

# THE FAN

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



## Cool to be in Cooley's Museum

Saturday morning started out beautifully and then got better. After rallying at the traditional Mission Valley east we traveled up Texas street to Cooley's Automotive Museum which is on the corner of Park Avenue and El Cajon Blvd.

Mr. Cooley was a very successful commercial real estate developer and the museum is only part of his car collection hobby with 14 other locations for his other cars.

He features primarily bass era cars including a Curved Dash Oldsmobile and a Hunt. The Hunt was built by a machinist who had a shop at 29<sup>th</sup> and National City Blvd. Mr. Hunt had a weekend retreat in Ensenada, Mexico and needed a rugged car to travel down the coast. This car is a 'One Only' and features a four cylinder apposed air cooled engine. This car is gigantic.

Only display was a sedan with metal fenders and a paper mache body.

The list of cars on display is lengthy and so are the metal collectibles of model trains, type writers, dictaphones, irons, children's metal toys and on and on.

Also included in the collection is a '80s Buick. It is included in the collection because it was part of a study of self steering cars following implanted magnets along a stretch of I-15. After a most interesting hour spent at the museum we caravan-ed down Washington Street winding up at Mitch's Seafood Restaurant in Point Loma.

Warm weather and good food was our reward for making the trip down to the bay.

A special treat was welcoming Judy G's two grand daughters, Fern and Camille visiting from England.

They seemed to really enjoy our group and San Diego. — Jim Thomas

## Urgent appeal for your help for the Big 3.

The place we are really shorthanded is the Friday morning "Sticker Police".

For a standing active job, we have no one on 5:00-8:00 and 8:30-12:00.

For a sitting job, we have no one on "Vendor Gate" Sunday, from 5:00-9:00 and 9:00-1:00.

Sign up now, coffee and donuts are best at 5:00 AM - Mike

Call Barbara Martin- 858-254-5009





## Prez Sez— Wow, January has flown by, seems I just put the Christmas decorations away!

Hear that I missed a great tour to The Cooley Auto Museum. I hear he has an interesting story and that we saw only a small portion of his total collection, wish I would

have been there. Great find Walter!

I enjoyed our January members meeting, Bob Lloyd of Lloyd's Collision Center was enlightening, I had no idea automotive paint had changed so much; maybe I'll just get the '40 over there for a look see. I also wanted to say thanks to Joe Vidali for bringing in his Ford Technical Service Bulletins, quite the collection, thanks for sharing! Just prior to the meeting I had the pleasure of presenting a check for \$700 to the San Diego Auto Museum. They support us with meeting space twice a month, the board wanted to show our support of the museums programs. I was told that next month's program will be controversial, be sure to get over to see it!

Our February Tour deserves some discussion, that's the one at Qualcomm Stadium, otherwise known as the Big 3! This is our clubs only fund raiser and allows us to enjoy the coffee and donuts at our meetings and expenses of the All Ford Picnic and make contributions to the things like the Ford Asset Program. I hope you have all had the opportunity to volunteer for your favorite job, remember it's unlikely you will get this opportunity again so please contact Barbara Martin at [dnbmartin@cox.net](mailto:dnbmartin@cox.net), or 858-254-5009. I can only relate my own experience; each day at The Big 3 was glorious, high energy, lots of cool cars and parts, great comradery among the V-8ers, etc. Hope you all can make it.

Speaking of tours, here is your opportunity to be Tour Director for a Day! You are the boss for the day. You can choose the destination you have always wanted to see, or pick one we have already chosen. Pick the date, meet up spot, route to take and where to have lunch after the drive. Please contact Jim Thomas for the particulars; he will be a valuable resource for you.

That's all for now, please do all you can to keep the shiny Side up and the rubber side down.

—Prez Mike Petermann

**...More.... Cooley Museum rare Stuff.**

**One of a kind - 150 year old vehicles you'll never see anywhere else...And plenty of history from Mr. Cooley himself. Fun Tour**



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**Wear Your Name Tag--  
Feb pot is Big 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!**

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



# Is The old Car Hobby Over?...

December 29, 2017

Go to an event like the Hershey Swap Meet and the fears about the graying of the old car hobby don't seem so unfounded. Even if prices drop through the floor ... so what? Consider, for a moment, a doomsday scenario: At the stroke of midnight on Jan. 1, everyone over the age of, say, 65 or 70 swears off gasoline and unloads their collector cars. Arizona and Kissimmee are flooded with consignments. It's the buyers market to end all buyers markets; prices go through the floor. Everyone is freaking out. The collector car hobby as we know it will die, maybe.

