



PROUDLY SERVING THE ENTIRE CALIFORNIA
FIRE SERVICE SINCE 1977

Early
Ford V8
Club



It was a Fireman's Holiday.

Hundreds of California Firemen and their families gathered at the Hilton Hotel for a week, just for fun. V8ers were invited to join in...and even won some ribbons for our cars.





PREZ SEZ My June was eventful. On June 1st Susan and I flew to Tennessee for the EFV8 Eastern National Meet. I have not been on a plane for several years and it seemed as though Southwest Airlines either reduced seating space or I am much larger than I used to be! The Meet was held at a very nice Marriott, and there were dozens of outstanding cars in attendance. Some were restored to how they were when they rolled off the assembly line, some were stock unrestored cars, some were drivers, and some were modified. Just about every car there was one I would have liked to own! There were a couple of informative seminars conducted at the meet. My favorite was one conducted by a Pinstriper named Rick Harris. He wasn't a young guy, so he had lots of good stories that he told as he demonstrated pinstripping on a sheet metal panel. He said pinstriped panel art is where Pinstripers make most of their money these days. He told of learning the art from a Southern California Stripper named "Shaky Jake," whose hands shook right up to the point when he put the paint brush on the car. Overall, it was a very good meet.

Unfortunately, we did not come home with a dash plaque, we came home with Covid, as did apparently dozens of other attendees. We are OK now, but we missed the Club's first daytime meeting! V.P. Dennis was also under the weather, but thankfully past president Bill Dorr stepped up and filled in. Thanks Bill!

Susan and I had to postpone the "Drive your V-8 Day Barbeque", due to Covid, but that will be rescheduled. It will be held after the Wenatchee Western National Meet (July 9th–14th), so our members that trek up to Washington can also attend the "Drive your V-8 Day – Take 2". An email will be sent out to Club members with the date and time of the Barbeque.

July's meeting is back on its usual schedule, at 7:00PM. It will be a special meeting. The students of the Ford Asset program at Cuyamaca College will be in attendance. If you do not know, the Ford Asset Program is a 2-year associate degree and certification program which provides them the technical skills to become Ford and Lincoln Technicians at dealerships. Our Club's "Ollie Smith Fund" has been used to provide the students assistance from a financial perspective. Our July program will be to award the students that applied specially selected tools. It will be a good program; I encourage you to attend.

On May 28th John Davison lead a Memorial Day Drive. We met up at South Shores Boat ramp (off Sea World Drive) and drove to Fort Rosecrans National Cemetery where we parked and got out of our cars for discussions and pictures. We ended at Cabrillo National Park where we had a bring-your-own picnic in a secluded spot at the park. Thank you for setting it up, John!

In July, our Club breakfast will be on Wednesday **July 13th**. **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. We order off the menu, and we get separate checks. The only obligation you have, if you plan to come, is to **RSVP!!** Join us if you can!

I hope to see you all soon, if not at breakfast on the 2nd Wednesday, or the Club Meeting on the 3rd Wednesday (at 7 PM in July!), or at Cars and Coffee on the 3rd Sunday!

That is all for this month. Have fun, enjoy the beautiful San Diego weather & drive that V-8!

—Joe Valentino

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Bill Dorr -619-884-4188
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Tim Shortt - 619-435-9013-619-851-8927
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John Davison - 619-729-7252
Paul Alvarado - 619-749-9458
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Carl Atkinson - 619-593-1514 Name Tag Drawing
Paula Pifer - 619-464-5445 Membership Programs -
Volunteers Tour Co-ordinator -
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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.

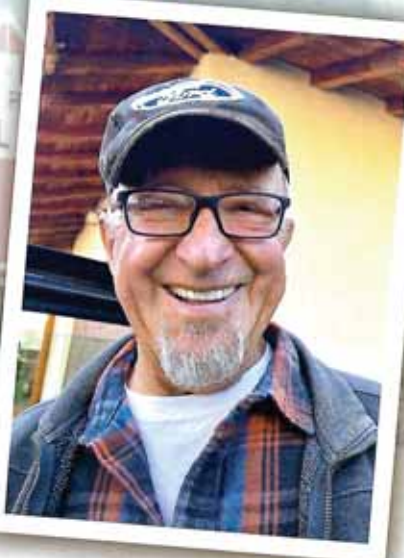
A picture from the EFV8 Eastern National Meet for the Ford Fan:

"Clyde and Gail Bangiola, founders of C&G Old Ford Parts, receiving an award for their beautiful 53 Mercury Sport Coupe that they drove from Arizona to Tennessee. With them is National President John Caldwell (hidden) and (right) Danny Driskell the meet Chairman"
 —Joe Valentino





Celebration of Life



Daniel "Dan" Krehbiel

Born Nov 12, 1935 and Passed away May 23, 2022. Dan was eldest of four children, from Clarence NY, just outside Buffalo. Attended Purdue U. And moved to Southern California, in 1958. He joined the Army Reserves and completed his degree in Mechanical Engineering. Worked for Griswald and Robertshaw in design and fabrication of heating and Air Conditioning Systems. At age 55 he started his own independent business, Dan's Garage. He rebuilt Columbia Overdrives, engines and other components. He has been widely respected and always helpful to the V8 collector car community since 1965. He will be greatly missed as he influenced and helped so many with his kind words and gentle demeanor. He is survived by his wife Bonnie, his four children, two step children, six Grand Children and one Great Granddaughter.

The June 17 Service was held at the beautiful Calvary Chaple Bible Fellowship Church in

Temecula. The church sits on a large rocky slope with a gentle waterfall on one side and peaceful forest on the other. I would say around 100 friends and relatives were there. And those with V8 Fords brought them. The music was wonderful.

Our best to Bonny.



Tours & Stuff

July

Anniversaries

7/07 Joe & Susan
Valentino
7/08 Gary & Karen
Walcher
7/25 Tore &
Marianne Olsen

July Birthdays

7/07 Susan Symonds
7/17 Judy Grobbel
7/18 Billie Bonnoront
7/19 Penny Williamson
7/20 Jose Serrano
7/21 Shirley King
7/28 Sue Dorr
7/28 Lynne Miller
7/29 Cal Westra

July Club Anniversaries

Jerry Windle 52 yrs
Penny Williamson 49 yrs
Ignacio & Annette
Castenada 6 yrs
Bob & Liz Brown 5 yrs

SAN DIEGO EARLY FORD V 8CLUB GENERAL MINUTES MINUTES, JUNE 15, 2022

The daytime meeting began at 10:12 a.m. with Bill Dorr leading with the flag salute. President Joe Valentino and Vice President Dennis Bailey were both ill, so Bill stepped in and did a fine job. Bill gave several announcements: First, we will return to an evening meeting next month, July 20. The service for Dan Krehbiel will be at 10:30 a.m. in Temecula, June 18th. Cars and Coffee on July 17 at the Automotive Museum. On July 9, there will be a Western National Meet in the state of Washington.

A Wisconsin tour on August 23, and a Colorado tour on September 16.

SECRETARY REPORT: The minutes from the May General Meeting were recorded by Bob Hargrave, published in the FAN, were accepted and approved.

TREASURER REPORT: Ken Burke read the financials, were accepted and approved.

MEMBERSHIP REPORT: Paula Pifer reported 25 singles, 32 joint memberships.

SUNSHINE REPORT: Judy Grobble reported everyone is well except for the President, Vice President and Historian.

FAN EDITORS REPORT: Tim Shortt reported the FAN is coming along just fine.

ACCESSORIES: No report given.

CAR CLUB COUNCIL: Paul Alvarado reported on several car shows and brought flyers for some upcoming events.

HISTORIAN: No report given.

PROGRAMS: There was a no-show for the featured speaker, a CHP officer.

OLD BUSINESS: None reported.

NEW BUSINESS: Bill Dorr researching videos, found an interesting website, myflatheadford.com videos.

MISC. BUSINESS: Ray Brock reported on Pete Ardema's record breaking run at El Mirage.

NAME TAG DRAWING: No winner.

50/50 DRAWING: Not held.

MTG. ADJ.: @ 10:50 a.m. Minutes submitted by Bob Hargrave



Thanks to Prez Joe & Historian Susan for doing such a great job



Thanks to Walter Andersen for sending so many interesting emails.



Thanks to John & Den taking up so much space that sometimes just passing in the hallway can lead to a "Sandy Sandwich"

*Thanks to
John
Davison for
remembering
Memorial
Day*





Bill Gise is well known in Coronado because he knows about everthing and everyone in this town.

Born and raised here, he made a career in various city jobs, Mangeing several departments along the way. And, he lives in the house where he grew up. Only, he's made a few changes.

