

X THE Ford FAN X

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



See You at The Christmas
Party, Dec 11—Bring a
unwrapped Present
for the kids!

Happy Christmas



PREZ SEZ

Ho- Ho- Ho and Greetings Early Ford V8ers!

December is upon us! Happy Thanksgiving, Merry Christmas, Happy Holidays & Happy New Year!!

At the November Club Member meeting a show-of-hands vote was conducted to accept the Club members that volunteered to be part of the 2022 Board of Directors. The new Board members are Paul Alvarado, Dennis Bailey, Ray Brock, Ken Burke, Rick Carlton, John Davison, Bill Dorr, Bob Hargrave, Mike Peterman, Tim Shortt & Joe Valentino. Not a bad batch!

Our breakfast get-togethers continue to be a hit! In November there were 27 of us at one long breakfast table! The food and company were excellent! We had some new faces, including potential new Club members, join us. Our next breakfast is scheduled for December 8th. **We will meet in the parking lot at 09:00 to chat and walk into the restaurant at 09:30.** If you have not been to a breakfast, try coming to one. See you there!

The big event that we have on the horizon is the **2021 Holiday and Installation Party on December 11th at 1:00 P.M.** There will be more than 60 of us at the party! This is our opportunity to celebrate the coming holidays, Christmas, the New Year and to swear in the 2022 Board of Directors and Officers. The suspense is building...who will be the next Club President? Vice President? Who will oversee the Club's treasury? Will a Club member step up to be the Tour Director for 2022? You will have to be at the luncheon for the shocking revelation!

Also at the December 11th event, we will toast to our long time Club member, friend, and V-8 Times Editor for the past 25+ years, Jerry Windle. Jerry recently retired from the Editor position and completed the turnover of the V-8 Times Editor position to Shannon Olson. Jerry deserves a handshake, slap on the back and a hat tip for running the quality magazine for more than half of the Club's existence!

The location for the Club Holiday event is Marina Village, 1936 Quivira Way, San Diego. The room for the event is big and airy with many windows. Our room for the party also has a dance floor! After the official business there will be music to get your feet moving! The location has a large parking lot to accommodate classic cars, if you wish to drive yours.

There is a 15% discount at area hotels available, through Marina Village, should you wish to make a mini vacation of the weekend. If you want to take advantage of the hotel discount offer, email me if you need more information.

In Closing, a couple of dates to circle on your Calendar:

December 8th – Club breakfast at the Mission Valley Broken Yolk - 1760 Camino Del Rio North, San Diego CA 92108 – We meet @ 09:00 & enter the restaurant @ 09:30.

December 11th @ 1:00P.M. – EFV8 Club Holiday Party @ Marina Village Conference Center – 1936 Quivira Way, San Diego

That is all for this month. Enjoy December and give Thanks on the holidays! This will be a great month! Next "Prez Sez" is in January 2022!

Drive that old Ford!—Joe Valentino

President - **Joe Valentino** - 619-275-1255
V.P. - **Dennis Bailey** - 619-954-8646
Secretary - **Bob Hargrave** - 619-283-4111
Treasurer - **Ken Burke** - 619-469-7350
Directors:
Mike Petermann - Prez Pro Tem - 916-479-3665
Bill Dorr - 619-884-4188
Dennis Bailey - 619-954-8646
Bob Hargrave - 619-283-4111
Ken Burke - 619-469-7350
Ray Brock - 619-993-9190
Tim Shortt - 619-435-9013-619-851-8927
Rick Carlton - 619-512-7058
Joe Valentino - 619-275-1255

Other Chairpersons:

50/50: **Carl Atkinson** - 619-593-1514
Membership - **Paula Pifer** - 619-464-5445
Programs - **Volunteers**
Tour Co-ordinator - **Monthly**
Car Club Council - **Paul Alvarado** - 619-846-7012
Web Master - **Rick Carlton** - 619-512-7058
Lady 8ers - **TBD**
Accessories - **Bob Symonds** - 619-993-7225
Ford Fan - **Tim Shortt** - 619-435-9013 Cell 619-851-8927
tashortt@me.com

Refreshments - Volunteers

Sunshine - **Judy Grobbel** - 619-435-2932
V8 eblasts - **Sandy Shortt** - shortsandy@mac.com 619-851-7878

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 % Tim Shortt at 1211 Fifth 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 Chair, 3558 Bentley Drive, Spring Valley, CA 91977.



Check out these V8 best wishes and Thank you cards to Long Time V8 Times Editor, Jerry Windle:

Dear Jerry, Upon reading about your retirement, I wanted to reach out and thank you for the years of work and contributions to the V8

Club. This magazine was my first encounter to our club and what caused me to join.

