

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



Quality welcome us with donuts and coffee.



Following the Fastest General Meeting on record, we piled in the V8s and high-tailed it to Quality Powder Coating. Shawn, the owner, drugged us on sugar and caffeine while we gathered like peeping Toms at the Spray booth windows. He described the process of prepping metal, primer sealing in one booth, finish coating in the second. All the metal bits are hanging from portable roll-around tubing racks. 'Powder Room' booths are kept hotter than Hell for fast drying.

Shawn has some 2,000 paint colors on hand and endless outside suppliers for specific vintage factory colors.

At noon, John Dow honked twice and we headed north on bayside frontage along Hwy 5, past the salt works, and South Bay to The J St Marina for a friendly lunch at the Galley.-TS



Calvin dropping a fast charge on his Merc woody.



Liz Checks out Calvin's Hula girls



Bonneville Tanker "Wall Art"



Hargrave & Windle stuffed into Prager's '46 Merc Coupe-just like HS...



Ray sported a shiner and sore arm. Bar Fight?



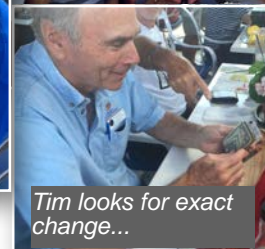
1938 COE-- He said hard part done, almost finished? Really?



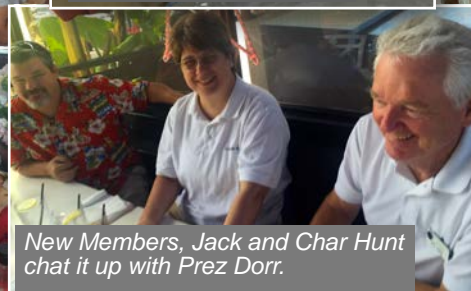
Shawn in Charge...



Joe shows pickle - no comment



Tim looks for exact change...



New Members, Jack and Char Hunt chat it up with Prez Dorr.





Prez Sez--We had our July general meeting on Saturday, July 15th. The Board decided to hold it on a Saturday morning to make it easier for members to attend who do not like driving at night. The meeting was followed up with a tour to Quality Powder Coating, Chula Vista. Thereafter, about 30 members lunched and socialized at the Galley at the Marina Restaurant in Chula Vista Harbor. Another enjoyable and informative day for the V-8er's in attendance. Thank you all for your continued support of our programs.

The August 3rd tour to the Petersen Auto Museum in LA is sold out. The tour bus company, Goldfield Stage Company, is located in El Cajon. Therefore, we will have the first pick-up location at the Red Lobster Restaurant, Grossmont Center, La Mesa and the second pick-up location at the San Diego

Auto Museum, Balboa Park. I will be in contact with each member as to the exact time the need to be at the respective pick-up locations once I finalize the schedule with the bus company.

We have reached the half way mark in my term as President. Over these last six we have put together some great tours, had super success and volunteer turnout at the Big 3, watched with pride as presentations were made to worthy Cuyamaca College Ford Asset Program students with Ollie Smith scholarships for the first time in four years. We celebrated the clubs 47th birthday and started a new concept of making program presentations and tech talks using computer projection. Over the next six months we will be touring the Petersen Museum, having our annual Ice Cream Social, celebrating Oktoberfest, and our Christmas Party along with more tours, the most anticipated one being the Lady V-8ers Tour.

