

THE FAN

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



Don't tell: Joe & Paula had no reservation, so they changed their names to Tom & Chris...



Thanks to the Marines, Camp Pendleton exists.

Hot and sultry day, heavy traffic on the 5 and long lines into the base—but all was made worthwhile by the enthusiastic team of Docents excited to share the story of Camp Pendleton. Once in the Base you see the unspoiled rugged beauty of the coastal mountains, green valleys and beautiful beaches. It's so peaceful, it's easy to ignore the cannon fire in the distance. Way back the land was taken by Spain from the Luiseno & Juanenc Indians, they built a quant Chapel. Years later the land was taken by Mexico, then later taken by America, and at one point we actually gave the land back to the Indians, then renigged on the deal and grabbed it for ourselves. Meanwhile two wealthy investors, O'Niel and Forrester, formed a partnership with a handshake and purchased the 125,000 acres, converted the chapel into a ranch barn and built a handsome house on the hill overlooking their cattle grazing in the valley (now the Rancho Santa Margarita y Las Flores house is used by the Generals who run the base). The partners had agreed that when one died, the other would keep the land. Who knew that they both would die a day apart. Their sons inherited the land and agreed to honor the handshake deal and then formalized it into a ranching corporation. The chapel has been destroyed twice by floods but rebuilt each time. In 1941, Japan bombed Honalulu and WWII began. Suddenly America needed a place to train Marines and through the War Powers Act of 1942, borrowed the land with a promise to return it after the war. However, as governments do, they refused to return the land—instead they paid the corporation 4.2 million and kept the place. Interesting that this bucolic land has been the training ground for thousands of Marines headed to war. Several men on our tour served here, including me — In 1961, I learned to drive an M48 tank over these hot dusty trails (and a few fences) as an Army Reservist.

Had the Marines not needed this base, all this open land would surely have been developed into tasteless condos and tacky burbs, jamming a million more cars on the road - like the rest of SD and Orange Counties. —TS

Prez Sez——What a great month the club had!

On July 8th we toured Camp Pendleton's Santa Margarita Ranch House Chapel and the 31 room adobe Ranch House built in the early 1800's. They are on the Nat'l Register of Historic Sites. We toured beautiful buildings and grounds that used to house the base commander and his family. Most of the group then went to lunch near the beach.

On July 17th a group of us went to Cuyamaca College Ford Asset Students graduation. We took our old Fords and lined them up in front of the theatre. The event was beautiful, put together by the students themselves, two of our club member students; Ignacio and Diego made commencement speeches! Our club received significant recognition and thanks for our scholarship program.

The National EFV-8 board is having their annual face to face meeting here in San Diego on February 20-22. The date was changed so the attendees can stay for the Big 3 Swap. Stay tuned, there may be more to share later about festivities...

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

V.P. **Bill Dorr** 619-884-4188

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

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

Directors:

Mike Petermann 916-479-3665

Bill Dorr - Prez Pro Tem 619-884-4188

Dennis Bailey - 619-954-8646

Jim Thomas 619-669-9990

Ken Burke - 619-469-7350

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

Dillard Harwell 619-954-9422

Ray Brock 619-993-9190

Rick Carlton - 619-754-6259

Other Chairpersons

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

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

Programs: **Dillard Harwell** 619-954-9422

Tour Co-ordinator- **Jim Thomas** 619-669-9990

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: **Tom & Chris Cook**

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



FORD ASSET Graduation!

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** shorttsandy@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 its 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.

...Treasurer Ken Burke shared the mid-year update of our financial performance against our budget. I am pleased to say we are in a very good fiscal condition, thanks Ken for all you do for us. Bill Dorr presented a film on the introduction of the 1932 Ford V-8. At one point in the film it was implied that if Henry hadn't been the richest guy in America the first flawed flathead might have put him out of business! I thought it provided great historical information and perspective. Thanks Bill for a job well done.