Thank you again for writing and editorial skills will be missed.

- *Jeff Rodeffer*

Dear Jerry, As V8 Times Editor, your writing style and skills have added a touch of class to the magazine, which has made it a world class publication in the automobile field. More than anything else, the V8 Times will be your legacy.

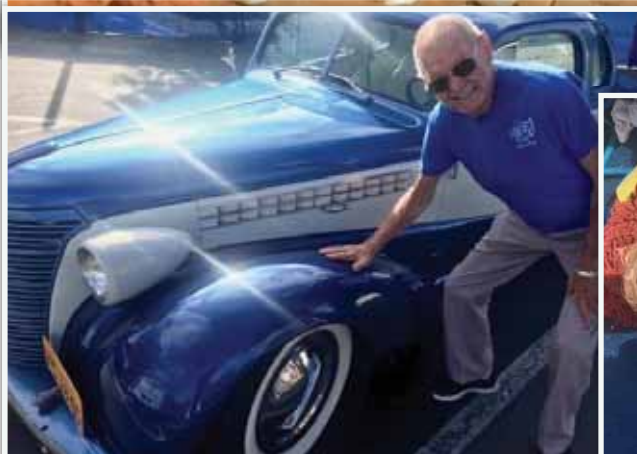
The Jan/Feb 2009 issue featured a cover story on my '34 Ford celebrating its 75th Anniversary.

Best of luck and tons of good wishes.- Your pal,
Mike Gavin



Nov 10-NOT your same old Breakfast.

More new faces, more old faces. This new Breakfast thing is getting pretty dang popular...



Carl shows off his repaired Fender...and brings along a vintage wheel puller For Sale.
619-892-0222

Tours and Stuff

Don't miss the V8 Breakfast Dec 8, Broken Yolk Restaurant, Mission Valley. 9am.
V8 Christmas Party Party Dec 11- call Susan Valentino NOW.

December Anniversary 12/06 Jake & Tiffany Murrell

December Birthdays
12/05 Dan Robertson
12/09 Phyllis Clegg
12/15 Joe Valentino
12/10 Lani Prager
12/10 Linda Lewis
12/10 Michael Petermann
12/13 Candy Greene
12/17 Tim Shortt
12/22 Janet Voinov
12/25 Steve Seebold
12/30 Paula Pifer
12/31 Mary Cuzick

December Club Anniversaries
Norm & Phyllis Burke 36 yrs
John & Liz Dow 26 yrs
Webb & Avalee Smith 26 yrs.
Mike & Elizabeth Fritz 19 yrs
Bill & Linda Lewis 12 yrs

Membership Paula reports New Members

Ray & Sylvia Cravens Joint members
1096 Stoneridge Rd.
El Cajon, CA 92021
[619-995-1131](tel:619-995-1131)
1939 Ford 2 Door Coupe
raycavins@gmail.com

Sunshine Judy reports- Dixie Showalter has died from Covid 19. Dixie and Lane Showalter were long time v8 members, Lane served as V8 President in 2008

Rick Carlton has a sore knee.
Susan Valentino's back feeling better...

Check out this versatile Model T
Fire hose pump in action.



SAN DIEGO EARLY FORD V8 CLUB

GENERAL MEETING MINUTES NOVEMBER 17, 2021

The meeting began at 7:05 p.m. with President Joe Valentino welcoming our new member, Ray. There were no visitors.

PRESIDENT: Joe reported on the December 11th upcoming Holiday Luncheon, election of the 2022 Board of Directors, and Toys for Tots drive. He also introduced the candidates for the 2022 Board. Joe announced two national meets for next year, one in Nashville, Tenn., and the other in Puget Sound, Wash.

VICE PRESIDENT: No report given.

SECRETARY REPORT: The minutes from the October meeting were published in the Fan; they were accepted and approved.

TREASURY REPORT: Ken Burke read the financials which were accepted and approved.

MEMBERSHIP REPORT: Paula Pifer reported, 25 single memberships, 48 joint with a total of 73 for year 2021. For year 2022, 9 single, 18 joint for a total of 27.

SUNSHINE REPORT: Judy Grobbel reported the passing of Dixie Showalter on November 10th and also that Loyce Swedberg is not doing well.

FAN EDITOR: Tim Shortt said the Fan is coming along just fine.

ACCESSORIES: No report given.

CAR CLUB COUNCIL: Paul Alvarado reported no more car shows for this year, but events for next year are gearing up.

PROGRAMS: Bill Dorr showed the final video on Building a Racing Flat Head. Also he showed a couple of other short videos.

TOURS: No tours planned.

