

THE **FAN**

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



The All Ford Picnic-May 6th -

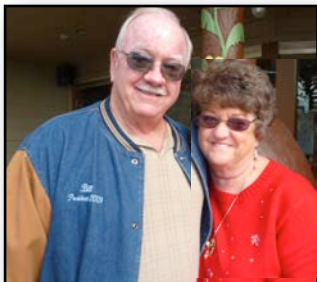
Over 100 folks turned up at Santee Lakes ready to eat BBQ, kick tires and accept awards. Pres Bill Lewis awarded Best of Show plaques in three categories:

1. Richard Potts - '30 Canopy Bed PU.
2. Gil Buxton's rare '41 Lincoln V12 Coupe.
3. George Anderson's Fiesta Red '56 Ford hardtop.

Beautiful Day, inspiring setting, everybody in a good mood.



**Meet Duane Ingersen at McDonalds, Los Coches Exit off Hwy 8 - 7:30 am
June 10 - Mountain High Pancakes - Call Jerry Windle- 619 -283-8117**



The Prez Sez.

June 10 is Father's Day & our annual Pancake cookout at Thousand Trails - located just down the road from the now closed Green Valley Falls Camp Ground. See page 9. This year the event is dubbed **Mountain High Pancakes**. Jerry Windle, Dan Prager,

Jim Hurlburt, Al Petani and the rest of

the regular super chefs will be slaving over hot griddles - putting out stacks of hot cakes, eggs, bacon and gallons of OJ. In May the **All Ford Picnic** attracted over 100 picnic lovers and 72 Fords of every year and description. The weather was California perfect and I think everyone had a good time. Very successful outing, indeed. Thanks to Lane Showalter, Rick Carlton and all the others who helped organize the outing. The event calendar is filling with nightly shows all around San Diego and beyond. Ric Bonnoront reported on our profits from the Big 3 last February. Because of increased stadium fees and more hired security needed, we didn't make quite as much as last year, but our share was still substantial. Thanks to Ric, Larry Larkin, The Big 3 Board and all members who volunteered to make this the smoothest, problem free Big 3 in memory.

Joe Vidali put together an informative presentation at the meeting, titled, "Bigger is never Better" Cures for carburetor related problems. It all comes down to the right mix of air and fuel.

Sept 11-14- Western National Meet- Donations wanted for raffle prizes. It is the SD Club's Tradition to contribute to the host club of the annual National Meet. Any contributions should be sent to Columbia River RG, EFV8Club, Ron Love, 3400 SW Sherwood Pl. Portland, Or, 97239. 503-223-9395 Remember The **Membership Drive Contest**--There will be special recognition and a handsome reward for the member who brings in the most new members by the Christmas Party-- *Keep those Fords running --Bill*

President: **Bill Lewis** 619-851-3232

V.P. **John Hildebrand** 760-943-1284

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

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

Directors

Bill Lewis - 619-851-3232

John Hildebrand - 760-943-1284

Dennis Bailey - 619-954-8646

Mike Brandon - 619- 977-9777

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Richard Teubner - 858-748-2849

Marc Goldman - 619-938-3865

Rick Carlton - 619-303-3353

John Hildebrand - (President Pro Tem) - 760-943-1284

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

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

Tours: **Mike Brandon** - 619-977-9777

Marc Goldman - 619-938-3865

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: **Volunteers**

Sunshine: **Judy Grobble** - 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.

Oil Ads courtesy Hooshire Views



The LUBRICATION of the FORD V-8 60 & 85

100% Pure Pennsylvania

WOLF'S HEAD Motor Oil

KENDALL 2000 MILE OIL

In 1923 Kendall placed a full page ad in the Saturday Evening Post. They never looked back. In 1928 when motor oil was being changed every 500 miles, Kendall introduced a 2,000 mile oil. Many people believe that this license plate topper was a "V for Victory" sign, but it was simply two fingers for 2,000 miles between changes. It was a huge promotional success.

INDIANA

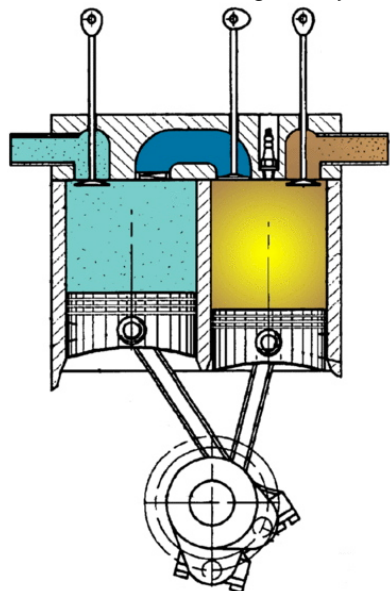
The Kendall Refinery dates back to 1883 and was named after a creek in Bradford, Pennsylvania.