A New York Times article referenced by Vellequette offers an interesting parallel. Some older folks are facing a melancholy reality: Their children have zero interest in their cherished heirlooms. Cars are not like limited-edition ceramic figurines or Salvation Army-bound Lenox tableware, though. I won't say the car's appeal is universal because it isn't, but the range of people captivated by cars never ceases to amaze me. What's in the spotlight changes from generation to generation, but today's enthusiasts don't limit themselves to what they longed for growing up. There's a surprisingly young crowd keeping the traditional postwar hot-rod and motorcycle scene alive, for example. Thriving events like The Race of Gentlemen have only made it bigger and more mainstream. And that's why prices have yet to plunge. Again, I've been angling for a prewar car for a while now. I've been reassured that values for everything from Ford Model As to Packards are going to collapse as collectors downsize (or -- let's be honest -- die off), but that simply has not happened. Sure, old American iron hasn't kept pace with Euro sports cars, but values don't seem to have any trouble matching inflation. The bloodbath has not materialized.

If that doomsday scenario mentioned above does play out, it will probably be the result of some massive financial cataclysm rather than a sudden baby boomer automotive divestment.

This is basically a time-compressed version of what most people I've talked to in the old car world have been fretting about, with varying degrees of intensity, for as long as I can remember. As Larry Vellequette at Automotive News recently noted, there's some demographic evidence to back up the concern. Baby boomers are still buying and holding more collector cars than anybody else, but they're not going to be around forever. When they go, they'll take their appreciation of the cars of their youth (and, crucially, their disposable income) with them. This will shake up the world of collector cars in a big way -- no getting around that. But the world is always changing, and that shakeup will be for the best in the long run.

The fear that the collector car world dies with the current generation is tough to dispel, but there are reasons it's so persistent. I'm into old cars -- as in, 1960 and older, with an eye for pre-WWII metal. The crowd around me could hardly get any grayer. Meanwhile, owners are often having a tough time persuading their children to pick up the torch and carry on in the hobby. For people who have been involved with old cars for decades, it has to be incredibly discouraging.

Don't be ridiculous. It might be chaos in the short run, but prices will find a new level -- likely substantially below today's, but never so low that these cars won't still be desirable. In the wake of this massive but purely hypothetical sell-off, collector car ownership won't seem quite so unattainable. This alone won't make those pesky millennials interested in bias-ply tires and carburetors, but it will bring those of us sidelined by high prices into the hobby. I might be able to afford that Model A, finally.

There is, of course, the looming threat of automotive autonomy. As Larry notes in his AN piece, cars are more useful than Beanie Babies; that vintage cars can still serve as transportation has, in the minds of some, helped justify the market for them. But give me a break: Daily drivability is not the factor keeping Packard 626 prices propped up, and it certainly won't sustain those prices as modern automotive technology drives an ever-bigger wedge between the present and the past. We like these things for a variety of reasons, but practicality is not typically the primary one.

Self-driving cars do threaten to erode driving culture, and it's up to us to fight against that. But unless human-operated vehicles are banned outright, they might actually make it easier for enthusiasts to go all-in on relatively impractical old vehicles. Look at Japan: It's a nation where drivers' licenses are difficult to get, and in most population centers, unnecessary. It's expensive to own and operate a new vehicle there, and the hurdles only get higher for vintage machines. And yet Japan has an eclectic car culture that spans all eras and styles. If your day-to-day needs were served by some smartphone- healable electric robot commuter pod, what could you buy for weekend joyrides? What couldn't you buy?

If there's one thing that does threaten to send the world of collector cars into a death spiral, it's fear. Part of that is fear about what the future holds for the hobby. We feel like, on an individual level, there's not much we can do to change the way things seem to be going. But the hobby is always changing -- and maybe you can take solace in the fact that there are at least a few weirdos like me who will make sure that the really old stuff gets taken care of.