As a final note, I want mention the actions of Bob and Sue Symonds for stepping up at this year's Pancake Breakfast when help was most needed. When the primary cooking volunteers were unable to attend, Bob and Sue recognized the situation, and with tools in hand went about whipping, stirring, cracking, blending, flipping, pouring and cooking. They helped turned a difficult situation into another success. It is this kind of member support that makes me enjoy being part of this club. I am aware others have done similar yeoman's duty in the past so to one and all, "Thank You". --Bill Dorr, President



President: **Bill Dorr** 619-884-4188

V.P. **John Dow** 619-302-8376

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

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

Directors:

Duane Ingerson - Prez Pro Tem 619-870-7732

John Dow 619-302-8376

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Ken Burke - 619-469-7350

Tim Shortt- 619-851-8927

Walter Andersen - 858-274-0138 619-224-8271

Mike Petermann 916-479-3665

Ray Brock 619-993-9190

Other Chairpersons

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

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

Programs: **Mike Petermann** 916-479-3665

Tour Co-ordinator- **John Dow** 619-302-8376

Car Club Council: **Bill Lewis** - 619-651-3232

Web Master: **Rick Carlton** - 619-754-6259

Lady 8ers: **TBD**

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

Ford Fan: **Tim Shortt** - 619-435-9013

Cell 619-851-8927

Refreshments: **Chris Cook**

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

Big 3 Board Members:

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-754-6259

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545

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

619-435-9013

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



**Wear Your Name Tag--
Aug pot \$50 Bucks**

All current member names are in pot. If your name is drawn and you are at the meeting, wearing your name tag, **YOU WIN!**

NEW RULES: Pot starts a \$25. Increases Ea. Mo. until \$100. At \$100, we Draw 'til we have a winner.

On the road home from Woodies on the Wharf with the Smiths & Martins...



The woody just quit on a desolate highway near nowhere. Another woody from the show stopped and offered to help-only 100 miles down the road. Avalee & Barbara went ahead. Dick & Webb waited for Triple A. Once on the lift they found a broken front shock mount had loosened the fuel line. They were fixed & on their way in an hour with new friends to come back to next time.



More Fords coming in...

Used car lot, Lancaster, Ohio, 1938; it's a safe bet that buyers still argued about a \$29 selling price. Photo by Ben Shahn, from Library of Congress archives.- Hemmings



Look What I Caught 52 Years Ago...

PRICES OF THE NEW FORD V-8 LIST PRICE	
Roadster	475 - 510
Phaeton	495 - 545
Tudor Sedan	500 - 550
3-Window Coupe	490 - 540
5-Window Coupe	490 - 540
Fordor Sedan	560 - 610
Convertible Cabriolet	585
Victoria	595

Look at the Dealer Prices 84 Years Ago...



Look What Walter Found in His Tire...

It looked like some sort of small shear, maybe a cigar cutter? I don't understand if I ran over it how it could get inside the tire. The hole was near the center of the tire, a fairly large hole and the tire went flat pretty fast. I had driven about 4 miles from my home, Sunday morning, I noticed a noise, and pulled into a parking lot. There was still some air in the tire, but it was on the rim in about 2 minutes. I could hear something inside the tire when I took it off, did not expect this! Ruined a very nice radial -- Walter



"We Lose a little on each sale, but make it up in Volume?"

Seeing this Ad for a '48 Plymouth Woody (Asking price \$85,000) reminded me of the '48 I bought in 1972 for \$2,500, kept for 5 years and sold for \$5,000 -- doubling my money...smart move?

EFV8 CLUB TOURS**Sat, Aug 3, 2016 Tour**

Comfortable AC Bus to Newly renovated
Petersen Auto Museum & LA Art Museum
 We have a Full BUS!!
 Bill Dorr 619-884-4188

Aug 10 Tour-Cajon Cruise Nite**Sun, Sept 25 Tour -**

Mad Hatter's Garden Tea Party,
 Luncheon & Ice Cream Social

Costumes Appreciated Mad Hats Expected

Time to get your costumes ready

Time to get your hats made

Time to get your 1951 Alice in Wonderland trivia
 under your belt

When: Sunday September 25th,
 12:00 sharp

Where: Down the Rabbit Hole at
 542 Camino el Dorado, Encinitas

Fee: Free with Mad Hat

\$5.00 without Mad Hat

RSVP for lunch count

Barbara Martin (858) 254-5009

DON'T BE LATE !!!



The secret behind the success of
 Washington's crossing
 of the Delaware in 1776.



