

Dec
2023



Greetings, Early Ford V8ers!

As another year comes to a close, I look back at 2023 and am thankful for all the positives of the year. I am grateful for the friends old and new that I have met through the Club. I am grateful for those who have supported the Club by serving on the Board of Directors, for those who helped putting together tours and programs for the meetings, for those that have brought refreshments to meetings and for those that have contributed to and created the Ford Fan every month. I am thankful for those in the Club that have had health problems in 2023 and are working through them. This Club has been going since 1969 and I believe it has more good years ahead.

If you are reading this and did not attend the Club's New Officer Installation and Holiday party, let me tell you that you missed a good time! The number of folks that attended this year equaled that of last year's December event. There were a lot of laughs and good cheer. Barbara Martin put together a lovely decorating theme for the tables and with the Wonder Women of the Club working on the Christmas tree decorations, the room looked terrific! Thanks to all that helped, and thanks to John Davison for his efforts in making the event happen.

John Davison closed out his year as President eloquently. He read though the list of all the activities that the Club had in 2023, which I appreciated because I didn't remember all the cool events that happened during the year. We were pretty darn active!

John also announced the President for 2024....me! That was greeted by some cheers, a few groans, but no tomatoes were tossed when the announcement was made. I am pleased to be the Club President for the coming year. We have a great Board of Directors that were sworn in at the event: Paul Alvarado (Car Club Council Rep and Raffle Ticket Hustler) Dennis Bailey (V.P.), Ken Burke (Treasurer), Rick Carlton (Webmaster & Accessory Manager), Bill Dorr (Program Manager), Bob Hargrave (Club Philosopher), Brad Nelson (Club Secretary) Mike Petermann (Sargent at Arms), Russ Ries (Consigliere) and Tim Shortt (Newsletter Editor, Club Documentarian). I believe with this Board of Directors and support from Club members, we will have a fantastic, fun filled year. The first action the New Board took was to present John with a well-deserved plaque commemorating his year as Club President. Thank you, John!

As 2024 is about to kick off, there are already activities planned.

-December 13: Club breakfast at the Broken Yolk in Mission Valley.

-January 12: Driving tour to the Ramona Camel Farm and Barona Museum with a lunch stop. Ray Brock is the wagon train leader on this event.

-January 17: The first Club meeting of 2024. Remember, January's meeting is at 10:00 AM!

-Email reminders will be sent to the Club with the details of each of these events.

-One final note. The Club is supporting "Wreaths Across America". If you need more information on how to purchase wreaths or how to participate in the laying of the wreaths, please contact John Davison.

Have a blessed December, Happy Holiday, and don't forget, drive that old V-8!——Joe Valentino



PREZ SEZ

It's been honor to serve as the EFV-8 Club Prez for 2023 and wish to thank all of those that served as Board Officers, Directors, Chairs. I was proud to be part of the group that brought the All Ford Picnic back to life and a successful event in May. The club had a fun, busy, positively successful year. Let's keep it up in 2024.

Another board member who was behind the seasons helping (with out being asked) is Paul Alvarado, always early to the meeting to help set up and stay afterwards to tear down and clean up. Always offering up his assistance.

As I pass the gavel off to Joe Valetino the 2024 Prez I am confident the club is in good hands. Joe was always there backing me up, providing guidance and forward looking ideas to promoting the club. Another member that is always offering to help others.

Thank You All for making this the Greatest Club

Ford V-8 Flatheads Rule

Chevys Drool

See you all in 2024 John Davison



REMEMBER the Fallen. . . HONOR those who Serve. . . TEACH our children the value of Freedom.

Welcome to the CA0392P - Early Ford V8 Club's Wreaths Across America Page.

On December 16, 2023 at 09:00 am (Wreath Placement Immediately Following Ceremony), CA0392P - Early Ford V8 Club will be helping Miramar National Cemetery to Remember and

Honor our veterans by laying Remembrance wreaths on the graves of our country's fallen heroes. Please help us honor and remember as many fallen heroes as possible by sponsoring remembrance wreaths, volunteering on Wreaths Day, or inviting your family and friends to attend with you.

