

✂ THE Ford FAN ✂

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



Jack Rabell's Many Garages-Sat, Apr 12

A large gathering rallied at De La Fuente Cadillac on east Main Street. First time on a club tour was Joe Valentino's rare '41 Merc business coupe. Beautiful black exterior with white oak wood grain interior dash and window frames. Also, Jim and Diane Thomas' newest addition, a maroon '40 ford tudor from Joe Drew's collection. Three very clean woodies were present including Dick Martin with his yellow '40 ford. More about Dick and his woodie later.

A total of 15 cars and 34 members comprised the caravan. We left promptly at 10:15 am and headed east on Main Street. Our plan was to have the slowest car

lead but since no one would admit their car was slow, Joe Valentino graciously agreed to lead the caravan. Joe did a great job setting a reasonable pace and stopping occasionally to let the caravan regroup.

Avoiding I-8 we took Hwy 8 business route then transitioned onto Old Highway 80 on into Alpine. A few jogs left and right and soon we were at Jack and Shiela's home. We meandered through Jack's five garages each one containing one or more museum quality examples of Jack's restoration genius. The '48 Ford woodie was imported from Bogotá, Columbia. Rumor is that it was formally used to transport 'agricultural' products. Originating from South America the speedometer is calibrated in kilos.... no, kilometers.

While the men folk were inspecting Jack's craftsmanship the Lady 8ers were inside admiring Shiela's professional quality quilting. Shiela has an entire room filled with her creative work as well as a 7 foot quilting machine. Some of her work finds itself into retail outlets. It's just that good.

In one garage Jack houses a red Porsche 911 made from two broken Porsches with the passenger dash filled with a huge rally computer. Jack is active in Porsche Club rallies and is doing very well....of course.

When it was time to leave, Dick's woodie was blocking the driveway but Dick had disappeared. A search party was launched heading north. Dick though had headed south. A rumor started that he had been abducted by aliens.

Fear of his abduction turned to Hope in that we assumed he was not coming back and that Barbara would soon sell the woodie. A bidding war for the woodie was interrupted when someone found the keys and the driveway was cleared.--Contd on page 4...





The Prez Sez.

We have received the BIG 3 CHECK, so let the fun begin - we earned it! The "Many Garages" tour, thanks to Jack and Shiela Rabell was great. Jack not only enjoys the restorations, he also drives his fleet of Fords & sports

cars. Sheila's fine collection of quilts was a big bonus. This is the type of event that brings out the old Fords.

Make sure you join us for the All Ford Picnic on Sunday May 4th. Rick Carlton could still use some volunteers to help - call Rick ASAP--619-512-7058.

We poled the general meeting on April 16th about club Tours to get a sense of what folks want. (The El Segundo Tour was cancelled due to low pre-enrollment and the cut-off date for the bus reservation). The consensus was that if this type of event is re-scheduled, the SIGN UP CUT OFF MUST BE EARLIER. Remember to wear your name tags to the meetings and events. Guests feel more comfortable meeting people who have name tags on -- Carl will give an extra raffle ticket to those who are wearing their tags. We got good feedback on the idea of having the refreshments catered as a "meal" at the Gen. meeting. We will send advance notice so that you may join us instead of eating early before you come (The Pizza at the last meeting seemed to bring out more people). A lively discussion ensued about the \$5 food rebate on tours, and the club decided to continue this as part of our events. The "Tech Tips" seem to bring more folks to the meetings, so they will continue. If any of you 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. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. Mac McPhearson from The HCF Archival Collection Library, gave a comprehensive presentation of this 10,000 square foot building holding everything about all years and all makes and models of autos. Keep moving FORDward --John Hildebrand



Last of 8 Corvettes pulled from sink hole-

Recovered 2001 Mallett Hammer Z06 ends quest to save museum Corvettes.

"Before" photo of Mallett Hammer when it was on display.

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

V.P. **Bob Symonds** - 619-993-7225

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

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Directors:

John Hildebrand - 760-943-1284

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Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Duane Ingerson - 619-426-2645

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

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

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

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

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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.



May 4, All Ford Picnic- Call Rick Carlton to help



Our initial plan was to head down into El Cajon and visit Jim and Ella's home. Unfortunately Jim had come down with a bladder infection and was temporarily side lined.