In 1933 Kendall introduced the first sealed cans and in 1953 introduced 10 W 30 oil which quickly became the standard of the industry.

Today the company is owned by American Refining and produces both Kendall and Amalie motor oils.

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June 10, Sun - Mountain High Pancakes -call Jerry Windle -619-283-8116
Let's convoy...Meet Duane Ingersen at McDonalds,
Los Coches Exit off Hwy 8 - 7:30 am



The Promising Scuderi Motor - Turned Down By Ford, but Others Stepping Up.

Excerpts from an article by Neal E. Boudette

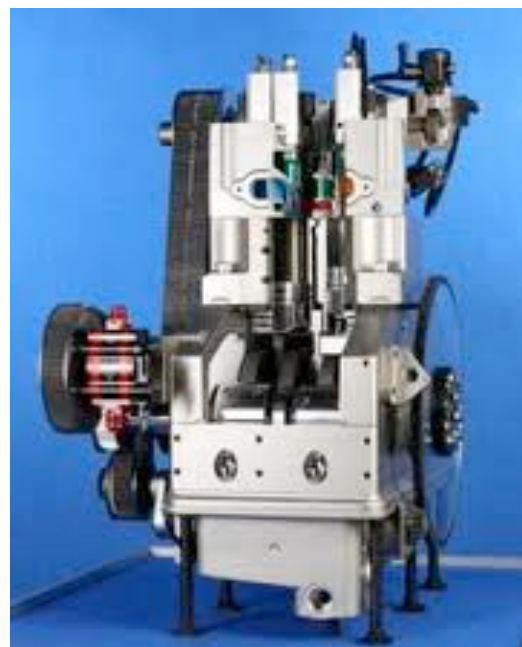
The unusual engine design is the product of a uniquely American story--it came from a lone inventor, a first-generation American and a D-Day veteran, who struck on an unorthodox idea and was at first ignored. Early on, the Scuderi Group had so little success in approaching auto engineers that it contacted Ford Motor Co. through a man who had been a prep-school advisor of William C. Ford, great-grandson of Henry Ford. The engine was conceived by Carmelo Scuderi, the son of Italian immigrants. Born in 1925, he got a job on a farm during the Depression and learned to tinker with engines. In 1943, he joined the Navy, wore his uniform to his high school graduation, and was put in charge of the giant engines powering a ship designed to land tanks and trucks on a beach. In the days after the Normandy invasion, it became a hospital ship and he helped tend the wounded. After the war, he studied engineering on the G.I. Bill and landed at a defense contractor. Later he started his own engineering firm. After Mr. Scuderi retired in 1994, he began spending hours in his office at home, sometimes working through the night, scribbling calculations in pencil in spiral notebooks. Most entries had to do with energy and heat. Some were accompanied by careful drawings of pistons and cylinders. **On Easter in 2001, he announced to his family: "I've redesigned the internal combustion engine,"**

Mr. Scuderi's father then walked his son Steven through all his thermodynamics math, looking at pressures and temperatures and the pistons going up and down. By his calculations, this split-cycle design he created allowed the fuel to be compressed to a much higher pressure and fostered faster and more complete burning of the fuel.

His children weren't immediately convinced. Nevertheless, Steven Scuderi helped his father patent the design. The Scuderi Group then joined with Southwest Research Institute in San Antonio to turn the concept into a real engine. In 2002, Mr. Scuderi suffered a fatal heart attack. As Southwest ran more simulations and refined the design, the family firm started courting investors. In the first round, raising about \$500,000, mainly from friends and family members. They also started sending letters to auto makers, and collected a stack of rejections - **the first rejection was from Ford Motor Co. -- Bill Ford wrote, "Good luck in your development of advanced engine technologies!"**

The first sign of real interest came in 2006 from Honda Motor Co. In 2007, Daimler AG, wary of rising oil prices, asked the Scuderi group to bring details to its offices in Stuttgart, Germany. In 2009, Scuderi tests indicated that the Scuderi Split-Cycle Engine shows gains in [efficiency](#) and reduced toxic [emissions](#) over conventional [four-stroke Otto cycle](#) designs. And by 2011 Automakers took note and are awaiting real road tests in actual vehicles. The company also says that the Scuderi Engine could be used as part of an air [hybrid system](#), allowing recovered braking energy to be stored as compressed air. Laboratory tests of the prototype are said to match earlier predictions generated by [computer models](#). **Scuderi claims the motor will improve efficiency, and likely mileage with this new technology. --**

Submitted by Royce Hulsey





Uncle Henry and the German connection.