HISTORIAN: Susan Valentino recalled the year 2000 Early Ford V8 National Convention held here at the Aero Space Museum and covered some of the interesting details about that meet.

OLD BUSINESS: Sandy Shortt passed around a sign up sheet for volunteers to bring refreshments to the monthly general meetings.

NEW BUSINESS: None reported.

50/50: DRAWING: \$38 won by John Davidson.

NAME TAG DRAWING: No winner!

MTG. ADJ. at 8:05 p.m.

Minutes submitted by Bob Hargrave

SAN DIEGO EARLY FORD V8 CLUB
HOLIDAY & INSTALLATION PARTY

December 11, 2021
1:00—5:00
\$40 per person

Payment must be received by Thanksgiving
(11/25/2021)
Please bring a check to the next meeting, payable to:
Early Ford V8 Club
Or mail check to:

Susan Valentino
2229 Erie Street
San Diego CA 92110

Party Location: Marina Village—Terrace Room
1936 Quivira Way
San Diego, CA 92109

Menu:
Chicken Piccata or Grilled Salmon with Lemon
Roasted Potatoes
Grilled Vegetables
Winterblend Salad
Dinner Rolls
Strawberry Cheesecake
Lemonade & Coffee



The Pennywise Prize showcases cyclekart racing's do-it-yourself approach to cheap thrills

By [Daniel Strohl-Hemmings](#)

The seed heads grow plump and stand tall atop the fields of grass out beyond John Corey's weathered red barns. The sound of a couple small, single-cylinder engines being pushed to their limits reverberates through the fields. A little bit of turf gets flung through the air, some blades of grass go flying. Yet nobody's out mowing the lawn today. Instead, a race is on as the first Northeastern CycleKart event of the year, the Pennywise Prize, gets underway.

"We had to shorten the course a little this year and throw in more turns because the farmer who mows out behind me got into the field, but we're still at about a quarter of a mile," John said.

Though more common out West, and more commonly held on city streets and pavement, cyclekart races are slowly making their way East in part due to John's boosterism for the motorsport. That includes hosting events once or twice a year on his property in Melrose, New York, just north of Albany, and building a couple cyclekarts himself. The rules for cyclekart racing are simple. "The only firm rule is that you have to design and build your cyclekart yourself," John said. "No kits."

Generally, most cyclekarts follow the Stevenson formula, named after the brothers who originated the sport in Washington state roughly 40 years ago. Cars should have a track of 38 inches, should use 17-inch dirt bike wheels, and should have a single-cylinder 200-cc to 250-cc engine (usually mounted behind the axle to provide more legroom) driving one rear wheel. Front suspensions usually borrow a couple of leaf springs from a buckboard seat and rear suspensions are typically nonexistent with the solid axle mounted straight to the rectangle-tube steel frame. The cyclekarts should also generally resemble a prewar racing car of some sort, but as John noted, "there's room to tweak - the creativity required to build a car is what makes it interesting."

John patterned his own racer off a 1928 Salmson GP, but another competitor at the Pennywise Prize, Jerry Hoover, traveled up from Pennsylvania with a low and lithe cyclekart intended to resemble Jim Clark's [Lotus](#) Type 49, complete with a mid-engine configuration. [Other cyclekarts](#) emulate everything from the [Fiat S76](#) to the Miller-Fords to various [Bugattis](#) and 1930s Indy cars.

This year's Pennywise Prize consisted of a few five-lap heats before lunch, then one 10-lap heat in each direction after lunch, along with a "slightly illegal" road test, according to John. Average lap speeds during the heats typically didn't exceed 15- 20 miles per hour, though previous events with longer straightaways at the Corey property resulted in lap speeds closer to 35 to 40 miles per hour. One cyclekart recorded a top speed of 48 miles per hour during the road test. Dirt clods fly as Nick Walters takes a corner.

"We don't go for trophies or for glory," John said. "It's just as much about the build as it is the run."

Safety? The drivers at Pennywise wear helmets and try to avoid the hay bales around the trees. Other venues require long sleeves and neck braces. "The cars weigh 200 pounds maximum, and we race on grass, so you'd have to work hard to hurt yourself," John said. A bigger obstacle is comfort - John's fields are rather rough, causing the cars to bounce around far more than they would on pavement. Still, previous cyclekart events have covered up to 100 miles.

Though turnout to the Pennywise Prize was light, John said more cyclekarts are in the works for future events. For more information about cyclekarts and cyclekart events, visit cyclekartclub.com.



John Corey with his cyclekart.



V8 Meeting Nov 22, 2021 -Gathering of Big Wigs (Some now need wigs...)