It was getting way past lunch time and the plan to make an orderly retracement back to El Cajon was replaced by an 'every man for himself' and 'I know a short cut' melee as we all rushed to Cafe 67 for lunch. Just as we were ordering, in walked Dick with a smile on his face. He had been invited to view a whole barn full of collectables just down the street and Dick is always on the look out for the 'next one'.

Many thanks to Jack and Shiela for opening up their home and allowing us to see just how creative each of them are.--Jim Thomas



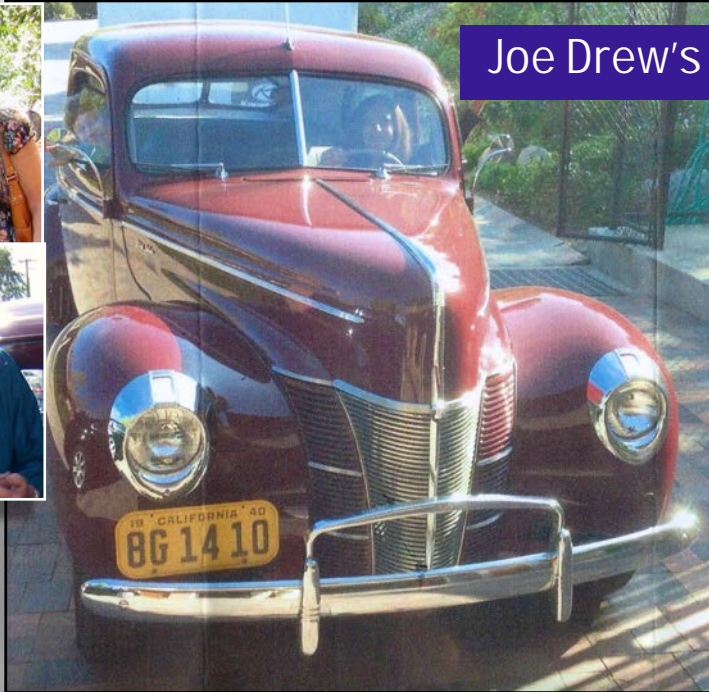
Bare Bones to Classy Woody in one year.

After testing the brakes a couple of times on the sloping driveway, John Dow launched his Model A project onto the streets of an unsuspecting Chula Vista. "There she goes..." was the call heard. It's been almost one year to the day since John bought the A chassis from a guy who had removed the roadster body to plop it on a modern TCI chassis. John found a cowl, windshield, dash, proper fenders, a hood, wheels, tires, etc - cleaned and powder coated everything - bolted it all together. And built a beautiful wood body from scratch. Not bad for a guy that has built his 'last car' several times recently.--TS



Other excitement in CV---The ugliest structure in Chula Vista went boom about a year ago.

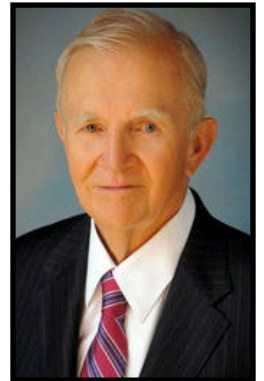




Joe Drew's '40 has a new life.

Joe Drew, a founding member of SDEFV8 Club, recently died of complications from cancer. He was only 74. Drew's father opened Drew's Garage as a mechanic shop in La Mesa in 1927.

Today, the Drew Auto Center - which includes Drew Ford and Drew Hyundai -- is the oldest family owned auto dealership in San Diego. And Jim & Dianne Thomas are proud new owners of the sweet running, all original '40 Tudor that was carefully restored by Joe Drew.



Chicago 1941.

What prompted Farm Security Administration photographer John Vachon to make a study of a packed Chicago parking lot in July 1941, the Library of Congress doesn't say.

But we can guess. Based on how tightly parked the cars are, they're likely either in a downtown parking lot, or

possibly they're parked "for the duration," though with Pearl Harbor still a few months away, that latter theory seems unlikely. Some of the other photographs in the study do show parking setups meant to allow access to the cars, however, and one caption mentions an employee parking lot in the Union Stockyards. What's your guess? *-Hemmings Blog*



Ray Brock-Man on the move.