As his interest in classic cars grew into an obsession of American fast cars... so did his need for a garage.

His lot was small, so he went under the house and dug out one of the first under house garages in town. He made a space big enough for 4 cars, (one on a platform), professional work shop and, of course, a wine cellar.



In 1964, Bill purchased this 1964 COBRA, 289 Cubic Inches, CSX-2278 in 1970 from one of the two previous owners. Bill continued to race and show the car until a recent restoration was completed in 2017. And he fully intends to hold onto this car for "another 48 years in Coronado".

Making his wine required stomping the grapes. So he would host a well attended Wild Grape Stomping Party with every new shipment of grapes. From that tradition grew the wise-guy Slogan, "From our feet to your lips."



The need for speed grew into this modified 1929 Model T Roadster body that has been reinforced, channeled and widened to accomodate an Immortal Offy engine set into a custom built racing frame. The ramped up Offenhouiser is expected to push this car to over 200 MPH on the salt sometime next year.

Bill also recognized the potential worth of a '66 Shelby GT 350 Hertz Rental. As part of an innovative advertising move, Shelby produced racing cars to lease through Hertz. Only 40 Blue models were made and Bill's is one of only 17 of these blue beauties that are still known to exist today.



As seen here, The Shelby Inhabits a unique parking space under a fold down ramp for the Cobra. The side rollers allow it to be slid out for romps around town.

V8 Breakfast Drama-

Bob Brown's new Chevy Corvette, Tim Shortt's '52 Chevy hot rod PU and Carl Atkinson's '38 Chevy revved-up Coupe all showed up at the FORD Breakfast.

What's going on here?

It's a good thing we're friends, otherwise there wooda been trouble .

And, Brad Nelson's wife, Heather, showed up with a hurt foot and on crutches, but still smiling....



Janet burns Oatmeal and home grown Strawberries on way out



Russ to the rescue! His sturdy '32 provides the foot support needed for Heather's bum foot.



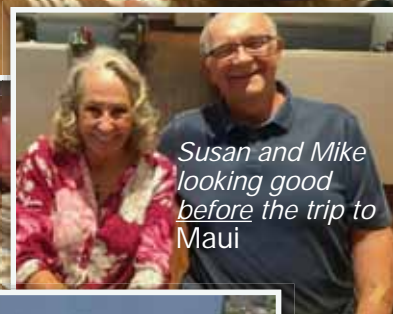
Liz's curly head nearly blocks out Ray and Judy



Looks like Ray and Carl shop at same shirt store.



Bob Brown's got more bandaids then skin.



Susan and Mike looking good before the trip to Maui

Prez Joe was seen on his phone looking for next car to buy...



Joe's Woodie, Bill's Slantback dressing up Parking lot

The Joy of Junk

Scrap Yards, Dumps, Abandoned cars in the woods, They all interested me.

Around town, I saw potential in dirty cars at the curb with expired plates, low tires and dead batteries...I saw myself ressurecting them. Repairing the dents, touching up the paint, cleaning interiors and installing a new battery because it ment money in my pocket from a quick resale.