Former Presidents, 2007-Tim Shortt, 2018-Mike Petermann, Current Prez, Joe Valentino, 2007-Bill Dorr, 2004-John Dow, 2005-Paula Pifer, 2000-Dan Prager, 2009-2012-Bill Lewis and Famous V8 Times Editor and driving force behind the National V8 Museum-Jerry Windle-just retired.



Prez Joe presents Hard Luck Trophy to "No Gas" John Davison.
Ex Prez Paula Pifer seen cuddling with bearded stranger,(former Pres of Over The Hill Gang, Joe). John Dow chatting with recent Hard Body, Jerry Windle.



A Streamlined 1947 Ford COE—Hot Pizza Truck Heads for SEMA

By [Daniel Strohl](#)

The plan seemed foolproof. Don Bennett wanted to give his two kids a fun way to earn money for college, so he spent a year building them a food truck from which they could sell pizzas out of the back.

Nearly a decade later, one of the kids has graduated, the other one's partway through college, and the truck still hasn't turned out a single pie. "It's not yet a moneymaker, that's for sure," Bennett says. But at least he has shined it up enough to take it to the SEMA Show in Las Vegas this year.

Bennett—who owns a [1941 Ford](#) Deluxe convertible and a restaurant called The Home Place in Silverton,

Oregon—says the inspiration for the pizza truck came to him in 2012 after he saw a custom 1947 Ford COE that parts manufacturer Wescott's had on display at a car show in Portland. Around the same time, in a restaurant trade magazine, he saw a wood-fired pizza oven mounted to an old flatbed. It didn't take long for him to start searching the country for a [Ford COE](#) of his own. He eventually [found one about 50 miles from home](#). Though covered with patina and loaded with building supplies that the prior owner had hoarded for decades, the COE remained all original, and Bennett was able to get it running for a brief jaunt to a local cruise night. To turn it into a pizza truck, though, he would have to make significant changes to the Ford.

He started by jettisoning everything but the COE's cab and fenders. The original chassis rode far too high on stiff leaf springs and solid front axle, so Bennett decided to use the chassis from underneath his in-laws' 1985 Coachmen President motorhome. It had a wheelbase that stretched 208 inches—long enough to fit an 18-foot box behind the cab—and featured four-wheel disc brakes, independent front suspension, and a 454-cu.in. big-block Chevrolet V-8.

To do the work on the truck, he recruited Chris Chapman of Chapman Enterprises, who Bennett had previously hired to make a walk-in cooler for the restaurant. Chapman also builds hot rods and customs. He signed on to help with the Ford once he saw Bennett's sketches.

For power, the 454 would stay. "At the time, diesels weren't that popular yet, and it moved the motorhome really well," Bennett says. However, rather than try to fit the big-block under the COE's short hood, Chapman relocated it aft of the cab, and the

two replaced the carburetor with a FAST EFI system.

Bennett also wanted the truck to get low—worm belly low. The drop wouldn't be just for show. "There is the cool factor of having it that low, but it's more for serving customers," he says. "We wanted to keep it chest high so that customers wouldn't have to reach up and in to get their orders. We did a bunch of pre-engineering to make it as low as possible." That entailed, among other modifications, having the A-arms specially modified to raise the spindles about two inches, removing as many leaves as possible from the rear leaf-spring pack, C-notching the rear frame rails, and adding Accuair airbag suspension front and rear. From the truck's normal ride height of four to six inches, the airbag suspension system could raise the body by six inches or drop it down so that it'd rest just one and a half inches from the ground.

The cab received extensive reworking, including widened fenders to allow the front wheels and tires to tuck in at full drop and skirts to fill the gap under the cab itself. Chapman removed the rear window and then modified the hood around a custom-

built grille made from 33 separate laser-cut bars and meant to mimic the 1936 Ford's. He also modified a 1948 Ford dashboard to replace the stock piece and added a center waterfall inspired by the late-1930s [Lincoln Zephyr](#)'s.--contd...



V8ers at Vets Day Boat Parade. We made the news.

ABC NEWS Photo

Bill and Sue Houlihan loaded up their new flag-festooned boat, 'SUN BABY' and **Won a Trophy in the Navy Division**. Bob Brown was Leading the parade in his Swift Boat.

Vintage planes flew overhead, stars & stripes were everywhere, A staged rescue was performed. Red, white and blue Boat Socks were seen. It was a perfect day and perfect way to pay tribute to our fighting forces.



VETERANS DAY | NOVEMBER 11



Rick Carlton likes to stay busy.

When he's not under his truck, Rick hunts birds on the Korkow Ranch in Pierre, South Dakota. It's a pheasant hunting operation in the off season. "Yeah, we hunted 5 days and the limit is 3 per day per person so each picture with birds represents one day of hunting.