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V.P. **Brad Nelson** -571-357-8981

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Directors— **Joe Valentino**- 619-275-1255

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John Davison-619-729-7252

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Other Chairperson-: **50/50**

Name Tag Drawing Volunter

Monthly- Car Club Council

Paula Pifer-619-461- 5445 Membership Programs

Volunteers- Tour Corrdinator

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The Ford FAN is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photosarticle submissions are welcome, Please send materials to Ford Fan % Tim Shortt at 1211 5th st, Coronado, Ca 92118. The Ford Fan of the Early Ford V8 Club to use materials provided The Ford Fan is credited as the source. Send Change of address to Paula Pifer Membership Chair. 3558 Bently Dr. Spring Valley, Ca 91977



**December
Anniversaries**

12/06 Jake &
Tiffany Murrell
12/06 Alex &
Ro Ramirez

**December
Birthdays**

12/02 Gregory
Henkels
12/15 Joe Valentino
12/10 Lani Prager
12/10 Linda Lewis
12/10 Michael
Petermann
12/13 Candy Greene
12/17 Tim Shortt
12/22 Janet Voinov
12/25 Steve Seebold
12/30 Paula Pifer
12/31 Mary Cuzick

**December #of years
in club**

Norm & Phyllis
Burke 38 yrs
John & Liz Dow 28
yrs
Webb & Avalee
Smith 28 yrs.
Mike Fritz
21 yrs
Bill & Linda Lewis
14 yrs

Bill Lewis suffering affects of Agent Orange
from his time in Vietnam
Joe Pifer -Heart operation soon
Bill Dorr- operation delayed

New V8 Members Alex & Ro Rauiroz
New V8 Board Member Russ Ries

San Diego Early Ford V8 Club General Meeting Minutes, Nov. 15, 2023

The meeting began at 7:00 p.m. with President John Davison
leading the flag salute.

Presidents report: John provided an update for several upcoming
issues: Christmas party, Wreaths Across America, and the Club
Elections.

A vote was taken on the candidates for the 2024 Board; it was
unanimous. Next board meeting various positions will be decided.

Vice Presidents report: No report given.

Secretary report: The minutes from the Oct. general meeting were
published in the Fan. They were accepted and approved.

Treasurer report: Ken read the financials; they were accepted and
approved.

Membership: Paula reported 26 singles,
45 joint, and 71 total memberships.

Sunshine Judy reports, "I hope everyone is happy and healthy."

Fan editor report: Tim reports, FAN is coming along just fine."

Accessories: Rick reported Morgan's Monograms has our logo and
has a non-line catalogue and ordering system.

Their web-site can be found in the next Fan.

Car Club Council: Paul reports on two car shows, T-Bird Club's car
show and toy drive at the Hilton Inn in Mission Bay on Nov. 18, and
the Alpine show to benefit Autism on Dec. 10.

Also on Nov. 26, South Bay Cruisers at the
Black Angus in Chula Vista.

Historian: No report given.

Tours: Ray Brock Tour-Jan 12- Camel Farm

Programs: John played a video featuring Peat Aardema and Kevin
Braun's record setting 920 horse power 6 leader V12.

Old business: None reported.

New business: Rick reports there will be a link to our web-site for
A-1 auto transport.

Name tag drawing: No winner.

50/50 drawing: Dan Prager won \$70.

Meeting Adjourned: 8:30 p.m.
Minutes submitted by Bob Hargrave



Before Breakfast



We All Meet New Members- Alex & Ro



During Breakfast Looks Like Fun!





Tim Wins!

Former Prez, Joe Valentino, who has agreed to serve yet another term. (This would be 4 terms since the Pandemic. Not to mention also working with the V8 National.)

Joe called for Susan to select the winning Ticket.

Tim Shortt with his ever present camera was all over the place taking the "Proof You Were Here" Photos.

When it came time to see who won the big Ticket Money, all attention turned to Prez Joe who was looking for the winning numbers. The tension built as ticket after ticket was drawn, but still no winner. Tim was next to Joe with his camera at the ready right up front covering the drawing and waiting for the winner to step up.