“I’ve been lucky enough to do exactly what I wanted”

Born in Kansas City in 1934 and on the move by 1940. Ray’s dad worked for Consolidated during the war years and managed to move the family 9 times in 11 years- which meant Ray bounced like a ping pong ball from San Diego schools to Kansas City schools and back again. With all those transfers Ray was one credit shy of graduating in '51. His plan was to graduate a year early (11th grade), but had to come back for a last semester at San Diego High for that one credit to complete his degree.

As a kid, all Ray wanted to do was go fast. His homebuilt coaster on local hills just didn’t cut it until he roped it to a car and launched down the road doing about 30. Racing was already in his blood.

Ray worked his way through school at a grocery store, but once out he moved to Motor Hardware - a machine shop where he did everything, from the books to counter sales, managing and restocking. On the weekends he raced a '32 alcohol Nitro fired tudor sedan at Paradise Mesa Drag Strip. From there he moved to the circle tracks, driving Super Stocks in Balboa Stadium and El Cajon Speedway. When his parents announced they were moving again - this time to Lancaster, Ray said, “Have a nice trip.” and settled down here in National City. In '58 he came to Art Butler’s Auto Repair as a master mechanic. The 1890 building still sits at the corner of west 11th and Roosevelt Ave in National City. Originally, it was a warehouse building with a small single barn door entrance and clear evidence of the horses that used to stable there. According to Ray, it was as dark and cold as a cave inside. The original dirt had been covered by a rough uneven concrete floor poured in 4x4 sections - impossible to navigate on a creeper. The absentee owner sold the business

to Ray in '60, and in '68 Ray bought the dirt the business was sitting on. Once he owned the property, he removed the small house on Roosevelt and transformed the lots on either side of the main building into used car lots. He bought trade-in and wholesale cars from dealers as far away as L.A. and perused the auctions for more. He flipped dozens of new VWs from Mexico. After Korea he got on the Navy surplus sealed auction vehicle list and he was buying two to six '50 and '51 standard cab, 6 cyl, stick Chevy pick ups a month. One month he put in a bunch of silent bids and suddenly he had 16 Navy Grey trucks show up all at once. They were parked all over the neighborhood. “It was a DMV nightmare to straighten out the paperwork.” The trucks were sent to a body shop for paint - whatever left-over colors they had. During this time he was selling 30 to 40 cars a month - he kept a list for two years



1952--First Jalopy. Raced at Balboa Stadium. '34 5 window coupe. 21 stud flathead, 221ci. parked in front of Beech St house, S.D. Car at left is his dad's '50 Hudson.

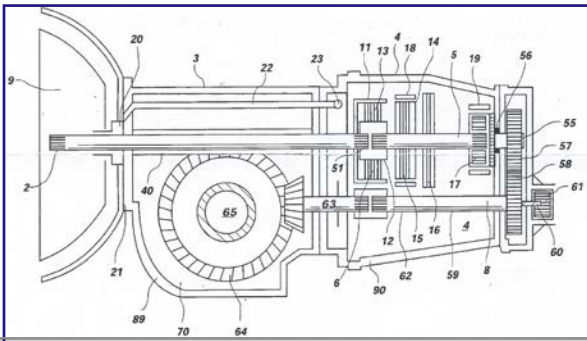


Ray Brock's Garage at 25 West Eleventh Street, National City. A good place to bring your automobile.

until he reached a thousand and stopped counting after that.

Ray was racing every chance he got - rebuilding the track cars at night. In 1954, after his right leg was crushed during a mishap at balboa stadium, a plate and screws were installed to strengthen the leg. ----Contd on pg. 7

Sun. May 4- All Ford Picnic **Call Rick Carlton 619-303-3353 to help.**



M1 - The hydraulically operated planetary differential and transmission combo semi-automatic, commonly known as a Transaxle, but with a quick change feature similar to a sprint car--Ray Brock & Tony Silva

Ray was told he'd have a major limp. Didn't happen. He then broke his right foot and got another plate and more screws. Once again, the Doc told him he'd be limping the rest of his life. Didn't happen. But Ray did meet and fall for his nurse, Dottie. She became his first wife and mom to their 3 kids. Now, with a wife and family, Ray got the message and quit the track to focus on the business--repairing other driver's cars. Years later, when his son began racing, Ray couldn't stay in the pits, he went along as co pilot.

We were talking about brakes when Ray remembered a little '53 Studebaker Champ the owner wanted to dump the factory six and install a Corvette V8. Ray did the work, but when he took it for a test ride, he laughed about flying through a stop sign doing about 40 with both feet jammed on the brake pedal - all go, no stop.