At the monthly meeting the club members voted to make a donation to the EFV-8 Foundation Museum. The Museum is in the process of doing an addition of 8700 square feet that will house the increasing number of items they have for display. We are buying 9 square feet of the addition and will be listed on a brass plaque. The last time we made a contribution was 2009 when we bought one of the bricks surrounding the flag pole.

Our August 12 tour is to Tim and Sandy Shortt's home in Coronado for an ice cream social and wife swap treasure hunt. Should be fun – see you in Coronado!

Be sure to keep the shiny side up and the rubber side down.

——Mike Petermann



Wear Your Name Tag-- Aug pot is \$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.



Hundreds of FD Families from all over the state filled the Crown Plaza Hotel, parking and pool areas—more tattooed he-men, good looking wives, naked babies, tacos and beer than you could imagine—Sandy had a few beers and launched into a impromptu toast (in POLISH). In fact, all the girls got huggy as the beer flowed freely. One FD Guy at the next table ate 18 Tacos and we all celebrated. The old cars were a big hit. We all got Olympic Medals, just for showing up

FD Paramedic Joe Cunningham had invited the V8 Club and got a mass hug for his trouble.

-----Next Events-----

Sun, Aug 12, 11am
Wife Swap Treasure Hunt, Pizza ,
Prizes, & Ice Cream Blow Out.
Tim & Sandy Shortt's House,
1211 5th St, Coronado, Ca 92118.
Need Head Count for food. RSVP-
jim.thomas15888@outlook.com

Sept 3 Walter Andersen Tour

Oct Vista Tractor Tour

Nov TBD

Dec Christmas Party

August Anniversaries

8/05 Greg & Debbie Murrel
 8/10 Donald & Judy Gladden
 8/12 Jim & Diane Thomas
 8/16 Jim & Kathy White
 8/20 Webb & Avalee Smith
 8/25 Phil & Judith Spaid
 Swede & Karen Renberg

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
 8/27 Sandy Hurlburt

Sunshine Judy—

Duane Ingerson feeling good after surgery.
Rick Storrs going through some rough times

Membership Paula:
 Welcome New Members:

Bob & Liz Brown
 12177 Avenida Consentido
 San Diego, CA 92128
 cell: 619-890-6988

SAN DIEGO EARLY FORD V8 CLUB

General Meeting Minutes—July 19, 2017

President Mike Petermann pounded the gavel at 7:02

NewMember Bob Brown at his first meeting and older member **Duane Ingerson** was back looking good after recovering from surgery:

Pres. Report: Mike commented on our latest tours. One- the Tanks and Guns, and two the ASSET Graduation Ceremony.

VP Report: Bill Dorr welcomed Duane and Cindy back after a years absence.

Secretary: In Dennis Bailey's absence, Bill asked for approval of the minutes from the June General meeting, as published in the fan, and they were accepted and approved.

Treasurer Report: Ken Burke read through the current financial figures and the six month report. They were accepted and approved.

Membership Report: Paula reported 156 total members. She also had information on the asset program graduation on July 17th at 6:00 pm.

Sunshine Report: Ric Storrs is continuing treatments.

Fan Editor Tim Shortt: The July Fan is coming together – lots of club activities featured.

Accessories: Judy reported that she has a lot of new accessories - "so start buying".

Car Club Council: Bill Lewis reported on upcoming tours around town and the big one in Laughlin, Nev. on Nov 2- Called FAST PASS #30.-3 days & Nites in a grand hotel-cheap.

Programs: TBD.

Tours: Ice cream social at the **Shortt's house** on Aug 12th. Wife Swap, Treasure Hunt, Prizes, Pizza and Ice Cream - the works..

Sept 3 **Walter Andersen** Tour, Oct, Vista Tractor Show, Nov TBD. Dec, Christmas Party.

Program: Bill Dorr presented a historical film on the introduction of the first Ford V8.

Old Business: Jerry Windle reported Ford National Board meeting here in SD, Feb20-22. Meeting date changed so Board members could attend the BIG 3.

New Business: A vote was held to approve a donation in the form of a 9sf V8 wall brick in the new 8,000sf addition to the museum. Donation approved.