The Bugatti in the Lake

Hemmings.com writes: *For the locals around Lake Maggiore on the Italian-Swiss border, the mythology surrounding the Bugatti in the Lake was well known.*

This particular 1925 Bugatti Type 22 Brescia Roadster used to belong to Golden Age of Grand Prix driver René Dreyfus, who lost it in a drunken poker game to Swiss playboy Adalbert Bodé in Paris in 1934; Bodé soon left for home with his new machine, but with no cash in pocket, he was unable to pay its import duties when he was stopped at the Swiss border. Bodé walked away, leaving Swiss officials to dispose of his prize however they saw fit.

In those days, a ten-year-old Bugatti wasn't of significant value, so officials chose to roll it into the lake; its eventual resting spot was 173 feet below the surface of the water.



The story entered local folklore and in the 1960s a diver called Ugo Pillon decided to try and find it, and in 1967 he located it on its side about 50 metres down. The 1925 touring Type 22 Bugatti was built in Brescia in Italy and was first registered in Nancy, France. A small brass plate found on the car bears the name 'George Nielly, 48 Rue Nollet, Paris'. It was registered in his name in 1930. The car had four cylinders, a 1.5 litre engine and could reach almost 100 miles an hour. Incredibly there was still air in the tyres and traces of the original Bugatti blue paint on the bodywork.

A Mr. Marco (Max) Schmuklerski bought the car at auction. At the border of France he did not have the money to pay tariff taxes due on the Bugatti. It is believed he left the car behind when he left Ascona and it then remained stored in a builder's yard. But customs officials became aware of the car's existence and insisted on the import duties being paid. By this time the duties could well have amounted to more than the value of the well-used car which was 11 years old. In the case of non-payment, the car had to be destroyed and the easiest way to do so was to tip it into the nearby lake. But should it ever be needed to be recovered a heavy chain was attached. However this finally corroded away and the car fell to the lake bed at a depth of 160ft.

It would seem that the Bugatti would forever remain there until a tragedy changed its fate. A young local man, Damiano Tamagni was brutally beaten and killed, and the diving club decided that they would try and retrieve the car and sell it to benefit the foundation created in his name to combat youth violence. It took more than thirty volunteers and nine months, but the Bugatti was finally lifted from the lake on July 12, 2009.

Why bootleggers all drove Fords...



Bootlegging, in U.S. history, illegal traffic in liquor in violation of legislative restrictions on its manufacture, sale, or transportation. The word apparently came into general use in the Midwest in the 1880s to denote the practice of concealing flasks of illicit liquor in boot tops when going to trade with Indians. The term became part of the American vocabulary when the Eighteenth Amendment to the U.S. Constitution effected the national prohibition of alcohol from 1920 until its repeal in 1933.

Ever wonder why so many hot rodders and Sock Car drivers hail from southern states? 100 proof Moonshine and White Lighting from stills in the back woods.



The Illegal booze that was delivered under cover of darkness in cars that had to be built faster and driven harder than the cops in their rear view...



Without question, the most popular bootlegging car of all-time, was the '39 and '40 Ford Coupe. Whiskey mechanics had all kinds of tricks for getting more power out of these flathead V-8's. Bore them, stroke them, add hotter cams and bigger carburetors. All of the hot-rodding basics –

They'd even do engine swaps, supplanting the stock motors with Cadillac ambulance engines – the biggest V-8s around at the time.

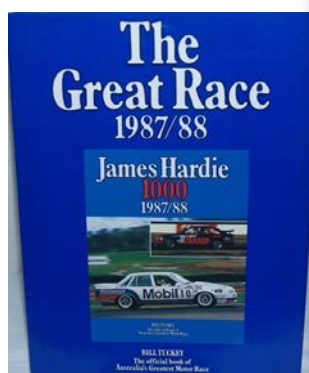
The Coupe was perfect for a moonshine-running car, due to its copious cargo-carrying capacity and its awesome power. The trunk was enormous, capable of holding 100-132 gallons of moonshine either in carefully-packed jars or gallon-size tins. Even when purely stock, the 1940 Ford V-8 provided an extremely stable ride due to its torsion bar, a wanted characteristic for bootleggers navigating moonlit red-dirt switchbacks with 100 gallons of highly-flammable liquid in their trunks.