Joe was getting desperate as the winning ticket did not show—then he happened to notice Tim's open shirt pocket which had several unopened tickets showing. He grabbed the tickets and found the winning numbers, just like that. Suzan delivered the money and posed for the perfect photo which was taken by Rick Steinacre.

Tim won the \$156 bucks. And we've got the picture to prove it.

Winnings went to Toys For Tots and Wreaths Across America

EFV8 Accessory Report

I was in La Mesa recently and I stopped into Morgans Monograms, one of our apparel suppliers. Here's what I found out.:

**Morgan's Monogram is set up for on-line orders. They do not carry carry most of their inventory, but they order it as needed.*

** There is no minimum Order. * You can bring your own shirts and jackets to them and have our EFV8 Club logo embroidered on them.*

This opens accessories up to you, the club members, to order whatever apparel you wish with our club logo on it. Take a look at their website to see the apparel they provide. Here is Morgan's Monograms contact information.

<http://www.morgansmonograms.com>

**8219 La Mesa Blvd.
La Mesa, Ca 91942**

619-589-0070

Ask for the EFV8 Club's Logo or Morgan's can look it up under my name, Rick Carlton.

You will be able to the color of the embroidery stitching you desire to contrast with the apparel you select. I will continue to order items like Hats in bulk to try to get you a quantity discount.

Any questions, contact Rick Carlton at 619-512-7058 or rcarlton001@gmail.com.



Walter Andersen, Sr.

Walter Andersen Senior. was born in a sod home, on a farm near a small town in Nebraska in 1900. The farm had been homesteaded by his parents who emigrated from Denmark in the late 1800's, eventually a family of 8 children, Walter being the second born. As a teenager he would hire out to neighboring farms as labor, partly because there was not enough to keep 8 children busy, he said typical pay was '\$1.00 a day and room and board'. Back then many farmers were still using horses to plow the fields. About 1910 tractor power started to replace the horse, my father worked with both. In 1922 a cousin, Chris Westergaard from San Diego took the train to Nebraska to visit the family. Chris and my father became friends. Chris offered Walter a job if he would come to San Diego, my father liked the idea, and commented, "when most of the

harvests have come in I will come out". Walter was obligated to work for one of the neighboring farmers that summer. The very hot summers and freezing winters were not to his liking either.

Walter convinced one of his childhood friends to drive to San Diego with him, the two packed up his 6 year old Model T Ford and headed west, by way of Salt Lake City. They chose this way, because Walter had an aunt in Salt Lake City, ignoring a shorter southern route, if they had driven farther south. My father told me the roads were mostly dirt or dirt with some gravel mixed. The only real paved part was twenty miles on each side of Denver. Most nights they would just pull off the road and sleep in tents. The roads out of the towns were generally narrow with two 'wheel tracks'. If they met someone headed the other

direction, they each had to drive in one of the 'ruts' to pass each other. The good thing, after getting 'out of town' there were weren't many cars or trucks on the road. My father told me rocks and gravel were very hard on the tires, they patched a lot of tires. The trip to San Diego took about 10 days of driving, a total of about 1750 miles

After arriving in San Diego my father and his friend started working at Rose Court Floral Co. in the Mission Hills area. This nursery grew mostly interior plants and cut blooms for flower arrangements for the hotels and banks downtown. Florists also bought from them for their retail sales. Walter was able to find some maintenance jobs at their homes, which he would typically do after work or on weekends. He enjoyed that and the extra money that came with those jobs.



Walter Andersen Nursery was opened in San Diego, 1928

by Walter Andersen Sr. on Juan Street in Old Town near the intersection of Taylor Street. In the early years of the company, Walter Andersen Nursery provided landscaping and garden services, from maintenance to landscape design and installation as well as selling plants and supplies. Over the years the landscape and plant sales grew to be the majority of the business and the maintenance side was phased out. Throughout the depression the business grew. Walter Andersen's reputation for supplying the finest plant material and providing quality landscaping grew as well.