But I think the bigger and more dangerous fear is the one that makes you hesitant to go out and use your car, no matter how old it is. It's easy to come up with reasons to leave it parked in the garage -- too many distracted drivers, hard-to-find parts (actually, it's

never been easier to track down stuff thanks to the internet), the urge to keep that better-than-stock restoration pristine. If it's off the road, it's safe. (Unless your garage catches on fire. Ask me how I know.) But the surest way to convince younger generations that cars are no more vital than the Lladro figurines in your curio case...is to treat them like bigger, more expensive and harder-to-dust Lladro figurines. It's a bad look, and it turns off those who might otherwise be interested in learning more.

So don't do that. Invite the grandkids over to change the oil, maybe. Or make it your 2018 resolution to go for a drive as often as you can. (I've heard the HCCA guys love to tour ... what's your excuse?) Get out there and show people why you care about old cars, and why it's a fun and rewarding community to be a part of. That's really all you can do, but if you really commit to it, the rest will sort itself out.

## The ACCC...Representing the Car Hobby Since 1972.





**Feb 23,24,25-  
DON'T MISS THIS!  
OUR LAST BIG 3**  
**Sign up now and be a part of  
history—a half century of the  
biggest Swap in So Cal.**

**Mar 17 Tour**  
Soap Box derby, Alpine  
Country ride thru Alpine to  
Burger joint in Jamul  
jstomas35@gmail.com

**Apr Tour**  
**March Air Force Base  
in Riverside**  
Date TBD— Bob Brown

**February Anniversaries**  
2/04 Jose & Vivian Serrano  
2/14 Dan & Bonnie Krehbiel

**February Birthdays**  
2/08 Joe Vidali  
2/11 James White  
2/21 Annette Guerrero  
2/22 Duane Ingerson  
2/23 Tom Sytko  
2/26 Teri Brandon

**Paula Reports Membership  
down, but Renewals coming in.**

**Miss Sunshine, Judy reports:** Bobbie Atkinson under care for Alzheimers, Carl Atkinson recouping from heart problems. Tom Cook is doing better. Sue Dorr ok after foot surgery. Torry Olsen recovering from a stroke. Dave Huhn recovering from back surgery.

## **SAN DIEGO EARLY FORD V8 CLUB General Meeting Minutes Jan 18, 2018**

Prez Report: Mike Petermann - Good Tour to Cooley's Museum last week. The club has donated \$800 to The Auto Museum for use of meeting space. Tonights program is from Lloyds Collision Center. Bob Lloyd introduced paint expert Steve Barrons who explained the history of automotive paint and the evolution of modern water based paint - a superior product to all original automotive paints.

VP Report: Bill Dorr - thanked the Paint guys and also former member Dillard Harwell for setting up the Lyoyd presentation. Dillard has since resigned from the board and as a member to devote more time to important projects at his church.

Secretary's Report. Dennis Bailey absent. Bill asked for approval of minutes as printed in FAN. Approved.

Treasurer Report: Ken Burke - presented the End Of Year Report at it was approved by vote.

Membership: Paula Pifer - Membership down, some members still delinquent. Asset students have moved on.

Accessories: Ray Brock report: New Club jackets have been ordered.

Sunshine: Judy Grobbel report: Bobbie Atkinson under care for Alzheimers, Carl Atkinson recouping from heart problems. Tom Cook is doing better. Sue Dorr ok after foot surgery.

Torry Olsen recovering from a stroke. Dave Huhn recovering from back surgery.

Tours report: Jim Thomas - Call for Volunteers to step up and lead a tour. And also for members to submit Tour ideas.

CCC Report: Bill Lewis - CCC no updates. But Soap Box Derby has a race coming in March, again in Alpine. Our V8 Soap Box Car featured in article. Our Driver, Andrew placed 5th overall last year and drove very well. We won when we used our own wheels, lost by a hair after manditory wheel swap.

Jerry Windle had missed the Christmas party, so Prez Mike took this opportunity to present Jerry the 2017 award for service he deserved.

Joe Vidalli displayed his collection of the only complete and original 1932-1948 Ford Tech Bulletins in existence.

Barbara Martin passed out BIG 3 Assignments and asked for more volunteers for this, our last BIG 3.

Ric bonnoront reported the 2018 BIG 3 is sold out. And, after an exhaustive search for an alternate site to replace The Q, all alternate sites are either too small or too expensive. Joe Pifer added, the event requires parking for 9,000 and selling space for 2,200 venders.

2018 BIG 3 Set Up: Mike Pearson, Joe and Ric asked for volunteers 9:30 am, Thursday Jan 22 for Vender Tent set up.

NEW Business: None. Old Business, None, Misc: None. 50/50 Drawing won by Dan Prager. Name Tag would have been won by Bonnie Krehbiel, but she was absent.