*Moonshine, my music is a true crime
I hope it ease your brain and kill your pain
the way it do mine*

*(In due time), I'll either make a killin' or I'll do time
Cause even if the fuzz is comin' gunnin' son I'm still runnin.*

–Moonshine lyrics, by Matlock

The Great Race 1988 About 4400 miles, coast to coast. Walter Andersen



(No footage of my car in the event but we were there and made it to Boston ---- two weeks on the road.

I have no photos!! Back then no cameras were allowed in any of the cars while on the race. Automatic disqualification, if they caught you. I had a brand new video cameras (huge thing) I bought just for the 'Race' but could not keep it in the car. It had to be in the support vehicle. So, because I was going to 'film' everything I did not take along a regular camera. The FIRST evening at the hotel. I dropped the camera taking it out of the support truck!!! So I have nothing to show for the 'Race'. I can write down some of our experiences, there were quite a few, some good and some not so good.)

In 1986 my son and I bought a 1934 Ford tudor sedan, it was in Carl Burnett's showroom on Poplar Street. The car was totally stock, but looked to be in really nice shape. Our plan was to enter it in the 1988 Great American Race. We had the engine rebuilt buy 'an expert' in Whittier, and we installed a larger fuel tank, when driving longer distances, gas stops may be farther than a stock tank can take you.

We paid our \$5000 entry fee, that year everyone got a 'free' Interstate Battery. Interstate Battery was a relatively new supplier and had just gone 'national' with distributors in all 50 states. They were a major promoter of the event for several years. We had a support pickup truck and trailer with extra parts. My daughter is riding in the support vehicle, which can't be anywhere near the cars during the day. They can only help at the end of the day, for cleaning and repairs.

The 'Race' had a 'ceremonial start' driving down **Main Street Disneyland** (very cool) in 1988. We were all headed to Boston. 120 old cars, the cutoff was 1936, so all of the cars were at least 52 years old. There were more Ford's than any other make, but there were all kinds of cars entered, including at least one Rolls Royce, a Jaguar, Cord and a two fairly large vintage fire trucks. First day, Anaheim to San Louis Obispo, we develop a leaky head gasket. We repaired it that evening and changed the oil. Day two San Louis to Sacramento. Getting pretty warm. Head gasket starts leaking again and the universal joint is getting super-hot. We just hope we can make Sacramento, we have a spare 'U joint'. Then the fuel pump stops, so we are 'dead in the water'. The sweep truck picks us up, it is dark by the time we get to Sacramento and the Towe Ford Museum. We work on the car most of day three, by this time we are no longer 'officially running' the race. One 'did not finish' and one 'did not start' eliminated us. My son is showing signs of heat exhaustion while working on the car in 104 degree temperatures. I call my wife to tell her our son is flying home. She gets in our Honda and meets us in Sacramento just as we are about to leave with the 'race car' on the trailer. We drive most of the night to Elko Nevada (450 miles) for the next start. You get about 15 pages of instructions each day, very detailed, telling you how fast to go, where to turn and stop for food and gas. My daughter is now the navigator and I tell her "I just want to get to Boston."

Each day they run between 350 and 450 miles, mostly on state and county roads, trying as much as possible to stay off of freeways and super busy streets. The course is drawn so you see some really pretty and amazing countryside each day. They took us places you probably would never think about, or hear of. We had one day off in St. Louis Missouri, you could rest or do repairs, then it is 'off to the races' again. They took us north-east from Missouri, into upper New York and the Adirondack Mountains, then down to Massachusetts. We ended up in Boston on July 3rd just in time for their big celebration. That year the course was over 4,400 miles. We met some really neat people including two guys who were diving a 1934 Nash from Rancho Bernardo area. Unfortunately the Nash threw a rod bearing in the middle of Kansas. The two, rode with us part of the time and also part time on the Greyhound Charter bus that traveled with the group each day.