Contd... next page—





Expanding & Growing

In 1995, the decision was made to expand the nursery operation by opening a second store. After careful study and consideration, a piece of property was purchased in Poway for the second store. This store is twice the size of the Point Loma store and serves the communities of Poway, Scripps Ranch, Peñasquitos, and Carmel Mountain Ranch. The store opened in the summer of 1998. In 2011, the San Diego Ad Club chose Walter Andersen Nursery as one of the 100 Most Influential San Diego Brands of the last 100 years. In 2018, the company celebrated a great milestone reaching its 90th anniversary in business. Walter Andersen Nursery has been in the SAN DIEGO BUSINESS JOURNAL list of San Diego's Oldest Businesses for a number of years.

2020 & Beyond!

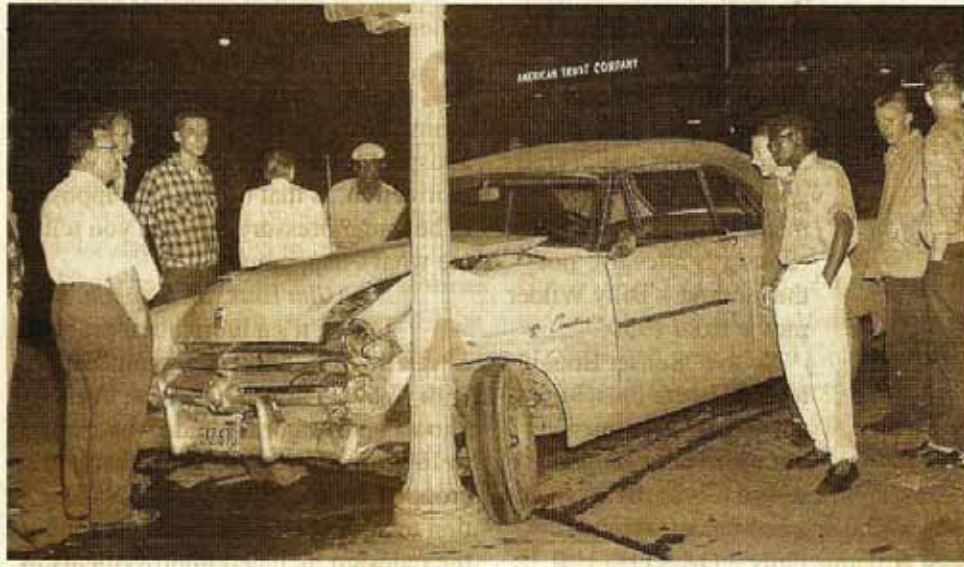
Today, the nurseries are still family-owned and operated with Walter Jr. as Chairman. Jolene continues to work in the main office overseeing financial, accounting and operational issues, Ken Andersen serves as President & CEO of Nursery Operations, Karen Andersen-Thatcher serves as VP of Human Resources and CFO for the company, and John Thatcher oversees various construction projects for the company. Ken's wife, Melanie, is Director of Marketing and Publications for the company.

In case you are wondering... Walter Jr. and his son, Ken hold a place in the Shop for several antique cars... Flowers are nice, but you can't drive 'em...



Walter Jr. and
Best Buddy,
Nacho





This sturdy post didn't give much when it was walloped by a 1952 Ford Crestline Sunliner convertible. The impact gave the Ford a little front-end realignment and had it coughing up some coolant from the radiator. This top-of-the-line convertible was the only convertible in the Ford lineup for the 1952 model year. All the Fords in the Crestline series carried the 239-cid, 110-hp L-head eight-cylinder engine. This ragtop was six years old when Rodman Bingham took a photo of the wreck on March 19, 1958, in Menlo Park, Calif.



Cadillac Ranch is a public art installation and sculpture in Amarillo, Texas, US. It was created in 1974 by Chip Lord, Hudson Marquez and Doug Michels, who were a part of the Art Group And Farm. The installation consists of Ten Cadillacs buried nose-first in the ground. Unfortunately Tourists have shone it No Mercy. Over the years.





