

Apr  
20/24



## Carl Atkinson- The Man, The Myth, The Legend

At 16, leaning on a '35 Ford, looking for trouble

At 35, With he first wife. No, she's not pregnant, just holding a Fan..

Carl was born in 1927. He is credited for ending WWII in 1945, because the Germans gave up as soon as he showed up. He did his time in the Navy as a Mess Steward on board, feeding 400 men three meals a day as they celebrated their way home. ( Took four hours per meal to fill them up.) He also joined in the Poker Games each night on the trip—seems they all lost most of their money. But Carl gave his salary to the true ground fighters of the War—before ever seeing a US Dock..

**He will be 97 March 25.** He's not driving anymore, just using a walker to get around, His best friend, Bill Lewis gives him a lift to V8 Breakfasts and stuff these days.

But in his garage, he still has that award winning triple carbureted '38 Chey custom coupe ( That has won many awards) and that '37 chopped, channeled, dropped and updated Buick with the 350 drive line, that also has a bunch of awards. Both cars have been featured in many customs books. And both have their hoods open because he still working on them.———Contd pg 5





## Early Ford V8ers!

President— Joe Valentino

Historian.— Susan Valentino  
San Diego Early Ford VB Club

### General Meeting Minutes, March 20, 2024

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**Presidents report:** Joe welcomed a visitor from Denver. A list of club members' March birthdays, wedding anniversaries, and club membership anniversaries was read. The All-Ford picnic is on for Sunday May 5<sup>th</sup> and volunteers and raffle items are still needed. Please pay your local club dues. April, July, October and the Christmas party are all day meetings. April 21 is the auto museum Cars & Coffee. April 5-7 is the Good Guys hot rod show in Del Mar.

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**New business:** Coronado's Motor Cars on Main Street event will be held on Sunday April 28. EFV8 members wishing to enter the show and park together should meet in the Von's parking lot at 7:30 am. Saturday June 15 is drive your V8 day and the San Diego club's anniversary.

**Old business:** Candice Green announced that because of gloomy weather forecasts, the four wheeled fellowship on El Marbea Lane has been postponed to June 1.

**50/50 drawing:** Joe Valentino won \$37. George Lusk won a Ford tote bag and Russ Ries won a set USS Midway tickets and souvenir items including a Navy mess tray. Russ says he now has something to eat off of.

**Name tag drawing:** No winner.

**Meeting Adjourned:** 8:03 p.m.

Minutes submitted by Brad Nelson



Former Prez John-  
is retired

President **Joe Valentino** 619-300 4281

V.P. **Dennis Bailey**- 619-954-8646

Secretary -**Brad Nelson** -571-357-8981

Treasurer—**Ken Burke** 619-469-7350

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

V8 Historian- **Susan Valentino** 619-275- 1255

**Mike Petermann** -916-479-3665

**Bill Dorr**-619-884 4188

**Dennis Bailey**- 619-954-8646

**Bob Hargrave**- 619-283-4111

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**Ray Brock**- 619-993-9190

**Fan Editor Tim Shortt**- 619-435 9013—619-851-8927

**Rick Carlton**-619-512-7058

**Pres Pro Tem- John Davison**-619-729-7252 -

**Paul Alvarado**-619-741-9458

Other Chairperson-: 50/50

**Name Tag Drawing Volunteer**

**Monthly- Car Club Council**

**Paula Pifer**-619-461-5445 Membership Programs

Volunteers- Tour Co-ordinator / Barbecue

Meetings Monthly- Car Club Council

**Paul Alvarado** 619-846-7012

Web Master- **Rick Carlton** 619-512-7058

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

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V8 e-blast- **Sandy Shortt**

619-507-9205

*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. Photos & article 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 Bentley Dr. Spring Valley, Ca 91977*



This Nice  
Lady  
waves to  
me  
whenever  
I drive  
past.



