 has sheet metal sides on the block. The V8-85 gets a larger, relocated water pump, larger insert main bearings, and new cast alloy-steel domed pistons.

1938

Mid-year, Ford switches from the Stromberg 97 to the Holley (Ford) carb. This is the last year for the main journal size introduced in 1937. The V8-60 is now all cast iron, like the larger V8-85.

1939

The 6 millionth flathead V8 is built. The V8-85's torque increases to 155 lbs/ft thanks to a new Ford-built dual-downdraft carburetor. The heads use 24 studs, instead of the old 21 stud pattern. Mercury begins using a bored out version of the flathead, bringing displacement to 239.4 cid. The main journal increases in size again, where it will stay through the end of the line in 1953. The Mercury version introduces heavier rods and crank, and other strengthened internal components.



1940

In June, the 7 millionth V8 is produced. This is the last year for the V8-60. The 239.4 motor is only in Mercury vehicles. Ford experiments with aluminum blocks. Ten aluminum engines are produced, with one showing up on the street in 1952.



1941

The 239.4 motor is only in Mercury vehicles.

1942

Ford's rates the V8 as 90 horsepower, even though the motor is mechanically unchanged. The ignition coil is no longer bolted directly to the distributor case. The distributor now has the "crab" flat cap and a traditional separate coil rather than the two piece distributor cap design. The 239.4 motor is only in Mercury vehicles. By this time Edelbrock is producing his first manifold, for dual Stromberg 97 carbs. A tiny handful of cars are produced with no chrome just before civilian automobile production ends. These "blackout" cars are extremely rare today.

1943 – 1945

Ford, and everyone else, is busy making war materials. No new cars are produced.

JOHN HALE <jandjhale@fuse.net> adds:

"In 1943-1945 FORD did produce flatheads for some british military vehicals. FORD also made a 500 hp. overhead valve engine for the M4A3

Sherman tank. My father rebuilt a flathead last year and all the parts seemed to be military surplus."



1946

59A Mercury

Fords get Mercury's larger flathead. It has new pressurized cooling, revised aluminum pistons, and silver alloy bearings for longer life. The rod journal size is increased. To reduce cracking, the angle between the valves (passenger's side to driver's side) is decreased from 101.5 degrees to 100 degrees. The fan is moved up to just above the distributor to spray less water over the engine in wet weather. The distributor gets a new one piece cap, eliminating the old two piece system.

1948

59A Mercury

The F7 and F8 trucks get a 336.7 cid version of the flathead. The F series trucks get the updated flathead (see the 1949 changes).

1949

336.7 cid motor in the F7 and the F8 trucks is also available in the Lincoln line. The Lincoln version has increased compression to make more power than the truck motor. Mercury's V8 gets stroked for increased horsepower. There are some major mechanical changes to the flathead this year. The bellhousing is no longer cast as part of the block. The oil pump changes to a shorter, straight cut gear pump for higher oil pressure. The water now runs directly to the back of the block from a larger radiator. There are new valve guides, improved intake and exhaust systems, and locked in connecting rod bearings replacing the older floating bearings. The distributor is now a modern design, relocated above the front of the right side cylinder bank and set up to be shaft and gear driven. The distributor drive on the cam changes from the old slot to a gear drive. The fan pitch, cam, and exhaust are modified to

make less noise. (The early-'49 cam is milder than the late-'49 to '51 cam.) The coolant holes in the decks and heads are repositioned for better coolant flow to the rear of the block. The water outlets move to the front of the heads. There are better main caps and stronger main bearing webs. Over-all, there are 21 minor revisions to improve idling, valve and cam wear, and cylinder head stress.

1950

336.7 cid motor in F7 and F8 trucks also available in Lincoln line. The Lincoln version has increased compression to make more power than the truck motor. 255.4 cid is available to only in a Mercury, except for a Police Interceptor package using the Mercury engine in a Ford car. The V8 gets a composition timing gear, revised pistons to cut cold start piston slap, and new cam to reduce tappet noise, and a 3 blade fan that is driven slower than the old 4 blade fan. The Mercury V8 gets a new cam, but rated power does not change.