Did You Notice? Our New Leaders look a lot like The old Leaders





Which Of These V8ers Would You Hire To Hang Your Pictures?



This 1950 Monterey Sport Coupe Remains an All-Original, One-Family Heirloom

The 1950 Mercurys were otherwise largely a continuation of the striking 1949 models, which shared obvious styling similarities with concurrent Lincoln models. Indeed, junior-series Lincolns of 1949-'51 are nearly identical to their Mercury counterparts from the cowl back. All of these mid-level Ford products were the outcome of World War II-era styling exercises commonly seen during the war years and reflect a futuristic "inverted-bathtub" look that contrasted with the separate body-and-fenders styling of the pre-war styling that remained largely current through 1948. As such, the Monterey body makes for a stylish intersection of wartime dreams and the start of '50s exuberance.

According to Art, "The total purchase price for the Monterey, including taxes and registration, was \$2,699. When my grandfather passed in 1958, my Aunt Stella took over as caretaker. In 1961, she had her brother, Lawrence, put the Mercury up on blocks. The only other thing he did was remove the battery and seal up the garage door. Access to the structure was through a pedestrian door seldom, if ever, opened. Occasionally I'd catch a glimpse of the Mercury. I can still remember

seeing a big black fender and a wide whitewall tire. It's funny how an image can be burned into your memory. The Monterey always seemed to be in the garage – nearly 40 years in total."

In 1989, Art's aunt felt the car needed to be moved away from her neighborhood due to safety concerns. That's when Stella contacted Art's father, Art Sr., and offered to sell him the Mercury. When asked why she reached out, Stella's response was that Art Sr. was the only sibling who never bugged her about the Mercury during the decades since her husband's passing. "My dad was the youngest of nine living siblings then," Art tells us, "He called me with the surprising news; I was delighted." It was a chilly December morning when Art and his dad set out to bring the Mercury home to their quiet suburb north of Detroit. Equipped with an air tank and a six-volt battery commandeered from Art's Ford Model A, the duo went to work to bring the sleeping Mercury back to life. Also in their possession were five quarts of engine oil, coolant, and five gallons of gasoline. The father/son team first changed the oil and filter prior to pouring new fuel in the tank. "Amazingly the old tubeless tires held air," Art says, adding, "I was stunned by the car's odometer reading—just 12,950 miles."

After 31 years in deep hibernation, the 110-hp, 255-cu.in. [flathead V-8](#) initially protested, but eventually roared to life billowing smoke. During the 15-mile drive north, the Mercury continued to smoke, mostly because of the stale, rancid gasoline that remained in the tank. In due course, the exhaust cleared up as new fuel was consumed, and the Mercury ran reliably.

Although they managed to get the Mercury home without incident, Art and his dad now found themselves in the responsible position of stewardship of their family's time capsule. They both knew its significance, and neither wanted to disturb what didn't need to be disturbed. That said, some mechanical work had to be addressed to keep the Mercury roadworthy. They flushed the fuel and brake systems, rebuilt the carburetor and water pump, and replaced the brake shoes. Also replaced were the original Goodyear tires, and the engine compartment was detailed. With the work completed, the Monterey was as sound as the day it left the Ford dealership.

Another two decades passed and Art Sr. began to realize he was no longer able to diligently care for the Mercury. He asked Art to take the maintenance reins of the family heirloom. In May 2000, Art brought the Monterey home.

—Jim Smart

East county tour Oasis Camel Dairy & Ramona/Barona Museum Jan 12

Cost at Oasis Camel Dairy is \$15 per person. Ray had to buy tickets ahead of time so please **make payment to him by January 5, 2024** —

Ray Brock at 814 Cardamom Ct., Chula Vista, CA 91910

Barona Museum is free, restrooms are available at the Dairy, expected temperature is 60 degrees.

On Friday, January 12, 2024 at 8:45 am meet at Macys/Broken Yolk parking lot in Mission Valley. Departing at 9 am

Take Mission Center Road left to Qualcomm Way/Texas St. Turn right to go across I 8 to I 8 east. On ramp (right lane) take I 8 east to Highway 67 off ramp in El Cajon take Highway 67 towards Ramona.