Meeting Adj 8pm.

—Submitted by Tim Shortt

## **WIN A 2018 FORD F-150**



Certificate #  
35987455

(Actual truck may differ from the one shown)

License# 145296

**One lucky winner will win a 2018 Ford F-150**

# **TICKETS ARE \$100**

**WIN A FORD F-150 OR CASH PRIZE!**

Three winning tickets will be drawn from 1,200 sold

1<sup>st</sup> Prize - choice of a new Ford F-150 or \$40,000

2<sup>nd</sup> Prize - \$2,000 3<sup>rd</sup> Prize - \$1,000

**(260) 927-8022 or [www.fordv8foundation.org](http://www.fordv8foundation.org)**

**Winning tickets will be drawn when all 1,200 are sold or 11-1-2018**

Truck Provided By:  
Proceeds from raffle sales benefit  
Ford V-8 Museum Programs



The Early Ford V-8 Museum is raffling off a 2018 Ford F-150. It's valued up to \$55,000. In lieu of the F-150, the winner can choose \$40,000 in cash. 2nd Prize is \$2,000 and 3rd Prize is \$1,000. Only 1200 tickets will be sold! The tickets cost \$100 each. The drawing will be when all 1200 tickets are sold or Nov. 1, 2018, whichever comes first.

Details and a page of rules can be found on the website:

[www.fordv8foundation.org](http://www.fordv8foundation.org)

For tickets, call the Museum at (260) 927-8022 or visit the website. There you can download an information form to mail in with your check or credit card info.





## I led two lives...

For 36 years, I worked in the Manhattan mashup of over caffeinated, pressure packed, highly competitive, high pressure *FAST FUN* —Madison Ave Advertising.

Every night I came home to a 200 year old farm house sitting on a bucolic wooded acre just 17 miles north of NYC. My historic town of Hastings, sat along the Hudson River just across from the beautiful and rugged line of cliffs called the NJ Palisades. Washington had slept here.

My NY life: The family, biking trips, never ending things to fix on the old place, and my hobby/obsession - the old cars. A dozen at a time.—*TS*







## The Second British Invasion.

Judy Grobbel's English granddaughters, Camilla, the Director, and older sister Fern, the production Assistant, crossed the pond to study the Calufornia Car Culture. And make a film. It's Camilla's final project for her last photography class at the University. She came well prepared with several expensive cameras, tripod and recording equipment. Ray Brock showed them around the Museum Restoration Shop and imparted enough automotive information to make several film sequels, Walter Andersen led them thorough a personal tour of his extensive collection, Calvin King opened his home and seven garages for a friendly peek at his obsession (and a piece of Shirley's famous cheesecake), Mark Williamson wowed the girls with his 25 car Garagemajal. Camilla and Fern were welcome V8 guests at the Cooley Museum Tour. Former professional photographer Gordon Menzie pulled his 1934 chassis with the brand new Ardun-headed flathead out into the sunshine and fired it up for the cameras. Then proceeded to give the film student Camilla many tips on how to get started in her chosen career. Two trips to the Dunkers and Clunkers Saturday morning get together in Bonita yielded many interviews with the caffinated and donut crazed car nuts, plus a surprise celebrity encounter with Tom Cutter from the "Barm Find Hunter" TV show. Tom was there with his '39 Ford Woodie and film crew to see decrepit collections of old cars around San Diego. The family interrupted the work schedule with all-out All-American dinners at Joe's Crab Shack, Old Town Mexican and Little Italy Italian . What a great visit! —TS



Tom Cutter leaves to find cars in barns





## Santa working at Walter's Place

We do this every year at the Nursery. We cooked 300 hotdogs and Nelson Photo took all of the pictures and printed them within two minutes for everyone to take home. It is a great free event for our customers and friends.

It was a real fun day, big success. You should have come, even if your granddaughter was not with you. Silva's were there without kids. We have been doing this for about 14 years, I think. I've lost track. My old buddy is the BEST Santa. I hope he can do it again next year. But we're all getting old, Santa and I both graduated in 1958 from Mission Bay so we have known each other for a long time. Santa was 'pooped' after talking to all of those kids (and adults)...