1951

The Ford V8 gets a new water pump, cam, offset piston pins, and valve rotators. The 7lb pressure radiator cap is introduced, raising the boiling point of the cooling system from 212F to 230F. The 336.7 cid motor is in F7 and F8 trucks. Dick Fullmer hits 119.92 mph trap speed at a drag race using a 312 cid motor in a very light car. Ford ads list the “43 ‘Look Ahead’ features and the new FORDomatic Drive.” Most of the features relate to the overall car, but one engine improvement is listed. Called the Automatic Mileage Maker, it “Matches timing to fuel charges so every drop of gasoline is used – none wasted. New Waterproof Ignition System prevents being shorted out by moisture.”

1952

Lincoln gets an OHV V8. The Mercury 255.4 cid engine gets higher compression, boosting power to 125 HP. The mechanically unchanged 239.4 Ford V8 is called the “Strato-Star” and gets rated at 110 HP. In F series trucks, a higher lift cam raises the truck HP to 106. The 336.7 cid motor is in F7 and F8 trucks.

1953

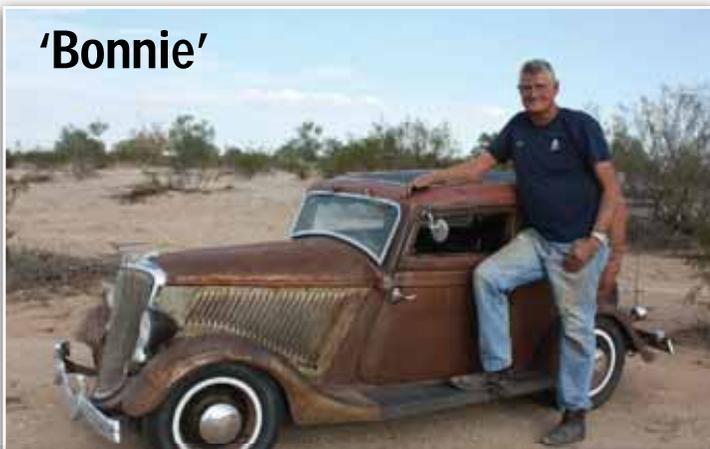
Ford’s 50th anniversary year and the last year for the flathead in the U.S. The 336.7 cid motor is in F7 and F8 trucks. The smaller F series trucks get the passenger car 110 HP engine.

After 1953

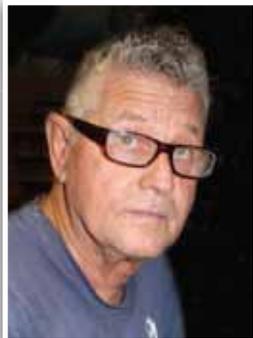
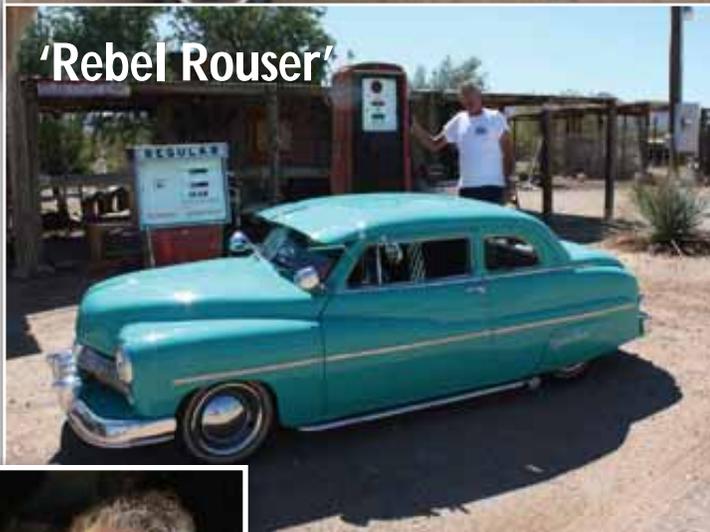
Ford blesses Canadian and Australian customers with one more year of flathead fun, they don’t get the y-block until 1955. Carlos Farjoun (farjoun@sti.com.br) writes: “The flathead was produced here since 1960? till 1969, in the Simcas. A funny thing: in its last year, it was made by Chrysler do Brasil!”