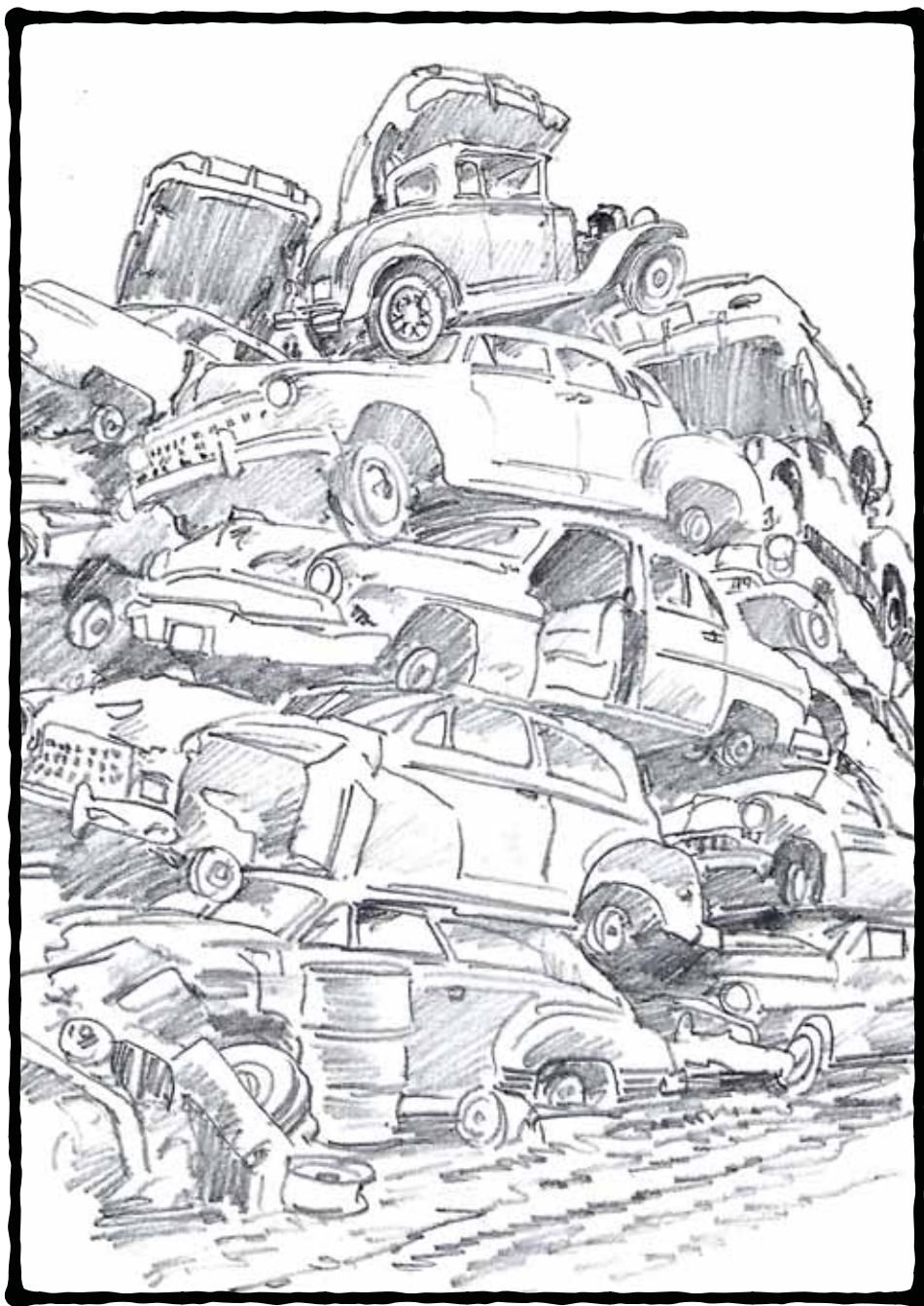
But walking througn the yards past the cars stacked 5 or 6 high, waiting for the crusher. Knowing it was the the end of the line for them was kind of sad.

The heavy damage that ended their useful lifetime was worth a second look, especially, the blown out windshields with blood stains on the dash and seats... where people actually died ...

Once past the gate, my friends anf I were mostly on our own to explore the wrecks. And for the most part, the neighborhood guys I ran with were pretty honest and respected the law... but that didn't mean we wouldn't sneak a small parking light or something else, out in our pockets. We were teenagers after all.

I always had a sketch pad to capture the hapless cars before they were smashed flat and hauled off.

I remember thinking that some, especially the ones on top of the pile, that maybe needed a motor or transmission, were still in better shape overall than the little junker I was trying to fix up at home. -TS





Heres your chance:

Location: Douglas, Washington, 98858

Seller's Description:

MASSIVE VEHICLE COLLECTION ON APPROXIMATELY Ten ACRES OF LAND:

Estimated several thousand unrestored vehicles ranging from 1915 to 1990 mostly complete and common makes. Convertibles, Fords, Jeeps, 1916 Liberty Truck, older dozers, front-end loaders, backhoes, excavator, steam tractor, Ironwheel Fordsons. All vehicles being sold in one bundle including land. No individual sales. Old age is the reason for sale.

\$2,000,000 -OBO (Same as a small empty LOT in Coronado)



Swap Meet - Santee

Drive In. Rat Rods, VW s, Loads of Chevys and Fords. Even Paul Alvarado's Prize Winning Merc. Meet started at 5:30 am—Plenty of junk, but not many shoppers, at least by the time I got there 10 am,—*Funny Sign- "Built Ford Tough with Chevy Stuff" ...Ha!*





As Bought.