Very fun, very tiring and very expensive. Fifteen hotels (30 hotel rooms), lots of meals, fuel for our car and the support vehicle. It mounts up really fast. The race has changed quite a bit today, newer cars, still could be a 50 year cutoff, but to me a '60's Thunderbird is not really a 'vintage race car'. The race has changed ownership at least three times, currently owned by Corky Coker of Coker Tires.

These are just highlights - not really the scope of the 'true' event.--Walter

Stuntin' in my two-four – my 1924 Ford Model T, that is--*[Daniel Strohl](#)*

Wheelies, funny cars, urban highway stuntin'—they all require some sort of weight transfer for maximum effectiveness, for poking the front wheels skyward and for putting on a show. And nobody seemed to understand that principle better than a series of automotive showboaters on rural parade routes in the first half of the Twentieth Century.

Of those showboaters, perhaps none is more famous than Roy Repp, who toured the country with his bucking Buick, which he dubbed “Maud, the Motor Mule.” In the [photos above and below](#), which the George Grantham Bain News Service took in the first half of the 1910s, we see Repp, presumably on a New York City street, giving an impromptu show of his Buick's abilities.

Repp, reportedly an Australian, became famous as part of [Ernie Moross's traveling automotive racing circuit](#), a WWE-style circus with staged contests and sideshows like Repp's, which consisted of not only wheelstanding, but also steering the car while up on its haunches and even driving the Buick from the hood.

“He reworked it by shortening the wheelbase, adding independent rear handbrakes and adding ballast weight and rotating caster wheels at the rear,” Mike Grobbel wrote for the [Center Line Historical Information page](#). “By putting the car into reverse and then hitting the foot brake, the front end would rise up and he could then put the car into forward gear and drive with the wheels up in the air. When he applied one of the rear hand brakes, he could also pivot around the locked rear wheel and drive in a circle while the front end was up in the air.”

As to the fates of these cars, many of them were probably headed to the scrapyard before their conversions into wheelie cars, so they likely only lasted a few parade seasons, then went to the crusher.

Though this [1908 Ford Model T](#) for sale on Hemmings.com may not have been an [original stunt](#)

[parade car](#) from the first half of the 20th Century, it has its own unique history – specifically as a stunt parade car for Disneyland's daily Main Street parades in the early 1960s. Seems like Ol' Walt himself was a stickler for authenticity, too – this “Dizzy Lizzy” doesn't seem to differ substantially from actual stunt parade cars we've seen.



*Tim,
I thought I'd share this with
you. If you want to use it as a
filler story for the Fan, cool,
otherwise I will post on the
EFV8 website. The story may
be old hat, or not suitable for
the Fan. You can leave it out of
the Fan, or edit, truncate,
modify as you chose. No
worries! Cheers!*

