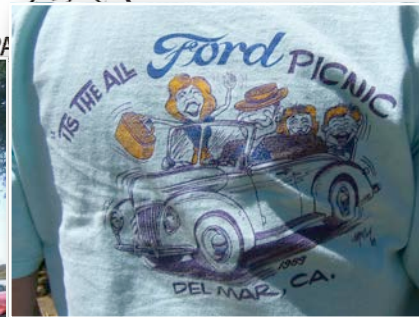


DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMP

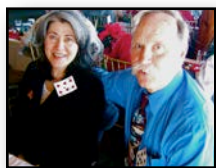


All Ford Picnic.

May 1-Simpson's Nursery--Perfect weather, green grass and Fords of all shapes and sizes. Dixie, wearing a 1989 AFP Tshirt drawn by Bob McCoy, and Lane were working the gate when we arrived at 8:30. Sandy Shortt took her turn - answering questions, giving parking directions, collecting money, handing out dash plaques, ballots, windshield cards...

Cont Pg 3---





The Prez Sez.

June is here, Spring has sprung, and Summer is on its way. The El Cajon cruise was a success with a reserved spot for the EFV8 club on Orange avenue right in the middle of all the cars filling up the main street. I liked Ken Tibbot's "sun chair" enough to buy some for my wife Patty and me. Lots of white wall tires. See the photos and article in this issue.

The May meeting was held at GearVendors in El Cajon to a packed house. This is an amazing place with most of the manufacturing of the overdrives right in the same building. They also do installations at this location. It was interesting to see the machines that cut the gears and the inventory of parts getting ready to be put together. They had show cases full of different applications as well as the early Ford transmission. Very little club "business" was presented to allow the members to enjoy the tour and the pizza. GearVendors provided a fine feast of pizza and drinks for all who attended and the members enjoyed the repast. I saw many who don't attend the regular meetings. I wonder if we also provided free pizza if the attendance would increase, or just our waist lines! I would like to again thank Mike and the GearVendors gang for hosting us and providing the food.

At the June 15th meeting we will have Kip Dunne talk to us about wiring in our old cars. The original braided cloth covering tends to rot away and cause shorts. Some cars need to be completely rewired for safety and good operation. The continuation of last month's "Tech Tip" theme on oil was emailed to all of those on the email list. If you did not get the email, you can contact members Ric Bonnorant or Joe Vidalli. If you have a topic you would like to know more about or would like to present a Tech Tip, please contact me or Richard Teubner.

Upcoming events include the Pancake breakfast, the Del Mar Fair, a tour to the Campo truck museum and the Thursday, August 11 La Mesa Cruise Night at 3:00 - 7:30 with reserved parking on 3rd Ave. Bring your car out and join the other "flat head" fans.

On a sad note, our past presenter, Ted Slawter, who did the showing of his posters at our V8 Club meeting lost his wife Jeannie in a bad car accident recently. Remember that our June 15th meeting will be back at the museum in Balboa park at the usual 7 PM time. Be sure to go on-line and take a look at the EFV8 web site at:

<http://www.sandiegoearlyfordv8club.org>. You will probably see yourself. If you don't, then send Rick a photo to: rcarlton1@cox.net. Feel free to contact me at: jhildebr@cox.net if you wish.

Happy motoring,--John



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Sunshine: **Virginia Larkin**- 619-390-9278

Big 3 Board Members

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Roger Kerr- 619-669-1499

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.