Some from the Palomar Club will meet us at the Park & Ride at the intersection of Poway Rd & Highway 67 about 9:30 am.

Continue on Highway 67 (changes to highway 78 in Ramona) thru Ramona to Oasis Camel Dairy (approximately 50 miles from start)

Arrive at Oasis Camel Dairy at approximately 10:30. Take the approximately one hour tour. (About 1 ½ blocks walking)

Depart Oasis Camel dairy about 11:30 am. Continue on Highway 78 about two blocks to intersection of Old Julian Highway.

Turn hard right onto Old Julian Highway, continue to Ramona at intersection of Old Julian Highway and Main Street.

Turn left onto Main St. and continue to Kountry Kitchen for lunch at 826 Main St. in Ramona. (Parking behind restaurant). Arrive approximately 12:30 pm and depart approximately 1:30-1:45 pm

Continue on Main St. to 10th St. also called Barona Rd. (Intersection of Highway 78 & 67) Turn left onto Barona Rd. And continue to Wildcat Canyon Rd. turn off.

Turn right onto Wildcat Canyon Rd.

Drive Wildcat Canyon Rd. To the Barona Indian Museum and arrive approximately 2:30 pm. There is a 20 minute film plus Indian History.

Depart at your leisure and head for home. We will be driving approximately 100 miles total.

First half approximately 60 mph, second half approximately 40 mph

Drive Your Ford/ You both Need The Exercise





Memories of The WAR YEARS. Carl Atkinson.

San Diego Preparations before and during WWII.

Gasoline rationing was mandatory. We were allowed four gallons a week. You did not do a lot of driving. At night your headlamps were too bright. So we made DIM OUTS by adding an extra bulb in the circuit. The cars were 6 volt and the lights were not too bright to begin with, With the extra bulb in the circuit they were really DIM. You never drove fast at night.



In all houses we had to put dark shades over each window. So no light could be seen from the street. San Diego was the closest place in the US from Japan. We had planes and ships cruising the coast. looking for Japanese Submarines.

There were Anti Aircraft guns in the city with cables attached to Anti Aircraft balloons elevated to see further out in the ocean.

There were 16" guns on Point Loma,-all scanning the ocean looking for enemy subs. When we had target practice, it was like earthquakes, the dishes would rattle in the cupboards.

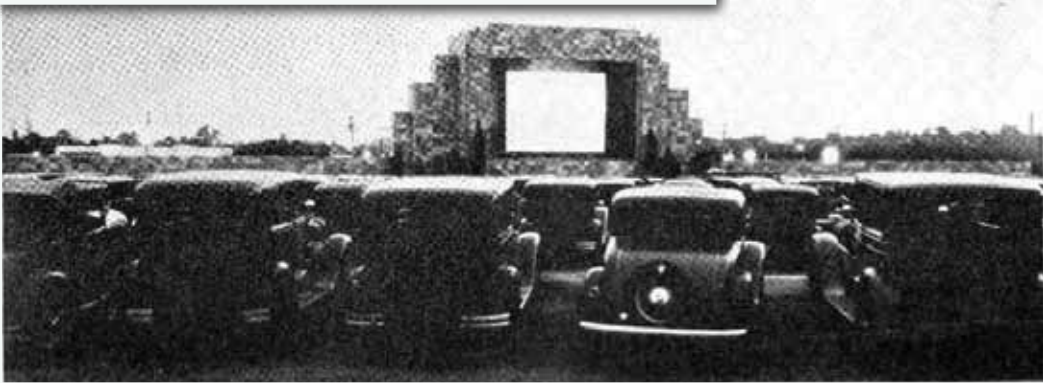
Convair was the biggest builder of war planes. Mainly the twin engine PBY that was used to fly patrol along the coast looking for Japanese subs. The Convair building was completely covered with a painted scene to make it look like a golf course from the air. They built the camouflaged four story building with no windows.



The guys I hung around with had '32-'40 Fords. Everybody met up at the the drive ins and sat around there until some figured out where to go. Usually it was a cruise down Broadway .