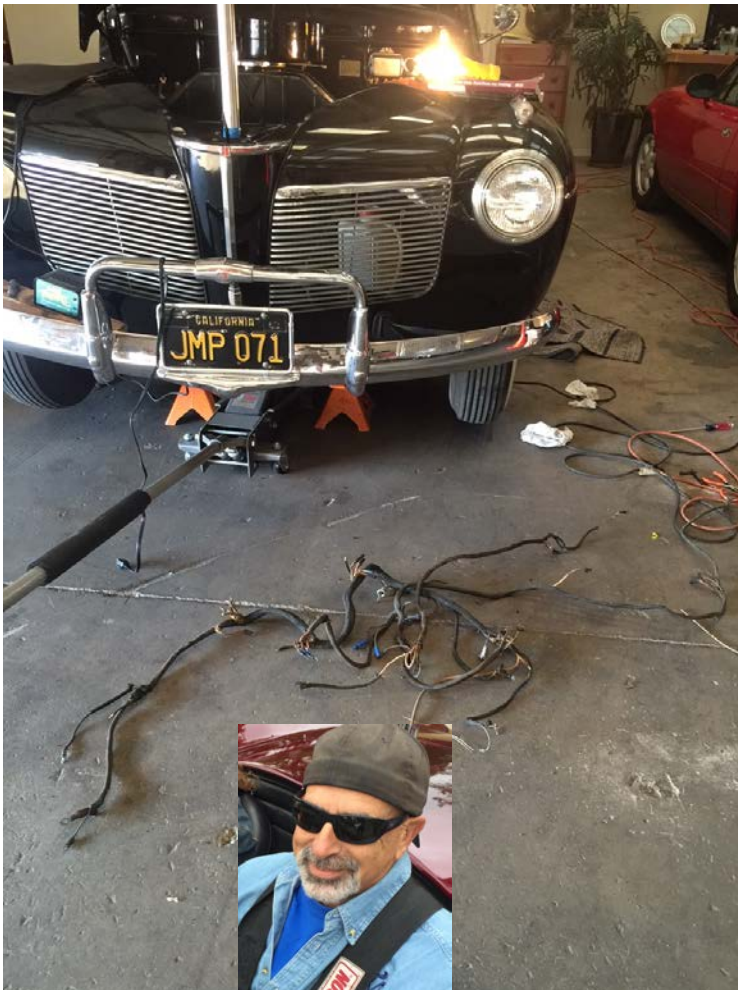
“I've had some issues with the
headlights and tail lights
working properly on my '41
coupe. To correct this, I started
tracing circuits and began
replacing questionable wiring.
It's turned into a total re-wire
job. It currently looks like
this:

....Fortunately, C&G Old Ford Parts has everything needed
to do the re-wire work (how fortunate are we to have such
a great vender so close by?). I had C&G ship the
harnesses to me, but I needed a couple additional items, so
today I drove up to the their store in Escondido. While I
was buying what I needed, I was eyeing this '32 that was
sitting in the shop next door.

After my C&G purchase I sauntered over to that shop and
chatted with the owner / operator, Andre Henriksen. Andre
is a very cordial guy, and we discussed cars for some time.
I told him about issues I had with my other Merc, the '49,
and he had some suggestions to address them. Even
though he is a Flathead guy, he thought the flathead was
underpowered for that big-ass '49 Merc. He is in the
Dennis Bailey camp supporting Ford Replacement engines
in certain cases, like the 49. Although he wasn't as
"emphatic" as Dennis is on the subject.

But I digress: the point of this story is the totally cool '32.
The '32 coupe was originally purchased in Corona Ca. It
appears to be still all original; Andre thinks it hasn't ever
be apart. (They're still out there!) He plans to put in a drop
front axle, juice brakes, and big and little tires. Other than
that, no changes. The patina will remain as is. He said the
'32 is a keeper car (his). I loved it.

If you haven't been to C&G lately, and have the
opportunity to do so,
stop by and check out
Andre's small shop
(Classic V8 Ford).
The '32 is cool and so
are the other cars in
the shop. And Andre is
a good guy with whom
to talk cars. That's all
for now...Over and
out!" -----Joey V





In 1932 the United States was in the depth of the Depression and Ford's automotive production fell from over 615,000 in 1931 down to 210,000 in 1932. By 1933 production edged up to 334,000. 83 years later most of these cars were either wrecked or junked. Of those remaining the majority were modified either mildly or to the extreme. In 2016 it is difficult to find a stock 1933 Ford Tudor. The result is that for every 100 surviving Ford Tudors built in 1933 /1934 only 1 or 2 remain unmodified.

Some are of the opinion that the 1933 / 1934 Ford Tudor is one of the most elegant Fords of the 1930s. This may be why so many were given a new lease on life with a wide variety of engine and transmission swaps.. Actually, for the purist, this is a problem in that so few are left in completely stock condition.