Brought to you by The Early Ford V8 Club of San Diego

SDEFV8Club---Pg 3



# All Ford Picnic May 5th 8:00AM - 1:00PM Santee Lakes Regional Park

Model T - Model A - Early Ford - Thunderbird - All Fords



## Cars-Food-Music

### Greetings!

The Early Ford V8 Club of San Diego is having the annual "All-Ford Picnic" on May 5<sup>th</sup>. Attached is the flyer for the event. The picnic will be held at the same location as last year, Santee Lakes Park ([Directions - Santee Lakes](#)), a beautiful scenic location. There are clean restrooms and virtually no walking required between where the cars park and where the event is held. The event last year was a lot of fun, with a good turnout of Fords from Model Ts, Model As, Early Ford V8s, F100 Pickups, a couple of Rat Rods and new Ford Mustangs. There will again be Hotdogs and Hamburgers on sale, along with the fixings. There is



**Hamburgers and Hot Dogs sold**  
**50/50 Raffle**  
**People's Choice Awards**  
**Raffle Prizes**

No fee to be part of the picnic, but the Park charges \$7 per car to enter park. For more information email [Joeyv@Pacbell.net](mailto:Joeyv@Pacbell.net) or call (619) 300-4280

also a People's Choice contest for the attendees' top three favorite cars in attendance.

The Park charges \$7 to get into the park. There is no charge to attend the picnic. The Early Ford V8 Club of San Diego has been able to afford to put on the event through food sales and raffle tickets. There will be a 50/50 drawing and many prizes will be raffled off. We ask those that attend the picnic to donate an item for the raffle. If you have a Ford themed item, car part, gift card, gift basket or you name it, that you can donate for the raffle, it would be greatly appreciated. Donating an item for the raffle is completely optional and not a requirement to attend the picnic. Do bring your appetite!

Please pass this flyer along to members of your Club and to any others that might be interested in attending the 2024 All-Ford Picnic.

**If you have any questions, please email or call me.**

**Joe Valentino**  
**(619) 300-4280**

April Annverseries  
4/10 Joe & Paula  
Pifer 4/13 Bill &  
Sue Houlihan

April Birthdays  
4/01 Bill Lewis  
4/01 Janet Harris  
4/10 Karen  
Walcher 4/15 Joe  
Pifer 4/22 John  
Hildebrand 4/23  
Ray Brock 4/29 Liz  
Dow 4/30  
Marianne Olsen

April # of Years in Club  
Richard&Margaret  
Steinacher 2 yrs

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BS-1 . #167 in the air . #97 Cecil Polsley

## Balboa Stadium Jalopies, Midgets, & Cruisers 1950's



Auto racing took place on a quarter-mile dirt track in Balboa Stadium from about 1937 through July 4, 1961, when the racing stopped so the facility could be used for pro football. Balboa Stadium was one of the hotbeds of midget racing starting in about 1937 until the early 1950s (except for the war years). When interest in midget racing started waning, jalopies, Mostly FORD, became popular. The San Diego Racing Association was formed in 1953

and started sanctioning the racing. By 1958, the San Diego Racing Assn had transformed from a jalopy association to a sleeker modified sportsman (the forerunners of today's super modifieds). Jalopy champions of the SDRA at Balboa included Glen Hoagland (1953), Jim Wood (1954), Jack Krogh (1955), Harris Mills (1956), Don Ray (1957), and Mondo Iavelli (1958). Don Thomas (1957) was the inaugural modified champion with Art Pratt being a three time titlest (1958 - 1959 - 1960). Rip Erikson took the honors in the 1961 season that was split between Balboa Stadium and Cajon Speedway. Many other racers like Bob McCoy, were doing their best to win every local race with the goal to win a ride at the National Races. Also holding events at Balboa Stadium during the 1950s were occasional visits by the URA midgets and the NASCAR Pacific Coast Late Models. During the 1950s it was not unusual for more than 10,000 fans to attend a weekly show at Balboa Stadium . I was one of them.



Bob McCoy had just finished his '32 FORD Jalopy in the alley at my house. Two hours later, on the first Lap, McCoy passed everyone, but hit the fence, flipped 4 times and went to the hospital with a broken thumb and a headache.



'32 Ford Coupe

# Favorite Fords, sort of?—Bill Houlihan

## My goofy story

### Part I

I was about 19 or 20 years old and was living near Chicago with my parents. I bought a half done 1932 Ford three window coupe with a 1952 Chrysler V-8 Hemi. After a while it became clear that I didn't have enough money to complete the project, so I sold the car and kept the engine.

My drive around car was a 1949 Chevy four-door sedan. Not especially cool. So, I decided to stuff the Chrysler into the Chevy – and I did.