My friend Bud West and I had Model A's. His was a touring car. Mine was a four-door that had come out from Oklahoma, pulling a trailer.

I had this 2 gallon can mounted to the firewall. It had a shut off valve in the bottom. Model A's came from the factory with a standard shut off valve, you run the carb out of store gas then switch to kerosene for your ride. The engine was so worn out the kerosene would dilute the oil so you had to change the oil about once a month and tighten the rod bearings, but it worked.





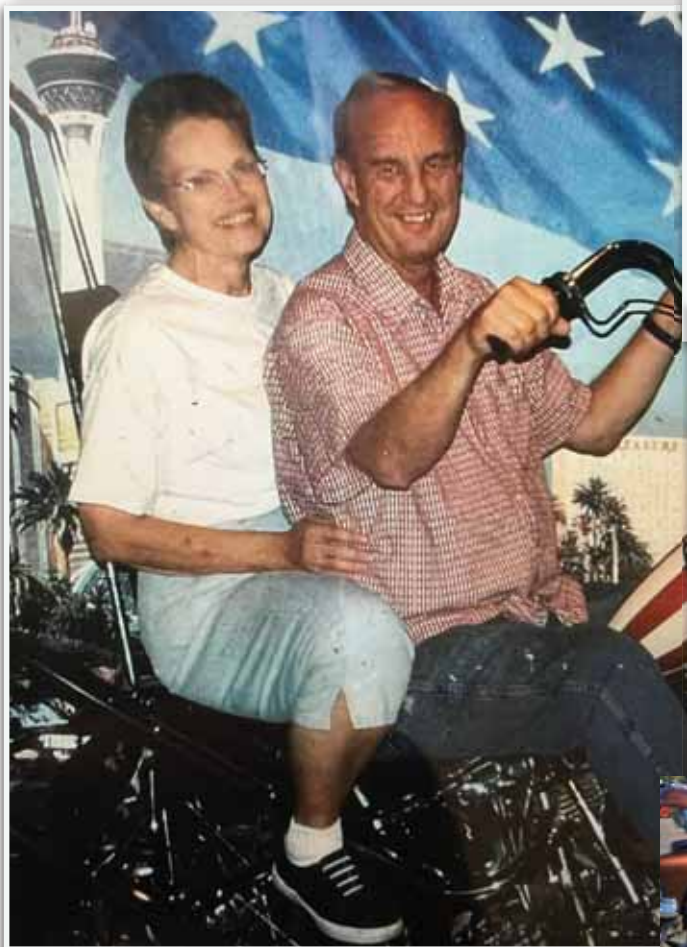
Walter “Wild Man” Andersen

That Walter Andersen, -Yes, he owns a Nursery, but he’s got a wild side you might not know about....

Sandy Shortt knew Walter as one of the students at Mission Bay High School. “He graduated one year ahead of me. And here it is sixty years later and he joins the EFV8 Club. So, we’ve not only met I see him once a month for breakfast with a group of other Mission Bay grads at Elijas restaurant up in Clairemont. Since then he followed in his

father’s footsteps as owner of Anderson’s Nursery. I’ve bought many things there and have been given advice by Walter that always works. Once when he was here at our house he and one of his employees noticed that my staghorn fern had outgrown it’s mother board. I didn’t notice that they took it, but found out when it was delivered days later all put in perfect shape and doubled in size.

Now he has several Antique Fords, one he’s had since high school, and sometimes those old Fords need a push to get started. Well he’s got a whole club of Ford guys ready to help.



—Sandy



ROSIE THE RIVETER

A SYMBOL OF STRENGTH AND DETERMINATION FOR ALL WOMEN, ROSIE THE RIVETER WAS BORN AT the **FORD WILLOW RUN Plant**.

Rosie the Riveter is the muscle-flexing woman exclaiming “We Can Do It” in the famous World War II poster. She has become an icon not only for women who kept the U.S. factories rolling during wartime, but for all women of strength and

determination. The original Rosie was a Ford employee from Ford’s Willow Run bomber plant named Rose Will Monroe.