This one was located in Grand Rapids, Michigan. I spotted it on the internet and was on an airplane a few days later. The car was shipped out from Michigan. Problems noted: Rust in front floor boards, a noisy transmission and a flat head engine that needed a complete overhaul.

The engine and transmission were removed and taken to Ray Brock. Ray did everything needed to breath new life into the old lady.

Bill Dorr and Tim Shortt volunteered to assist putting everything back as long a Ray promised to supervise the whole undertaking. The estimated 4 hour job took the whole day, because of a problem with the starter Looking forward to driving it on a tour in the near future. You may have noticed the Ford has a 1934 hood and grill - but the pink slip & ID number indicates a 1933 model. Rays's take on this was that the front clip has been replaced requiring some minor modifications that only Ray's knowledgeable eyes were able to spot. Whatever damage was sustained, there is no evidence of damage to the frame.--Jim Thomas



Today, Jamulians are Joyful.

Soon after the Ford was delivered to SD, the tired motor and trans were pulled by Jim and enthusiastic volunteer, Bill Dorr.

Ray Brock did a rebuild and I joined in as labor for the re-install on July 1st-- A day that will live in infamy.

Right off the bat, a problem: Just getting the tall portable lift to roll under the open garage door took a few minutes to figure. But soon the motor and transmission were swinging above their destination. Our leader, Ray went inside the car to guide the flathead in. After much fiddling, we stabbed the anti-chatter spears into place and cranked the drive train home. Carb, distributor, Fuel pump, plugs, generator & oil were added and it looked ready to go. Just when our collective energy was flagging, Diane, invited us in for a delicious 5 Star lunch, cleaned up the kitchen, provided drinks, and then jumped in to help position the manifolds.

Our goal was to get the motor in and fired up that day, but a cranky starter would not co-operate and by 4:30 we all were pretty much fried, so we settled for getting the big stuff in and headed home for a cold beer and a short nap. We met again a week later, hooked up an old Tow Bar of mine and dragged the Ford to to get it started. It fired before we were out of the driveway, but required some choke before continuing to run, and then it was running strong. In fact it was pushing the tow truck when Jim didn't get the clutch in fast enough. Ray adjusted the carb and we all agreed it was running perfect. Only problem left, the starter.

Ray suggested Jim swap the one off his '40 and he did - worked like a charm. ---TS.



I'm telling everybody about this restaurant...



Don't cha hate drivers who follow too close...

Next Tours:

Sat, Aug 3, 2016 Tour

Comfortable AC Bus to Newly renovated
**Petersen Auto Museum & LA Art
Museum**

**We have a Full BUS!!
Bill Dorr 619-884-4188**

Aug 10 Tour-Cajon Cruise Nite

Sun, Sept 25 Tour -

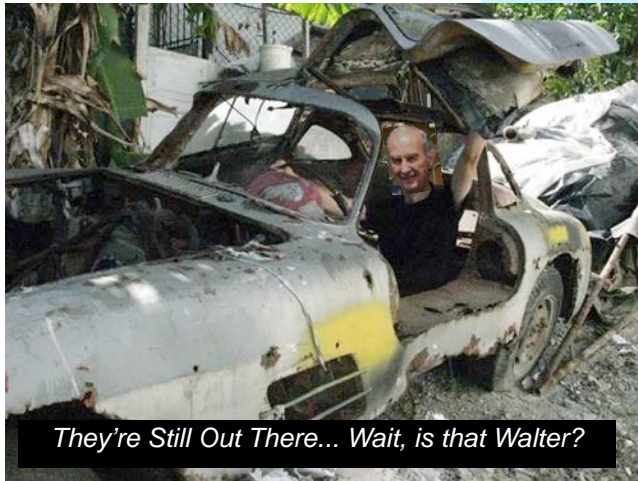
**Mad Hatter's Garden Tea Party,
Luncheon & Ice Cream Social
Costumes Appreciated Mad Hats Expected
Time to get your costumes ready
Time to get your hats made
Time to get your 1951 Alice in Wonderland
trivia under your belt**

**When: Sunday September 25th,
12:00 sharp**

**Where: Down the Rabbit
Hole at 542 Camino el
Dorado, Encinitas**

**Fee: Free with Mad Hat
\$5.00 without Mad Hat
RSVP for lunch count
Barbara Martin (858)
254-5009**

DON'T BE LATE !!!



