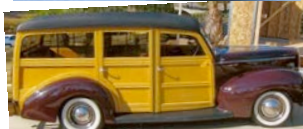


# ✂ THE Ford FAN ✂

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



## *Happy New Year 2013*

Have You Signed Up For The Big 3 Yet? Call Barb Martin 760-230-2582



## The Prez Sez.

First, I would like to thank Bill Lewis for making the year of his presidency an excellent one. I hope to keep the level of activity and interest as high as possible and I would like to continue Bill's push for new members. We will again have an award for the V8er who brings in the most new members. I would like to welcome the new board members Dick Martin, Duane Ingerson and Tim Shortt. Tim has attended all of the board meetings as Fan Editor and will now get a chance to vote. I would also like to thank the outgoing board members for their important service: Ken Tibbot, Mark Goldman and Mike Brandon.

We have some programs planned that should help the V8 restorer with updating your cars. We will continue with many of our usual events as well during the year. **Make sure that you sign up to help out with the February Big-3 swap meet.** This is our major source of revenue and is very important to the club. If any of you have ideas or would like to see a program or guest speaker on a specific topic please email me at: [jhildebr@cox.net](mailto:jhildebr@cox.net).

A special thanks to Barbara Martin for helping my wife Patty and I with the Octoberfest. It was a great success.

I would like to wish all of the EFV8 club members a safe, healthy and happy new year. We have a strong club with many resources that can be shared. Tim will keep you updated in our wonderful publication "The Ford Fan."

I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. These have given some new interesting ideas to those who are not so interested in gear ratios, motor oil and ignition timing. May 2013 bring us all a healthy and more prosperous new year. --John Hildebrand

The Coronado Christmas Parade played to a lively SRO crowd - Floats, Cub Scouts, Firetrucks, Marching Bands, Twirlers, Navy Band, Rotary Club, Sea Scouts, Girl Scouts, Marines, and plenty of old Fords made their way up Orange Ave to the beat of "Here Comes Santa Claus". It was a Holiday Happening.



**President: John Hildebrand** - 760-943-1284

**V.P. Bill Lewis** - 619-851-3232

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

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

### Directors:

**John Hildebrand** - 760-943-1284

**Bill Lewis** - 619-851-3232

**Dennis Bailey** - 619-954-8646

**Duane Ingerson** - 619-426-2645

**Ken Burke** - 619-469-7350

**Tim Shortt** - 619-851-8927

**Richard Teubner** - 858-748-2849

**Dick Martin** - 760-230-2582

**Rick Carlton** - 619-303-3353

**Bill Lewis** - V.P. & (President Pro Tem) - 619-851-3232

### Other Chairpersons

**Tours: Richard Teubner** - 858-748-2849

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

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

**Programs: TBD**

**Car Council: Joe Pifer** - 619-464-5445

**Web Master: Rick Carlton** - 619-303-3353

**Lady 8ers: Candaus Green** - 619-444-7174

**Accessories: Duane Ingerson** - 619-426-2645

**Ford Fan: Tim Shortt** - 619-435-9013 Cell 619-851-8927

**Refreshments: Sandy Shortt** 619-435-9013

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

### Big 3 Board Members

**Ric Bonnoront** - 619-669-6391

**Rick Carlton** - 619-303-3353

**Calvin King** - 619-447-1960

**Dave Huhn** - 619-462-4545

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 San Diego Early Ford V8 Club, P.O. Box 881107, San Diego, Ca 92168-1107. 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.





## Gil Buxton Remembered. 1937-2012

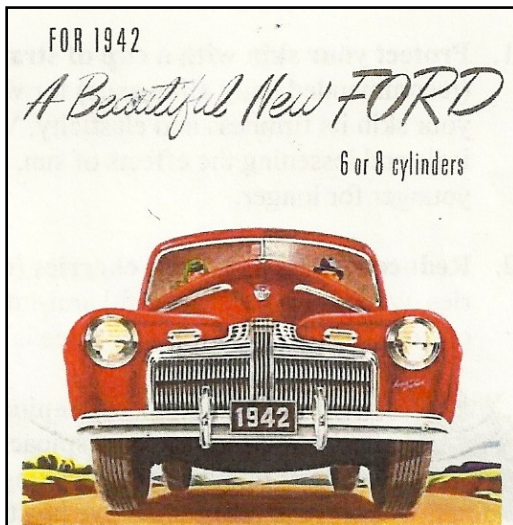
Hundreds of long-time friends and family members showed up to pay their respects and share memories of Gil. The formal service was short, leaving the crowd to gather around their own memories of Gil and to admire the fine collection of vehicles and memorabilia he had amassed. Meg and other family members circulated threw the crowd, sharing hugs, handshakes and a delicious Mexican meal. Gil's company, Bux Industries, is in good hands, now run by his sons. One of Gil's good friends, Rick Storrs spoke to the group:

*"I want to personally thank the Buxton family and especially Meg, for allowing us all to share this day with them. We're here to celebrate the life of a man I have known and shared a great deal of time with for 33 years - Gil Buxton.*

*In a lifetime you don't meet many people you can call a true friend - someone to sit and*

*share some time and a cup of coffee with - which we did for many years. Gil was always ready to share a joke or listen to what some had to say. There isn't enough time to talk about all the times we had together - just time to say goodbye to my best friend and the brother I always wanted."* - Rick Storrs





IN THESE UNUSUAL TIMES we find the car is big in every way -- wide across the body, compact in the front and back, and having room in the middle. Some new models are even better than old ones, and we believe that you will find it more and better than for your money ever found before.



## 1942 Ford introduction

Despite war clouds over Europe, the **1942 Ford** received a extensive face-lift - new fenders, grille, hood, dash, and more. The Super DeLuxe, introduced on September 12, 1941, can only be described as less car for more money. Prices crept up across the board by about \$100, and signs of material shortages were evident everywhere (an industry-wide problem).

Chrome couldn't be used except on bumpers and grille because nickel and copper were on the limited-supply list. Ford answered that one by using zinc plate on trim and varnish over it. Stamped steel horn rings and some grille parts replaced diecast zinc. Hubcaps were made of stainless steel, actually a quality improvement. After December 31, all trim had to be painted (or plastic covered) -- even if it was already chrome or stainless, this so that no make would have an advantage over another. Ford painted its trim tan. Ugly as they looked, the rare "blackout" models are highly collectible now.

Of course, no aluminum could be used, so pistons were made of a cast-iron alloy. Molybdenum replaced nickel in valves, gears, and shafts, another quality improvement. The Ford's frame now stood an inch lower, and the ride was improved via longer and wider transverse springs, twin lateral stabilizers, and two-inch-wider tire treads. In the quest for more quiet, Ford engineers

added large cushion rubber insulators between the body and frame and improved the engine mounts.

The front end was all-new with a bolder hood and more impressive one-piece fenders. The grille was flattened and made rectangular, with a heavy ornamental frame surrounding two sets of vertical ribs separated by a heavy bright strip down the middle. Parking lights migrated from atop the fenders to inboard of the headlights. Ford's more massive look for 1942 merely followed an industry trend started by style-leader General Motors, and which had already been evident on Chevrolets -- and Plymouths for that matter.

Doors now flared out completely over the running boards, and rubber stone guards adorned the rear fenders. Splash pans were placed between the wider bumpers and body. Taillights went from vertical rectangles to horizontal ovals, and were trimmed with extra chrome on Super DeLuxes, which also boasted blue stripes in the grille, unique bumpers with a groove at the top, and more chrome around the windows. It was all part of the new "Stagedoor Canteen" look with "That old Black[out] Magic," to quote two hit tunes of 1942.

The instrument panel was much changed. Plastic was used more extensively, including the radio grille. The former horizontal dash gave way to a General Motors-style treatment with the speedometer and clock carried symmetrically in big circles on either side of the speaker grille; the four gauges mounted to the left of the speedometer. Woodgraining remained on the dash, but overall one could argue that the use of plastics gave the interior a wartime look.

The same three series were listed, with all 1941 body styles continued. Prices rose to \$780 for the Special coupe and \$930 for the Ford V-8 Super DeLuxe Fordor. Six models were now priced over \$1,000: Ford DeLuxe and Super DeLuxe wagons and the Ford Super DeLuxe ragtop, all with either six or V-8. Total output for 1942 ended up at a mere 160,432 units, making this the company's lowest production year since 1910, and just two percent of total Ford production from 1932-1948. Part of the reason for the low production numbers for 1942 was the United States' entry into [World War II](#). The '42 Rose Bowl was played in North Carolina due to concerns over a Japanese attack. - The movie "Holiday Inn" premiered in August starring Bing Crosby singing "White Christmas" - The movie "Casablanca" premiered Nov 26 - Gas rationing began Dec 1 in the US - First sustained nuclear reaction under U of Chicago stadium Dec 2.--Wikipedia