'Bonnie'



'Rebel Rouser'



Race Cars and Cruisers at 5/8 Scale.

*Miniature hotrod builder
Ernie Adams.*

The Craftsmanship Museum features wood and metal craftsmanship in miniature. "Miniature" means simply "smaller than the original." Ernie Adams prefers to scale down his projects to a smaller than normal size while still keeping them large enough to be fully operational. The illusion is particularly apparent when the miniature is parked next to a full-sized version. Like the 1/2 scale construction equipment made by [Fred Heim](#), these 5/8 scale models push the limits of what we call "miniature" but still have the appeal that smaller than normal projects have for just about everyone. Some may ask, "Why not just build it full size if you are going to that much effort?" The answer is, "Who needs just another 1934 Ford Sedan?" Ford built plenty of them, but how many scaled down versions have you seen driving around? Also, the additional challenge of making everything work at a smaller size brings with it an additional level of challenge to the craftsman. The point is, everyone who sees these cars goes, "Cool!" and that's what it's all about.

The car in which the famous outlaws Bonnie and Clyde met their final fate was a stolen 1934 Ford 2-door sedan. On May 21, 1934 the car was riddled with 130 bullet holes. Ernie's dwarf version of the car doesn't duplicate the bullet holes, but the rusting body looks like it belongs on a car that has been stored away in a barn for the past 70 years.

However, the chrome parts shine like new to provide a nice contrast to the rusty finish. Ernie has always felt the '34 Ford sedan has one of the most beautiful bodies of any car. He particularly likes the "suicide" doors and shape and pattern of the grill.

Regarding the car's finish, Ernie tells the story of the reason he built the Dwarf '34 Ford. "I met a man in Lincoln, Nebraska at the *Mid-Americruise* car show. He had a '34 Ford 2 door sedan. It was total rust, nice motor, and it just looked good that way," said Ernie. He stopped the man and said to him, "I hope you don't finish this car." The man gave a smile and replied, "It is finished." Ernie added, "The car was beautiful that way."

Ernie's car features one chrome horn on each front fender and a "Flying Lady" hood ornament from a 1935 Auburn. A roll-out windshield provides plenty of ventilation and the rusted spoke wheels match the rest of the body. It is powered by a 4KE Toyota with 5-speed transmission. It is all steel and street legal. It has hand-cranked roll-up windows, bench seat, louvered fold-up hood and hand-made wheels with V8 hubcaps.

James Dean's movie *Rebel Without a Cause* made the 1949 Mercury an American favorite and one of Ernie's too. He particularly liked the front grill, 3-piece rear window and classy dash. Liking it better than the later '50 and '51 models, he started construction on the dwarf Merc in September, 2004. The challenging shape of this car's more rounded, flowing bodywork challenged Ernie's

metalworking skills more than the previous cars. Building on what he had learned before he was able to form these more difficult shapes.

The wheels feature baby Moon hubcaps with beauty rings. The body has fender skirts, twin spotlights, front disc brakes, roll-up windows and a bench seat. In hotrod terms, the car is "nose and decked" with a Fulton-style sun visor and Lakes pipes. It is based on a 1290 cc Toyota motor and drivetrain. It is painted Caribbean Turquoise and is named "Rebel Rouser" after the Duane Eddie guitar hit from the

late 1950's.

The first official Dwarf Car race in 1983 had ten entries.





It looked a lot like the second-to-last BIG 3... Car Corral nearly empty, acres of uncrowded aisles, but ever-hopeful venders still brought the junk and I saw many folks dragging the stuff to their cars (No Parts Pick Up). **The good news is, Jerry Windle and the usual suspects gave away 200 of the Last V8 Hot Dogs, and the Donation Jar was filled to overflowing—\$244 Bucks for The Ollie Smith Scholarship Fund!**
-Thanks Jerry



-The Early Ford V8 Club of San Diego March Driving Tour-

“It’s a Beautiful Day in the Neighborhood” Driving Tour

On Wednesday, March 11 at 9:30 we will meet at Embarcadero Marina Park, which is located at 400 Kettner Blvd. There we will gather and eat doughnuts and have a Driver meeting before we depart.