I rounded up a transmission – might have been a LaSalle, and a stronger rear end and I was in business. The exterior of the car was completely stock. The only give-away was the lowered front end, due to the weight of the Hemi. I might have had bigger wheels on the back, I don't recall.

What I do know is that I couldn't get across an intersection in first gear. The engine was already wound up in the first 50 feet. The gear ratio in the transmission and differential were mixed up.- . I could never go very fast, but I could get there in a hurry.

I was doing something with the transmission. Maybe I didn't have the shift linkage hooked up, or just didn't have any yet. However, I had to get to work some 10-15 miles away. Here's what I did: I clamped a vice-grip in each shifting rod on the transmission. I knew how to move the vice-grips to go through the gears, so no problem, right?

Only that I had to duck below the dash to reach the vice-grips through an opening in the floor board. Again – no problem. Oops! One of the vice-grips fell off just as I was going under some train tracks. Fortunately, I was in a gear – second, I think – so I just kept going and went around the block, back on my original track, and sure enough there was my travelling vice-grip.

I managed to stop in morning traffic, get out of the car, pick up the vice-grip, get back in the car, duck under the dash, re-connect the vice grip, re-start the engine and presto! I was on my way again. I can't imagine what the guy behind me was thinking as I disappeared after I got back in the car, then drove off.

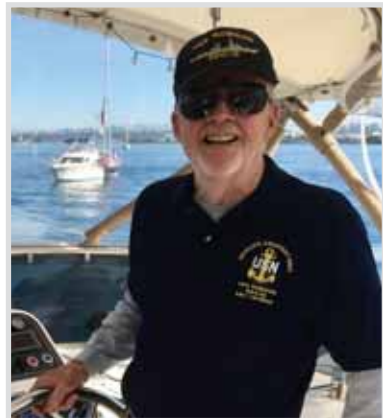
### Part II

The summer before my last year in school, I sold everything off. I was going in the Navy after graduation and did not need the burden of a mal-content car sucking up my meager pay. When all was gone, I got to thinking... There must be some better way to waste my skimpy funds.

Oh, I thought, how about a **boat?** —



V8 Hemi goes here.





## JOIE Chitwood's Thrill Show:

### The Ford V-8 Years

By John Emmering

The large crowd of spectators gathered at Chicago's Soldier Field for the 1948 Cook County fair, collectively held their breath as the white 1949 Ford approached the wooden ramp after rounding the stadium. Attaining the jump speed of 42 MPH the Ford climbed the ramp and then flew off the edge flying 50 feet and over another 1949 Ford passing by underneath, until it came down safely on the ramp on the opposite side. Thus began the partnership between Joey Chitwood and the original auto daredevils and the Ford Motor Company which began with that performance and lasted through 1953.

Founder of the thrill show, race driver Joie Chitwood was actually born George Chitwood. In a turn of fate a publicist forgot Chitwood's first name when writing about his surprise third place finish in an Indiana auto race and intended to insert the name Joe. A typographical error rendered it "Joie" in the news piece and the name Joie stuck. Joie was later billed as "Chief Wahoo" a full blooded Cherokee Indian, however this was a show business invention, as he had no native American heritage.

Establishing himself as an exceptional racer, Joie won several Sprint car championships and raced in seven Indianapolis 500s, two prior to World War II and five after, winning fifth place three times. Joie was the first driver to wear a seat belt in the Indianapolis 500, before they were technically allowed. The seat belt was not worn for safety but helped Joie to keep his foot on the gas pedal despite the vibrations of his car.



In 1943 Joie's first thrill show, "Joie Chitwood's Hell Drivers" was established when Joie bought Lucky Teeters Thrill Show after Lucky had been killed performing a jump. World War II regulations had suspended auto racing, but auto thrill shows were not prohibited. Joie entered this field and strove to establish the best auto thrill show in the business. Joie perfected and improved Teeter's four main stunts, the rollover, the T-bone crash, the dive bomber, and the ramp to ramp jump. The show reached a new high standard as Joie employed only top notch drivers. His two hour auto thrill shows eventually included 28 events.