50/50: 50/50 won by **Bob Hargrave**. (Be sure to report your winnings to the IRS, Bob)

Name tag drawing: Cheryl Carlton would have won \$50, but was not in attendance.

Misc: None

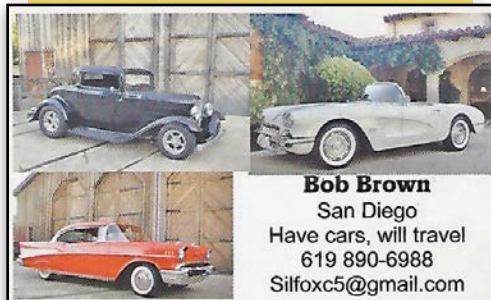
--Mtg. Adj. 9:03 ---*Respectfully submitted: Tim Shortt for Bennis Bailey, Secy.*



On The Road With Ray and Judy:

A Tempting Mile of of old Cars along the road— Washington State.

UP FOR GRABS. As Ray says: Some of them look like you could drive them home, but the owner says, **NOT FOR SALE!**





Twenty Asset Students Graduate into good jobs and bright futures.

The V8 club was given VIP seats in the front row and we were thanked for our scholarship generosity and support. Of Course Joe and Paula were there—these kids are family to them and by the end of the ceremony, we pretty much all felt the same way. After his thirty years military career, Master Chief Joe Pifer retired to what was supposed to be a quiet life - no more desk job - he wanted to be a part of the community and get deep into his main hobby - old Fords. So he enrolled in the Mechanics Program and completed the course with classmates



that were half his age. Being an alumni, he maintained a great interest in the school - same with Paula. She took on the task of selecting worthy candidates for financial aid and administering the program. At club meetings, she was the champion for the program and, even during the recession when the program was suspended for three years, Paula defended all the monies in the Ollie Smith Scholarship Fund, confident the program would be reinstated. This year is a high water mark with twenty Grads. The Ford Motor Co sent their representatives from Ford Corporate and local dealerships. The College Dean personally awarded the certificates. Teacher Brad McCombs spoke to the high standards the school and the students themselves set for every classmate in the program. Every topic is extensively explored until every student understands every aspect. No one is left behind. First speaker Ignacio Castaneda-Garcia, Class VP. Steven Ceja, Student Group Leader,

Diego Oronzco, Student Leader. All spoke with eloquence and emotion. They are ready to step into the future. The families and friends in the audience whooped it up for each grad as they received their diplomas. Eleven V8ers were there— Dick Martin missed the photo, but he was there. Food was served before the event and after, everyone mingled around the old fords for photo ops. Great Day. (See pics page 2 and pg 12)- TS





Look what Walter & Jody Andersen have been hiding...

We've seen the CO trucks, but here's the rest of the story...



This rusted car with chips of blue is my first old car, a '29 Ford tudor, the other one in the garage is also a '29 Ford tudor I never got around to, it is 'as is' from a farm in Nebraska. All three Nebraska cars were tudors — I don't have a photo of the one I sold



1934 Ford Sedan Delivery from the Seattle area. In 1990 Jody and I flew up and drove home. The car is pretty much how I bought it. The guy I got it from did the restoration and put Lincoln hydraulic brakes on it, converted it to 12 volts. We had a problem with the left water pump on the way home - a nice elderly guy helped us find a junkyard that had one. Super nice man in Roseburg. He told us he used to live in El Cajon, but retired about 10 years before and built his new home up there in the woods.



