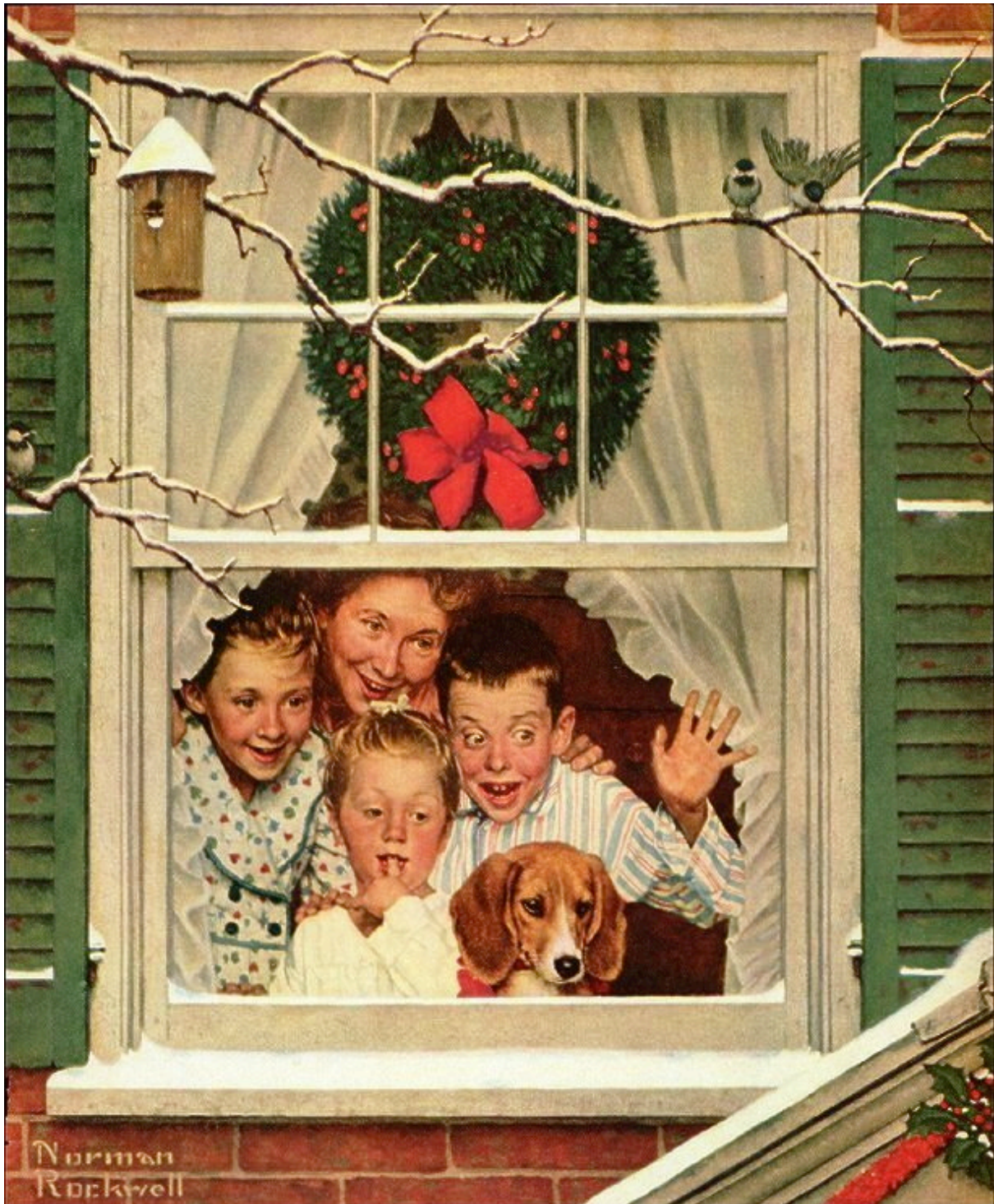


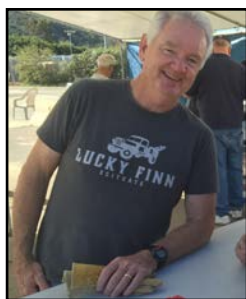
✕ THE FAN ✕

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



"Oh Boy! Pop bought a new Ford!"