Susan and Joe Valentino will bring the doughnuts and the tour maps, you bring a cup of coffee or anything you’d like to drink.

At 09:45 we will depart on a drive that will take us around Harbor Island, Shelter Island through Point Loma, by Sunset Cliffs, through Ocean Beach and end at the Classics Malt Shop for lunch. Our drive will be on streets with low speed limits. There will be no freeway driving during this tour. There will be several spots along the way where we will regroup so that all our cars stay together and there will be opportunities to take photos of the beautiful sites we will see. I guarantee you will get some beautiful views of San Diego. The Tour will cover about 31 Miles and take about 2-1/2 hours. If you think you will get hungry before we get to lunch, bring a snack to eat along the way.

Join us, you will enjoy the ride. Remember, you don’t need to drive an early Ford on the drive. All cars are welcome to join us. Please let us know if you will be joining us so that we can bring enough doughnuts and so we can get a headcount for lunch. We want to let the Classics Malt Shop know how many will be joining us there for lunch so that they can bring in additional staff, if needed.

If you plan on attending please email Susan Valentino at SRJV@pacbell.net or call or text Susan at [\(619\) 861-4630](tel:6198614630).

We hope you all can join us!



How I found my '40 Ford Coupe

— Mike Peterman

After I retired I started looking for my next dream car. I had previously owned a 1966 911 Porsche and a built 1964 Plymouth Sport Fury. I started looking for a 1940 Ford Coupe; I have always loved the body style and its place in the moonshiner history. I went to the internet and found cars from Florida to Las Vegas; interestingly a guy in Elkhart Indiana lists lots of them.

I looked for many months for just the right car, no visible body modifications like frenched lights or chopped tops, but hot rodded with an engine conversion and dropped axel preferred. Saw a postcard on the bulletin board at Hot Rods and Customs in Escondido but it was sold when I contacted the guy. Months later I was at Hot Rods and Customs again and checked their bulletin board and one of their countermen asked what I was looking for. I told him a 1940 Ford Coupe and he said have you looked at Craigslist, there is one for sale there.

I went home logged on and sure enough there it was, big as life. I contacted the seller and arranged for a look see and test drive. The car's owner had recently passed and his girlfriend was selling the car, sadly she knew very little of the cars history. Well, it was love at first sight! It was just what I wanted including that it was the rear jump seat configuration, often referred to as an Opera Coupe. After several days of negotiation made the deal and had my '40.

Interestingly enough I drove the car to the Christmas party and Dennis Bailey was looking at it and said he might know this car but the car he knew had a maroon interior. I opened the trunk and said like this? He then asked me to open the hood and he told me he had made the firewall and gas tank for the guy who built it.

Small world isn't it?





Balboa Park parking lot to become public plaza

144 car spots to be lost, mature trees cut down near Air & Space Museum & Auto Museum

A Balboa Park project seeking to reclaim a parking lot for parkland is moving forward. That's despite concerns around losing a considerable number of spaces near museums and attractions at the southern end of the city's so-called crown jewel.

Monday, council members voted unanimously to spend \$600,000 on the first phase of what's known as the Palisades project. The project will see the existing asphalt area in front of the San Diego Air & Space Museum, known as the South Palisades parking lot, replaced with turf, landscaping, enhanced lighting and an improved tram stop with nearby spaces for the disabled.

The North Palisades will remain and be repaved. Still, park goers will lose access to 144 conveniently located parking spots.

The new Palisades plaza, which might eventually also feature a water fountain that respects the area's 1935 origins, will work to revitalize the Palisades and make it more welcoming to visitors, said Councilman Chris Ward, whose district includes Balboa Park.