The earliest presence of the Ford Motor Company in Germany was a parts operation set up in Hamburg in 1912. It was not until 1925 that an assembly plant was constructed in Berlin where [Model T](#) trucks were made from imported parts. Cars followed in 1926.

In 1931 production moved to a new plant in Cologne on a site made available by the mayor of the city and from that time an increasing proportion of the Ford vehicles sold in Germany were also made in Germany rather than being imported. The first car off the new production line was the [Model A](#) joined in 1932 by the [Model B](#).

Small car manufacture started in 1933 with the [Ford Köln](#), a year after its British launch as the [Model Y](#), but it did not have the same impact in Germany as it did in Britain as it was undercut in price by the small [Opel](#).

The [Ford Rheinland](#) was a unique model for the German market made by fitting a four-cylinder 3285 cc engine into a Model B V-8 chassis but most products continued to be Detroit designs albeit with local names. The [Eifel](#) was the German version of the 10 hp sold in Britain as the [Model C](#) and this was joined in 1939 by [the first](#) of the long running [Taunus](#) range.

Ford-Werke AG later Ford-Werke GmbH

The company was re-organized in 1939 and changed its name to Ford-Werke. On the outbreak of the second world war those shares in Ford Motor Company AG not belonging to German shareholders were placed under the control of the German Commissioner for dealing with enemy property. As the War intensified, car production was cut back. The [Taunus](#) was made until 1942 but increasingly military production took over. Ford-Werke built trucks and armored personnel carriers for the

German armed forces. The company also manufactured the V3000 V-8 truck series. Most notably, Ford-Werke manufactured the turbines used in the V-2 rockets for the Nazis. In spite of the heavy bombing of Cologne, the factory got off relatively lightly and after the war production was able to restart in May 1945 with truck manufacture, the US government having paid \$1.1 million in consideration of bombing damage.

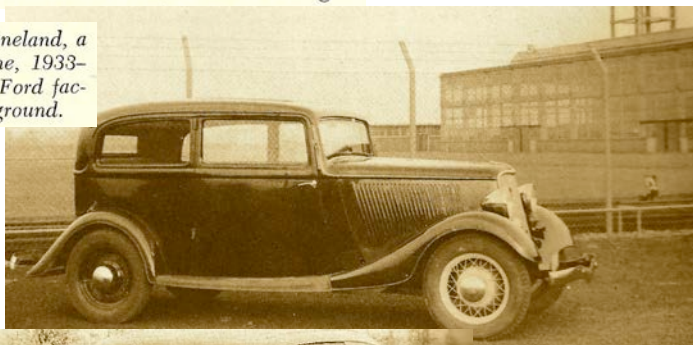
Robert Schmidt presided over Ford-Werke during the Second World War, and engaged in the illegal manufacture of munitions, including such manufacturing during the period before the U.S. entry into the War. Once the War was over, "notwithstanding all his carefully publicized efforts to erase the stain of the company's past, no evidence emerged that either Henry Ford II or any other top-level Ford Motor Company executive ever raised any objects to rehiring Robert Schmidt, who had presided over one of the company's darkest chapters. Car making restarted in late 1948 with the Taunus. Henry Ford II visited the factory in 1948 during his visit to Germany when he was considering a purchase of [Volkswagen](#), with which he did not ultimately proceed.

---Wikipedia



Above, German Ford built in 1932-1933 at Cologne

Right, the Ford Rheinland, a V-8 built in Cologne, 1933-1934. The German Ford factory is in the background.



German Ford Eifel, 1937-1939



Left, the Taunus Special, a German Ford of 1949

True Line highlights

--Apr 15, normally Tax Day-- But, this year we were granted two extra days. So everybody put off signing the forms and came out to kick tires, ogle the Fords, listen to the live band and chow down on BBQ. And, of course, Joe & Paula were there with their daughter.