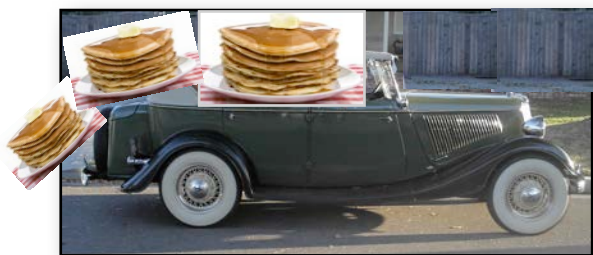


6/15 General Meeting, Auto Museum, Balboa Park- Speaker Kip Dune: "Rewire It"
Lady8ers Breakout

All Ford Picnic *cont--*

... and headlight numbers for judging. Later, it took three guys, (Ric Bonnoront, Fred Meyers and Bill Lewis), to do what she had been doing alone. Lou Osberg cooled off with a solar powered fan hat. Sharon showed off the dog. The burgers, beans and jicama fries were good, but when Prez John and Refreshment Chairwoman, Pat Hildebrand showed up with a cooler full of cookies, cakes, berries and various libations, we formed a line. I chose strawberry shortcake and it was superb. Many wives and a few car nuts shopped the plants for sale, gawked the Llama and donkey and cruised the museum displays. Ken Tibbot's German Bodied '32 took a First and Event Organizer, Lane complained, "*I knew I shouldn't have parked next to him...*" --TS





Get 'em
while
they're
hot...

June 12

Pancake Breakfast at Thousand Trails--worth the trip.

Entrance fee of \$5.00 per car. RSVP Marc Goldman 619-938-3865. Team up with other V8ers. Take the I-8 East, to Hwy 79 north, go 3 miles on Hwy 79, then left toward Julian (Lake Cuyamaca). Go 3 miles north. 1,000 Trails Preserve is on the right side of the road at 11053 Hwy. 79 Descanso, CA 91916 (619) 445-2515

IT'S THAT TIME OF YEAR AGAIN

Race to the Fair is the theme of the 2011 San Diego County Fair. The Early Ford V8 Club has been again invited to exhibit 5 to 8 of our cars for one day. We have been scheduled for Wednesday, June 22nd. We will meet in the McDonald's parking lot on Via de la Valle (the east side of I- 5) at 9:15 am. Then at 9:30 sharp we are asked to caravan onto the fairgrounds as a group. Since we are admitted before the general public, you can get a jump on your favorite exhibits and avoid the crowds. All of our vehicles must exit as a group at 3:00 pm, and at that time you will receive a poster of your car and find out which car was voted as the "people's choice". You can bring up to 4 people per vehicle. You are welcome to stay longer at the Fair, and will be provided free parking elsewhere on the grounds. If you would like to have a fun, hassle free day at the fair, please call Barbara (760) 230-2582 to reserve your spot. There are only 3 left !! Martin's

2. Carlton's 3. Shortt's 4. Kerr's 5. Atkinson's
6. Hildebrand's 7. 8.

2011 Tour Schedule

June 12: Pancake Breakfast. **June 22-** Del Mar. 2 more cars needed. Call Barbara Martin ASAP. 760-230-2582. **July 9:** Campo Truck Museum. **Aug 28:** Ice Cream Social. **Sept:** Gillespie Air Tour. **Oct:** Oktoberfest. **Nov:** Peterson Museum tour again. **Dec:** Christmas Party.

We've lined up speakers and events for the next several months! Everyone is welcome. Bring your friends! We're also collecting "ladies" email addresses. If you'd like to have yours added to our email blast list, please send it to me - candygreen@cox.net

Speakers - June: Barbara Clark will demonstrate plant propagation. If you have a favorite plant you would like to have more of...bring a cutting (keep it damp!).

July: Avalee Smith will present her “First Ladies” doll collection.

August: Plant exchange. Bring cuttings or plants you've started since Barbara's presentation.

September: I've invited Marty Parker to return with her new Victorian riding costume. She'll have lots of Rose Parade stories to share!

Events

June: High Tea in Alpine. dnbmartin@cox.net
760-230-2582. More info to follow soon!

July: Day at Del Mar for the races. More info to follow soon!

August: San Diego Art Museum tour. Sunday.
Date to be determined. 11AM

September 7th: “Architectural Heritage” walking tour of Balboa Park. 9:30AM
Meeting place to be announced.

December: High Tea at the Del Coronado Hotel.
Date, T. B. D.