Christmas Party--Sun, Dec 11



Prez Sez—As you receive this issue of the Fan, you will already have received the e-blast asking each of us to vote on the future of the Big 3 Swap Meet. For many this is a sad commentary for what started out as a fun filled auto parts swap meet but grew into a small business operation. Many of you native San Diegans may recall its inception, growth and popularity. However, this goes, the club has the pride of having formulated and nurtured one of the most significant auto parts events shy of Hershey. The work, coordination and camaraderie it took to be so successful will always be a source of pride for club members.

At our November general meeting, the new Board for 2017 was introduced. It will be comprised of Walter Anderson, Dennis Bailey, Ray Brock, Ken Burke, and Rick Carlton, (I

Bill Dorr, Dillard Harwell, Mike Petermann, Jim Thomas and Tim Shortt. The officer positions will be announced at the annual Christmas Party to be held at the Coronado Golf Course December 11, 2016. Be sure and get your money and reservation submitted to Barbara Martin ASAP if you have not done so already. Also, if you are interested, Joe and Paula Pifer will again be collecting your gifts to Toys for Tots. Remember, only newly purchased, unwrapped items can be accepted.

As promised, Program Chairperson, Mike Petermann, did a fun and fascinating presentation of his April 2016 drive of Route 66 from Chicago to San Diego? Mike is a very funny, entertaining guy and his slide show made for a great evening. Jim and Diane Thomas brought the ice cream and soda for everyone's enjoyment; some a second and third time around. Chris and Tom Cook served up the coffee and donuts.

Our last tour/event was held November 6th with the "Oktoberfest" celebration at the Sweetwater Summit Park. There are no planned tours for December due to the holidays. However, if a member gets the itch to drive, don't be surprised if an e-blast goes out for an impromptu tour someplace.

The Christmas Party will be my final function as club President as my term ends in December. It has been a great way to get to know some of you better. It has also been a privilege to serve in this capacity and I thank you for the trust and support I received. Have a great Christmas. --*Bill Dorr, Prez*

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

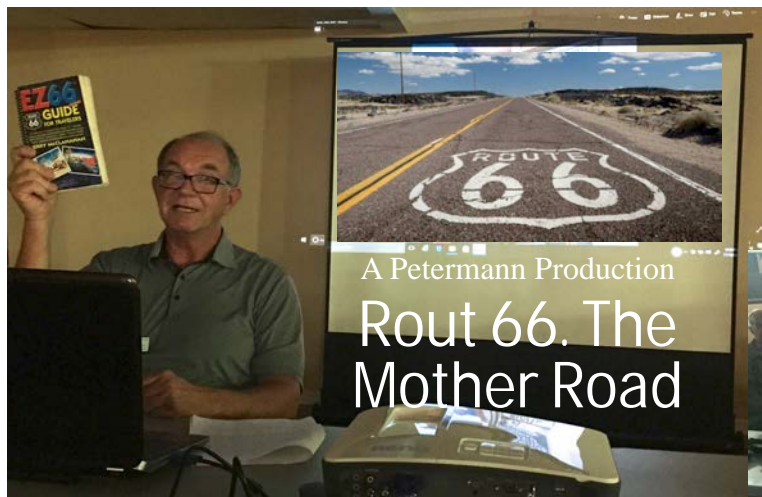
The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication.

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.



Mike Brandon missed the \$75 prize because he wasn't here.

Wear Your Name Tag--
December pot is \$100 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



Mike Petermann presented his Rt 66 Trip to a packed house and plenty of laughs. The photos prove you can't make this stuff up. And no one turned down the root beer floats. Great show Mike. Thanks a lot.



*Look at the crowd!
 About 50 members in attendance*



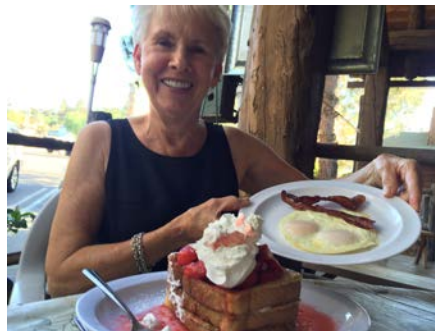
HE'S BACK IN THE SADDLE AGAIN

Rick Storrs is a very talented man. Lately we have not see as much of Rick as we would like. He has had some health issues this past year but as you can see, things are much better.