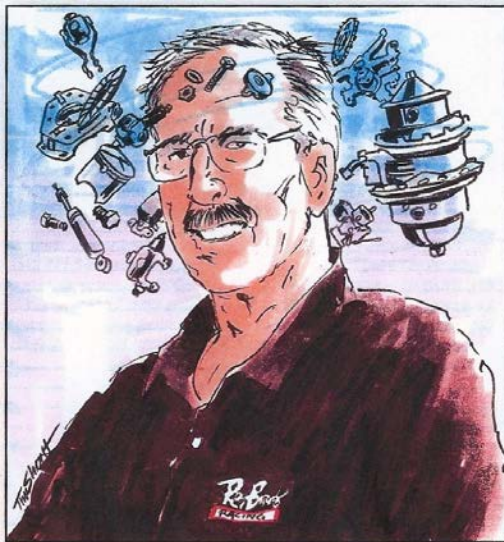
In the 80s, Corky McMillin hired Ray to build his race engines for the big Baja off-road race trucks - the beginning of a 22 year association. The race motors put out between 500 and 740 horses and continually blew transmissions. Ray was tasked with designing a transmission that could take the punishment. He and Tony Silva, working together, came up with the M1, a hydraulically operated planetary differential and transmission combo semi-automatic commonly known as a Transaxle, but with a quick change feature similar to a sprint car. He and Tony hold 18 patents on the unique features of this now race-proven transmission. The R & D cost Corky \$ 2 1/2 million but you can buy one for a measly \$30k.

Ray currently volunteers for the Auto Museum and calls himself, "Just another volunteer." but we know better. He has lost his second wife, Joyce, to cancer this year. He cares for his son Kenny, injured in a water skiing accident years ago. But he is back to work, opening the museum shop doors for club tours and personally guiding groups through, explaining every detail of each car's history and significance to the museum. His own shop, 'Ray Brock Racing', is officially a thing of the past - the building is leased to another repair shop, however Ray is just next door, still building motors and carburetors and doing his homework. He is a voracious reader, he holds degrees from Mechanics Institute, Automotive Tech and A.E.A. to mention a few. Also past President of I.G.O. (Independent Garage Owners) and a former member of the state board of the organization and a past VP of the local chapter.

But, don't let that intimidate you... Ray is ready to sit down with almost anyone and swap racing stories, fishing, hunting, dune bugging, and even sneak in a few golf jokes. He works like a guy with his hair on

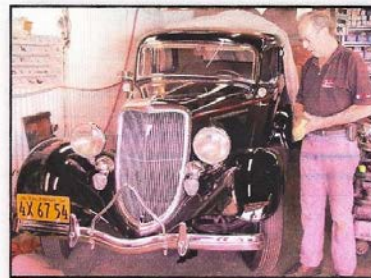
fire, talking through each step of whatever project he's got in front of him. - all the while dispensing rare bits of mechanical knowledge from his man-cave garage.

--TS



Ray 'I Can Fix That' Brock

His shop building still carries the **Ray Brock Racing** sign, but you'll find Ray next door in his retirement clubhouse - his '34 Ford tucked back in the corner. There he opens his brain and 60 years of experience to just about anyone with an auto related issue. You walk in with a question and he jumps on it like a one man Pit Crew, tearing into whatever you have before you're lapped by the competition. Most days, for money, Ray builds 800 hp (and bigger) racing motors that can dish it out and bullet-proof transmissions that can handle it. But, on Wednesdays, right after breakfast with the V8 guys, he volunteers for the Auto Museum and gets into everything you can imagine ... if you have a wild imagination --TS-----



I bought my first V8 with paper route money, and it was a beauty. --Walter Andersen



When I was a teenager, I dreamt of owning my own car. I had a UT paper route for about two years, and saved some money from that. I also worked after school and some weekend days at the nursery my parents owned. I would transplant small plants into larger containers; the nursery grew quite a bit of the plants we sold to customers, at that time. I also bagged up 'Leaf Mold' in burlap bags, no suppliers at that time packaged it. This was quite popular as a mulch and soil conditioner (very dirty job, bagging). I also helped load customers cars on weekends, anything to make a little more money.