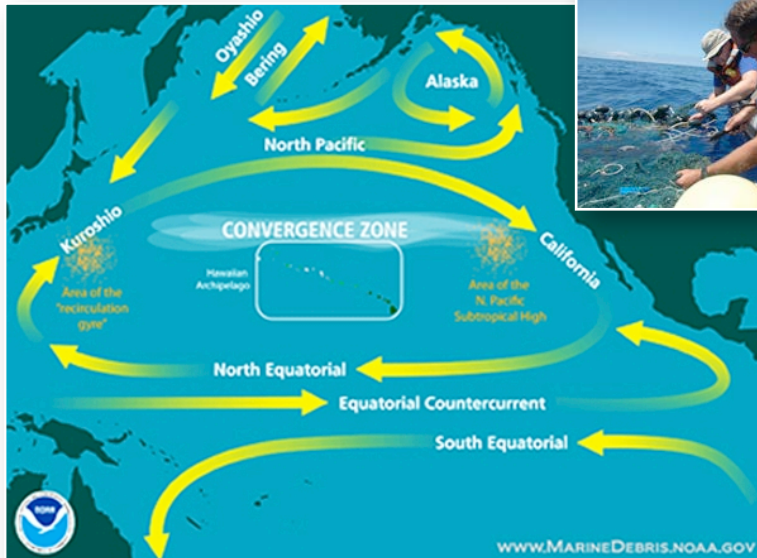
Very Grand Opening in Mission Valley.

Mayor Jerry Sanders and half his city council were there to cut the ribbon and praise the Grant Family Circa 37 Civeta apartment complex - first phase of a massive new neighborhood development in the valley. The Family was thanked for donating 17 acres of land to the San Diego River Park Foundation - the same land that has supplied gravel to major developments all over San Diego since 1937 - hence the party was themed 1930s.

The bands were playing as politicians worked the crowd at poolside, some 300 VIPs in tuxedos, cocktail dresses & stiletto heels were snacking on appetizers and sipping free drinks. And then there was us. Roger Bell of the Model A Club had invited V8ers with 1930s cars to join their club in welcoming guests with a dazzling display of 30s tin. Rick & Sheryl Carlton, Dennis Bailey, Liz &

John Dow, Judy Grobbel & Tim & Sandy and friends Steve & Suzy Ladow joined in the fun. We held the high ground Cabana above the pool with our own private waitress to watch over the whole event--TS





Plastic in 'Great Pacific Garbage Patch' increases 100-fold

Mario Aguilera / Scripps Institution of Oceanography

SEAPLEX researchers encounter a large ghost net with tangled rope, net, plastic, and various biological organisms during a 2009 expedition in the Pacific gyre. Matt Durham (seen wearing a blue shirt) is pictured with Miriam Goldstein.

By Ian Johnston, msnbc.com

The amount of plastic trash in the "Great Pacific Garbage Patch" has increased 100-fold during the past 40 years, causing "profound" changes to the marine environment, according to a new study.

Scientists from Scripps Institution of Oceanography in San Diego found that insects called "sea skaters" or

"water striders" were using the trash as a place to lay their eggs in greater numbers than before. In [a paper published by the journal Biology Letters](#), researchers said this would have implications for other animals, the sea skaters' predators -- which include crabs -- and their food, which is mainly plankton and fish eggs.

The scientists also pointed to a previous Scripps study that found nine percent of fish had plastic waste in their stomachs. The "Great Pacific Garbage Patch" -- which is [roughly the size of Texas](#) -- was created by plastic waste that finds its way into the sea and is then swept into one area, the North Pacific Subtropical Convergence Zone, by circulating ocean currents known as a gyre.

The Scripps Environmental Accumulation of Plastic Expedition, known as SEAPLEX, traveled about 1,000 miles west of California in August 2009. A [statement on Scripps' website](#) said the scientists had "documented an alarming amount of human-generated trash, mostly broken down bits of plastic the size of a fingernail floating across thousands of miles of open ocean." Scripps graduate student Miriam Goldstein, SEAPLEX's chief scientist, said that plastic had arrived in the ocean in such numbers in a "relatively short" period.

Dec. 29, 2007: NBC's Kerry Sanders reports on a huge mass of garbage floating in the Pacific Ocean that is killing marine life and growing larger each day.

"Plastic only became widespread in late '40s and early '50s, but now everyone uses it and over a 40-year range we've seen a dramatic increase in ocean plastic," she said. "Historically we have not been very good at stopping plastic from getting into the ocean so hopefully in the future we can do better."