After an interview with Henry Ford II in early 1948, Bill McGraw, Joie's announcer, set the stage for the partnership between Ford Motor Company and the Chitwood thrill show. Ford agreed to supply the cars, transporters for the equipment and finances for the operation. A new corporation was set up to manage the shows. The sleek new 1949 Ford autos would now be promoted as Chitwood's drivers put them through death defying stunts. The Fords were stock except they were fitted with heavy duty shocks, had a steel

plate welded to the rear undercarriage of the jump cars, and gas tanks were placed in the trunk as a precaution against fire. An extra light was added to the dashboard to improve the driver's view of the speedometer, as a jump car had to hit 42 mph exactly, before leaving the ramp.

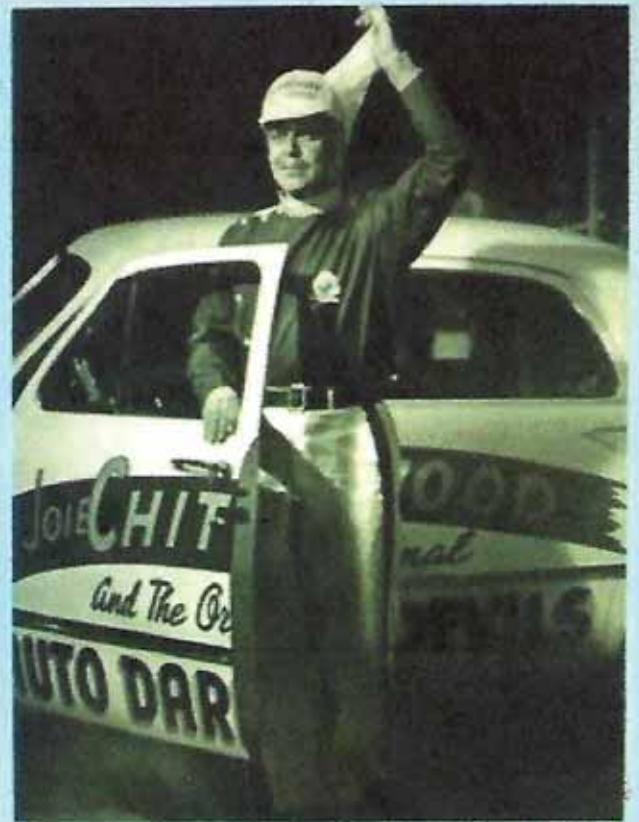


Audiences at county and state fairs soon thrilled to the daring stunts of the new Ford V-8s and witnessed some older Fords getting some very harsh treatment as crash cars. Soon there were five units touring the country each with 10 to 12 brand new Ford cars, two motorcycles, a clown car and 14 to 17 workers. Joie personally performed stunts, often opening his show by executing his famous ramp jump. In order to appear in as many shows as possible Joie would sometimes have a pilot fly over a stadium where one of his thrill shows was taking place and drop him in the middle of the stadium by parachute, in a grand entrance.

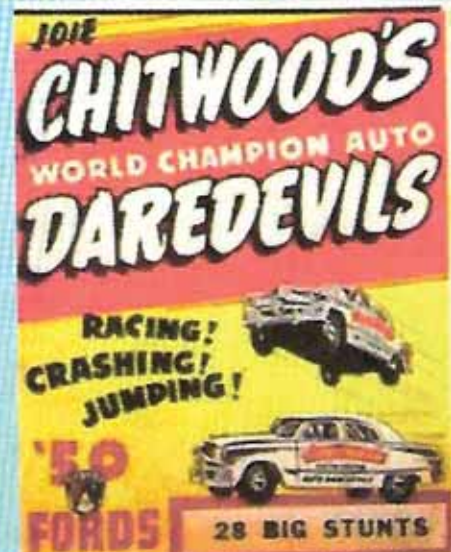
The fame of the Chitwood thrill show grew and early in 1950 Joie got a call from MGM studios. Film director Clarence Brown wanted to feature Joie Chitwood's Thrill Show in a movie called *To Please a Lady* starring Clark Gable and Barbara Stanwyck. In the film Gabel played a race driver who, after being banned from midget racing joins Chitwood's driving crew. MGM built a fairground on one of their lots and 15 days of filming began, resulting in a seven and one-half minute scene featuring some great 1949 and 1950 Ford V-8 cars in action performing thrilling stunts. The film is currently available on DVD.