A group of EFV-8 club members attended the grand opening of the new Alpine Library on November 14th. Besides the new library, Rick Storrs and his band 'Memories' were the main attraction. Rick is not only a musician but also a great showman and kept the audience entertained between sets. The band specializes in Country-Western music but ventures into other genres. I think the audience's favorite was the song 'Loving You' which Rick dedicated to his wife Betty after sharing with the audience that he and Betty had been married for 18 years and that those had been the happiest 18 years of his life. Rick's two side kicks are Dave who plays lead guitar and does vocals and Ray who plays bass fiddle which is not only of a unique design but an instrument that he made himself.-- Jim Thomas



Rick Storrs and his band, **Memories**, performed at the opening of the new Alpine Library on Saturday. The Dorrs & Shortts showed up Sunday. OOPPs...So we soothed our disappointment with a light snack at Janet's Montana Cafe.



Dillard Harwell recently bought this Model T Roadster out of a farm field in the midwest. He pulled the body then sold the chassis and is now building a street rod. Just the other day he told me it's a big project, so he got help by becoming a mentor to an young aspiring mechanic.

---Good work Dillard.

-----Next Tours-----

***Sun, Dec 11 Tour Christmas
Party - Big Bay View
Coronado Golf Club
Barbara Martin
858-254-5009
Send Money Now for
Reservation-
\$25 Per Person
1953 Powell Dr, El Cajon,
Ca 92020**

Jan, 2017- TBD

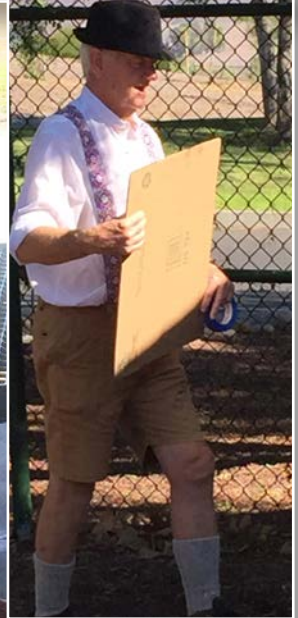
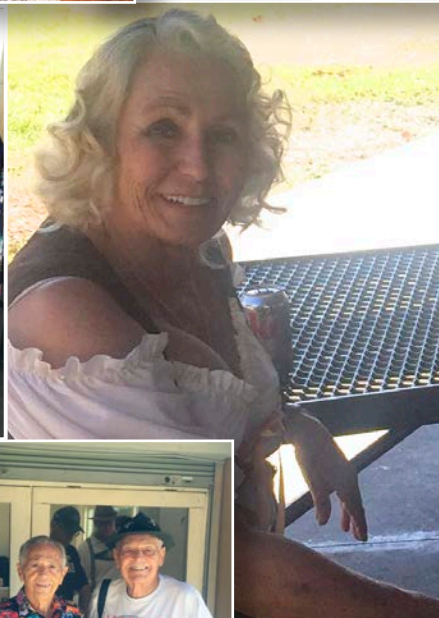
**Feb, 24, 25, 26, 2017
The Big 3**

Novemberfest

Novemberfest--Some did not get the memo about German Beer Hall costumes - like leiderhosen, suspenders and Beer Hall Babes. Instead we had a sheriff, a surfer, some same old T Shirts, a Kimona-clad beauty and Bat Girl. No matter, we had a good time. Games & Prizes by Prez Bill, Booking & Thank You Wine by Jim & Dianne, Table Decor by Tim, cake by Sandy cooking by Mike and Mark, serving by Diane & Suzan. Eating by everyone else.



Rick Carlton won the 50/50 Pot.
It was a whopping \$64 Bucks.
In compliance with California Law,
Sheryl claimed her half immediately.





New 1936 Bridge under load test. 675,500 lbs has been set in mid span of the 30' bridge -The sign reassures the public that the load is more than the heaviest traffic would impose. I guess it passed the test, although you'd never know it from the scowls on the faces of the work crew.