## The bad news about Ethanol in Classic cars.

\*Ethanol creates 34 percent less energy than unadulterated gasoline per gallon. This equals a loss in fuel economy of up to 3 miles per gallon for E10 fuels. In terms of heat, ethanol produces 76,330 BTU per gallon, whereas diesel fuel produces 128,450 BTU per gallon, gasoline 116,090 BTU per gallon and LP gas 84,950 BTU per gallon. The fuel economy gets even worse with E85, a loss of 7 to 8 miles per gallon with its higher ethanol content. *Consumer Reports*, testing

in 2006, verified a loss in fuel economy of up to 30 percent in a Chevy Tahoe designed to run on flex fuel when it was tested with both unleaded gas and E85. Poor fuel economy can also be attributed to improper fuel system calibration based on computer feedback from oxygen sensors because of the temperatures needed to burn ethanol.

- Virtually any grain considered feedstock can be used to make ethanol, but some grains are better for producing ethanol than others. Corn happens to be one of the worst grains for making ethanol but we produce so much more of it than any other grain that it was the ingredient of choice for U.S. ethanol producers. In South America, ethanol is produced from sugar cane, which is easier to refine and gives a higher yield per acre than corn (1,200 gallons per acre vs. 300 gallons per acre of corn). The U.S. government did impose a 55 cents per gallon tariff to prevent the import of sugar cane-based ethanol into the United States, though that tariff has recently expired).
- Ethanol is hygroscopic, which means it absorbs water more easily than gasoline. That leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present. Water content in fuel will also swell up the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.
- Ethanol also erodes fiberglass tanks, rubber hoses and plastic fuel lines. It contributes to rust in fuel systems by creating condensation in the unfilled portion of gas tanks. It will also dissolve varnish and rust in steel fuel components. These dissolved ingredients sit in the bottom of gas tanks until they are removed or they will enter the fuel system if the fuel level in the tank gets too low.

So what is a classic car owner to do? Especially when their car is sitting unused in the garage more than it is on the road? It has been stated that you can counteract the poor fuel mileage by driving at a consistent speed of between 40 and 60 MPH but that doesn't really apply to boats or classic cars that are parked or do not have cruise control in most cases.

Several recommendations of things you can do that should help come from OE marine manufacturers who have been battling these ethanol-related fuel problems:

- Replace any plastic or rubber fuel lines with ethanol-resistant hose or nylon tubing.
- Install a water separator filter in the fuel line leading to the carburetor. Water collects in the filter and can be removed periodically.
- Replace any fiberglass tanks with steel or aluminum.
- Ensure that any O-rings in the fuel system are also ethanol-compatible.
- Keep your tank as full as possible to prevent air space where condensation can form.
- Use specific ethanol-compatible fuel storage additives. These are normally blue in color. Regular fuel stabilizers will not work unless they are labeled ethanol fuel-compatible.
- Shop around for a marina or service station that does not pump E10 or E85. None of these stations will be affiliated with a major gasoline producer, but there are still some out there, especially in areas around lakes and rivers where boating is popular. You can find a "pure gas" map of many of these stations online at the [Historic Vehicle Association website](#)
- Vent your fuel system during storage for extended periods; the moisture your fuel system might absorb from the outside will be less than the moisture created in the air space inside.
- Use a fogging solution in your carburetor during storage to prevent condensation from collecting in fuel bowls.
- Use of isopropyl alcohol-based dry gas will help to absorb system moisture. Regular dry gas is ethanol-based and will only make the problem worse. Isopropyl-based additives actually combine with the water molecules and removing moisture through the combustion chamber.
- Use of a flex fuel-compatible fuel filter where possible will prevent degradation of the paper media in your filter by water in the fuel system.

SEMA has also made ethanol in gasoline one of its legislative priorities, opposing the pending rollout of E15 fuel. For more information on that effort, visit [SEMASAN.com](http://SEMASAN.com).







What Pilots and Accountants do in their spare time...

## Lane and Dixie Rattle the Fashion World



This year, herds of rattle snakes have been slithering through the neighborhood - Big hunter, Lane has killed two dozen so far, two neighbors have been bitten. The

Showalters ate the first one and found it to be a bit stringy. Lane was about to bury the critters, but Dixie had an idea. "Make hat bands", says she.

First it was just a hobby, but now Dixie has found there is a lucrative market out there - especially for the rare Albinos.

Skins are curing as we speak. And how about a skin with the rattler tail still attached? Snake Belt, Suspenders, arm bands, maybe even Steering Wheel Covers? Step right up - mild mannered Lane will kill to order - Call 1 800 GET SNAKE.