The rest of the year the Ranch raises world champion bucking horses (buckers) and bulls which they provide to rodeos around the country".

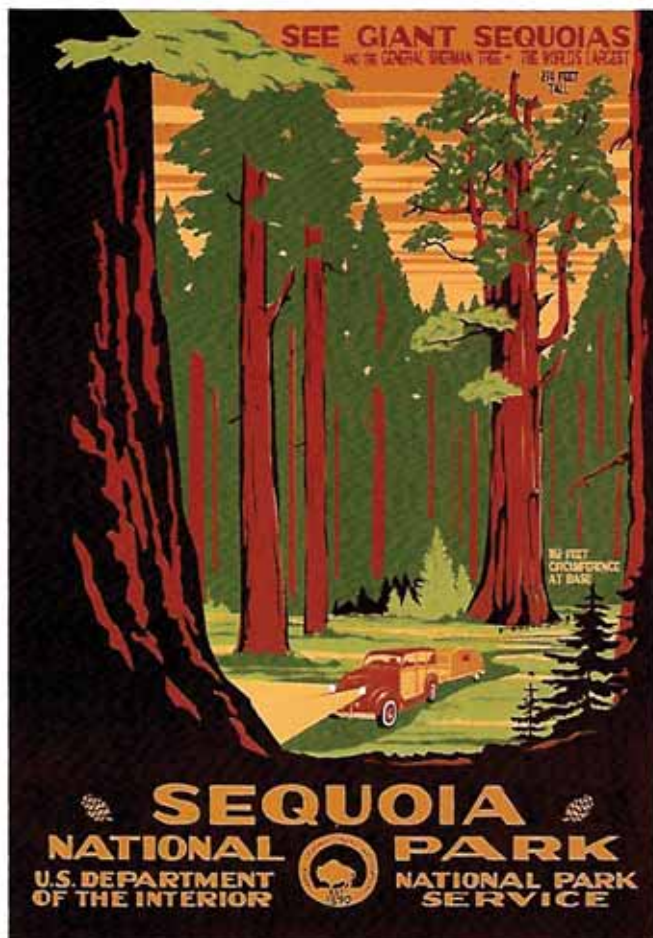
And there's the "Old Mission Beach Athletic Club (OMBAC) is a 501c4 Corporation and sponsors charitable athletic events including Over-the-line, Wheelchair OTL, Rugby, Wheelchair Rugby, a rowing team, a lacrosse team and more. "I've been a member for 29 years. I've been the Miss Emerson Committee Chairman, the Trademark Coordinator and now I'm on the T-Shirt Committee. OMBAC invented and has trademarked Over-the-Line which is a three person softball game played in the sand. The game is famous for bikini clad girls and funny Team Names (we can't mention here).

"That beautiful, award winning Truck is a 1956 F-100 resto-mod with a Ray Brock (yep!) built 302/347 stroker motor. A/C, Power Steering, power front disc brakes, U.S. Mags and new gauges and tach. Not quite finished though...still needs a sound system."

Traveling has been a big part of Rick and Sheryl's lives...They have a Winnebago Class A RV and have been all over the U.S. including Mardi Gras, Albuquerque Balloon Festival, Kentucky Derby, Niagra Falls and back." Been married for 26 years (just getting started). Luckily they have cell phones so we can Zoom them for our V8 meetings.



Trunk or Treat in El Cajon on Halloween!



Bill Lewis reports that it was a fun and popular Event, attracting hundreds of kids that meandered by cars parked front to curb with their trunks full of candy OPEN. The kids had a ball helping themselves. And Bill's '36 won a first place trophy ... That Lights Up!



Get that old Ford ready for Spring touring. There is so much to see. So little time to do it.

There's A Ford On The Phone.

I bought a '46 Ford convertible over the phone. The owner held the receiver next to the running engine to clinch the deal.

The car was in Clearwater, Florida. I turned to Sandy and said, "The car runs great, no problems. How 'bout we fly down and drive it back to NY?" Being the adventurer she is, she agreed. I packed a bag of tools, secretly, you know, just in case.

The car's owner picked us up at the airport and brought us to his modest 7 bedroom, 6,000 square foot house. It overlooked the Gulf and had its own dock. The style was stucco with rounded corners and a Spanish tile roof. There were architectural hints of Tuscany Gone To Florida. We walked in to find the two story living room filled, I mean packed, with old Wurlitzer jukeboxes. And the dining room was overflowing with antique arcade games stacked below the chandeliers. The four car garage had maybe 200 old slot machines. In the drive there were two huge James Bond style yachts and nestled in the shade between them was the Ford, pretty much as advertised.