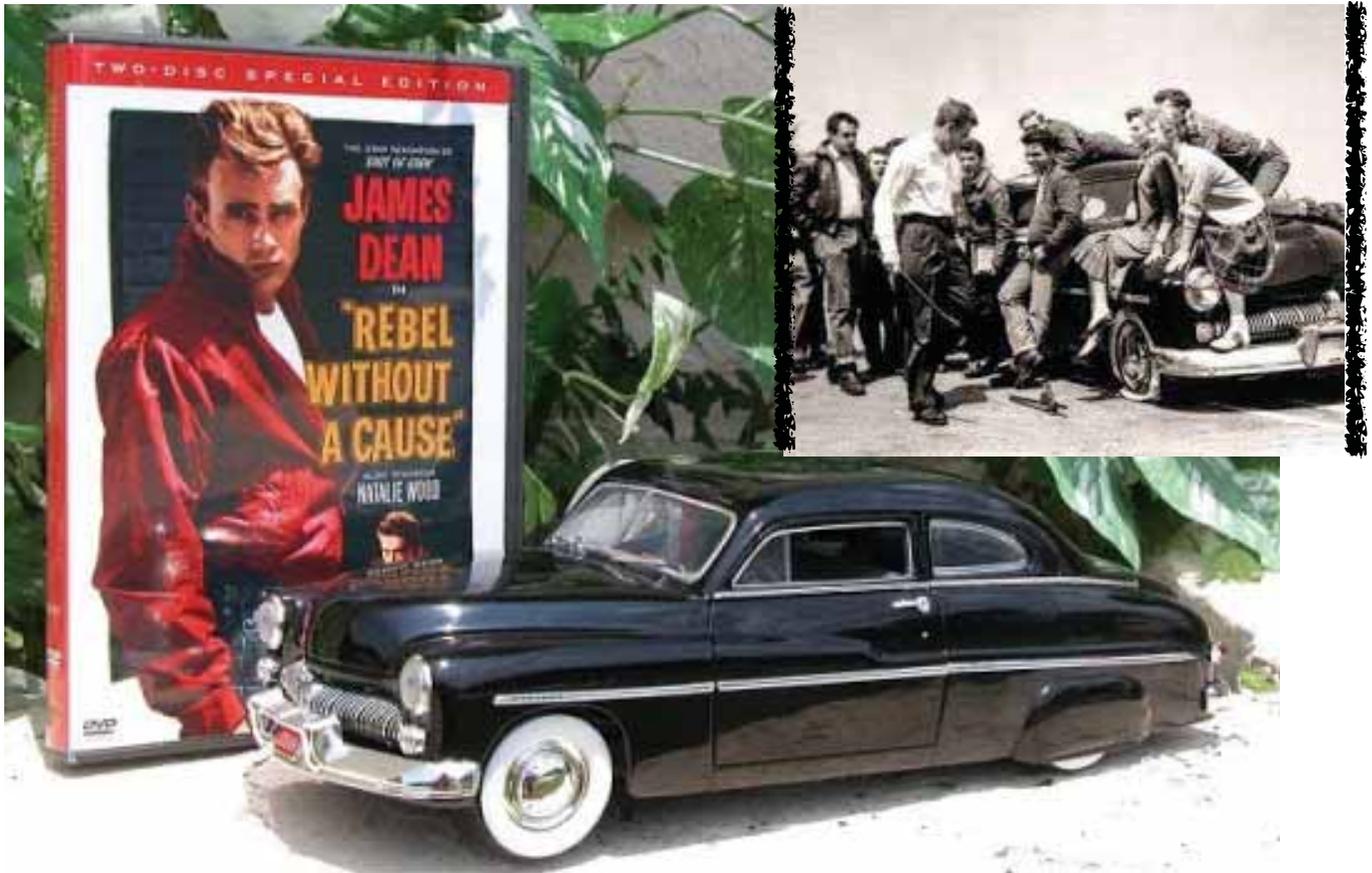
Envisioned in Balboa Park's 1989 master plan, the plaza project will return the South Palisades lot to its original, pedestrian-driven purpose. The reclamation effort has been championed for years by the preservation-driven nonprofit -The Committee of One Hundred. However, the endeavor only recently became viable when the larger scale Plaza de Panama project collapsed, freeing up millions in city funds. City staff will be on the hook to re-stripe the South Carousel Lot near the San Diego Zoo and the Inspiration Point South lot east of Park Boulevard, said Andrew Field, who is director of the Parks and Recreation Department.

A handful of public speakers opposed the public plaza, noting that park parking is already limited and that the city still needs to address mounting building maintenance costs.