Unfortunately the five year partnership between Chitwood and Ford Motor Company ended in 1953 after problems erupted with the corporation managing the Chitwood show. The shows had been overbooked and stretched too thin, upsetting Joie. After a legal battle Joie broke from the corporation and formed a new single unit entering into a deal with Chrysler to use Plymouth automobiles in his stunts. The six cylinder Plymouths did not perform as well as the Fords and after one year Joie left Chrysler to make a successful deal with Chevrolet, which had just introduced their 1955 V-8 models.

Joie Chitwood's Ford V-8 years still remain a golden memory to many who recall the thrill of seeing those Fords doing stunts Ford engineers never imagined possible. I suspect some of the popularity of the 1949 through 1953 Ford V-8 s was due to their performance with Joie's crews at the wheel. Certainly Chitwood's Ford V-8 years have earned a place in the annals of early Ford V-8 history.



Clark Gable portrayed Mike Brannan, Midget Racer turned Stunt Driver for Joie Chitwood







# Early Ford V-8's in Hollywood Movies



## Tracked by two 1949 Mercuries, Fords & a Lincoln, Robber Cody Jarret Didn't Have a Chance.

By John Emmering

Ma Jarrett, mother of gangster Cody Jarrett had a close encounter with the FBI in a classic vehicle surveillance maneuver when a three car tag team consisting of FBI men driving a 1949 Mercury, a 1949 Ford and a 1949 Lincoln tailed her through the streets of Los Angeles. Fortunately for Ma the federal agents lost her in traffic in this scene from Warner Brother's 1949 film noir feature film "White Heat". Later Cody Jarret and his gang were tracked by agents in a 1949 four door Mercury sedan and several 1949 Ford Los Angeles Police Cars.



Warner Brothers Cagney was approached for the project when the writers realized he was the only actor who could effectively fill the starring role of Cody Jarrett, a psychotic gangster with a mother complex.

James Cagney starred as criminal mastermind Cody Jarrett, reviving the gangster persona that had propelled him to fame in the 1930's. After a seven year hiatus from

As the film progresses Cody ends up in prison, but escapes after hearing of his mother's murder at the hands of one of his henchmen and disloyal wife Verna. Cody takes revenge and then commits a robbery that goes bad. Cornered by police after the robbery, Cody climbs a gas storage tank. Cody finally fires his gun into the huge tank as he shouts "Made it Ma! Top of the world" as the tank explodes. Besides being a film classic "White Heat" showcases Ford's line of 1949 automobiles in action.





# The Normal Heights Fire-1985

*The fire raged up the canyons and through the neighborhood, consuming one house after another.*

'47 Merc at Curb

Dan's House

*Houses on the west side of Hawley Blvd were destroyed, but suddenly a huge wind gust lifted the firestorm across the street, right over Dan Prager's home and into the canyon below. Dan's '47 Merc coupe was parked at the curb at 5151 Hawley Blvd and saved by Fireman and V8er Jim Hurlburt who doused the smoldering car over and over during the 24-hour fire fight.*



I've featured Dan Prager's story before and acknowledged

Jim Hurlburt's heroic day, but here's the rest of the story:

In 1985, Jim was a full time Fireman stationed at Adams Ave Station 18. They got the call about noon- a fire was racing up the finger canyons from Highway 8 engulfing homes along Mountain View Drive and side streets. It was very hot (in the 90s) and windy.

On scene, local firefighters and police evacuated the endangered structures and LA and Orange County men went after the flames in the canyons. Ultimately a total of 76 homes were destroyed and 57 more were damaged. By evening the firestorm was declared under control and its eastward spread stopped near I-15. Still, there were plenty of hot spots to put out and Jim was chasing the flame ups until noon the next day.

At the time, it was called the worst brush fire in the city's history.

Jim was chasing the fire all night including running back and forth to wet down Dan's steaming '47 Merc still parked on the street.

While dragging hoses through the 9 foot tall dry brush, Jim came across two antique cars that had been rolled down the hill years ago and disappeared as the brush grew. Both sedans, a '39 Ford and a '33 Hupmobile were in terrible shape, but, as a Car Guy would do, he looked the cars over saw that the Ford had a usable front bumper and grill guard - something he could use.

The fire was declared out by noon, Jim, was desperate for sleep and went home.