Researchers found fish larvae growing on pieces of plastic. *Samples taken by the scientists showed how marine life, such as small velella pictured, lives alongside pieces of plastic.*

Sea skaters -- relatives of pond water skaters -- normally lay their eggs on flotsam such as seashells, seabird feathers, tar lumps and pumice. The sharp rise in plastic waste had led to an increase in egg densities in the gyre area, the study found.

"We're seeing changes in this marine insect that can be directly attributed to the plastic," Goldstein said in a statement.

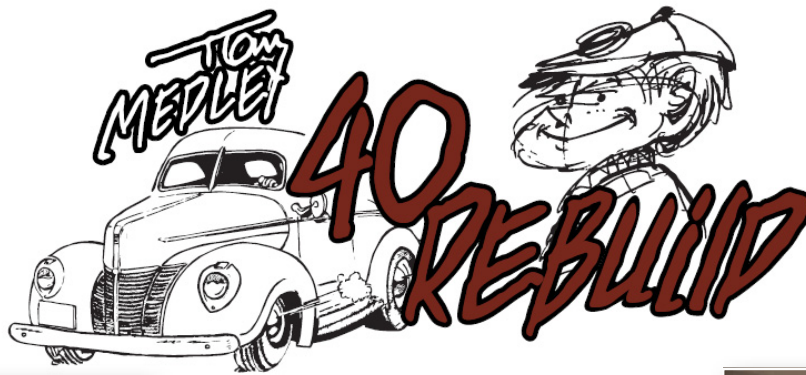
She [told BBC News](#) that the addition of "hundreds of millions of hard surfaces" to the Pacific was "quite a profound change. In the North Pacific, for example, there's no floating seaweed like there is in the Sargasso Sea in the North Atlantic. And we know that the animals, the plants and the microbes that live on hard

surfaces are different to the ones that live floating around in the water. Plankton attaches to plastic- whales eat the plankton" she added.

What does this have to do with old Fords? Most everything we buy is encased in one-use hard shell plastic, bagged in one-use plastic bags and shipped with one-use plastic popcorn protection. All this Plastic Trash washes to the ocean. Fish eat it and we eat the fish.

What to do: Write **Suppliers** to cut back on plastic packaging. To **Plastic Manufacturers:** to create true Biodegradable Plastic. Write to your **Congress** person to support legislation mandating Green plastic products and **Ban Plastic Bags Everywhere.** **Stop One-Use Plastic.**





Stroker's (Tom Medley's) 1940 Rebuild Project

Tom Medley once joked he would have liked a flamed '40 Coupe. But this isn't what he had in mind. Hot rodder, vintage go-karter, angler, cartoonist and creator of Stroker McGurk, Tom Medley recently suffered a hot rodder's most feared nightmare – a garage fire. A blaze in his Burbank shop torched nearly all its contents – tools, welders, sewing machines, memorabilia, etc. Fortunately, Tom escaped injury but his beloved 1940 Ford Deluxe coupe wasn't as lucky. It was heavily damaged, interior vaporized, paint seared into oblivion, body panels warped into a wavy wasteland. In response, a collection of

Tom's friends and family have joined together to rebuild the car and get the 91-year-old hot rod legend behind the wheel again. Randy Clark of Hot Rods & Custom Stuff was asked to help out on the restoration project. He kindly accepted the challenge. Randy, and wife, Peaches, retrieved the car from Burbank and hauled it back to their shop in Escondido, Calif. News of Medley's misfortune quickly swept through the hot rod community, triggering an outpouring of support that has been remarkable.





1935 Exposition in a Box.

We all collect something - Check out what Bob & Sue Symonds have amassed. **1935 SAN DIEGO EXPOSITION FORD SOUVENIR COLLECTION.** Items include: License plate toppers, gear shift knobs, assorted vulcanized rubber toy cars, Firestone rubber advertisement ashtray, sampler of materials used to produce Ford cars, post card of the Ford building, stereo view of Henry Ford's first automobile, price sheet for the 1935 line of automobiles, engraved lighter and matchbook box, and some V8 tokens. Not to mention their full size '37 Ford pick up truck.



Amigo Car Show-Visors, Skirts, Air Coolers, & Curb Feelers.

Beautifully restored Chevys with tiny tires & air bags dominated the Barrio Logan car show, but after searching carefully, I managed to find 3 Fords in the crowd and one other EFV8 Member -Jose Serrano.