"To spend money to decorate and landscape the Palisades lot ... is a misallocation of funds," said Robert Swanson, a former director of the San Diego Automotive Museum.

Work on the Palisades project is set to begin in April and take around 15 weeks to complete, Field said.

The council's action comes amid a parallel effort, recently orchestrated by the city's Balboa Park advisory group, to craft a 10-year vision for the local landmark that better addresses immediate and future priorities.— **Looks like we might lose our convenient V8 parking near Auto Museum. Interesting the city would do this, eliminating 144 spots of needed car parking, requiring moving the electric car charging stations—all before a Master Plan has been approved. It doesn't make sense.**



Actor **James Dean** drove this **1949 Mercury** in the 1955 movie, **Rebel Without a Cause**. Passengers included fellow stars Natalie Wood and Sal Mineo. The car was mildly customized and de-chromed for the movie. The movie's premiere showing was at New York's Astor Theatre in October 1955, one month after **James Dean's** death.



The 1949 Mercury coupe [James Dean](#) drove in the movie is part of the permanent collection at the National Automobile Museum in Reno, NV.



In the Rebel movie—
The famous Chicken Race—
Dean and Hopper go at it
in two stolen cars—
Ford vs Chevy
-right off a cliff.



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

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

Ford V8 Swap Corner...

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

Wanted- Two Wheels- 16"x 4.5" Mike Pearson 760-729-4645. m.pierson@roadrunner.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 Club. 619-829-1678 Dr. Tom Svsko



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



**1933 FORD TUDOR...ALL STEEL
NEW RADIATOR, NEW BRAKES, REFRESHED TRANSMISSION, REBUILT STARTER, NEW CLUTCH AND PRESSURE PLATE.RAY BROCK REBUILT ENGINE WITH LOW MILES. NICE INTERIOR, FAIR PAINT 35k- JIM THOMAS 619 669 9990**

37 Ford coupe, stripped of paint. 95% rust free. Owner lost interest. New mustang II front end, Ford 9" rear, 4 wheel disc brakes, gas tank installed, most body work done, great grille, include headlight buckets, trim, window garnish, windshield, regulators, door handles, dash, rear seat, new parts including a aftermarket



AC unit to complete both inside and out, Setup for small block Chevy and a 350 turbo trans.Been in garage for the past 20 years. Jack Fox fordtrk56@g mail.com \$10,500



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

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

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

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

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

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

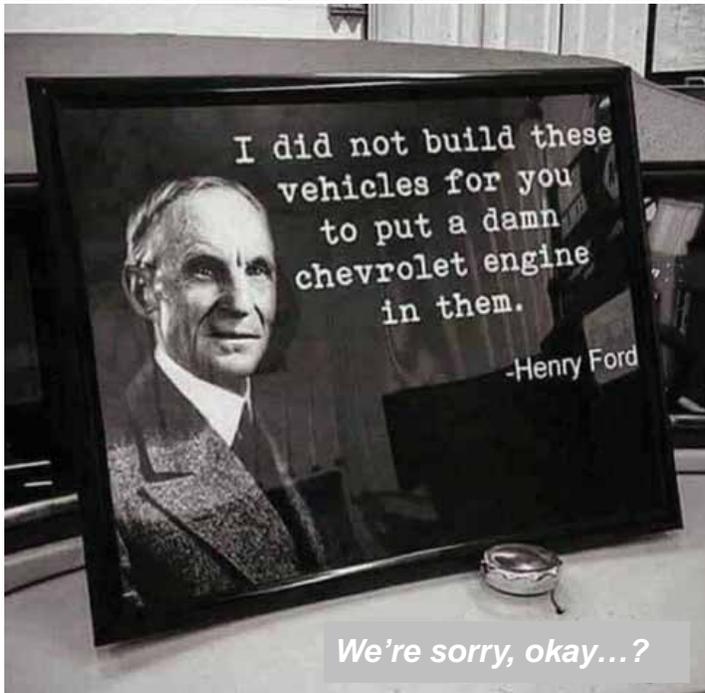
'32 Cabriolet-all steel, pro built street rod-Don Shankin 954-898-9304