As Traded.



This for This.



Pay Attention. Questions To Follow.

September, 2011, I bought a '50 Ford hot rod coupe at a local car show. Ron Hall and I went in on it as partners.

Over the next two weeks, we had it painted and detailed- ...put it on eBay Auction and it caught the eye of a fellow in Phoenix who called with an offer of a straight-up trade - his hot rod '31 Roadster pickup for the '50 Ford coupe.

He sent pictures, I liked the roadster, and the deal was made. Three days later he trailered his roadster to San Diego and took my Ford back to Arizona. I found out later he then promptly sold my coupe to some other guy from Northern California. It's as if we're all moving the same two cars around the country.

The roadster turned out to be a very well engineered hot rod. It didn't need much. But I did a couple of things to improve it anyway - mufflers and front tires. I put it on eBay Auction and a cash buyer from just up the road in Ramona showed up. I took the deal and pulled out of the auction.

I overheard the call to his girlfriend, who didn't seem too happy with the idea, but he blew her off with "Get over it, I'm buying it," and drove it home. Two hours later he called with a classic case of buyer's remorse (I would call it girlfriend remorse). He wanted to return the roadster. I've only ever had three cars returned - considering the number of vehicles that have passed through my hands, I would say that's pretty good. At any rate, the roadster came back to me with a free full tank of gas and an apology.

The next morning I was just about to put it back on eBay when received a call from a Gary Hart in Ohio. He had been surfing the eBay Auction while he was on a long and boring phone call with a customer. When he saw the auction ended before the price met the reserve, he hung up on his customer and called me - asked if the roadster was still available. I explained the situation and yes, it was still here.

He said, "Well, I want it. I'll get my buddy, Andy, and we'll fly out tomorrow to pick it up."

So Gary calls his wife (who knew nothing about the deal) and asked, hypothetically, "If a guy bought a car across the country and his best buddy in the world offered to fly to California and drive it back by himself. Would you let him? Would you feel bad? to even ask him to do something like that?"

I guess she'd seen him make deals before, because she simply asked, "When do you need the plane tickets?" and went ahead and made reservations for the two of them without another word.

Gary and his brother-in-law, Andy Popst (who blew off a friend's wedding to make the trip) arrived on Friday.

I offered to pick them up at the airport and asked how I would recognize them at curbside? He answered, "Just look for two old, fat guys from Ohio wearing Hawaiian shirts- you can't miss us."

When we all got to my house they looked over the pickup by flashlight and listened to it run. While they were busy, I got a call -from another possible buyer..."Well, two guys from Ohio are checking it out, if they don't buy it, I'll call you back..."

When we walked into the house, Gary emptied a suitcase full of money on my dining room table, "Cash okay...?"

I answered, "Sure is... but, don't you want to drive it? He said, "Yeah, well...we'll test drive it on the road home"

Do you have a hauler lined up?" They exchanged looks and laughed, "Not exactly, we're leaving now, and we're driving it back. I have to be back by Tuesday for an important meeting."

It was now 10 pm, Friday night. I didn't see any luggage and asked if they were planning to stay over to get a fresh start in the morning - if so, I could recommend a hotel. Gary said, "Maybe, but we didn't bring extra clothes. We figure, one set of clothes for two days, and then turn it inside out for the next two. As for sleeping over - yep, that sounds like a good idea."

I hurriedly put together a PLAN B emergency kit of basic tools, rags, a gallon of gas, quart of oil, and some coolant. They dropped the now empty money suitcase in the truck bed and squeezed into the cab. The shoulder-to-shoulder fit was tight, but they laughed and said, "We'll get used to it."

As they were starting off, I asked Gary to let me know how the trip went. He said he would, revved the motor and off they went into the night. ...

—Contd

...Condt

Two weeks later he sent me a note describing the ride back to Ohio:

They did get a hotel that night along the route. By 6 the next morning they were up and "over the hill" heading into the heat of the desert, holding at about 60 mph.

After their first gas stop, they figured they were getting 19 mpg. They said they got to see some great country going east, but it was really hot. At the second gas stop they bought, Gatorade, ice, and a cooler and passed the low point of the trip, 20 feet below sea level. In Yuma, they hit heavy, slow traffic that lasted to Sedona.

Then up the mountains passing the 7,000-foot elevation sign, 6 miles short of Flagstaff, the Ford started smoking like a freight train. When they pulled over they found the front transmission seal was leaking.