## New Old Truck.

This 1934 truck belongs to the San Diego Maritime Museum. Ken (my son) has been active in the Museum for over 30 years. The truck was a donation (I have no clue, could have been in a will?) Anyway it has been stored for about 8 years at our Poway store. My son started to install new brakes (it had been converted to hydraulic brakes a long time ago) but he hadn't finished it. I trailered it to my shop, my friend Al and I have been working to get it roadworthy again. All new wheel cylinders and a new master cylinder, new shoes up front, the rear were ok. New brake hoses up front also. The guy had mounted the battery on the right side firewall, looked ugly and took up a lot of room. We put much smaller Odyssey 12 volt dry cell under the seat, much cleaner looking. We put on a Ford oil filter to replace the spin on type that

was on the left firewall. We replaced the tail lights with 'Ford SS reproduction' but had to modify them and install another bulb (2 bulbs per light) for the turn signals. We found smaller turn signal lights for the front and mounted those under the fenders. Some rust repair (in one photo) left front fender, also some rust at the bottom of the driver door will be repaired. It has an 8BA engine seems to run well, so far. The engine compartment needs to be detailed also. Overall, the paint is not the best, but looks 'ok' for a driver. Probably about 25+ years old. We need to clean up the the bed and lose the old blue carpeting and steel strips holding it down, New wood has been bought and it should be installed in short order.

But look out, here comes the British Invasion - Judy Grobbel's grand daughters, Fern and Camilla, are here to make a film about California's Car Culture. Lengthy interviews and much camera work. An Academy Award winner no doubt. —Walter







## AN AMERICAN ROAD TRIP

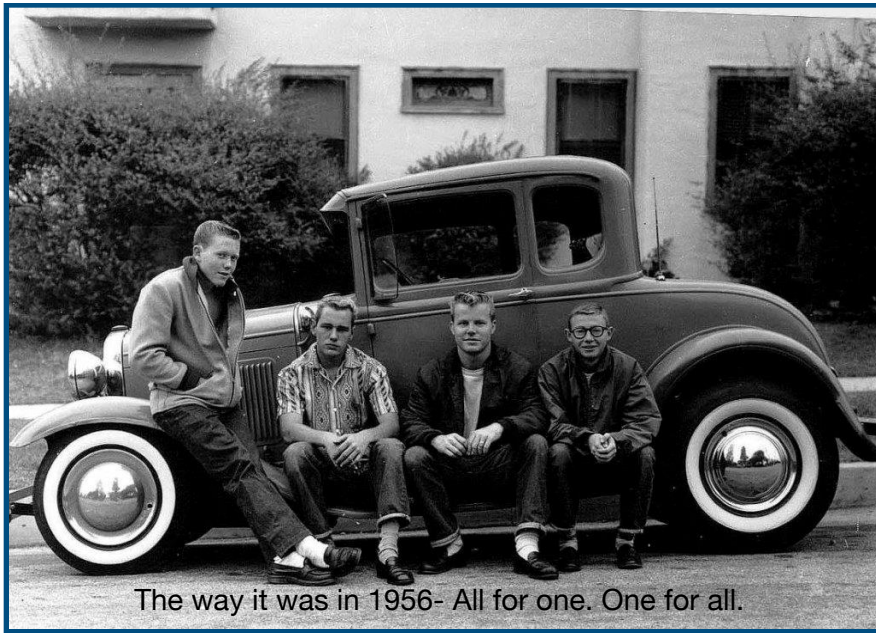


Jack Canary was a Tech Rep with North American Aviation in China during World War Two. After the War, he continued to work with NAA and also built and restored aircraft. He worked as a consultant on the film "Tora, Tora, Tora" and was killed while flying a PT-22 for the film in 1968. He was an avid photographer who documented many of his adventures in China and the many other places he traveled while working for NAA. This collection of photos is from a family vacation around the

American Southwest in the family's Ford Ranch Wagon in the winter of 1954  
—*Hemmings Motor News*.







*Ihre Zukunft...!!*

Sie werden sich schon oft damit beschäftigt haben ... immer wieder trat der Wunsch, sie besser zu gestalten, in den Vordergrund -- und das wäre sehr einfach: mehr Kunden werben ... mehr Kontakt mit der Umwelt erhalten -- und das Mehr-Geschäft ist da!

Aber die Zeit reichte nicht aus! -- Ja, haben Sie denn noch garnicht daran gedacht, daß es auf dem Wege zum Erfolg einen treuen Helfer und Begleiter für Sie gibt, der Sie schneller zum Ziele führen kann?!