WANTED—'51 Ca plates-(Pair) Tom Shields 210-368-1113

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

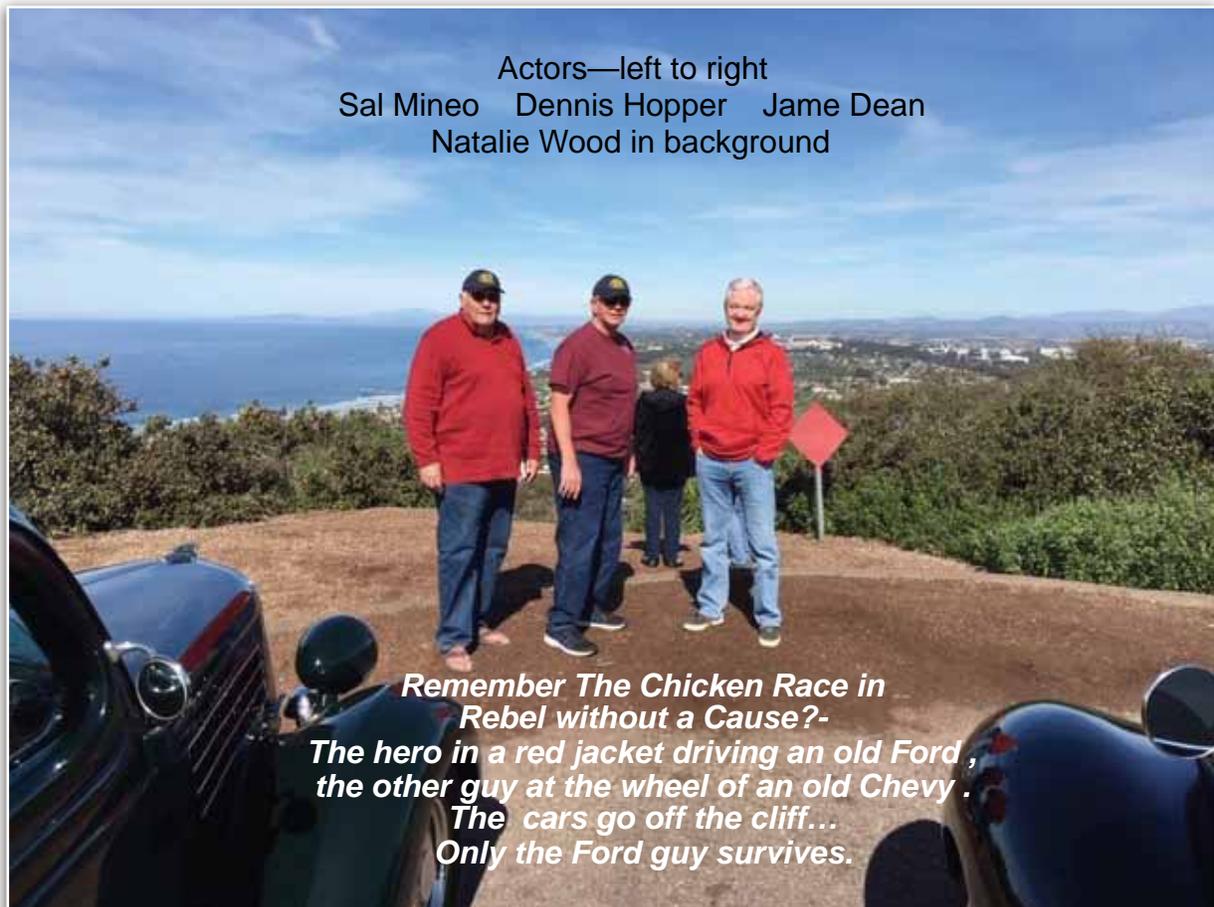
Enclosed 28' Car Trailer-with toilet, sink and wood interior. \$3,000 Sheila Rabell 619-977-3152





We're sorry, okay...?

Mar/20



Actors—left to right
Sal Mineo Dennis Hopper Jame Dean
Natalie Wood in background

*Remember The Chicken Race in
Rebel without a Cause?—
The hero in a red jacket driving an old Ford ,
the other guy at the wheel of an old Chevy .
The cars go off the cliff...
Only the Ford guy survives.*