-Flathead Movie coming this summer. Watch the trailer: <http://www.bangshift.com/blog/Bitchin-Movie-Trailer-A-Sweet-Sickness-The-Flathead-movie-Coming-This-Summer.html>



In 1932, Edsel Ford took this magnificent Lincoln Roadster for a little spin and a photo opportunity. But wait, is that a radiator leak under the brand new luxury car? Hold the presses. Call the retoucher!



Puppies, ponys and babies greet Marine 1st Battalion. *Camp Pendleton Apr 29--*

A colorful mix of road-tested Fords and Chevys gathered at the Fallbrook Weapons Gate and, led by John Connelly, proceeded onto the base in an orderly fashion. We parked on the banks of Lake O'Neil under the welcome shade of pepper trees. The Marines,

many just reunited with husbands and wives, carried new babies and walked rescue dogs (the biggest was a 197 pounder named Baxter) though the temporary playground, pony rides and Family Service tents. It was a well-earned day-off where doing nothing was the order of the day.

Some of the families thanked us for bringing out the old cars. We, in turn, thanked them for their service. We met young officers and enlisted from Texas, New Mexico, Idaho and all over California. They were happy to be back in the states but knew another deployment was only a few months away.

We shared stories with them about the cars - ours and theirs. One young Marine (22 yrs old), said he liked the cars, but had never owned one himself -- "Never had a driver's license." He said, "I depend on my buddies for long trips and my own two feet for the short ones."

Everyone filled their bellies at the food tent and relaxed under the shade trees. Overall it was a day of good weather and good feelings. No one broke down. I did not run out of gas. It was our pleasure to be there --TS





Is your oil killing your engine?

--Tech Tips

Ric Bonnoront and Joe Vidali

have done extensive research, investigated all the internet myths, examined all the exaggerated claims, found independent laboratory analyses, and gone directly to the oil companies. Below is the best and last of oil and oil additive information for tappet engines.

So what is a tappet engine? Tappet engines have the cam below the cylinder head which activates a lifter that activates a push rod that pushes up to activate a rocker (which reverses pushing motion) which then opens a valve. This type of tappet engine is commonly called an

overhead valve engine. Another tappet engine version without the push rod and rocker is called a flathead engine. An overhead cam engine has a cam above the cylinder head that opens a valve directly. None of the oil discussion below applies to overhead cam engine, as they can handle modern oils. *It is the tappet engines that are damaged by modern oils.*

Modern day oils over the last decade have an American Petroleum Institute (API) rating of SM, and now SN. Check the API rating right on the oil container. SM rated has a phosphorous content of 600 parts per million, SN 545 parts per million. Phosphorous and zinc has been lowered continually to protect our air and not damage catalytic converters. However, these SM and SN rated oils do not have enough phosphorous content to protect older tappet engines. This is especially true with stock high performance engines and those with higher performance cams.

Most overhead valve tappet engines were developed in the 50's and 60's when the phosphorus content of oils was a lot higher than modern oils. Flathead tappet engines were mainly developed in the 20's, 30's, and 40's when phosphorous oil levels were very low...and those engines wore out quickly.

But there has been a huge development on a phosphorous content "additive" to modern day oils and it's called General Motors EOS Engine Assembly Lubricant. Read further, please remember It is phosphorous that protects against metal to metal wear, though it commonly confused with and even called Zinc content. Zinc and phosphorous go virtually hand in hand, but it's really all about phosphorous content, and not Zinc values.