Next Tour-June 10- Pancake Breakfast. Jerry 619- 283-8117



June 9- 6-10pm. Lady8ers...
Victorian Roses, Wild West Casino Night. Tickets \$20.
 (Benefits Saving Horses Inc.) Admission includes \$200 play money. **Come in western outfit-receive a bonus raffle ticket. Prizes include a 3 Day/ 2 night trip to Vegas! Don't know how to play? A dealer will teach you. Put your photo on a Wanted Poster and bid on silent auction items. Live Music, BBQ dinner catered by Descanso Junction (Dinner not included in admission price) Marty Parker 619-508-4198
www.victorianroses.org -Candy



Lady 8ers Events 2012

All V8 women are welcome- bring guests.

June 20th General Meeting

July 18th Gen Meeting: Bunko Night – Billie Bonnoront
 Virginia Larkin Memorial High Tea Cobblestone Cottage

August 15th Gen Meeting-Avalee Smith's "Dolls"

August 24-31 Leo Carrillo Film Festival

September 19th General Meeting

October 17th General Meeting

November: 21st General Meeting

December 12th - Point Loma Garden Club Annual Tea & Bazaar 10-Noon

Dec 16th Christmas Party

Mountain High Pancakes -Sun, June 10--
 8:30 am - Jerry Windle 619-283-8117
 Thousand Trails-worth the trip.

Entrance fee of \$5.00 per car. Meet 7:30 am at McDonalds, Los Coches Exit off Hwy 8 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

2012 Tour Schedule

June 10 - Sun-Pancake Breakfast-8:30 am-
 Thousand Trails. RSVP Jerry Windle- 619-283-8117

June 13 - EFV8 Club Night at El Cajon Cruise Night. 3pm - 7pm on Orange St. Let's have a good turnout - fill the street with Fords.

June 20-Wed-9:15. S.D. County Fair Invites us to bring 8 cars. FREE Fair Day & No long lines for us. RSVP Barbara Martin 760- 230-2582

July -TBD-

Aug 4 Sat- 10am- Stein Farm, 1808 F Ave, National City- Historic house, barns, animals & Vehicles. Form a cruise and park on the Farm. Bring a Picnic Lunch. Club pays entry Fee (\$5 per person) RSVP Tim Shortt 619-435-9013

Sept 11-14- Western National Meet- Donations wanted for raffle prizes. It is the SD Club's Tradition to contribute to the host club of the annual National Meet. Any contributions should be sent to Columbia River RG, EFV8Club, Ron Love, 3400 SW Sherwood Pl. Portland, Or, 97239. 503-223-9395

Sept 23- Ice Cream Social- RSVP-Richard Teubner 858-748-2849

Oct-TBD- Oktoberfest Gary Timm 619-990-6085

Nov -TBD.

Dec 16 -Christmas party

Hot little Ford.



Les & Margaret Bartlett were asked to drive Tax Man Dan McCallister in the Kensington memorial parade. It was a long, slow slog and the Ford gave up about halfway. Volunteers came off the curb - to the cheers of the crowd and pushed them the 10 blocks to the end. McCallister cracked it was just a demonstration of a fuel efficient way to go. Meanwhile back in the parade, a Chevy Impala also boiled over, making it Ford 1, Chevy 1.

June 10, Sun - Mountain High Pancakes -call Jerry Windle -619-283-8116
Let's convoy...Meet Duane Ingersen at McDonalds,
Los Coches Exit off Hwy 8 - 7:30 am

June Anniversaries

6/05 Dennis & Ann Bailey
 6/05 Eldon & Lorraine Seibold
 6/06 Jay & Janet Harris
 6/13 Bill & Sue Dorr
 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 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
 6/13 Jon Kowal
 6/14 Frank Swedberg
 6/14 Patricia Hildebrand
 6/22 Ron Hall
 6/22 Linda Cree
 6/25 Lou Osberg
 6/25 Michael Fritz
 6/28 Jim Thomas