Lane and Dixie have not always been into reptiles. When they met, Lane had already scored the highest in his class at Parks Air Force base, Biloxi, Miss., and completed his time in the Air Force as an Airborne Radio repair specialist.

From there he joined Cubic Corporation to test fly their transmission equipment. Dixie was also at Cubic, first as a Receptionist/Greeter, then in Purchasing, then Accounting, Payroll and finally, her current title: Mrs Showalter.

In the early 60s Lane began flying as a hobby. In 1966, at 31 years old, he settled into a 29 year career with United Airlines, occupying all three seats, Pilot, Engineer and Co-Pilot, at one time or another.

Lane's retirement has been busy - President of SDEFV8Club and collecting and restoring several old Fords. Dixie has been a busy V8 volunteer over the years.

Currently they own a pristine '32 Phaeton, '32 Vicky, '34 Roadster hot rod built in the '60s - and the newest member of the family, a '39 Coupe is now running- but not quite road-ready. The '32 Brookfield highboy has just been sold - sorry you missed it.

Dixie tells me the snake business is looking up, if you can find the big ones - 5 or 6 feet long big ones. There's where the money is - and the competition - breeders who capture snakes and farm them like cattle. The longest pelt now curing in Dixie's garage is about 46" - not big enough for the big money, but still, it's a lot of snake and one heck of a hat band... TS



## How To Spot a Flood Damaged Car.

With Hurricane Sandy being cleaned up, thousands of cars - including collector cars such as the mud encrusted [Aston Martins I recently spotted](#) - will soon start to move through the salvage system. Few will be crushed - most will either be repaired; or written off. After that, they end up being rebuilt and sold with a salvage or rebuilt title. Google address below for

info: [How to spot a flood-damaged car](#)



### January Anniversaries

1/19 Nick & Rachel Murrell

1/22 Al & Linda Petani

### January Birthdays

1/02 Phil Spaid

1/05 Augustin Martinez

1/06 Jim Wells

1/07 Marty Ries

1/09 Dennis Bailey

1/19 Raphael Hargrave

1/20 Ken Tibbot

1/21 Webb Smith

1/23 Lois Pierson

1/23 Sheryl Carlton

1/26 Mary Timm

1/28 Rachel Murrell

1/30 John Giuliano



### SDEFV8 Annual Christmas Party and General Meeting Minutes -Dec 9, 2012 "The Bali Hai"

The Party started at 11:30 and everyone was trying to find the matching playing cards. Lunch was served and after we were finished the meeting began. President Bill Lewis started off by reminding everyone about the celebration of Life for Gil Buxton after the Party. Bill introduced the Board Members and thanked all for their service and Awards were handed out. The new Board Members were invited to join the remaining members and all were sworn in "So help me Henry". The Raffle started next and plenty of great prizes were won by most of those attending. Barbara Martin thanked everyone that helped with the party and had the sign up board there for Big 3 volunteers. Joe and Paula loaded up all the gifts for Toys for Tots for delivery on Monday. Our New President: John Hildebrand took charge for the rest of the meeting and the meeting was over around 2:30. Bill Lewis led the caravan out to Gil Buxton's house for the celebration of Life.

-- Dennis Bailey Secy.

**Membership-** Paula reports - 156 total Joint members. **Welcome all new members.** Joe and Susan Valentino, '49 Merc Sedan. **Sunshine:** Judy Grobbel reports: Ray Brock doing well after open heart surgery.

**The Ex-Prez Sez.** It's been my pleasure to serve as President this last year. We've had interesting tours and lively programs. I thank all the club members for their support.

As icing on the cake, at the So Cal Paint Works Meeting we awarded five new scholarships in Ollie Smith's name- our investment in the future of this hobby. Welcome all new members and welcome back John Hildebrand, our returning President for 2013. Remember, sign up for the Big 3...We need you.

The other day I was asked to bring my '35 Ford to The Mother Goose Parade as the ride for a certain celebrity. Turned out to be President Roosevelt's twin brother. He even delivered Roosevelt's most famous speech just like the original. And that's not all- following behind us in a '42 Jeep was General Douglass MacArthur and Miss USO of 1942. Talk about a Time-Warp.