- Thanks Greg Murrell



Walter Andersen's take on Oct. Harris trip



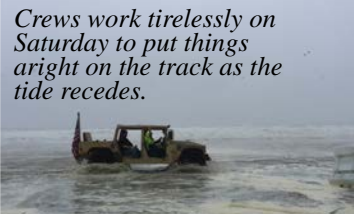
The flag drops and the hammer's down at The Race of Gentlemen on Pismo Beach. Photo by Jeff Koch.



Barney Navarro's famed roadster not only made an appearance at TROG, it raced! Photo by the author.



Despite the nasty weather, West Coast flagger, Lindsey "Zee" Karnopp smiles as she makes her way through the pits.



Crews work tirelessly on Saturday to put things aright on the track as the tide recedes.



Rain isn't dampening the spirits of Mark Jarel in his '29 A/V-8 or the scores of other racers staging for heads-up racing down the beach. Photo by the author.

Esprit de hardcore: Pismo Race of Gentlemen 2016--Daniel Beaudry

It rained at Woodstock in 1969. More than 400,000 people showed up and made the best of it despite the mud, and it went down as a pivotal event in music and social history. While the first West Coast Race of Gentlemen this past October 15-16 won't leave quite as profound a stamp on the course of human events, some attendees referenced that legendary music festival when they spoke of how lucky they felt to have been there.

Besides being the first one to be held outside its birthplace in New Jersey, what made this Race of Gentlemen so special?

Well, for starters, while a few people who had gone previously to The Race of Gentlemen—TROG—expressed dismay at seeing what they felt was unique to their Right Coast being offered on the left, California's prominent role in the annals of hot rodding is undeniable,

and this was a rare opportunity to witness a good number of truly historic cars racing on the beach.

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Then, as at Woodstock, the West Coast TROG had rain. Two days before the event, *USA Today* was reporting that 16 trillion gallons of precipitation was being forecasted to fall on California and the Northwest that weekend, as the scraps of Super Typhoon Songda tangled up with another storm and made landfall. People we spoke with at the race said that Pismo Beach, where the race was being held, had been experiencing a drought and had not seen significant rain in two years, or a storm as powerful as this in 30.

The wicked irony of it all is that, while mounting a California TROG had always been a dream of organizers Mel Stultz and Bobby Green, the other reason for moving the popular event there had been to escape the hurricanes and storms that tended to harry it on its original autumn date in Wildwood, New Jersey. (Wildwood now hosts its TROG in the spring.)

Saturday morning dawned to a fairly steady drizzle combined with temperatures in the fifties, conditions which, over the course of the day made anyone without a slicker and an umbrella or a hot engine in front of them shiver uncontrollably.

But it wasn't the rain that caused the event to start late and that resulted in the cancellation of nighttime festivities and racing on Sunday. It was the tide, which, swelled by the storm, came much farther onto the beach Saturday morning, drowning part of the access road, sliding up over the packed strand where racing would happen and stopping just short of the bleachers and vendor tents.

Saturday night and Sunday promised seas that would be two feet higher than the previous day's, which threatened to drag the leased safety barriers into the ocean, causing the company that owned them to drain the water from them and move them to higher ground. To replace the barriers and refill them, the organizers were told, would take 10 hours, making running on Sunday entirely unfeasible, considering that the storm surge would give up the racing surface for only one or two hours during low tide.

Why did bad weather make this event special? Because, in spite of the rain and the prospect that racing might not happen, hundreds of racers nevertheless readied their cars and motorcycles, dozens of organizers and staff slogged to make ready, and 12,000 to 14,000 stalwart spectators perched on the dunes and along the track.

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David Wheeler in his Rajo-equipped '23 Ford speedster is joined by Katie Hill who raced a '27 TV-8 roadster.



Pismo Race of Gentlemen 2016-Contd

Organizer Bobby Green explains that, for him, his low and high points came close together Saturday morning. He knew that everyone was ready and willing to race, and the track had been prepared, but he kept thinking someone was going to call it or a permit would be revoked. "I was waiting for that to happen, and then as soon as cars started coming down into the pit ... then the excitement started to build. And then when we actually started racing, that was my highest high. When the first cars went, I was on top of the world."

And yet, again perhaps not unlike Woodstock, a West Coast TROG may have been a one-time happening. Just a drop of ink in the history books. Heavy state and local regulation, as well as high overall costs—coupled with the fact that money was lost because so little of the event could happen—makes a repeat uncertain.