But he dreamt about that bumper in the canyon and went back for it the next day. *Cont next page...*





## EVER BEEN TO A REAL TRAIN BARN?

Last week, Sandy and I were invited to a Famous Train Barn in La Jolla — Included was a delicious Lunch and a tour of the property.

Russ and Marty Ries bought their house in 1972. Many of the houses in La Jolla sit on hills, but this one is above a quiet and curved street giving them a greater perspective and an even better view of Mission Bay, the ocean and on clear days, maybe Hawaii.

The house has been beautifully enlarged and carefully spread on the flat part of the hill, creating a very interesting yard with dense plantings . The stone patio behind, has a lively

fish pond, waterfall and dense trees making it very private.

They have a big family with many grandkids, who have the run of the place.

A short walk to the two story garage reveals the cleanest garage I've ever seen.

From the outside you think it's a double garage with an apartment above, but it's so much more, ..., *Contd next Page...*





...  
*Train Barn contd...* The raised ceiling allows for up to six cars, (two on lifts) endless cabinets and surprise: the ceiling has a space big enough to lower the entire train room from above so the trains can be seen in action while you're in the garage. We then went up the outside stairs to the sun deck and the two bedroom, bath and living room that is also used as a workout room. And then through to the Incredible train room, You are met by a life size electric mannequin. He's old and a little creepy, but they say he looks like a family member.

I noticed there were enough buttons and controls all around the room to run the Pentagon. And enough tracks for three complete trains that run all over the room, up hills, around turns, and through tunnels. Local trollies pick up and deliver tiny passengers. Miniature lumber yards receive trimmed trees to be cut into boards. Cafes, shops and Cars (all makes, not just Fords), move all over the roads and train yard. Storage areas are busy with workers everywhere. For those in charge of all this, there are couches along one wall that look like actual waiting

*All trains were running and then a crash in one tunnel. Russ went under to retrieve the train cars. Watching him crawl out was even more dramatic.*



areas in a station and on the seats are official hats for all the train conductors. It's all dramatically chaotic and noisy. It's the kind of place that makes your eyes light up.





*A donut with topping representing an eclipse will be sold at the Donut Dude in Liberty Town, Ohio - "Eclipse Donut Special"*



*Cleveland based Market Garden Brewery has partnered with Grocery Chain Helens to sell cans of Hazy IPA called "The Totality" ahead of the eclipse,*

## Businesses getting creative for April's total solar eclipse:

**Celestial-Themed doughnuts, beer offerings by restaurants, Breweries and Hotels**

Eclipse-beer, Jewelry, and ornaments that capture the Sun's disappearing Act with the help of butter cream frosting.

If you did not know a rare full sun is getting ready for the eclipse that takes place April 8. With Apr 8's total eclipse right around the corner, businesses are ready for the celestial event that will dim skies along a generous path across North America. There are oodles of

special eclipse safety glasses for sale, along with T-shirts emblazoned with clever slogans and other souvenirs—just like last time the US got a big piece of total solar action in 2017.

Hotels and resorts along the prime path are luring in visitors with special deals and southwest and Delta are selling seats on eclipse-viewing flights. Cities, museums and parks are staging watch parties to draw in tourists as well as residents.

Closer to eclipse day they are likely to be special promotions from brands springing up like MOON PIES" Eclipse Survival Kits, made from four mini versions of the snack and two pairs of Eclipse Sunglasses. Small businesses along the 115 mile wide path, Texas to Canada totality appear to be leading the charge so far, -baby onesies, ornaments, games and more. Cleveland has decided to go big, because it will be another 420 years-not until 2444,

before brewing the next batch.

BIG CUPPA COFFEE in Arlington, has a full Eclipse menu like Moon Pie frappe-blending a Moon Pie Drink flavored with dark chocolate and toasty marshmallows.

In Ohio' Butler County, The Donut Dude Special: Seven Filled doughnuts filled with rolled Buttercream, two galaxy themed cake donuts and safety glasses so customers can watch the event while snacking away.

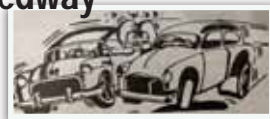
In the USA, Texas has the best odds for clear skies and the State experts to be swarmed with tourists. With prime locations, eateries in the town of Grapevine have a multitude: a 'Blackout Diner' at Hotel Vin and a "Solar Eclipse Shakes" at Son Of A Butcher.