1931 Ford - Came with an inspection sticker and one page from the Nebraska Sugar Valley Rally.

1945 Ford from Yakima Washington. Still has a flathead (kind of rare in our club). Runs fine.

I found a 1929 Ford Pickup in Pacific Beach in the early '60's. I bought it because it was pretty much the same as the one my Father had for the nursery in 1929. I had it lettered to match his original -- a photo of the original and my dad, this was on Juan Street in Old Town. When we were in the Model A Restores Cub we took this on many tours. I built a small 'camper' to put on the back, we camped out several times with the club. Sometime my son was with us. I had the camper designed so it ha the same 'profile' of the Model A cab, with the top material to match. The back 'door' had a piano hinge at the top, Jody and I would sleep with our feet to the cab heads on the tail gate, I had a board crossways in the front of the camper for Ken to sleep on. 'Cozy' Salton Sea and a park up near El Toro and also one east of here called 'Black Canyon Camp Ground' "the good 'ol days" The blue (now rusty) 1929 we drove to Yuma twice with the Model A Club, we would meet the Phoenix group in Yuma for the Yuma County Fair.





*How Rare is this...
Daniel Strohl*

Hemmings Find of the Day – '35 Ford Roadster Ute

One of six 1935 Ford roadster utility for sale on Hemmings.com.

From the seller's description:

This 1935 Ford Roadster Utility "ute" is one of only 6 manufactured that year. From a contact in Australia we found out that approximately 385 "utes" were manufactured by Ford Australia in 1935. Of that number, only 7 were Roadster Utility. One was the #304 Well Side and Six were the #302 Straight Side. The history of the Ford Utes came about as a result of a 1932 letter from the wife of a farmer in Victoria, Australia, to Ford Australia, asking for a vehicle to go to church on a

Sunday and which can carry our pigs to market on Mondays. In response, Ford designer Lew Bandt developed a vehicle based on the client's request and the model (called a "coupe utility" at the time) was released in 1934. A convertible version, known as the roadster utility was produced in limited numbers by Ford in the 1930s. Production ceased in 1938.—



"Bill Dorr and I just dropped by the Auto Museum Resto Shop..."

There was Ray in charge of loading a very nice, but unfinished '56 Merc. The car was owned by two guys: a mechanic and a check signer. They were mid-way through the restoration when the mechanic died. The check signer didn't know how to finish the car, so he donated it to the museum. Ray was in on the find, going to pick it up and making sure they got all the parts. It seemed complete except for missing the front suspension. Ray found that on eBay and bolted it in. The museum put out the word the Merc would be sold and a buyer came right over. New Motor and front sheet metal, etc just fit in his PU. He plans to finish the car bone stock. I asked Ray what else was new and he showed us the just finished '34 Lincoln, a '36 Lancia - new find to be restored, the Torpolini, nearly ready for show and a new '38 Morris Roadster. About then Swede showed up for a

Photo Op in front of the fresh double dually '36 Three ton. I think it's time for another Resto Shop Tour - so much interesting stuff... TS



Early 60s XKE-4 covers have
rotted off over in last 5 years....



Forgotten Treasures In Coronado...

*Look whats hiding in the weeds behind some fancy
houses in Coronado... Just never know what
you're going to find...in the alleys...*