Organizers lament that it seemed like every time they thought all was in order, they'd be hit with new requirements, paperwork and fees. They estimate that the cost of putting on The Race of Gentlemen in Pismo was around three times that of what it is in Wildwood and took untold more hours of work.

And, contrary to some grumblings, TROG has not sold out to corporate sponsorship. "We've had the same sponsors for the last five years," Bobby says. "This thing wouldn't exist at all if we hadn't had Harley-Davidson, Small Town Brewery, Craftsman, Sailor Jerry and Hemmings."

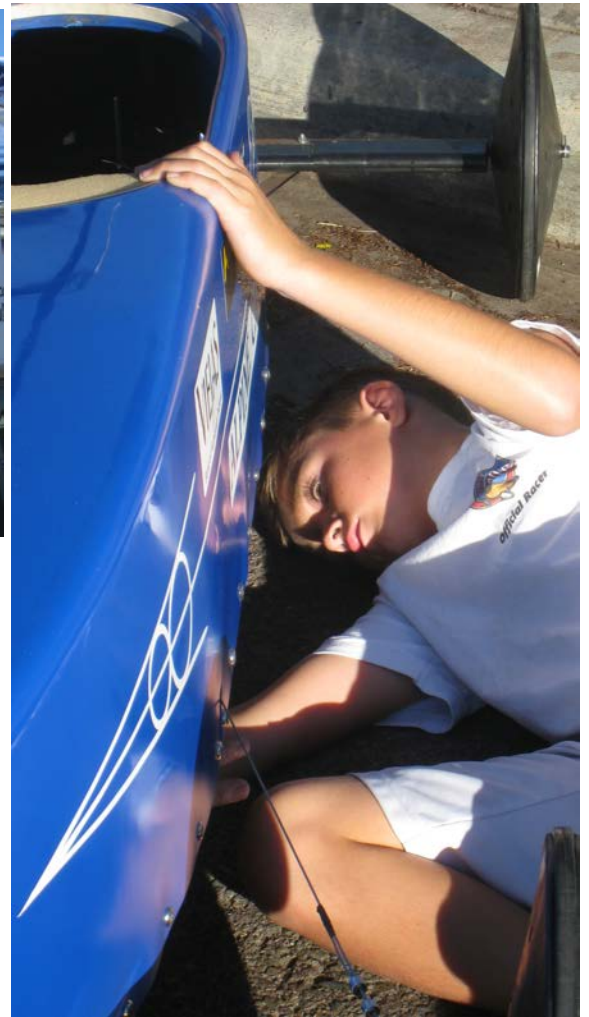
That kind of funding, he explains is important, and covers about 75 percent of what it costs to mount Wildwood, but only a little more than a quarter of Pismo's tab. Everything else has to be made up by ticket and merchandise sales. And, Bobby adds, "We still only do business with American brands, brands that represent what we're about... Nothing has changed."

While in speaking with Mel Stultz, the visionary who began The Race of Gentlemen, it was clear that he felt deflated because of the damage the weather had done to his dream of a West Coast event, he couldn't help recognizing that it was still something pretty special.

"I was blown away to have Mooneyes finally get on board with this," Mel enthuses, "and to bring out their streamliner... I was so pumped to see the 990 car, Tom McIntyre's killer car ... watching the Navarro car and Vic Edelbrock's car go down the race track – unbelievable. I got to hang out with Robert Williams ... it was really cool to rub elbows with all those Californians – some heroes, some peers, some new friends. It's odd, it felt like a financial loss, but being patted on the back by people you've respected for 20 years ... was mind boggling."

Hopefully, this year's Race of Gentlemen on Pismo Beach doesn't turn out to be exactly like Woodstock, a once-in-history event, fondly remembered and never repeated. But, for those of us who were there, working together on that cold and rainy day in October, throwing down the iron in the teeth of the storm, perhaps it already is.

Stay tuned to the *Hemmings Daily*, *Hemmings Motor News* and *Hemmings Muscle Machines* for upcoming features on some of the cars and motorcycles found at this year's West Coast Race of Gentlemen. And for those who prefer their TROG action on the Right Coast, watch for the announcement of Wildwood's date. In Mel's words, he's coming out swinging'. This promises to be the best one yet!--Thanks Joe and Paula Pifer-who were there in person for all the excitement, and possibly, the last great race.