- For tappet engines the minimum desired phosphorous content of oils used is 1000 parts per million. This can be accomplished with oils having API ratings prior to SM. The API ratings (always on the container) are alphabetical on the second letter, so earlier in the alphabet letters have higher phosphorous content. While 1000 parts per million is the minimum needed, 1200 parts per million is the sweet spot with stock tappet engines. With factory performance motors or those motors with bigger cams, 1400 parts per million is desired. Really built super performance engines, 1600 parts per million. **BUT NEVER GO ABOVE 1600 PARTS PER MILLION. PHOSOPHOROUS CONTENT IS TRICKY, AND WHAT IS GOOD AT 1600 PARTS PER MILLION IS VERY BAD AT 2000 PARTS PER MILLION LEADING TO CAM SPALLING. THAT'S NOT GOOD...**

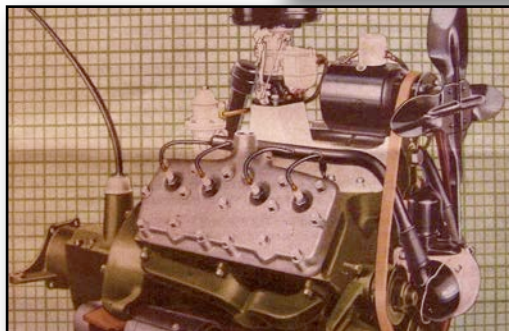
-----Continued on page 7

Tech Tips

--Continued from page 6...

Before examining General Motors EOS, let's get rid of the myths:

- Diesel oils (Rotella, Delo, etc.) is definitely not a good engine break-in oil nor should it ever be run in a gasoline engine. For the last decade diesel oils have had the same phosphorous content as regular modern oils, and definitely not more phosphorous like too many believe. Nothing is gained with diesel oils, and in fact they are harmful for gas engines. Diesel oil is loaded with detergents which make oil viscosity degrade unstably. Oil viscosity measures the protective film strength of oils. Gas engines have really different oil requirements than diesel engines. In short, it's a bad idea to use diesel oil in gas engines.
- Racing oils: Except for VR1 Valvoline formulated to be something in-between racing and regular oil, ALL racing oils lose their viscosity relatively quickly, and have virtually no detergents to boot. Remember, racing oils are always changed very frequently, for good reason. In short, it's a bad idea to use racing oil unless you're changing oil constantly.
- ZDDP+, Rislone, and other such zinc/phosphorous additives: ZDDP+ is heavily advertised, expensive, and their one use bottle actually adds too much phosphorous when added to 5 quarts of modern oils, to 1800 parts per million. If you added this bottle to a 4 quart pan, that would bring phosphorous content to beyond harmful levels (2100 parts per million.) 1600 is maximum, 1800 is not good, and 2000 is harmful. An aspirin a day is good for the heart. Too much aspirin burns a hole in you stomach. Rislone has unknown phosphorous levels, you use a whole quart of it, so you lose a quart of oil capacity for who knows what.



So what is the best solution? General Motors EOS Assembly Lubricant, part number 88862586. In legal talk, GM says it is not an additive because GM does not endorse any oil additives. These just recommend it for protecting against metal to metal contact (and that means phosphorous.) Lab test results for this product are 5750 parts per million total in the 8 ounce bottle.

One 8 ounce bottle is good for 2 oil changes with 5 quart pans, 2 ½ oil changes with a 4 quart pan. Measure how much you are pouring out simply using a marked pencil, which is easy to do as the height of the additive in the container is exactly 5 inches. So every ½ inch is 10% of the container! Measure out 50% (2 ½ inches) for a 5 quart pan, 40% (2 inches) for a 4 quart pan. Each 10% of the 8 ounce bottle of GM EOS adds 570 parts per million of phosphorous per quart.

So, when added to the 600 phosphorous parts per million of modern SM API rated oil and the 550 of SN oil, well that gets you 1175 total parts per million for SM oils and 1120 total parts per million for modern SN oils. That's just kissing distance of the sweet spot of 1200 phosphorous parts per million.

And it's cheapest at \$26 a bottle, that's \$13 per 5 quart application. Some will say "I do what you say NOT to do and it's never hurt me." Well, we've never used seatbelts, and it's never hurt us either! Protect your Tappet Engines!