N.Y. Cayuga Lake Wine Trail is promoting "Sips to the Eclipse" for the weekend ahead of April 8. Guests will be able to see wineries for tastings- some of which are offering additional attractions like an eve Tarot card reading, special slushy and Half Moon Cookies. Plenty of anticipation for the folks coming to the Finger Lakes area—especially for those lucky Old Ford Folks just out for a drive.



# Banana Boat

## The History of El Cajon Speedway and the El Cajon Racing Association-1962-1976



Did you know Carl Designed Bus Seats?

Never knew this.

El Cajon Stock Car Racing Association in 1962-George Tripes put an ad in the San Diego paper. Stock car racing at Cajon Speedway \$200 Claimers. The rules were ... A roll bar, seat belts and shoulder harnesses Required. The \$200 claim was at the end of the race. Any Association member was qualified. We ( Atkinson and E Street) had one of the fastest Drivers. So, they claimed 8 of our cars. and gave us a week or two before they claimed the cars so we had time to sort them out.

One night, 8 cars changed hands. By 1963 we had at least 200 cars in the pits. They had to enlarge the pits to accommodate all of the cars. In 1962 the first night we (Atkinson and E Street) brought a car with a different color hood and door, They told us to paint it. We went to a body shop and got left over paint, "all colors". We painted every panel with a different color. When we came to the track, they just walked away. In 1963 we started the Super Stock Class (No Rules) We were racing the claimers on Friday night and the Super Stock on Saturday night. They lengthened the track from 1/4 mile to 3/8mile, still dirt. A few years later in 1974, they paved the track. They sold the water truck and grader to pay for the asphalt. In 1972 we went to South Bay Speedway. A 1/2 mile dirt track. We raced there for one year. In 1973 we came back to Cajon Speedway. We had to quiet the cars, so we put mufflers on them. We had our sound testing system. When you qualified, we tested the sound. If it was too loud, you got only one lap to either fix the issue, or not run that night. — Carl Atkinson



INTERMIMMION ALL THE KIDS WE COULD CRAM IN A CAR FOR ONE LAP

IN 1966 WE HAD KIDS NIGHT DURING CARL BURL



Tall Trophy Girl Kisses Short winning Driver

Vegas Races







'37 Buick Roadmaster Sale in Coronado, Solid car, New seats, Runs good.\$28k or Offer.— Hal 619-865-8039



If Houlhans invite you for a boat ride...Be Prepared...



Some folks stayed behind...



...others Just sneezed! !!!



**FOR SALE**


1941 Ford Super Deluxe Coupe. Complete rotisserie style restoration was completed several years ago. The car is absolutely flawless with nothing overlooked. The frame/suspension and drivetrain was either powder coated or nicely painted. Has a flathead V8 with 3 speed,Columbia Overdrive rear end, MSD Electronic ignition that is still 6V. The upholstery is perfect with no tears or stains, brand new tires, all stainless trim is polished and in great shape. The body and paint are a 10 out 10. Comes with skirts that need to be painted the color of the car. The trunk is complete with matching spare tire, trunk mat and side panel.

**\$30,000-**

**Alex Ramires —619-952-0044**



**1941 Ford Coupe:** Engine overhauled several years ago but never installed. Most all the parts are there but in boxes. \$5000 neg. Gary Werner, 303-808-3519, calls only, no text or email.



**The Auto Wash Bowl in Chicago circa 1920's.** Lots of dirt roads back then. "The nearly 80-foot-wide, ridged concrete bowls about 16" at it's deepest point in the center. Customers paid 25 cents to an attendant who strapped a protective rubber cover over the radiator. Patrons would then enter the bowl via a ramp and drive their cars around and around at a speed of about 10 miles per hour. The ridges in the concrete would vibrate the car and the water, creating a sloshing action that helped wash away all the mud from the chassis and wheels. The process took about three or four minutes. The car would then exit the bowl where patrons who wanted a complete car wash could enter one of the bays where the rest of the car would be cleaned.

On a busy Saturday, about 75 cars per hour would go for a spin in the "Wash Bowl". —

Copied from the Vintage Everyday website.