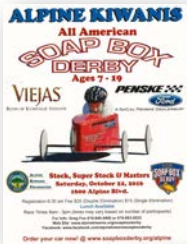
DATELINE: ALPINE, OCTOBER 22, 6 AM

The Alpine Kiwanis Club sponsored the first of two Soap Box Derby races for 2016.

Our man Bill Lewis was there at 6 am and in fact was everywhere helping the race participants and sponsors. Our driver Mathew is a few months older and 30 pounds heavier so the weights in the car had to be adjusted for his latest growth spurt.

Mathew started out well winning four of the races leading up to the double elimination races in the afternoon, but luck was against him and he did not get to the final races. The good news is that

Mathew is getting more driving time and confidence in preparation for the big race next March. The winner of that race will travel to Akron Ohio for the national race. We are looking forward to seeing Mathew competing next March.-Jim Thomas



SOAP BOX DERBY DAY!





The Marston House



Nov 5, 2016--Happy Birthday Kate Sessions

Barbara Clark invited V8ers to display their cars and lend some class to a Tour Day and Fund Raiser at the 1905 landmark Marston House and Gardens on the edge of Balboa Park. The Cooks, Dows, Thomas' and Petermans' were seen relaxing in the shade of trees planted 110 years ago by noted horticulturist Kate Sessions.

The George W. Marston House spans 8,500 square feet and is surrounded by five acres of lawns and gardens. Completed in 1905, the house is considered a prime example of architecture from the Arts and Crafts Movement. Home to George White Marston (1850–1946) and his wife, Anna Gunn Marston (1853–1940), the three-story house and gardens were a lively family home, where two of the five Marston children were married and the eldest lived out her life. The house was designed and built by renowned architects William Sterling Hebbard and Irving Gill. Inside the house, the rooms are furnished with a variety of different pieces designed by renowned Gustav Stickley, L. & J.G. Stickley, and Charles Limbert. Other notable furnishings are the Gill, Mead & Requa furniture and the plein air art exhibit featuring paintings by artists Alfred Mitchell, Maurice Braun and Charles Fries. Many of the family's original items are still on display at the museum. The gardens were designed by Kate Sessions.

The Marston family lived on two floors plus an attic. On the first floor, redwood-paneled rooms unfold off a wide hallway, which narrows to include a bench built into the staircase. The living room and adjoining oak-paneled dining room open onto the south terrace and overlook the lawn and canyon. Including the second floor's north wing, the house has six bedrooms, a sleeping porch and four baths.

The Marston House was converted into a museum in 1987 after the Marston family gave the house to the City of San Diego. It is currently maintained by Save Our Heritage Organisation (SOHO), which runs the museum and the shop located in the carriage house on the property.

EPA proposal would open the floodgates to ethanol-blended fuels above E15



In a stark contrast to its slow-growth approach to ethanol-blended fuels over the last several years, the E P A on Monday proposed to reclassify ethanol blends above E15, effectively wiping out existing regulations that have kept the fuels from widespread use. "In order to continue the progress made in promoting the use of renewable fuels in the transportation sector, we believe it is important to take steps to remove potential barriers to their production, distribution, and consumption," the EPA wrote in the proposal. Spurred in part by the 2015 Paris Agreement on climate change, the Agency's proposal aims to add more renewable fuels to the transportation fuel supply not by increasing volumes of ethanol blends up to E15 – a slow process that has to date only earned the EPA enmity from renewable fuel supporters and opponents – but by redefining fuels with 16 to 50 percent ethanol from gasoline to "ethanol flex fuels," the same category applied to E85 fuel blends (that is, blends containing 50 to 83 percent ethanol). As outlined in the proposal, the EPA hopes the reclassification will not only pave the way for the proliferation of blender pumps – through which the consumer can select the amount of ethanol to pump into their vehicle – but also encourage more car buyers to opt for flex-fuel vehicles, which currently account for six percent of the nation's vehicle fleet. The proposal does not approve E16 and higher blends for gasoline-only (non-flex fuel) vehicles, nor does it reverse the EPA's finding that blends higher than 10 percent are not safe for vehicles produced before 2001. Concern over the so-called "blend wall," along with several other factors, has prevented the EPA from meeting the guidelines for ethanol use as laid out by Congress in the 2007 Renewable Fuel Standard. Still, the EPA has projected blending a total of 18.8 billion gallons of ethanol into the nation's fuel supply in 2017 and earlier this year noted that it can only meet the RFS numbers through wider distribution of E15 and higher blended fuels. Legislation designed to curb the blending of ethanol into fuel, including the Food and Fuel Consumer Protection Act of 2016, which would cap annual blending requirements at no more than 9.7 percent of the nation's fuel supply rather than the static figures legislated by Congress, and the RFS Reform Act of 2015, which would prevent the sale of any fuel with a higher ethanol content than E10, remains in Congressional committee. --*Daniel Strohl*