---Ric Bonnorant and Joe Vidali



***Busted.** Joe Pifer spotted at The Q wearing Over The Hill Gang colors.*

Getting in the Scrap --WWII Home front

In October of 1942, the War Productions Board spearheaded a scrap drive with a goal of gathering 17 million tons of metal for use in the Allied effort against the Axis powers. At the local level, scrap-drive efforts were organized through county divisions of the Office of Civilian Defense. Oregon was assigned a quota of gathering 100,000 tons for the war effort. Everyone was expected to contribute something, with full-page advertisements and posters addressing people directly; "Your being lazy may cost a life! Have you turned in your 100 pounds of scrap metal...or are you shirking your duty?" Schools responded by organizing student participation. In Portland, competitions between nine high schools and between 54 grade schools netted a combined 1,210 tons of scrap metal. Lincoln High won first place with a total of 200 tons of scrap collected. Nationwide, approximately 30 million children collected 1.5 million tons of metal for the scrap drive, helping the War Production Board meet its quota. During the effort, a group of 33 students from Langlois, Oregon, won acclaim for gathering "an average of two and a half tons each"—a national record.

To build tanks, ships, planes, and weapons required massive amounts of metal. A single tank needed 18 tons of metal, and one of the navy's biggest ships took 900 tons. Anything using metal — from chicken wire to farm equipment — was rationed. Americans were urged to turn in scrap metal for recycling, and schools and community groups across the country held scrap metal drives. Celebrities helped promote these efforts. In this publicity photo, actress Rita Hayworth poses on her 1941 Lincoln to announce that she was "harvesting a bumper crop for Uncle Sam." The caption added that "Besides setting an example by turning in unessential metal car parts, Miss Hayworth has been active in selling war bonds." There's no denying scrap drives and other World War II home-defense efforts were meant in part as morale builders. Some seem pretty loopy in retrospect--air-raid blackouts in Nebraska, for example. But a few were surprisingly effective. In 1943 victory gardens produced 40 percent of the country's fresh vegetables. Salvaged kitchen fat was used to produce glycerin, an ingredient in drugs and explosives. Then there's the Civil Air Patrol, organized in 1941 to watch the coasts and assist in search and rescue operations. Less help than hindrance, right? Not so. In the 18 months before the navy took over patrol duty, the CAP spotted 173 U-boats, located 363 survivors of sunken ships and downed aircraft, and reported 91 ships in distress. Lest you think all home-front volunteers were paunchy air-raid wardens in tin hats.— *Cecil Adams* -----



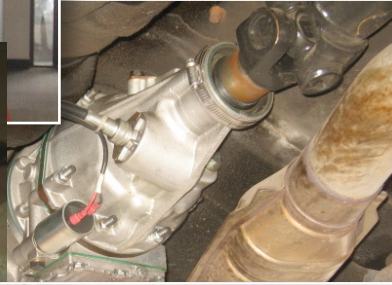
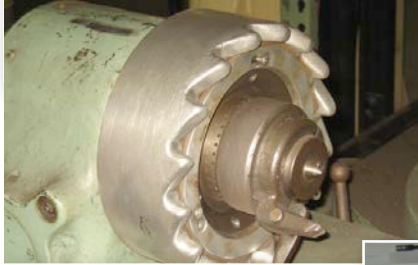


SDEFV8 GENERAL MEETING Minutes - May 18, 2011 Gear Vendors El Cajon



Prez: John Hildebrand pounded the gavel at at 6:00 to start the special meeting. John introduced Mike McCarthy from Gear Vendors and Mike took the podium. A brief history of the company was presented by Mitch. The product was first introduced in England in 1940.

It was primary used for MG's and Jaguar's and has sold millions over the years. In 1980 Gear Vendors started adapting the product for Dodge, Ford and GM. In 1994 they moved to their current location and bought out CKN Driveline of England. All current manufacturing is done in El Cajon and their product is being shipped all over the world. After the presentation we were divided into three groups for the shop tour. We were taken on a tour of the Machine Shop, where all of the components are fabricated, the assembly area and installation area. After the Tour we all congregated for Pizza in the main lobby and had time for Q&A with the Gear Vendor Staff. The only club business conducted was a Sunshine report on Clarence Scheidel who is recovering well. The meeting was adjourned at 7:30.
Dennis Bailey Secy.