The owner was a big time wheeler-dealer in most anything. He bragged about being the main boat source for all of Florida during the big boat lift from Cuba. He supplied everything from yachts to rowboats and basically anything else that would float. We had a light lunch with he and his wife, then test drove the convertible around the block. That done, I put on the NY plates and we took off. His last words were, "Good luck..."

Our first night's goal was Disney World in Orlando. But after two hours, the Ford started to heat up and run rough. I pulled into a gas station and discovered a busted water hose. That was easy to fix but, no matter how I tried, I couldn't get the soaked distributor dry. I blew it out with the air hose. I even removed it and let it dry in the sun for two hours, but the motor still ran awful. We finally drove on, backfiring and popping our way down the highway.

We pulled into one of the Disney World hotels at cocktail time. The lobby was crowded with people in their best resort wear and cocktail dresses. We were dirty, hot, tired and the old Ford was burping and farting in the Valet Parking area, like an escapee from the Beverly hillbillies.

After showers and dinner we were doing swell. I spent a couple of hours on the phone, calling local people who had advertised Ford parts in *Hemmings Motor News*, the Bible for old car fans. I looked into shipping the Ford home and renting something else to drive. In the process, I found a whole group of people nearby who offered parts and help. We were invited to come over and even stay over at their house while they helped straighten out the car. After the calls, we felt a lot better about the trip. And the next morning when I went out to the car, it started right up and ran fine. It had taken 12 hours to dry out by itself. You just can't rush Mother Nature. ...contd next page



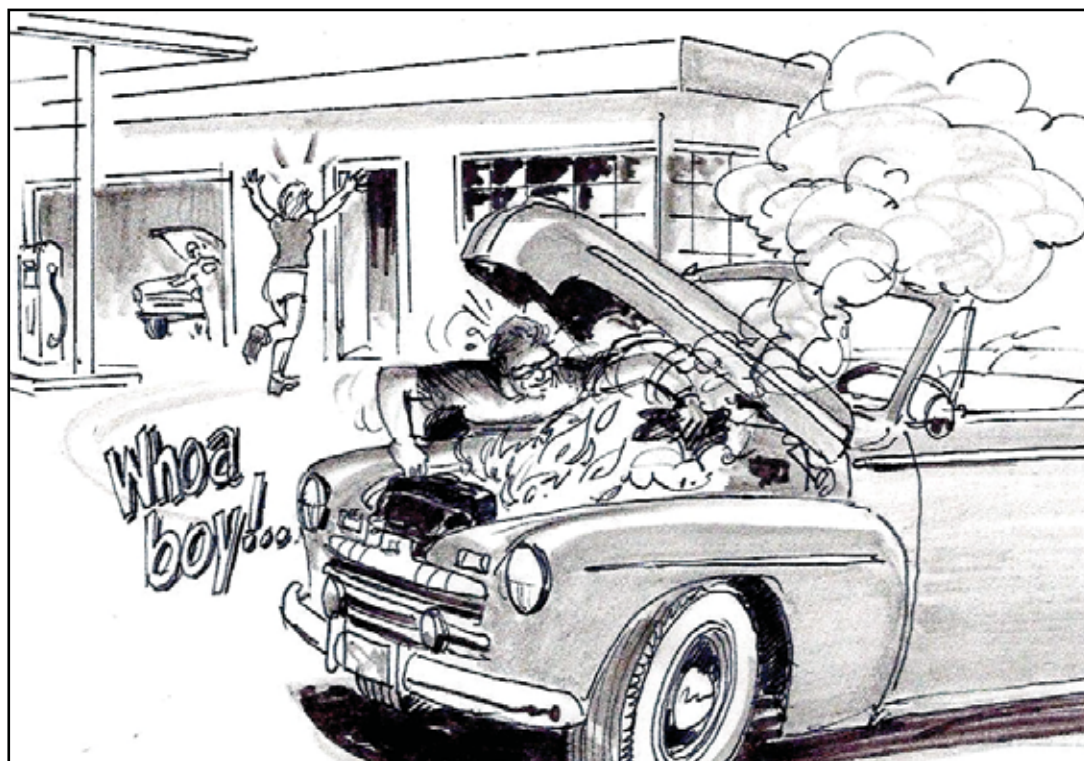
...Contd from previous page... We did drive out to meet our new phone friends anyway, bought a few spare parts, and were assured, that if we broke down, they would come save us. We continued onto the historical coastal town of Saint Augustine with no problems. The next day we made it over to the Outer Banks to see the wild horses and stayed overnight in the picturesque town of Ocracoke. After two days drive with no problems, I felt we were in the clear—no more dirt in the gas. Just as I was sure all was ok, she sputtered and coughed again, I pulled into a station, Changed the filter, but there was more in the carb. I whipped off the carb and splattered a little across the manifold. "Wump" Flames jumped off the hot manifold. I had a big rag and pounded out the fire, while Sandy was running around the station yelling for help. One guy carrying a fire extinguisher got to me just when the fire snuffed out. Checking the damage, there were melted ignition wires to replace and finish cleaning out the carb. It was a busy 1/2 hour because there was a Once-A-Day Reservations-Only Ferry to catch.