60s? Swiss Army Truck



Early 70s
580 SL
Mercedes
roadster-
4 flat tires



'69 convert &
'63 Bug-
Both
sleeping on
flat tires



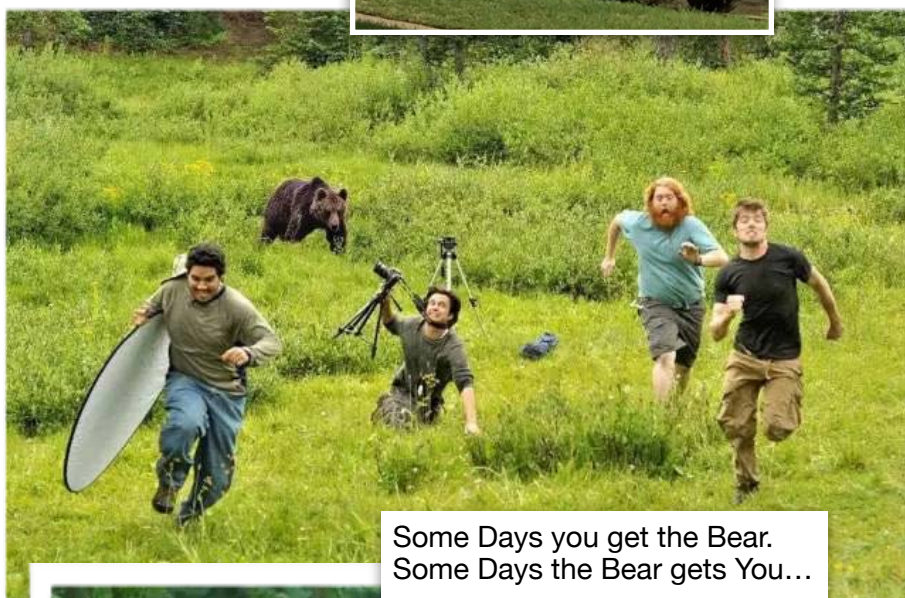
'37 Packard...I think



Man, Woman, Transgender..to go



Some Days you get the Bear.
Some Days the Bear gets You...



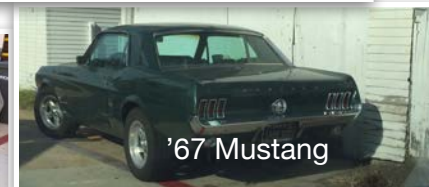
Mini Cooper awaiting repair?



'50 Ford Convert



'67 Mustang



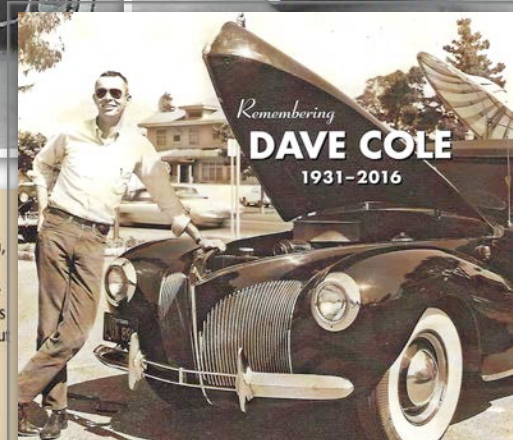
*Most of these cars have not moved in Years...
-I've Lost track of that '49 Ford Woody with layers of
rotted tarps piled high...just outside a garage rumored
to hold 3 other old cars.*



Report

Foundation
News of the Early Ford V-8 Foundation Museum

Excitement at the V-8 Museum with the arrival of the latest addition: Dave Cole/Ken Tibbot's 1940 Lincoln Continental Cabriolet! An awesome automobile. Dave Cole was the owner, then half owner of this car since 1954. It's been driven in many countries and as an everyday driver for most of those years. And yet it still is an amazing car in appearance and serviceability. The V-8 Museum is proud to add this special vehicle to its collection.



-Dave with '32 Coupe 1949 and with same coupe 2006- Last ride in Lincoln 2016- Ken Tibbot at the wheel

Pioneers



E.T. Gregorie

By Jim Donnelly

It's said that you can't have a rational debate with a crazy person. Maybe this axiom didn't exactly apply when it came to Henry Ford, but it's probably way too simplistic to insist that by the time E.T. Gregorie made his acquaintance, Ford the Founder was simply up in years and, therefore, a bit set in his ways.

In those years, Ford could have taught the most egomaniacal, plumed-hat dictator a thing or two about how to be a tyrant, and people like that have a nasty habit of sending the messenger to the gallows—or worse—if they don't like what the messenger has to say. As we'll see, "Bob" Gregorie was lucky enough to have a buffer, a protective go-between, but Gregorie still goes down as the guy who had to prove to Henry Ford that his cars were dirt-dull and convince him there was a better way. The 1949 Ford has long been hallowed as the car that saved the company, but without Gregorie's creativity and, more importantly, his nerve, there may not have been a company to save.

Unlike many of his peers, Eugene Turenne Gregorie was a scion of considerable wealth. Born in 1908, he was raised in Cedarhurst, on Long Island. His father was a very successful investor and his mother an acclaimed painter. He attended exclusive private schools in Virginia, and summered with his family on the docks of the Long Island Sound and the Chesapeake Bay, intently eyeing all manner of yachts and ketches. He began to sketch what he saw and gradually added fillips of his own.