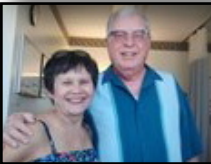


June Anniversaries

6/05 Dennis & Ann Bailey
6/05 Eldon & Lorraine Seibold
6/13 Bill & Sue Dorr
6/14 Wally & Lynn Crawford
6/14 Dick & Barbara Martin
6/15 David & Maryellen Huhn
6/15 Carl & Bobbie Atkinson
6/16 Dave & Fran Whitton
6/17 Russ & Marty Ries
6/19 Fred & Candy Lobello
6/20 Jim & Janet Chambers
6/20 Mark & Gail Goldman
6/27 Ric & Billie Bonnoront
6/27 Les & Reanna Hilgers
6/30 Bill & Linda Lewis

June Birthdays

6/01 Judy Giuliano
6/01 June Timm
6/09 Vic Todaro
6/08 Bernadette Landweer
6/13 Jon Kowal
6/14 Frank Swedberg
6/14 Patricia Hildebrand
6/25 Lou Osberg
6/25 Michael Fritz



Sunshine: Ron Landweer is home after having 8 new stents implanted. As of this date, he now has more stents than veins. **Bernadette Landweer** recovering from lacerations and a cracked knee cap after taking a header in street. **Ray Brock's** broken hand is feeling better. **Clarence Scheidle** is recovering after a bad fall. Visitors welcome at the Villa Las Palmas Health care Center - 622 Anza Street in El Cajon. 619-442-0544 - **Dave Huhn's** mom has passed. **Richard Tuebner's** ex wife, Judy, has died after 11 year battle with cancer. Thank you for your prayers.



Open House. Insert Foot... 5/8/11

Jay & Janet Harris threw a champagne Toast to celebrate their new abode - a 1963 mountain top home in Fallbrook sporting a 100 point restoration. The house is beautiful, there's room for the cars, and, everyone agreed, the views are... spectacular.



El Cajon Cruisin' Grand May 11- Good Turnout.

New members Bob Symonds & fiancé, Susan drove their recently-on-the-road '36 PU to Cruise Night & joined in with the usual EFV8 suspects.



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

General Meeting June 18 7 pm Auto Museum, Balboa Park. Program: Rewiring, Lady8er Breakout

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



'49 Merc Woody. Wavecrest poster car '07. Tampico Maroon. Excellent chrome & origi wood. Visor, fog back lights, working radio. All three seats, woodgrain, seatbelts Flat V-8, RB steering, trans & rear end. Optima batt. Drive anywhere. \$79,500. JIM HARRIS (858)597-8174



'50 Delue Coupe. Dearborn winner. Gary Walcher 619-588-6228

'41 Ford Fordor. Complete resto '94. RB Flat 8. All work documented. Orig wheels, caps & beauty rings incl. \$11,500. OBO-858-278-1901



'57 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner. 361 eng, 305 hd, AT, PS, PB,. Total frame-off restoration. Only 6 known to exist. \$54,000 OBO. Dick, 760-230-2582



'67 Corvette-L71 427/435 HP Frame off restored car. Two NCRS Top Flight Awards. Sateen silver with black interior and stinger. Close ratio 4 speed, off road exhaust, am fm radio, tinted glass, red line tires. Judged perfect by NCRS judge. Rated #1. Asking \$179,000. Sales have been as high as 500K on these rare L71 big block cars. **Will consider Ford Woody as part trade.** Ron Hall 619-507-0053

Sale '46 Ford Tudor, 302/C-4, 8" rear, Mustang front end & disc brakes, power seats, frenched headlights, tail and parking lights, recessed metallic red paint, auto rear deck lid, lowered suspension, chrome rims (w/small Ford hubcaps). \$22,500. OBO David. Kooistra 760.722.4393



'48 Ford Deluxe Fordor. Recently acquired through a trade and I want to sell. I have a video with more details. Excellent shape, runs well. Mary 760-815-9694