They had a smart phone. Within 45 minutes they were picked up by a roll back and deposited at a U-Haul facility. 20 minutes later they were on the road again with a rent-a-truck trailer and welcome AC creature comforts.

They stopped along I40 in Winslow to take a photo with Don Henley's statue, then on to Albuquerque for a night's sleep. All the next day, they rolled through a baked, dry countryside, making it home by 3:30 Monday afternoon.

Tuesday he went to his meeting.

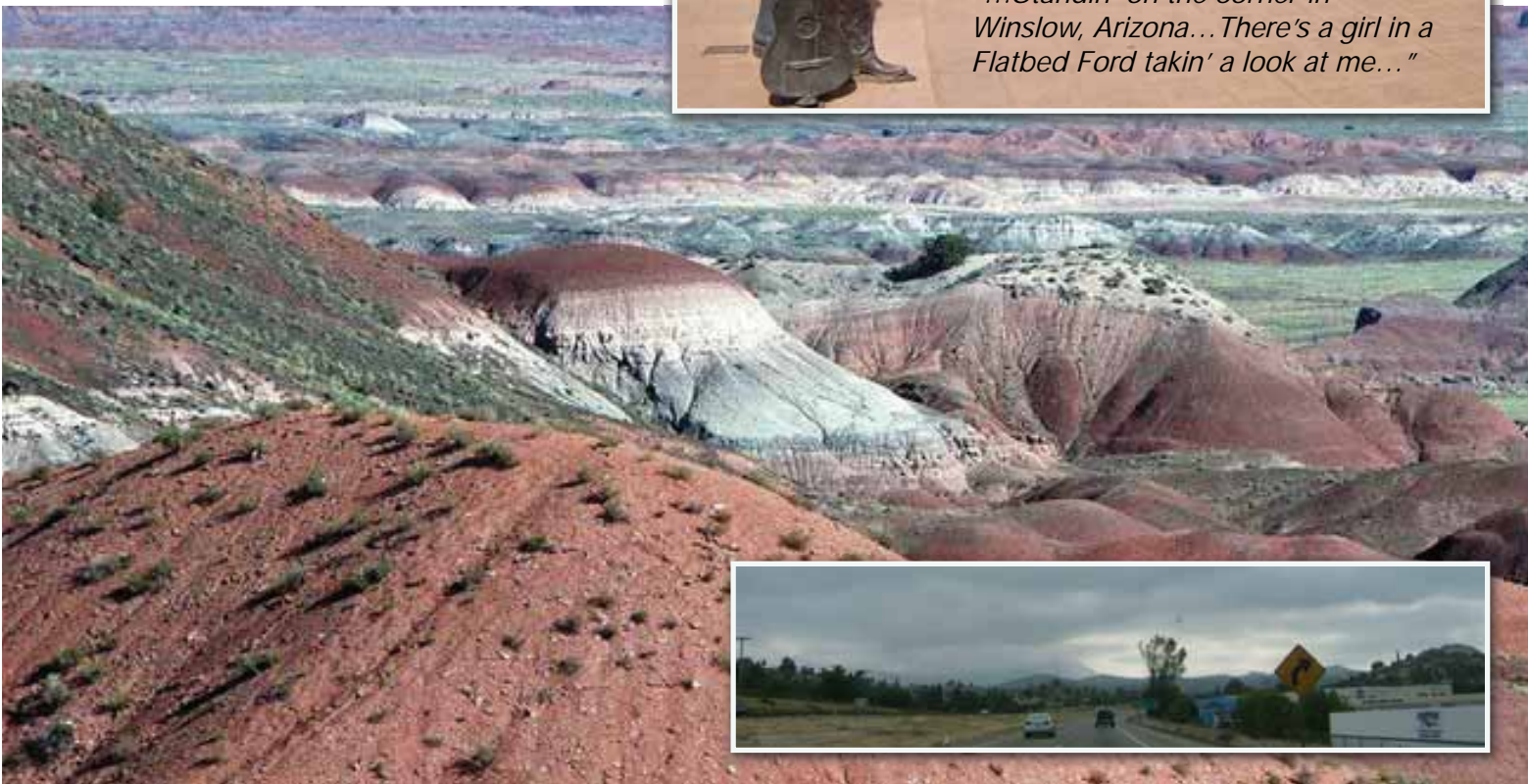
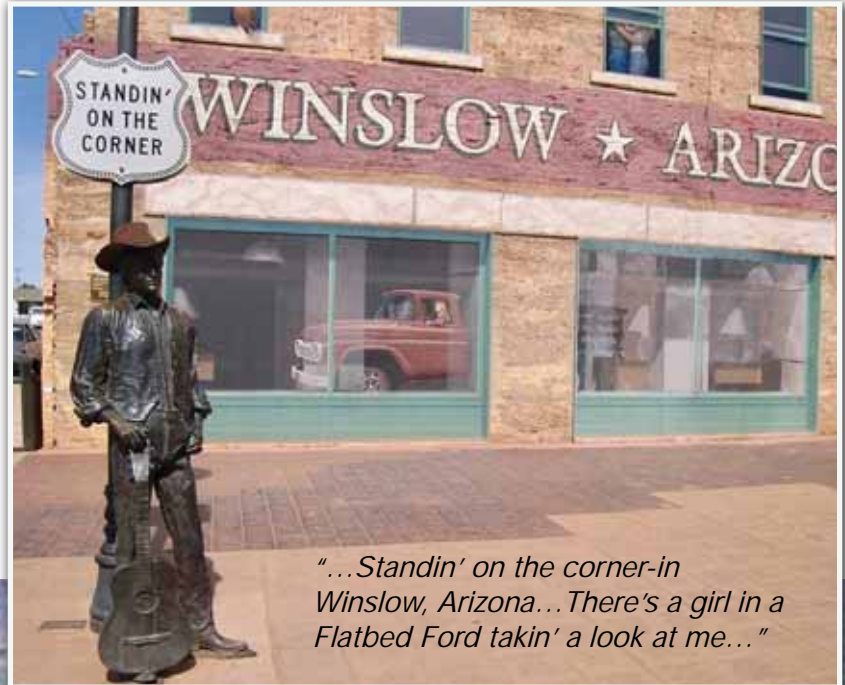
Wednesday he fixed tranny seal.