By 1926 he was a staff designer at Elco, the boat builder in Bayonne, New Jersey. He then moved to Cox & Stevens, marine architects based in New York City. Gregorie, like his father, was also fascinated with cars, and in 1928, he visited Brewster & Company on a whim, with a few sketches in hand.

They grabbed him. Officially, he was a car designer, just in time for Brewster's fortunes to fall hard with the rest of the world economy.

Intelligently, Gregorie reasoned that when cars were designed, the big manufacturers would be doing most of the work. Making another dynamite first impression, he landed a slot in Harley Earl's studio at General Motors, but the Depression shortly claimed his position. His contacts and reputation, while rapidly built, paid off sooner than he'd expected: He was offered a position as a body designer at Lincoln in early 1931. One of the first people he met at the Lincoln plant in Detroit was Edsel Ford. The only son of Henry Ford would become Gregorie's inspiration, creative mentor and, for a while, his defender.



Ford, the company, was already losing momentum because of a product lineup that was aesthetically stale in too many ways. The Model T's design speaks for itself. Ford had no in-house styling staff when the T's run ended, so the Model A's basic body crafting was farmed out to Murray, but Edsel had full oversight of that process. When the 1932 Ford was developed, Edsel contracted the design work to Briggs, again under his direct control.

Gregorie, meanwhile, had performed a minor miracle by penning a hurry-up export-market replacement for the Model A, which was too large to comply with British tax and licensing laws. The Model Y, as it was called, had a wonderfully shaped grille that came to a point at the bottom. Edsel loved it, and told Gregorie to update the Deuce. The 1933 Ford was really an upsized Model Y, but it was a styling smash. In Gregorie, Edsel Ford had his Harley Earl, the gifted company man around whom Ford styling

would coalesce and find its identity.

Edsel Ford, very unlike his old man, had a real thing for European cars and their looks. He commissioned Gregorie to design cars for his own use with lines reminiscent of the European designs, but based on Ford production chassis, and called them "continentals." Edsel also received the nod to redo the awkward appearance of a critical new car for Ford, the Lincoln-Zephyr, which in its original incantation from Briggs by way of John Tjaarda, looked tail-heavy. Gregorie rescued it with a clean, prow-first frontal treatment.

At age 27, Gregorie was rewarded by Edsel with a vice presidency of Ford, overseeing all design work. To build a staff, Gregorie created a design school for trade students inside Ford, which produced a generation of stylists and product planners for the company.

Coming off the success of the 1937 Ford, Gregorie was assigned to replace the Lincoln Model K, which had existed with little change since 1931. Over a Lincoln-Zephyr blueprint, he hand-sketched a two-door cabriolet. Edsel Ford was thrilled. The production car became the first Lincoln Continental, a car that almost certainly would have never been built at Ford without Gregorie's gift of taste and Edsel's protective persuasiveness. Gregorie's encores were the first Mercury, the 1940 Fords and their radically wider replacements the following year.

This was Gregorie's creative zenith at Ford, and it didn't last. His health ravaged by constant battles with his father, Edsel Ford died in 1943. Gregorie went off to briefly create a private consultancy, but returned to the now-teetering Ford empire at the personal request of Edsel's son and corporate heir, Henry Ford II. One of his more noteworthy later projects actually pre-dated World War II. Edsel had wheeled approval from his father for a mileage-making straight-six, introduced in 1941. A project to build a "small" post-war Ford was stillborn, along with a gorgeous concept for a 1949 Lincoln Continental. Gregorie also found himself in competition with George W. Walker, a consultant hired by "Whiz Kid" Ernest Breech, to design the make-or-break 1949 Ford. Walker's concept was chosen, by the barest of margins.

Gregorie then moved to Florida and returned to his roots, designing yachts. His foresight was affirmed when Ford did introduce a small six-cylinder car, the Falcon, in 1960. Gregorie died in 2004.