We raced north up the Banks. We knew that if we missed the boat it meant staying overnight in hopes of catching one the next day. Well, we were about two miles from the ferry dock when the Ford sputtered and quit again.

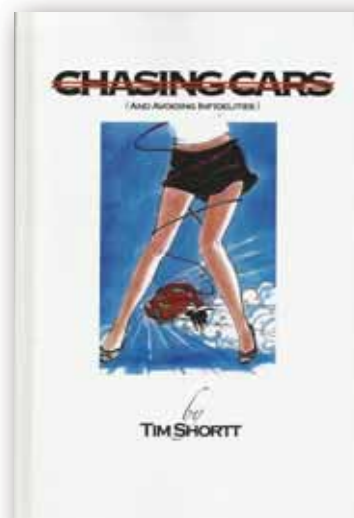
I jumped out and looked under the hood. The new gas filter was clogged with slimy, milky bubbles. I cleaned it out but the Ford still wouldn't start so I whipped off the carburetor, tore it down and found the same milky stuff in there. In the meantime, cars were passing and, since you would only be on that road to get to the ferry, it was obvious that we were trying to make the departure time, only minutes away.

I slammed everything back together under the hood and the Ford fired up. We burned rubber and rounded the last bend just as they were starting to close the loading gate. The people who had passed us on the road were all along the top deck waving and shouting." COME ON, COME ON!" Everybody was cheering as we slipped under the gate just as it closed..

In Charleston we took a historical Bike tour of the oldest neighborhoods in town, bought an Outer Banks hammock and packed up. We realized the slime problem was still with us. The only way to keep going was to periodically change the filters and clean the carburetor so that's what I did for the rest of the trip. We went through 23 filters and maybe nine more carburetor cleanings before we got home. The next day I pulled the gas tank and had it cleaned out, solving the problem once and for all. Looking back, it was a great trip. We only caught fire the one time.



Excerpt from Tim Shortt's book, Chasing Cars (and avoiding Infidelities)



Hot Rod Builder Hiding Electric Motor in Hollowed out V8

by Thom Taylor

You know hot rodders would turn their noses up at an electric motor in a hot rod. Hot rods are all about loud and fast V8s with gobs of power. You might be able to **get an electric motor** to give lots of power for go-fast action. But loud and seeing a V8 nestled between the frame rails? Never going to happen with an electric motor..

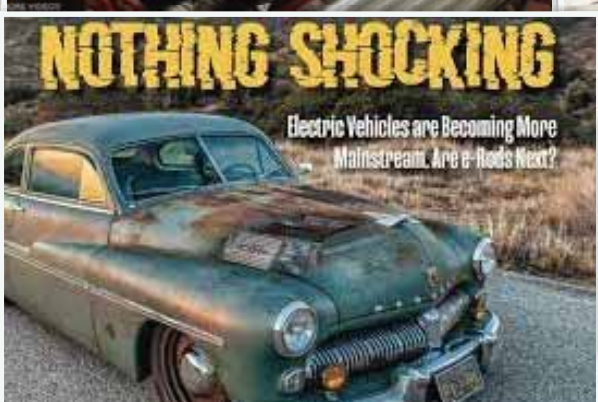
But one builder, Chris Webb, is working on the **visuals of running an electric motor**. He's hiding an electric motor in what will look like the hot rodder's favorite; a small-block Chevy **V8**. With 257 lb-ft of torque, when this project is finished, it will make smokey burnouts all day long.

That problem is that it's not a V8. A friend with a small aluminum foundry helped him by casting up a hollow Chevy V8 with

room for drivetrain controllers, heat sinks, an electric fan hidden under the air cleaner canister, and a 96-volt electric motor. He's shooting for 500 hp from the electric motor in a V8, but there are range and cost issues he needs to address.



As Electric Vehicles become more mainstream, can you see yourself driving one?



1940 Deluxe Coupe for sale - Black exterior - All Stock - Lebaron Bonney interior with wood grained window garnish - owned by same EFV8 member, Len Barbieri, since 1973.
\$30,000—Call Joe Valentino - [619 300-4280](tel:6193004280)



Buy Both and you've got a collection—



1935 Ford 5 window deluxe 5 window Coupe - LaBaron Bonney Interior and Rumble seat - Dearborn Blue with Tacoma Cream Wheels and Pin Striping. Excellent Chrome - completely stock
\$32,500 —Call Joe Valentino - [619 300-4280](tel:6193004280)



**SDEFV8 General Meetings- Auto Museum,
Balboa Park-MEETING NOV 17!!**

Ford V8 Swap Corner...