'56 Ford F-100 project. Best offer over \$500. takes it all, frame, cab, hood, gas tank, fenders, box, tires, radiator, wheels. No engine or rear end. Escondido, Ca. Ken Dubs. 760-518-3827

'51 Victoria hardtop. New Merc motor & Mercamatic trans. Restoration 95% done. Runs & drives good. Aqua & white. Show Ready Almost. \$23k. OBO. Steve Shugart, Goleta, Ca. 805-964-3190



'42 Sedan Delivery. Needs restoration. \$7,500. OBO. Lane 619-287-4945

'57 Ford fordor. TBird V8, auto. \$6,500. John 928-710-7566 Al 760-789-6217

'08 Shelby GT500. only 5,000 miles, garaged. pampered, Carol Shelby's signature on the dash. \$43,000 OBO 615-512-0260. Calif.

Sale. Need duplicate of your License plate? I will make one for you. \$140. Carl Atkinsin 619-892-0222

Sale '40 FORD FENDERS/BUMPERS HOODS/BODY TRIM PARTS RUNNING BOARDS/DASH PARTS AND MORE. RUST FREE, EXEL. COND. 99% ARE O.E.M. NOT REPROD. I HAVE SOME RARE PARTS CASH TALKS. DAN 619-750-6847 LA MESA



Free-Two orig Ford wheels: 15x5"; 5 bolt on 5-1/4" pattern; back space is 3-5/8". They appear to be 1940's NOS. Pick them up at my shop in Sorrento Valley. Gary Priebe, 858.453.1776

Sale complete Columbia Rear End- New drum to drum. Brakes, ring & pinion, open drive conversion, kick down switch, gauges, etc. Rick 619-443-0184

Sale- '37-'38 Ford deluxe upholstery kit. Broadcloth pattern, made by Cartouche. Cost \$3,000 Sell for \$2,400 obo. Home # 760-789-6217 or Cell 928-710-7566

Sale-'37 motor & trans with 77-6050 heads- \$200. OBO. '36 black fiberglass fender skirts- \$125 OBO. wmail kikowal@cox.net or 858-486-5317.

Sale-'31 Ford Headlights. 6V Seal Beam Conversion. Jeff 619-890-3845

Sale- Flathead engine parts. Jim Milton 619-582-1854

Sale-'34 Ford 17" Adjustable Spoke wheel. Fred 619-916-9970

Wanted-Tail lights for 46 ford and front signal lights for 46 ford. **Sale:** All stainless for 47 Ford.-Dennis 619-593-0109

Sale.'35 Ford 16" rims. Set of six. Factory spokes in good cond. Sandblasted. Holes not elongated. \$300 for set. '32-'34 Front axle \$50. '41 Front axle \$50. Sam 760-746-8085.

Wanted-'36-39 window regulator. 68-742700A. Tore Olsen- r.tore@gmail.com

Wanted-'34 Ford Steer box. Any condition. 619-993-9190

FREE Display cabinet- 6'x7'x18" deep - Ken 619-669-0211

Wanted- '37 1/2 ton PU truck grill. Bob Symonds 619-264-1584

Wanted- '46 Ford Trim pieces. Dan 619-282-0645

Wanted: 1953 Ford 1953 ford a car that runs has no rust and is in need of restoration. No show cars or project cars or overpriced cars. Thanks, Ben 310-678-3069



The Birth of the Miracle Mile.

Rising above the surrounding landscape, Bullocks Wilshire's art deco ziggurat radiates high fashion and brings a noticeable addition to LA's skyline in this 1938 image. The store opened to the public a month before the stock market crash of 1929. When this part of Wiltshire Blvd. was rezoned from residential to commercial in 1926, the stage was set to transform the area into LA's own version of New York's 5th Avenue. And Bullocks, with it's ritzy style and architectural panache led the way. And did you notice the nifty '38 Ford roadster in the parking lot? - TS

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



Hey, isn't that Jay Harris?

June/11