Friday they were back driving the roadster.

He said it was a fun trip. Everybody at home liked the car and he's sure glad he got it." Not bad—what's not to like about a happy buyer.

P.S. When he told his wife he was thinking of shipping the truck back to Flagstaff for Thanksgiving weekend, so they could continue the journey from where it had ended.

There was dead silence.



The year was 1957. Most of us weren't old enough to drive yet, but we couldn't wait to get behind the wheel of our own car. It was the beginning of the greatest period in US automotive history—a time when the debut of new cars in the showrooms was one of the biggest events of the year. Life was good and America was prosperous. World War II was twelve years in the past and the Korean War had been over for our years. President Eisenhower had signed the Interstate Highway System into law and freeways were under construction all over the country. America was on the move.

The pages that follow are an abbreviated trip back to 1957 and some images of what life was like at a time when people were discovering this great country, getting out on the highways to explore not only the beautiful geography, but to engage in new forms of recreation. Crossing the United States from Maine to Southern California and from the Pacific Northwest to Florida, this brief peek in the rear view mirror brings back some fond memories of days when a few bucks went a long way; when people were proud of their country; and when summertime was a time for discovery and adventure.

American cars were stylish, comfortable, powerful, and colorful. And, for most people, they were affordable. A new car carried an average price tag of under \$2400. A good used car could be purchased for under \$500. Gas was \$.24 per gallon, and rent was an average \$90 per month. Though most families thrived at just \$5000 per year, women were entering the work force, so average family incomes were climbing to \$10,000 per year or more, and families were beginning to take advantage of a booming new segment of the post war economy—recreation.

We're going to take a little ride across America now, and hopefully the journey will bring back some pleasant memories of the days when we were young teenagers, seeing the world, not on the tiny screen of a cell phone, but first hand as we lived it to the fullest. Regardless of where we grew up, there was so much to see and do.





EPILOGUE

Thanks for coming along on this nostalgic tour of the greatest country on Earth. It has been fun putting a few old photos, some reflections, some facts, and some personal conjectures together. I hope you enjoyed taking a few minutes off the pages of this little "magazine" and let your mind wander along some of the old highways in your past.

I consider myself extremely blessed to have had the opportunity during my time to not only visit 49 of the 50 states in our Union, but also to actually have a residence, if only temporary, in 17 states. We Americans have an outstanding national home—one that encompasses 3.7 million square miles where we are more alike than we are different.