Sie haben noch nicht daran gedacht?! ... Dann diesen Prospekt und Ihr Entschluß nicht daran gehen Sie sich bitte einmal genau an, wird lauten ....

**Well said...**

*In Zukunft:*

*Ford*





# What the Airstream Clipper WASN'T

David Conwill, Hemmings

Thanks to Joe Peplinski, the historian for both the Vintage Airstream Club and its parent club, the Wally Byam Caravan Club International. Joe helped fact-check that story and put us in contact with Dale Schwamborn.

Dale provided the images used in the Byam story and, along with Joe, clued us in on a couple of the bigger misconceptions in Airstream history.

Because aluminum weathers considerably better than Masonite, especially when similarly neglected, survival rates of Airstream's prewar Masonite campers are quite low. This has led many to the impression that the Airstream Clipper, introduced in 1936, was the company's main product before World War II. In fact, though, it appears this isn't true.

Setting aside the intriguing, but rarely seen, Masonite Airstreams of the 1930s, the Clipper is the epicenter of another myth—primarily that the Clipper was a copy of the Bowlus Road Chief but with the door moved from over the tongue to the side.

The Bowlus was the brainchild of Hawley Bowlus, an aircraft engineer who had helped to build Charles Lindbergh's Spirit of St. Louis back in the 1920s. He conceived the Road Chief as an expeditious means to transport flight and ground crews to distant landing strips and maintain them there in comfort. Rather than utilize the common building materials of the era—wood, steel, and Masonite—Bowlus instead looked to airplane building materials and techniques. The result was a streamlined monocoque trailer of riveted aluminum construction.

Bowlus began producing his trailer in 1934, and it is possible, though unconfirmed, that Byam may have retailed the Bowlus Road Chief alongside his own products circa 1935. It's certain, however, that Byam was aware of Bowlus's trailers and admired them.. Regardless of the business relationship between the men, it is true that by 1936 Airstream Clippers were selling in competition with the Bowlus Road Chief.

In 1937, Bowlus went into liquidation, and Hawley Bowlus himself returned to the aviation field where he is well remembered as an innovator in glider technology. In addition to the continued success of the Masonite trailers, a big factor in Airstream's success where Bowlus had failed was likely Byam's refusal to produce Clippers on spec. Bowlus produced Road Chiefs regardless of demand, whereas Airstream only produced Clippers to order. Not only did that avoid wasted materials, it also permitted Byam to tailor each Clipper to the customer's preferences.

"There were never blueprints," Dale explains, "The Airstream Clippers varied in shapes and looks from the beginning and went through design evolutions. Wally was the engineer, designer, and draftsman in a very simple manner. He rolled out a long length of butcher's paper. He then asked the customer 'how long do you want trailer?' With templates, he imprinted the front and end caps at the appropriate length.

"Then he asked the customer about window and door locations, sleeping area, cooking area, [and] commode area. When [he] finished filling in the locations, the full scale pattern could be used as the print for manufacturing the trailer."

Additionally, Joe points out, "There were some significant differences in the design of the Road Chief versus the Clipper: The Road Chief used a full monocoque construction with the door on the tongue, while the Clipper used a semi-monocoque construction with the door on the side." Also there were significant price differences:

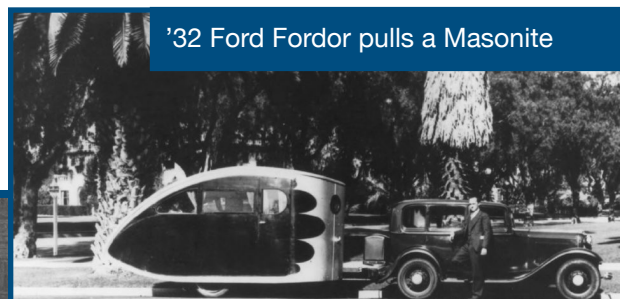
"Airstream's [Masonite] Airlites and Silver Clouds sold for \$500 to \$600. The new Clippers...in the neighborhood of \$3,500. Each one was custom built to buyers specs. Prices varied from a base price to material cost-plus Labor. "Due to the Depression, very few people were able to afford a luxury trailer - only 35 to maybe 50.