--Keep those Fords running --Bill

*Below- Scholarship winners receive awards during off- site meeting at SoCal Paint Work*



**Dues are now Overdue. If you have not paid, this will be your last Fan & you'll miss getting in the 2013 Roster.**

## 2012 Tour Schedule



Jan 6, Sun. Buff up the old Ford - we're going for a ride through scenic San Pasquel Valley with stunning photo ops along Highland Valley Road:

\*Woodson Rock Castle \*Cordiano Winery, \*Bandy Canyon Ranch.

A Delicious lunch about Noon  
El Michoacan Restaurant, Ramona.

Meet at 9am- Macy's lot, Westfield Parkway Plaza, 415 Parkway Plaza, El Cajon - off Hwy 8. Depart 9:15.

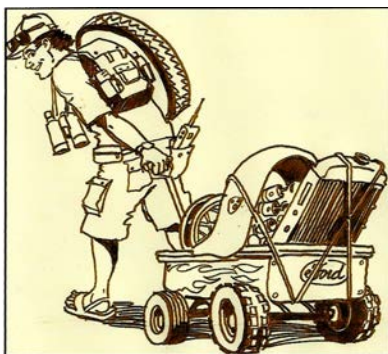
RSVP Tim & Sandy Shortt 619-435-9013

## Big 3 Feb 22-23-24

Have you signed up yet?

Call Barbara Martin 760-230-2582.

The Club needs your help



## Another V8er of the future.

Hi Tim,  
Here is the info about the birth of my new little boy.  
I have attached a picture of Hudson with his big brother Cooper.  
**Hudson Joseph Gregory Murrell.**  
Born 11-07-2012  
9 lbs, 20.75 inches tall.  
Welcomed by Jake, Tiffany & Cooper to the family. Gramps Greg & Grams Debbie Murrell are happy too.  
Tiff and I enjoy reading the newsletter every month-keep up the great work!!!!

Thanks so much!!! Jake Murrell

Proud Parents Dick & Barbara Martin announce graduation of their son, R.J. (Finally, a Doctor in the family and no more tuition)



*The University of Hawai'i at Mānoa  
announces that*

*R.J. Martin*

*is a candidate for the degree of*

*Doctor of Arts*

*in*

*History*

*at the*

*Fall*

*Commencement Exercise*

*Saturday, December Fifteenth*

*Two Thousand Twelve*

*9:00 A.M.*

*at the*

*Stan Sheriff Center*

*Disability Access Information*

*Please call (808) 956-GRAD*

*by November 30, 2012*



**Dues are now Overdue-- If you have not paid, this is your last Fan and you will not be in the 2013 Roster**

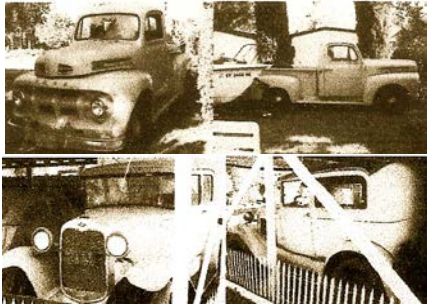
*Send Joe your email address- Joe Pifer will update you for any last minute event details.*

**General Meeting- Jan 16, 2013. Auto Museum, Balboa Park. 7pm**

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

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto related items. Ads are collected at the General Meeting or you send then to:

SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



**'49 Ford F1 PU- Orig Flat-head V8- 6V. Solid truck.** Stored one year. \$5,000. Nancy 619-448-1858

**'31 Model A Tudor. Orig.** Stored on blocks 10 years. Ran Good. \$5,000. Nancy 619-448-1858

**'34 Ford Victoria**-owned 35 years. email-for full info-samegan@cox.net

**'86 Ford Taurus-V-6 Automatic.** New brakes, alternator, fuel pump, radiator, starter solenoid and battery. Runs fine but trans may need work. \$575.OBO- Al-760-789-6217

**Sale- '41-'48 Lincoln parts.** Trans mounts, \$55.00, Trans Governor \$40, Champ plugs for V12 (10) \$30, Cowl Vent \$25. AL - 760-789-6217

**'55 TBird Fresh frame off restoration.** New everything. PS, PB, Auto. Powder Blue, Darker Blue Soft Top plus Hardtop. Beautiful-\$35k Poss. part trade. John 619-302-8376

**'36 Ford Coupe New Running Boards for half the purchase price-- \$500.** Tom, 619-200-8114

**'59 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner.** 361 eng, 305 hd, AT, PS, PB., Total frame-off resto.. Only 6 known to exist. REDUCED PRICE-\$49,900 OBO. Dick, 760-230-2582

**'37-'40 Columbia.** Rebuilt. 98% complete w/ controls. \$3k OBO- Webb

Smith 619-479-9567

**Sale -Rebuilt Columbia Rear End-** New drum to drum. Brakes, ring & pinion, open drive conversion, kick down switch, gauges & wishbone \$4,500. OBO. **Complete rebuilt 59AB Motor w/ rebuilt C4 auto & open drive shaft conversion kit \$4,500. '48 Ford Complete restored Steering column & wheel-** \$450. Rick 619-443-0184.