As long as I am able, I will travel this country, preferably in a vintage car befitting my vintage old body, mind and soul. If the highways call you, too—perhaps we'll meet someplace along the way.

—Terry

SDEFV8 Gen Meetings-3rd Wed
7pm- Auto Museum-

Ford V8 Swap Corner...

SDEFV8 Club c/o
Tim Shortt, 1211 5th st Coronado,
Ca, 92118 -619-851-8927

Long Horns

9" Wx 23" L
 12Volt
 New- \$90

619-851-
 8927



**FORD Motor
 Manuals
 For Sale:
 \$20 Ea—
 Carl Atkinson**

1935-'42
 '35-46
 '35-51
 '35-'53
 '40-'55
 '46-'56
 '52-'57
 '62-'68
 '67-'74



'52 Ford Crestline Victoria
 2-Door Hard Top Custom
 350 Engine, 350 Transmission
 New White Walls-In Yuma Arizona
\$19,500 OBO - No Trades
Ralph 928-285-8038



1956 Ford Fairlane Town Sedan located
 in Fredericksburg, Texas. Thunderbird Y
 block engine. Beautiful raven black paint,
 with original stainless and restored
 chrome
 \$22,000 844-676-0714



**'37 Fordor. Cal car (no
 rust) Everything under
 the hood was replaced:
 radiator, Water Pumps,
 distributor, ignition Etc.
 Carburetor, Starter and
 Alternator, 12 V. New
 chrome Bumpers, Grill,
 Hydraulic Brakes, Ex-
 haust system Color is
 Metallic Dark Cherry,
 interior Tan and Bur-
 gandy. Restored original
 Engine flat V-8 90 HP.
 insurance and registration
 current. Spent \$30,k on
 the resto. Asking \$19,900
 (firm). I'm 78 with heart
 problems. 1937 Fords are
 very rare and this one is a
 steal
 Dr. Tom Sytko 619 - 829 -
 1678 E-mail:
 resqdisc@aol.com (CA)**



**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-o222**

1930 Model A Roadster all rebuilt
 Great Condition with O drive tranny
 asking 20k
 Contact Frank @ [619-987-5289](tel:619-987-5289)



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

**1936 Ford 5 window
 coupe-Columbia rear -
 LeBaron Bonnie 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 Rabell
 619-977-3152**

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

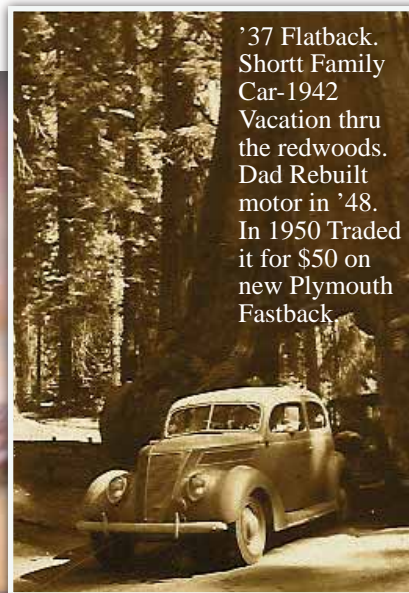


**This Beautiful, Drive Anywhere '46 Coupe is for
 sale- Call Joe Pifer 619-464-5445**



Running '37— Bought for \$22 in 1958. Ran it like a jeep through the woods for 3 summers. Once stopped by a cop for fogged rear windows. Kicked the glass out and avoided a ticket. Stored it in the wood yard for the winters at our Lake Tahoe family cabin. It then sat for three years untill I gave it to a Preacher from San Diego, who towed it home and restored it.

Running '37 —Straight trade for a \$800 '48 Buick in 1974. Thats my 5 yr old son, Mike, in the car. I primed it, did the brakes and Poured ZOTIGHT in the cracked motor. Had it for two years. Towed to the Hershey Car Show. Sold it and bought a '29 Chevy 4 door with side mounts, that I hooked up on my tow bar. Then, on the way home, I stopped for gas and a guy who had followed me 80 miles from Hershey, made me an offer on the Chevy and I took it.



'37 Flatback.
Shortt Family
Car-1942
Vacation thru
the redwoods.
Dad Rebuilt
motor in '48.
In 1950 Traded
it for \$50 on
new Plymouth
Fastback

1937 Dreamin'