*Dave Huhn gives
inside tour of his '40
Lincoln, utilizing factory
recommended 'stick'
for holding hood open.*

SDEF V8 CLUB-- July 16, 2016

Prez. Bill Dorr pounded the gavel at 9:05 a.m.

Guests: Jack and Char Hunt (new members)

Presidents Report: Bill Dorr discussed the progress on the Peterson Museum trip and noted that it was a sell out. He also did a recap of club events for the first six months of 2016. He also asked the membership to help in creating new ideas for tours.

VP's Report: John Dow : No report

Secretary: Dennis Bailey: Minutes for last months General Meeting approved for June as written in the Fan.

Treasurer: Ken Burke gave the financial report and it was MSC to approve.

Membership: Paula Pifer: 31 singles and 54 joint members

Accessories: Judy Grobbel: Judy will be ordering more hats and some jewelry for the ladies in about two weeks.

Sunshine: Bill Lewis and Tom Cook are having issues.

C.C.C.: Bill Lewis: No report

Fan Editor: Tim Shortt. The July Fan is coming together and Tim is always looking for more stories.

Tours: Jim Thomas: Quality Powder coating and the Peterson Museum.

Programs: Mike Peterman: No report

New Business: Paula Pifer reported that one of the asset students is interested in joining the club. She asked if the club would fund the dues for his membership. A motion was made and M.S.C. to approve.

Old Business: None

Program: No Report

Misc: Sandy Shortt has raffle tickets available for the western National Meet. 2 carburetors and a V8 clock are being raffled off at \$5 per ticket- 3 for \$10.

Tech Tips: None

50/50: No drawing

Name tag drawing: Gary Tibbot would have won the drawing. Meeting adjourned 9:34.

-Dennis Bailey, Secy

August Birthdays

8/08 Dan Prager
8/11 Susan Graves
8/20 Robert McGehee
8/21 Mike Pierson
8/23 Jim Hallsted
8/26 Sandy Shortt
8/26 Vivian Serrano
8/26 Waneo McKinniss
8/27 Sandy Hurlburt

August Anniversaries

8/05 Greg & Debbie Murrel
8/10 Donald & Judy Gladden
8/16 Jim & Kathy White
8/20 Webb & Avalee Smith
8/24 Jim & Diane Thomas
8/25 Phil & Judith Spaid

Membership Paula: Membership Count 139.
Welcome new members

Sunshine Judy--Bill Lewis lost his brother. Our condolences. Linda Lewis due for knee surgery. Tom Cook recovering from infected leg wound.



*1930 AA, C Cab Bike & Picnic Hauler spotted
at The Billet Proof Show, Chehalis, Wa--
Thanks John Rex*

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

**General Meeting, Wed, Aug 17, 7pm
Auto Museum, Balboa Park**

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Sell the lot for best offer. Margaret Bartlett 619-466-5475**

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

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

FOR SALE: One pair of '34 Ford Tudor Bucket Seats, complete springs, hardware. Need to be reupholstered. Asking \$450.00 OBO. Todd at the Speedo Shop 619-258-8195

Frame straightening to body work and paint . Billy Lynch 619-436-6913-(Recommended by Calvin King)



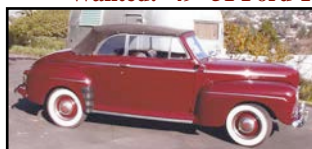
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Aug/16