HEMMINGS CLASSIC CAR

Philadelphia, Penn. 1950s

Daniel Strohl



Joe Silva's fifty buck '41 sedan.



He found it sitting alone in a vast parking lot. Traced the owner using the plate number and drove it home for \$50. Last registered in 1969, the old Ford has been on blocks waiting for a chance to roam the highways once again. Joe stores an old turtle shell on the motor and loves to open the hood for friends, explaining that "It's slow, but it gets you there". In the Portuguese tradition, Joe & Lynn gave a house and property tour, showing their improvements, updates, gardens, in-law apartment and one-a-day egg-laying chickens. Bill, John and I put a little time in trying to get the Ford started. With a new battery & fuel, she cranked but would not fire...yet. We'll be back. -TS



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

**Next Meeting : Wed, Aug 16, 2017. 7pm.
Auto Museum, Balboa Park**

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford

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

FOR SALE: Pair of '34 Ford Tudor Bucket Seats, complete springs, Need reupholstery. \$450.00 OBO. **Todd, Speedo Shop 619-258-8195**

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

'40 Deluxe Opera Coupe. Beautiful shape. Drive anywhere. **Terry Johnson 303-888-8231 Englewood, Colorado.**



56 T Bird. V8, AT. Disc brakes. New pearl paint--\$23K OBO **John Hildebrand 619-850-4099**



'38 Sedan Delivery. 350 Chevy, 700R Trans, A/C **Mustang Wanted- Very nice- \$39,900 OBO. Call Bill Lewis 619-851-3232**

Wanted- Two Wheels-16" x 4.5" Mike Pearson 760-729-4645.
m.pierson@roadrunner-

1930 Model A Sport Coupe.

Rebuilt engine slightly warmed up with many improvements: 5.5 compression head, stainless valves with adjustable lifters, fresh Babbitt bearings, 'B' grind camshaft, balanced, Weber down draft carburetor, cast iron exhaust header, lightened flywheel, V-8 pressure plate, Flot-a-motor mounts - both front and back, stock transmission - BorgWarner overdrive in the torque tube, new design one piece 2 blade fan, 4 core Warner radiator - pressurized, 12 volt system with 1 wire alternator, F-100 steering box with shortened pitman arm, 16 inch radial tires on cut down Model A wires, regular Model A muffler so it has the distinctive Model A sound, new brake shoes and cast iron drums, still the same mechanical brakes but all renewed pivot joints and



adjustments, very nice upholstery and top, good paint but does have a few chips and scratches, the pictures pretty much show the various accessories. Yes, it does have a hood. All mechanical work has been done by Hansen Garage in Ramona. **\$20k. Dave Huhn 619-392-4545**



'65 Mustang Coupe. PS, PB Auto, AC. New 302 V8. Show Quality Restoration- \$20k - 619-466-5475

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Sell all for B.O. Margaret Bartlett 619-466-5475**



'32 Sedan. ready to go hot rod. Real Nice Car. \$30,000. 36 Coupe Running Boards-NEW—\$400 Tom Cook 619-200-8114

Wanted: '49-'51 Ford Tudor Basket Case. Carl 619-593-1514



'48 Ford Deluxe Bus Coupe. New motor. Everything else NOS. \$18k OBO **Norm Burke 619-462-8956**

Jeep CJG Trans, Transfer Case. Everything from flywheel to Drive Shaft. \$500. **Carl 619-593-1514**

Three Vehicles from Lane Showalter's collection— Dixie 616-677-8922

'32 Phaeton. Once Dickie Smother's, then Harrah's Museum car. All Steel, all orig, Excellent shape. \$95k

'34 Vickie tudor. Beautiful original. Survived the Silmar earthquake. **LB Interior. \$45k**

'77 GMC Elagance Motor Home. **Runs great. \$9k. Includes extra RB Caddie Motor. Dixie 616-677-8922**



SDEFV8 Club, C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118



Prez Mike & Master Chief Joe share the secrets of command...

Aug/17



Honey, did you put the top up on the roadster...?