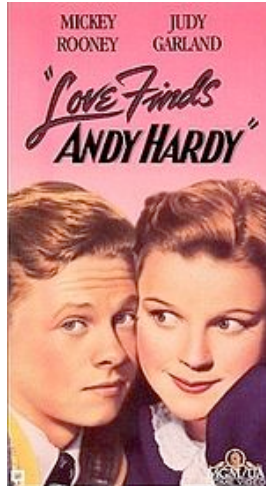
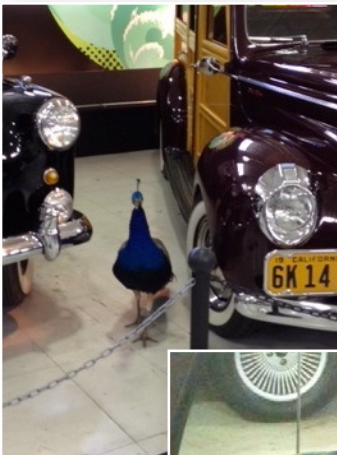
Membership- Paula reports 155. **Welcome new members, Sparky Cree,** '34 Sedan Delivery. Jamul, Ca. **Jim & Dianne Thomas,** Jamul Ca. **Dillard & Jolene Harwell,** La Mesa, CA, 1936 Ford Std. Tudor, 1940 Chevy Sedan Delivery, 1967 Corvette Roadster. **Sunshine: Judy Grobbel reports: Clarence Scheidle** New # 619-698-5403. **Gil Buxton-** knee problem on the mend. **Tom Cook-** three Stints. & recovering.

SD Auto Museum - Unexpected Visitor.

This peacock found wandering the parking lot was invited into the museum before someone ran him over. Once in he took the opportunity to look over the

special exhibition of woody wagons.

He kicked a few tires, checked his quaff in the mirror and lingered at Dick Martin's '40 like a potential buyer. Turns out he was a pet and had been on the lam for three weeks. When the owner finally arrived... let's just say, "It's a lot harder to get a peacock out of a museum than you might imagine."

**SDEFV8 GENERAL MEETING Minutes – May 16, 2012 Automotive Museum**

Prez. Bill Lewis pounded the gavel at at 7:05.

Guests: None **Presidents Report:** Bill thanked everyone that participated in the All Ford Picnic **VP: John Hildebrand** – John was contacted by the Columbia River National Meet committee for a donation. **Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved for April as written in the Fan.

Treasurer: Ken Burke gave the Treasurer's report and it was M.S&C to accept. Ken

Membership: Paula Pifer: 153 Members

Accessories: Duane has new name tags that were ordered

Sunshine: Tom Cook has had 2 more stints installed. **Fan Editor:** Tim reported that

the June Fan is almost ready and that he needs personal Ford stories from the members. **Tours:**

Sunday June 10th is the date for the Pancake Breakfast. El Cajon Cruise Nite Wed. June 13th.

Del Mar Fair June 20th Evans Garage mentioned as a Tour possibility. **Car Club Council; Joe**

Pifer: No report. **New Business:** Jay Harris is organizing a tour to the Sept.11 Western National Meet. Lady 8 er's are having a casino night at the Wild West Rodeo grounds. **Old Business:**

Ric gave an update on the final accounting for the Big Three and it was a great success. Rick

Carlton talked about the success of the All Ford Picnic at Santee Lakes. **Program/**

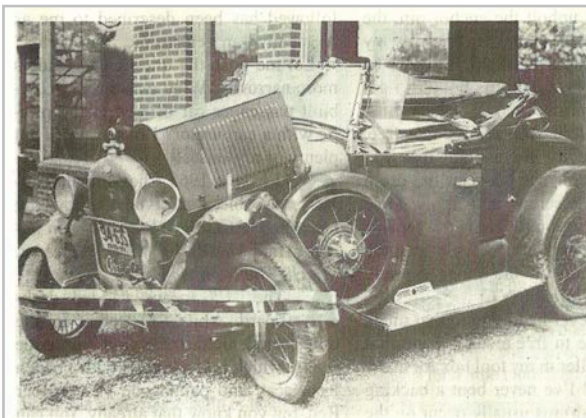
Tech Tips: Joe Vidali gave an excellent presentation on

Carburetors and Exhaust Systems “

Bigger is never Better” **50/50**

was won by John Hildebrand and Larry Larkin won a tee shirt.. The meeting was adjourned at 8:30.

Dennis Bailey Secy



The minimal front bumper was no match for what-ever collided with this Model A Ford roadster. The license plate on the old Ford says “Ohio 1931,” so this beauty was almost new when it took a hard hit to its nose on the driver's side.

This was a well-appointed machine, with wind vanes, sidemount, spare tire lock and radiator stone guard. The Deluxe roadsters came with a rumble seat, while the Standard roadsters did not.

Clearly, it was going to take a lot of work to get this “almost new” Ford looking that way again.