Today, both the Airstream Clipper and the Bowlus Road Chief are extremely collectible. When Airstream production resumed after World War II, Byam elected not to reintroduce the Masonite lines and chose to replace the made-to-order Clipper with a more standardized model called the Liner, which wears the now-classic Airstream breadloaf design.

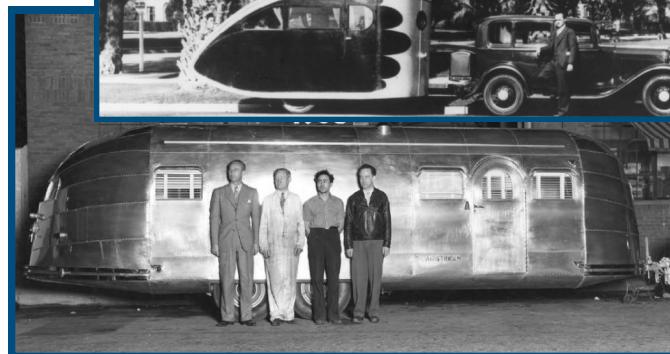
As an interesting aside, Geneva Long, daughter of Bowlus historian John Long, has spearheaded reintroduction of the Bowlus Road Chief out in Nevada. The revived Road Chief retails for \$137,000 to \$147,000; comparably sized modern Airstream models start around \$64,000.



The 85-hp V-8 in this 1938 Ford Deluxe Fordor was plenty to pull the streamlined Masonite Airstreams.



'32 Ford Fordor pulls a Masonite





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

**Next Meeting : Wed, Feb 21, 2018, 7pm,  
Auto Museum, Balboa Park**

### **FORD V8 SWAP CORNER...**

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

**Sale—Complete front clip for 1954 F100 Pick Up. Front fenders, Grill, Valence and Hood. Plus a Tailgate and Bed Rails. No Rust, small dings, in Primer, good metal. \$600 for all. 619-851-8927**

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

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



**'56 TBird. V8, auto. Porthole Top. New Pearl paint. Very clean \$20K. John Hildebrand 619-850-4099**

**'59 Edsel Ranger.** All original, green & white, 4 dr, Needs TLC. \$1900-Cheap. Rick 619-512-7058

**Wanted- Two Wheels-16" x 4.5"** Mike Pearson 760-729-4645. [m.pearson@roadrunner.com](mailto:m.pearson@roadrunner.com)

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

**'37 Fordor.** Good shape. New V8 60 Motor, radiator & everything else under hood. Solid body, good interior, WWW tires. Runs & drives great. -619-829-1678 Dr. Tom



**'32 Phaeton-All Steel.** All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Sidemounts, Luggage Rack. Runs great. \$95k OBO.



**Motor Home—runs, drives well. \$9k OBO**

**Dixie, 619-677-8922**



**'32 Tudor.** ready to go hot rod. Real Nice Car. \$30,000.

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



**'36 Coupe** Hot Rod- Proven Tour Car. Best Offer. **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. \$16,500 OBO Norm Burke 619-462-8956



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

**'50 Convertible.** V8, OD, R&H, Spot, and Factory Continental. New Paint, Stayfast Top, Rebuilt motor, new pumps, batt, tune, tank, steering, brakes, etc., Solid 2-owner Car. \$24,500 -619-

### **One Sweet 1930 Model A Rumble Seat 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 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, Lebaron Bonnie Interior and top, good paint but does have a few scratches, Xtra parts and A Literature. All mechanical work has been done by Hansen Garage in Ramona. **\$17,500 OBO -Dave Huhn 619-392-4545**



**'35 Ford Pumper Fire Truck.** 21 Stud Orog Flathead. Runs, needs TLC. Body, paint, Lyle Fisk gold leaf pin striping all good. **\$15k OBO-Rick Carlton 619-512-7058**





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



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



Feb/18



## Gordon Menzie

got hold of a pair of rare original Ardun Heads and built a motor around them. The hemispherical heads were designed in the '30s for use in trucks, but hot rodders saw the potential for street racers and dragsters and the Ardun legacy was born. The motor is now fitted into a beefed up 1934 chassis.

With the Ardun overhead valve conversion, it's now rated at a rampped up 225 HP and coupled to a Quick Change rear. Gordon's '34 chopped Coupe body with added louvers on hood, roof and trunk, is nearly ready for old style paint and reinstall.

When he fired the thing, you could feel the power vibrate your bones. —TS