**Sale-'49 Olds Club Coupe-**Orig S.D. car. No rust. **'02 Lincoln Town car.** 36k miles. Like new. All power, & sunroof. New tires \$7900. **'00 Lesbre Ltd.** 55k miles. All power. New tires. 37 mpg \$5900. **Wanted '42-48 Ford Coupe- Original...** Mike 619-977-9777

**Sale- 37 motor & trans -** \$150; 37 motor w 36 heads - \$375; 40-41 motor - \$375; 46-48 motor - \$400; 46-48 block, cleaned, magnafluxed-no cracks, bored 0.060" - \$650; 36 black fiberglass fender skirts - \$100. All items OBO. Jon in Poway. 858-486-5317; [kjkowal@cox.net](mailto:kjkowal@cox.net).

**SALE: 46 Ford parts.** Would consider selling individual parts but I would like to sell everything to one buyer. New running boards and rubber, rear window glass, Lincoln stainless window trim, front and rear bumper guards, hood ornament, stainless steel window divider (outside), bumper wings for front and back, 2 sets of window stainless, new tires and wheels (front and back) and lots of rubber, even the original radio. **16X4 Kelsey-Hayes -\$400 obo. And MUCH MORE-**Dennis at [htrod@cox.net](mailto:htrod@cox.net) or 619-593-0109



**'65 Falcon Ranchero. V8, 4 speed-** Handles like a fast Mustang. P.S. New radiator, heater core, water pump, water pump, fuel pump, battery, carb, tank, brakes, etc. Towed behind RV most of it's life. New Low Price: \$9,500.OBO 619-851-8927

**'32 Horns- 1 ahoga, 1 beep. w/ brkts.** Both work, \$185. Fred Meyers, 619-916-9970

**'55 F100. Frame off resto 2010.** New 289 motor with 200 miles. C6 auto trans, New Power steering, Walker radiator and all accessories. New glass, tires, front end, brakes, rubber, interior. New bed rails, louvered tailgate, etc. \$18,500. OBO Bill, 619-884-4188



**Sale- New Edelbrock Alum heads.** Block letters, in the box, 24 stud. '38-'41 style. Inclds new studs-\$450. **New Disc Brake set up for '35-'48 Ford.** Complete less calipers-\$200. Dan Krehbiel-951-302-5922

**'36 Tudor Humpback hot rod.-** Beautiful black body, paint & interior. 350/350 auto. Stock appearance except lowered. Runs and drives great. BO. Bill Hoolihan 619-917-9896

**'37 Tudor with stock chassis & wheels-**Solid, straight body, primed ready for paint. No motor/trans or front seat. \$5,500. **'36 PU** mostly complete solid body. No chassis, motor or trans. \$3900. Russ, 520-266-3096-Sierra Vista, Az (80 miles south of Tucson)

**Wanted** rear shocks for 1933 / 1934 Ford 4 door sedan. 661-943-1862 or 928-710-7566.

**Sale- New & NOS Ford Shoebox Parts-** left over inventory from '49-'51 Parts business. Les Bartlett 619-466-5475

**Early Ford** Carb kits, spark plugs, intake & head gaskets, fan belts, & everything else small-even OEM Manuals & fog lite switch. Email Joe [Vidali-samegan@cox.net](mailto:Vidali-samegan@cox.net) with very specific needs.

**Sale-Chevy 265 V8 w/all adapters to replace Flathead.** Three Carbs & Manifold. Calvin- 619- 247-6525



**V8 New Years Resolution Ride Tour & Lunch- Sun, Jan 6-  
RSVP-Tim Shortt 619-435-9013**



## Toys For Tots

*Dec 10-- Joe & Paula Pifer and I packed our cars with the V8 Christmas Loot donated at the party. It was enough to fill two fords and then some. Thanks to all the members who have made this Christmas more merry for kids around town. Now it's up to the Marines to spread the joy -TS*



San Diego Early Ford V8 Club, P.O. Box 881107, SD, Ca 92168-1107



**Just how many stuffed toys will fit in a '47 Coupe?**

**Jan /13**