UPCOMING TOURS

***Sun, Dec 11 Tour 11:30am**

Christmas Party - Big Bay View Coronado Golf Club
Send \$25 ea. now for Reservation.
1953 Powell Dr. El Cajon, Ca 92020
Barbara Martin 858-254-5009

Jan, 2017 Tour-TBD

Feb 24, 25, 26, 2017

BIG 3-

Sign Up Now.

Call Barbara Martin 858-254-5009

December Anniversaries

12/06 Jake & Tiffany Murrell
12/21 Dan & Susan Walters

December Birthdays

12/02 John Rex
12/06 Brad McCombs
12/09 Phyllis Clegg
12/15 Joe Valentino
12/10 Lani Prager
12/10 Linda Lewis
12/10 Michael Petermann
12/13 Candaus Greene
12/14 Barbara Clark
12/17 Tim Shortt
12/25 Steve Seebold
12/28 Cindy Kunz
12/30 Paula Pifer

Membership Paula:

Membership Count
143. Welcome new members: Leonard 'Swede' & Karen Renberg

Sunshine Judy-- Larry

Larkin has moved to Hunting Beach to live with his son. After decades of service, Larry has retired from The Big 3 Board. **Fred Meyers** has sore throat.

Dave Cole has died. He was partners with Ken Tibbot in their beautiful '41 Lincoln.



EARLY FORD V-8 CLUB -Minutes of Meeting-Nov 16, 2016

The meeting was called to order at 7:00 PM followed by the pledge of allegiance. Visitors at the meeting were Joe and Lynn Silva were introduced by Bill Lewis and Leonard 'Swede' and Karen Renberg (who actually Joined up) were introduced by Ray Brock. Club member Dan Krehbiel, also a member with the Palomar EFV-8 group introduced the Editor, Bob McClellan.

President Bill Dorr reported on the annual "Octoberfest", specifically thanking all for their food contributions and participation along with special thanks Jim and Diane Thomas for again putting on a super fine and well organized event and Marc Goldman and Mike Brandon for the fine cooking. He reminded members of the Dec 10th Lady Liberty Car Show at Cabrillo National Monument and the Dec 11th Christmas party at the Coronado Golf Course where he would announce the new EFV-8 club officers for 2017 along with the recipient(s) of the President's Awards. Members were asked to consider giving a gift to the Toys for Tots drive headed by Joe and Paula Pifer. Members must pay their annual dues to Paula Pifer ASAP in order to be named in next year's roster and continued delivery of the Fan Vice President John Dow reported on the November 5th Marston House celebration organized by member Barbara Clark. John, who is also the club's Tour Chairman noted there will not be any more tours this calendar year due to the holiday season and thanked those who put on and/or participated in this year's tours.

Secretary Dennis Bailey was absent from the meeting but the Minutes of last month's meeting, as published in the Fan, were approved.

Treasurer Ken Burke updated the members on the financial condition of the club.

Paula Pifer gave the latest count on membership (141) and a status report on the members who have paid their dues for 2017. Judy Grobbel reported on Accessories sales and new inventory items along with the Sunshine Report. Joe Pifer provided an update on Larry Larkin, now living in Huntington Beach and doing well. Ken Tibbet reported on Fred Meyers, who is doing well and the passing of Dave Cole. Tim Shortt said the Ford Fan is coming along fine and Bill Lewis was unable to attend the Car Club Council meeting having organized and hosted a very successful 28th annual Laughlin Car Show. There was no Old Business discussed. Under New Business, Bill Dorr introduced the proposed members for the 2017 Board of Directors which was immediately approved by the membership. Ric Bonnoront then detailed the situation regarding the future of the Big 3 Swap Meet. Joe Pifer and Rick Carlton provided additional input from their perspective. Ric took an informal vote on what options those in attendance would like to see take place. This was followed by a request for a formal ballot vote by the overall membership, which was agreed to.