SDEFV8 Club c/o

**Tim Shortt, 1211 5th St, Coronado, Ca 92118
619-851-8927**

**1936 Ford Standard 5
Window Coupe**
4 time Emeritus Winner.
Black with Tan LeBaron
Bonney Interior. Trunk
model with roll down back
window. Aluminum
Heads , Ford Script Bat-
tery. **\$39,000 OBO Ron
Shedd 858- 776-6508.**



**'50 TransWorks good, T5
Trans 5 speed \$600 OBO-
714-490-0613-cell
714-906-1644**

**1936 Ford 5 window
coupe**-Columbia rear -
LeBaron Bonney interior
RB trans-Clock-Radio
All Ford steel
Beige body. Brown fenders
LB engine **\$33,000 or best
Tom 714-998-4528**

**Enclosed 28' Car Trailer-
with toilet, sink and wood
interior. \$3,000 Sheila Ra-
bell 619-977-3152**

**'56 F100 -302 V8, C4 Auto.
Two-tone paint. Daily Driver-
needs minor stuff. \$20 Ken Van
Wormer 619-302-5714**

50 ford flathead V8 engine
equipped with rebuilt 5speed trans.
Also included: new water pumps,
radiator, MSD ignition, 12v coil,
ceramic coated headers new plugs &
wires. Engine has good compres-
sion. No oil leaks or smoke, plugs
and plug wires. The engine has good
compression, no oil leaks or
smoke. I drove the car from San
Diego to Colorado with no prob-
lems. I have paperwork on the
transmission. Asking \$2,900 OBO
for all. **619 -339- 0902**

**9" Ford Rear End— 2.70:1 Ratio
\$100-Bob Brown 619-890-6988**

**265 Chevy V8 Motor- Total Rebuild,
Best Offer 619-247-6525**

**1932 Fender Gloves-covers complete
fenders. No scratch padding inside and
Naugahide outside.
Carl Atkinson
619-892-0222**



**1940 Deluxe Coupe - Black exterior - All Stock
- Lebaron Bonney interior with wood grained
window garnish - owned by same EFV8
member, Len Barbieri, since 1973.-
\$30,000— Joe Valentino - 619 300-4280**



**'37 rust free- v860 Fordor. New paint,
chrome, interior. New motor. Tires,
brakes Very clean. \$18k OBO -Dr.
Tom Sytko 619-829-1678**



**Pair of YOM CA
1934 Plates.
Also with
SHELL Travel
Badge. Good
Shape- Tim
619-851-8927**



**1950 Convert- '53 v8 Merc motor,
OD, recent paint, interior, Chrome
and top. New AC. Looks good inside
and out. Have owned 30 Years-
Many Tours. Runs great. \$28 Tim
619-851-8927**

Jerry Windle is cleaning out his garage...



1952/53 FORD: Have lots
of parts for 1952/53 Fords –
Hood, \$50; driver's side
door, complete, \$ 50; front
bench seat, complete with
folding back cushion, metal end pieces and
hardware, need new upholstery, \$100; NOS
front fenders pair, \$450; 1952/53 three-speed
transmission w/OD, used, 200; Rebuilt three-
speed transmission w/OD, \$400; restored hot
water heater system, complete, \$400; hub caps,
trim rings, etc. Too many parts to list. Come see
what "I've got. Prices negotiable.
V-8 MECHANICAL HONEY HOLE! Cleaning
out my garage. Everything must go. Have three
8BA blocks with valves still installed, four
cranks including a Mercury 4-inch crank. Com-
plete 59A engine, possibly for a truck. Several
intake and exhaust manifolds, heads, engine
stands and more! Would like to sell everything
for one price. Make me an offer I can't refuse!
JERRY WINDLE (619) 283-8117
jvwindle@cox.net (CA)



Mary and I are having our annual pottery show December 4-5, 9am-4pm at
9204—Campo Rd, Spring Valley. I thought some members of the club may
be interested. No supply chain problems! Thanks, David Cuzick
V8 Members, David and Mary Cuzick @<http://www.cuzickpottery.com/>

THE FAN

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

GAS STATION MEMORIES!



1. PROMPTNESS SAVES THE CUSTOMER'S TIME.



2. PERSONAL NEATNESS—



3. AND COURTESY ARE IMPORTANT—



4. ESPECIALLY WITH LADIES.