The history of Rosie the Riveter begins when Monroe became the nation’s poster girl for women joining the labor force during World War II. The term “Rosie,” taken from her first name, came to symbolize all women who continued to fill what had previously been men’s factory jobs, maintaining the company’s labor force as thousands of men fought overseas. During

peak production at Willow Run assembly plant, up to one third of the workforce consisted of women.

Rose Will Monroe worked on the Willow Run assembly line building B-29 and B24 “Liberator” military planes. While on duty, she caught the eye of Hollywood producers who were casting the part of a “riveter” for a promotional film encouraging Americans to buy war bonds. Her exposure in that film resulted in the popular “We Can Do It!” poster by J. Howard Miller.



Mae Krier
Riveter 1943-1945
Boeing, Seattle, WA



During WWII, Mae Krier heard the call of duty at age 17 and worked for Boeing in Seattle. When the COVID-19 pandemic struck, Mae once again showed that the “We Can Do It” spirit is still going strong, sewing masks with the iconic red and white polka dot fabric. She soon received more than 1,000 requests and garnered the attention of ABC, NPR, The Washington Post, CNN and many other news outlets. Most recently, the Rosie the Riveter Congressional Gold Medal Act was signed into law, a mission that Mae has pursued for 40 years. “They said it couldn’t be done, but we did it.”



Tim Shortt- Editor—1211 5th st,
Coronado, Ca 92118- 619-851-8927



'39 Deluxe Convert. Best offer over \$25k-
John T. 770-487-3639



1936 Fordor—Great Condition.
Fresh rebuild on the 59AB motor with 800 miles on it.
**\$26,000 or?, Loren, [720-289-2019](tel:720-289-2019),
lorenhelfenbein@gmail.com for more
details.**



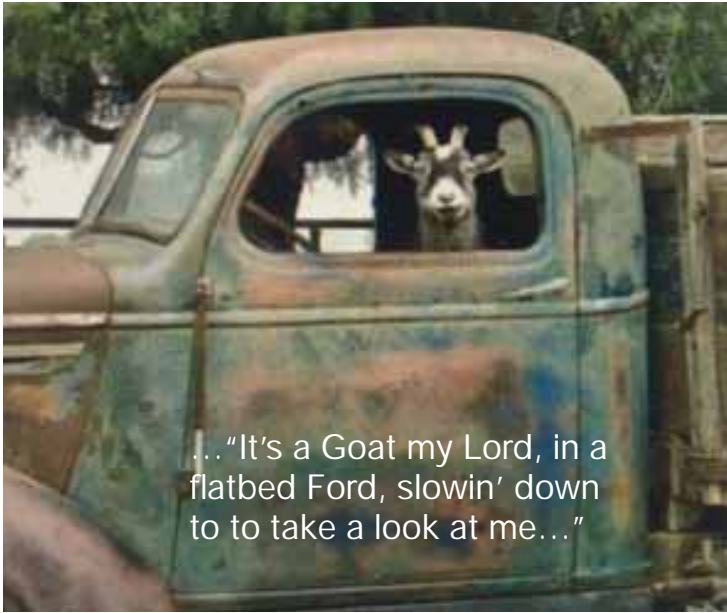
'38 Ford-302, AOD, 9"Rear, New Brakes Interior. Great
Driver. \$32,500 or Best. Frank 619-987- 5280



'37 V8 PU. 59 AB V83 speed Floor mount
trans, New Juice Brakes, King Pins & Tie
Rods, new radiator, new carb, plugs and wires,
12 V Battery, Cooker Tires, All glass good,
New Gas Tank (not installed yet) Email only.
Happy to talk with anyone interested. Located in
Chino Hills (100 mi north of San Diego)- Look up under inland empire
Cars and Trucks pre 1975 for sale by owner. \$17,500 May Trade—
Look it up under Cars For Sale



Tim Shortt- FAN Editor 1211 5th st, Coronado Ca 92118



...“It’s a Goat my Lord, in a flatbed Ford, slowin’ down to to take a look at me...”