Mike Petermann put on an informative and highly entertaining program of his April 2016 trip of the entire length of Rt 66. His story telling, sense of humor and beautiful photography was very well received and greatly appreciated.

The 50/50 Raffle was won by Rick Carlton. Then Mike Brandon's name was picked in the Name Tag Drawing. Mike was not present so the \$75 stays in the pool and next month's drawing will be for \$100.

The meeting was adjourned at 9:30 PM.---*Tim Shortt, Acting Secretary*

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

**Next Meeting : Sun. Dec 11, 2016 11:30am
Christmas Party-Coronado Golf Club**

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: 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)



'37 Deluxe Coupe. My Dad's car is very nice, but hasn't been driven for a few years. John Murphy is 95 now-so I'm selling car for him. **BEST OFFER Patricia 858-248-2952**

'55 TBird. Nice shape, 292, auto, 2 tops, Black and white. **\$17,500.**

'39 Deluxe and '40 front fenders. Nice. **\$250 Pair.**

'35 steering mast, jacket, lock & key \$35

'52-54 Ford & Merc OD Trams w/ pull cable & solenoid \$300. -- Dan Krehbiel, Temecula 951-302-5922



'46 Convert. Good Shape. Columbia Rear, \$30k OBO Les Higers 619-318-0904 or 08



49 Ford Woodie. All stock flat-head V8. Asking \$54k, but really want it to go to the right home so adjustable. Will entertain trades. **John Rex - 360 600 8213**



1956 T-Bird 312 (+.040) Automatic 8" Ford read, Front disc brakes, new pearl paint--**\$23K OBO John Hildebrand 619-850-4099**



'53 Victoria 2-door hardtop. 62k Orig miles. V8-overdrive. Excellent interior. Many accessories, Detailed, Literature. **\$22k John in AZ. 928-517-8137. jander4390@gmail.com**

Tom Cook has **FIVE** really nice cars for sale 619-200-8114

1950 Deluxe Convert. V8, OD, R&H, blinkers, working spot, Second owner over 20 years. Rebuilt flathead, recent radiator, new water pumps and hoses. Dual exhaust, Factory Cont Kit with stainless cover. New Batt. Stored last three years, now runs good. Straight body, original Paint. (Rust spot at base of both front fenders-one small dent LR under tail light). Orig interior good shape. Radial WWs. Full zippered cover. Good top, but one bow separated. **Best Offer. Margaret 619-466-5475**



'65 Mustang Coupe. PS, PB Auto, AC. New 302 V8. Show Quality Restoration- **BEST OFFER -619-466-5475**

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



'29 Briggs Body Leatherback. Rust free straight body. Old restoration, with Trunk, wings, sidemount, Borg Warner Overdrive. New seats, . top tires, tubes, radiator, tune, water pump.. Drives well. **\$14,500. 619-851-8927 Tim**

'46 tudor Deluxe. 350/350 plus much more. **Jim Scheidle. 479-200-5831**

'30 Ford Coupe. All steel and totally stock. Some issues are: dome switch and speedometer don't work, battery acid burns on front seat. Located in the LAs area. Area Code (213). Selling for my uncle. No trades. Appointments only. **\$12k. Rick Chew 818.427.0320**



'40 Merc Coupe. All Original. Great Shape. Much new & rebuilt. Very good driver. **\$24,500. OBO. Mel Figon (707) 544-6421. Santa Rosa,**



'50 Merc two door- 255 CI Flat V8, 2 carbs Straumburg 48, Thicston Air Cleaner, 3 speed w/ OD stick floor shift, stock rear end, 15" wheels, Coker white wall radials, dual steel packs exhaust system, fender skirts, dual o/x mirrors, dual rear antenna's, lowered 2". Ford mechanic owned 12 years. Sharp. **George @ 507-269-9870-- \$22,950**



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

'36 Coupe Running Boards-NEW-- \$400. Tom Cook 619-200-8114

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

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



Dec/16