By the time I was 16 (1956) I had a nice 'nest egg'. I really liked 1951 Mercury's. I just thought they had beautiful lines. I checked the UT want adds almost daily, and looked at a few. I found a nice four door sedan in a small used car lot in the downtown area. As I recall it was \$600.00 (or very close). I bought it. My first V8 and it was a beauty. I lived in the Bay Park area of town and drove it around some to show my friends. On the second day, an older lady (45 ish) came out of an alley and hit me broadside, right at the right door post. The two doors were crushed and so was I. My father knew of a good body shop in the Ocean Beach area, we took it there. They found two used doors from a wrecking yard to replace the bent ones. The original paint was kind of a forest green, but had a few scratches. I like 'blue' so I paid a little extra to have the car painted blue, as I recall, I chose an 'original' Mercury color. So the car turned out pretty nice. It still had the original cloth upholstery, (the previous owner had seat covers on which I removed). I was still going to Mission Bay High School and some of my friends did not have cars, so I picked up a few in the area and drove them to school. I think I got about 50 cents a week from them for gas.



Some friends helped me do some small things like lowering the front about 2" and the back only 1" so it sat a little lower. The car always ran great. The only thing I ever had problems with was the transmission. It was a three speed with overdrive, beautiful running car. I was 'messing around' a few times and 'threw some "speed shifts"' and dropped some teeth. I think I did that three times (kids never learn). I would go to Rose Canyon and buy another transmission. They must have removed them already, I don't ever remember crawling around in the dirt taking one out of a car. I think I paid about \$25.00 for a complete transmission with overdrive. After three times, I decided not to do that anymore. I traded

the car about 1961 for a 1957 Plymouth Belvedere. (big mistake) But I liked the fins and the car had a lot more power, and just looked 'cool'. From that experience, it seems to me, 1957 Plymouths were not put together very well. Body gaps and door handles were not the best. And the starter always made a lot of noise, I just hated that.

I did not have another Ford Flathead for a long time. I did have some Model A Fords with stock running gear, but those are no comparison to a Flathead V8!



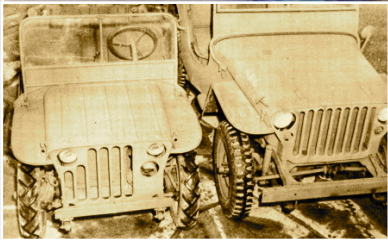
Walter with a few new pals enjoys a tour of the Deer Park Winery Museum



Found! Ford's "junior Jeep" prototype still exists

Familiar to most Jeep historians is the fact that early military Jeep prototypes from Ford and Willys came in well above the maximum weight targets. The U.S. Army wanted the Jeep to be as lightweight as possible, and though Willys and Ford got the contracts to produce the MB and GPW, the Army didn't abandon the idea of an even lighter Jeep. So in 1942-1943, prodded by the brief test program for the Crosley Pup, the Army began a search for an extra-lightweight Jeep..

Missing from the list of manufacturers that responded to that search was Ford itself. Crismon hinted in the *SIA* article that Ford had shown an interest, but never brought their prototype for testing, leading Crismon to assume the Ford extra-lightweight Jeep had never been built. He reversed that position by the time he released his 1983 book *U.S. Military Wheeled Vehicles*, after he had obtained two photos of the Ford extra-lightweight Jeep when new.



Crismon wrote: For reasons which can only be speculated on, the little miniature Jeep was not entered in the competition, and the tests proceeded without Ford's contribution. The engine for this vehicle was a 71-cubic-inch agricultural tractor powerplant which produced good torque, but not much horsepower. Perhaps Ford realized that the combination of low horsepower and downsized components resulted in an unacceptable vehicle. The other manufacturers did not seem to realize this until the tests were completed and all vehicles had failed. The tires were 5.00x17s with agricultural type tread. It was a clean and well integrated design, even if the offset grille looks a little strange. The radiator had been offset to allow clearance for the steering column. A blackout driving light is recessed below the left headlamp.

As seen from the side while sitting alone, the extra-lightweight Ford would appear to be a larger vehicle than it actually was. As with the other trucks designed for the program, it was only intended to be a two-seater, but the good space utilization would have almost made a rear seat feasible. Unlike several of the other designs, which were quite unconventional, the Ford incorporated the basic chassis layout so familiar to American designers: engine out front with transmission behind. Instrumentation included a speedometer, ammeter, oil pressure gauge, and temperature gauge. It would appear from the presence of only one lever that four-wheel drive was always engaged. A detailed technical description is not available, as Ford never provided the Ordnance Corps with the final specifications.