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

**Gen Meeting June 20, 2012.
Auto Museum, Balboa Park, 7 pm**

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



'33 Pontiac Sedan. Solid body, straight 8 flathead, OD transmission. Runs. Needs resto. Clear Calif title. \$6,500 OBO. Al- 661-943-1862



'59 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. \$54,900 OBO. Dick, 760-230-2582



'54 GMC PU- 350/350 Hot Rod restored. Over the top with accessories-drives great. \$15k OBO John 619 302-8376

Pinstriping, Lic Plates/ Lettering Restoration. Rob Taylor Graphics 619-698-1634



Sale- '33 Panel PU Fenders. Vic 619-887-8396

1965 Ford Falcon convertible, V-8 automatic. Just in time for summer, runs good \$10,500. Jim (619) 933-4174



'39 Tudor- Flathead, 3 speed. Not running but have parts to fix. \$4700. San Diego 619-865- 8161--619-262-8575

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



'33 Sedan Delivery- older restoration. Vic Todaro 619-435-2261



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

Sale. '37-1938 Ford 4 door deluxe upholstery kit (broad cloth pattern and trunk panel kit.\$2,400. OBO. 661-943-1862 or 928-710-7566.

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

Sale -Rebuilt Columbia Rear End- New drum to drum.Brakes, ring & pinon, 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- '50s Ford Parts-Flathead parts-(No junk) Distrib Caps, wires, Rebuilt 94 Carbs, F1 373 ring & pinion, Bell Housing, Crank Pulley-flathead, F1 Gauges, '50 Gauges NOS, 6V Coil, Regulator. Electric 6V Fuel Pump, F1 Hood Trim, F1 jack/Handle/Wrench, Fuel Pump, Oil Sending units, V8 Starter Solenoids, T-5 Shifter, F1 Spare Hold Down, Head Lite Trim for '39. '50 NOS Speedo Cable. Many Misc Parts.Flathead bell housing. **Rebuilt AB Flathead Motor.** complete **Wanted-'38 Parts-**Hydraulic Brakes, Bolt On Front Shock Mount, Rear Shock & Mount Kit, Windshield Wiper Arm. Larry Peterson 619-813-1402

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.

Wanted-'42 Ford Parts.

1. Both doors stainless (short doors) 42-46
2. Hood stainless 42 only
3. Parking light housing (2) 42-46
4. Windshield inside molding & upper right piece 41-48
5. Hood 42 only Jim ASAP at 760-789-0220

Wanted- Model A Rear Fenders & Deck Lid. Any condition. Carl Atkinson 619-892-0222

Sale- Complete '48 Front end, Rear end, \$500 ea. Set new 15" tires on chrome rims, \$400. 619-561-9048 Bob Wanted- 1940-48 ford flathead in excellent shape.dalemilks@verizon.net 760 963 4915 Dale Ruisch

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.

Sale- Stick Welding Machine. 25-295 Continuous Amps. Control 100% Duty Cycle. \$75. Ken Tibbot 619-669-0211

Sale-1938/39 ford truck hood sides clean condition -\$200 1952 ford truck rear fenders- \$200. 1947 ford sedan front fenders- \$200. possibly trade or looking for Ford straight axle front end with spindles at least, preferably 48 sedan but any will do contact# 619-618-9719

Sale- '41-'48 Lincoln parts. Trans mount \$55, overdrive governor \$40, 10 Champion spark plugs for V-12 engine, \$30, cowl vent \$25. AL 760-789-6217

'65 Ford Falcon Ranchero. 289 V8-2 barrel carb.Factory close ratio 4 speed 380 differential. Power brakes.Interior ok. Some rust. Needs paint & Batt. \$4400 OBO. 858-272-0036-Lee Simcoe



June 10, Sun - Mountain High Pancakes -call Jerry Windle -619-283-8116
Let's convoy...Meet Duane Ingersen at McDonalds,
Los Coches Exit off Hwy 8 - 7:30 am



Seems the only way to get in 'Only Yesterday' is to go to War.

Chuck Spielman has new rules - Vets only. So I hooked up with 6 veteran carrier fly boys and we took the VIP Tour. Wow. Things have changed since the V8 club tour 4 years ago. The Hall of Heros area is easily 3 times bigger now and the collection of memories and War memorabilia keeps pouring in. No pics allowed in the curtained off area. The rest of the pristine cars, signs, period furnishings and restoration shop are wide open for inspection, but only if you stay with the Guide. One note- Carl Burnett's '36 roadster is here - looking beautiful. --TS



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



Did somebody say, "Pancakes?"-June 10

June /12