It's possible that the Ford extra-lightweight, like other extra-lightweights submitted for the program, was rear-wheel-drive only, which would explain the single gear lever that Crismon pointed out. And that was that until we recently heard from Ted Wisniewski of Belleville, Michigan. Ted asked us if we had any information on the Jeep prototype that he has owned for the last couple of years. His pictures confirmed that his Jeep was indeed the same Ford-built extra-lightweight Jeep prototype that Crismon wrote up – or at least a Ford-built extra-lightweight Jeep prototype; it's possible, based on Crismon's *SIA* article, that Ford built another. Ted wrote: "I purchased the jeep from a retired Ford employee, he worked for Ford aviation in Dearborn, MI. He drove this jeep around the Ford airport and when they were getting rid of the jeep, he put a bid in for it and purchased it from Ford Motor Company in 1962. I have the original bill of sale that he received. It was in pretty rough shape when I purchased it from him. I've been working on restoring it for the last two years a little at a time and trying to keep it as original as possible all the way down to the original wheels, motor, trans, nuts and bolts. When you see it in person and see how small it is and the condition of the metal, you can tell it came out of a prototype shop. It has a Ford flathead motor that was in running order when I got it. Work still to do: headlights, taillights and a windshield. Since I believe this to be a prototype, some of the parts have to be made, and this is a challenge, but has come along pretty well." --*Hemmings Blog*

Somewhere in Buellton, Ca--
A new used car lot featuring
very nice '40s and '50s cars .



The San Diego Early Ford V8 Club Presents the annual




All Ford Picnic
Sunday, May 4, 2014
Santee Lakes Park

9310 Fanita Pkwy. Enter Main Gate, proceed towards Section A, B and C. At the first Lake, park in lot, NOT on grass. Fun starts at 8 am - continues until 1 pm

\$5 entrance to Park Fee per car. Car Show is FREE.
 (SDEFV8C Members receive \$5 rebate)
 Lunch by Wrangler BBQ - \$12 includes drink
 Or bring a picnic.

*Event Dash Plaque for first 100 cars
 *Gift Certificates for Award Winning Vehicles
 *Rocking DJ Tunes

All Fords - All Years Welcome
 For information call Rick Carlton 619-512-7058



Apr 16, 2014 Gen Meeting Minutes:
Prez: John Hildebrand pounded the gavel at 7:10 pm.

Guests: Matt and Gary.
Presidents Report: John noted that the All Ford Picnic is our next months Tour and that

the Ice Cream Social will be held at the Glider Port in Torrey Pines.

VP's Report: No Report
Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for Mar. as written in the Fan.

Treasurer: Ken Burke gave the financial report and it was MSC to approve. **Membership: Paula Pifer:** 2 new members 37 single and 53 Joint members. **Accessories:** Duane Ingerson has a good selection of hoodies, t-shirts, hats, and Denim shirts for sale.

Sunshine: Joe Drew passed away and Jim Carnahan is in recovery.

C.C.C.: We need a volunteer to take Joe Pifer's place on the Car Club Council. **Fan Editor: Tim Shortt.** The May Fan is coming together.

Thanks to the members for their Stories this issue. **Tours:** All Ford Picnic on May 4th, the Pancake breakfast on June 28th. And Webb Smiths Garage tour on the 19th of July. **Programs:** Mac McPherson Horseless Carriage Foundation gave a presentation on the Automotive Research Library in La Mesa.

New Business: Possibility of catered dinner at General Meetings. More Car related tours, \$5.00 rebate to members and everyone should wear name tags to all functions.

Old Business: Ric Bonnorout presented the Check from the Big Three and noted that there were only 55 spaces left. Rick Carlton reminded everyone that the All Ford Picnic starts at 8:00 and we still need a few volunteers. Bob Symonds will be heading up the Pancake Breakfast and also needs a few volunteers. The Stadium seating arrangement for the meetings will be the default arrangement.

Misc: Western National Meet Sept 3 thru 7 in Thousand Oaks.

Tech Tips. None

50/50: John Hildebrand won the 50/50.

The meeting was adjourned at 8:35. --**Dennis Bailey, Secy.**

Bill Lewis wistfully happy --He sold his '35--"No more BLACK cars for me." Now he can focus on his next project- the other brand, soon to be Yellow convertible.



2014 Tour Schedule

Sun. May 4-
All Ford Picnic-
 Call Rick Carlton
 619-303-3353 to help

Sat, Jun 28 - V8 Annual
Pancake Breakfast
 Call Bob Symonds
 619-993-7225 to help

Sun. July 20-
Webb Smith Collection -
Not to be missed. Jim
 Thomas 619-669-9990

Sun, Aug 17 -Ray Brock
Tour Auto Museum
Restoration shop. Jim
 Thomas 619-669-9990

V8 Western National.
Sept 2-5- Fords & Folks in
 Thousand Oaks
www.veturav8s.com

Membership: Paula reports; Welcome new member **Matt Bergseid**, '42 Business Coupe. **Sunshine: Judy: Dan Prager** on the mend. **Jim Carnihan** hospitalized for a bladder infection. **Fred Lobello** home from hospital, feeling good. Needs help in garage.

May Anniversaries
 5/16 Tim & Sandy Shortt
 5/17 Mike & Lois Pierson
 5/17 Dan & Donna Close
 5/22 Bob & Raphael Hargrave
 5/22 Rick & Betty Storrs
 5/26 Dillard & Jolene Harwell

May Birthdays
 5/08 Avalee Smith
 5/09 Norm Burke
 5/12 Jerry Windle
 5/14 Bill Dorr
 5/15 Bill Houlihan
 5/26 Ina Wakefield
 5/30 Don Timm

Sun. May 4- All Ford Picnic Call Rick Carlton 619-303-3353 to help.

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

Gen. Meeting- May 21, 2014. Tech Tip Time Auto Museum, Balboa Park. 7 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 Flathead. 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



'29 Ford Model A Truck Flat 4. Orig Engine. Great Body. Originally a 4 door (back half removed and made into a truck). Titled as a truck. Wooden bed. **\$9,129 OBO (404) 395-5288 Suwanee, Georgia**

'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.

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



'49 Ford Fordor, V8 Flat-head /3 speed on the tree / clean calif. title / Great paint and interior / all Original /trade considered /\$10,500

oqm3vj-4420380020@sale.craigslist.org

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 Symonds 619-993-7225

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

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

'54 Coupe. 302 V8, C4 auto. Very Clean. **Tom Cook 619-200-8114**



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

Wanted: '32 3 window. Ray 619-993-9190

Wanted: '36-'39 Wheels (two) Carl 619-593-1514

Sale 1932 Model B 4 banger motor. Good condition complete with all accessories-carb, disturb, starter, flywheel, manifold, etc \$500. **Large capacity "One Sacker" Cement Mixer.** Good condition. \$1,000. OBO **Fred Lobello 619-264-9484**

53 Ford Customline 4dr 10,700 original miles. Drives like a new car. Stored 32 years. 6 cyl "Mileage Maker" with 3 speed trans. Original interior reals nice. Mostly original paint. Fog lights, grille guard, continental kit,visor, vent shades, skirts, hood ornament, rocker moldings, windshield washers, adjustable mirror and back up lights. New brakes, carb, fuel pump, gas tank."National First Place Winner" last time shown in 1980 in the AACA. **\$12,500 760-789-3608**



Fresh resto, Flathead '40 in Oceanside. Drive anywhere.\$38k Reply to craigs list npvjc-4405666200@sale.craigslist.org



What vehicle held the world's fastest speed record in the 1800s?

Answer,: a Clipper Sailing Ship...WRONG.
In 1877 a Great Lakes Ice Boat named 'White Cloud' crossed the line at 100 MPH. In 1938 the Ice Boat sped to a record of 143 MPH- 5 x the wind speed... --Les Bartlett



Stainless Steel Fords

The 1936 Ford Sedan was built for and owned by Allegheny Ludlum Steel. This is 1 of only 4 in existence and is the only one currently in running & in roadworthy condition. The car is in exceptional condition, with the interior and even the frame looking great. All 4 cars each had over 200,000 miles on them before they removed them from service.

These cars were built for Allegheny as promotional and marketing projects. The top Ford salesmen of the year were given the honor of driving them for one year.

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



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



Pluggers were using keyless entry long before it became standard.

May/14