

FAN June 1, 2025



A Special event was planned for our Club meeting Wednesday evening, in the Ray Brock Hall of Champions at the Automotive Museum in Balboa Park.

The Cuyamaca College Ford Asset Students, who had applied for grants from our Club, were in attendance along with their families and friends. Paula Pifer presented Tool Kits which had been purchased with Ollie Smith funds for the students.

Dennis Bailey spoke to the Students telling his own story about his working life in the construction trades as a Carpenter, Sheet Metal, Iron and plumbing expert that added up to a very interesting career. To top off the evening, there was all the cake and cookies you/they could eat

It was a great party
Joe Valentino



Pictured: Asset Students present at the club meeting: Jacob Park, Adrian Valdez, Austin Luna, Christian Rios, Carlos Espinosa, Trevor Doud. Leader, Paula Pifer, former student, Ignosio Castenada.





PREZ Joe
WINS Best
30s Car @
EYE
CANDY
SHOW

Happy June V8ers!

May was a lot of fun and June 2025 will be too. On May 4th Bill Dorr won a trophy for his beautiful 37 at Motor Cars on Mainstreet. It seems every year one of our Club members does well at this show! On the weekend of May 10th, Susan and I spent the weekend, along with a couple of hundred hot rod enthusiasts, at "the Streak", hosted by The Over the Hill Gang at Campland on the Bay. The Streak is a great show to bring your car for one day or to camp out for the weekend, as Susan and I did in our little RV. There were several Club members in attendance this year. I brought my 56 Chevy to the show. You guys running Chevy engines in your Early Fords should consider attending this hot rod show next year, your cars will fit right in.

On Sunday, May 18th, I attended the "Eye Candy Car Show" sponsored by Pal Joeys, which is a fine establishment serving quality spirits. The proceeds of this event goes to the Braille institute, a very deserving charity. I have seen how this charity provides support to friends who have diminished eyesight. I brought our 1936 Roadster, and was fortunate to have been judged as the show's best car of the 30s! That was surprising since the show has mostly hot rods and modified cars at the show, and my 36 is neither. That show awards many big trophies. Paul Alvarado, Rick Carlton, and I had a mini board meeting inside of Pal Joeys, and we judged the establishment's Bloody Marys to be top notch!

Ford Asset Program students and some of their family members attended our May 21st Club meeting. These students applied for a grant from our Club's Ollie Smith Fund. Paula and Joe Pifer did a great job purchasing Milwaukee tools for each student. They also provided cake and cookies, to make the evening festive. A big thanks to Paula and Joe for their work on the Club's behalf!

The fun will continue to roll on in June. On June 7th there is Candy Green's Fabulous Car Show on Marbea Lane. This event is laid back and a hoot! Y'all can attend, but RSVP to Candy (CNDGRN3@ATT.Net) is a must!

The Model A Club invited us to join them and display our cars at Carlton Hills Lutheran Church on June 8th. Carlton Hills Lutheran Church is where the Model A Club is allowed to hold their monthly meetings. This is a short event, 10am to noon. I will be there to support the Model A Club and the Church that requested the display; maybe you can attend?—*Contd next page....*

SDEFV8Club—— Page 2

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Pres Pro Tem—**John Davison**-619-729-7252 -
Paul Alvarado-619-741-9458
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Volunteers- Tour Co-ordinator / Barbecue
Meetings Monthly- **Car Club Council**
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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. Photos & article submissions are welcome, Please send materials to Ford Fan % Tim Shortt at 1211 5th st, Coronado, Ca 92118. The Ford Fan of the Early Ford V8 Club credited. As the source. Send change of address to Palla Pifer, Membership Chair. 3558 Bently Dr. Spring Valley. Ca

Brought to you by The Early Ford V-8 Club of San Diego

All Ford Picnic
June 21 8:00AM - 2:00PM
Santee Lakes Regional Park
Model T • Model A • Early Ford • Thunderbird • Mustang • Pickups • All Fords

Cars-Food-Music

Hamburgers and Hot Dogs sold
50/50 Raffle
People's Choice Awards
Raffle Prizes

Registration is Free! To Register for the All-Ford Picnic go to:
<https://bit.ly/411JVTR>
Or use the QR code ==>

There is no fee to be part of the picnic, but the Park charges \$7 per car.
For more information email => AllFordPicnic@gmail.com <=> or call (619) 300-4280

...Continued from pg 2...

On June 11th at 9am it is breakfast at the Broken Yolk in Mission Valley! RSVP IT is a must!

On June 18th, our Club meeting is at 7:00 at the Auto Museum.

On June 21st there is the Club's signature event, The All-Ford Picnic at Santee Lakes Park. Every year this event has a good turnout by our club members and is attended by the Model A Club (they made this the Club tour for June), Model T Fords, T-birds, Mustangs, Shelby, Pickups, and every other Ford you can imagine. If you have not gone to the website to indicate if you will be purchasing a cheeseburger, hamburger, hotdog, or veggie dog, please do so. Just go to " <https://bit.ly/411JVTR>." That will help with our estimating the amount of food and supplies needed for the event.

On a sad note, on May 24th Club member, Ray Brock passed away. Ray was a good friend to all. Ray was kind and generous and always looking for ways to make the Club better for all. Ray was a financial supporter of the Automotive Museum and instrumental in ensuring that Southwestern College's Automotive program will be sustainable for the future. He was an automotive technical wizard with an amazing background in racing, building winning race cars for himself and for the Baja 1000 races. Ray was always willing to help Club members with their technical problems. He was a good friend, and I will miss him greatly.

On Memorial Day there was a great turn out on the U.S.S. Midway for the annual Memorial Day remembrance event and wreath toss to honor those that gave their lives fighting for our freedom. There were a couple of 100-year-old World War Two Veterans that spoke. It was a somber, moving, and gratifying event. I hope to see you there next year!

That is all for this month. Stay Happy and Healthy! Pray for our members that are recovering from ailments.

Now get out there and drive that old V-8! Cheers!——Joe V



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Ed and Virginia Thomas of Escondido pose on the bluff at Torrey Pines in 1943. Ed's car was a 1936 Ford V-8 with three windows, highly polished chrome, and seven coats of lacquer. In order to get his board to the coast, Ed wrapped it in one of his mom's quilts and fastened it to the car's roof with lots of rope, as securely as possible. Even so, the couple checked the board repeatedly on the trip over and back. (Courtesy of Ed and Virginia Thomas.)



Many rich surfing areas are found between Del Mar and Leucadia, including Solana Beach, Cardiff, and Encinitas, each boasting a bevy of break options and variety. Swami's, though it lacked the early lure and cosmopolitan charm of Windansea, took on a territorial imperative of its own. Here on Cardiff's main beach in 1952, San Diego County lifeguard John Elwell poses for a picture in his custom 1932 Ford Phaeton. A Bob Simmons board shares the back seat with a French Arbelle spear gun. John patrolled the beaches from Swami's to Seaside Reef. (Courtesy of John Elwell.)

Dennis Bailey 2025 MASTER Activity list



Jeep is/was 'Sort of a Ford'.

Ford built a lot of Jeeps because 'Willys' could not keep up with the war demand:

Willys 359,499

Ford 277,896

According to Wikipedia

In the Philippines a company makes reproduction parts for the beloved Jeep. I've never been to the Philippines, but I guess there are a lot of Jeeps running around and many are 'Jeepnies' used for public transportation also.

I went to Japan once (about 25 years ago?) with my daughter and noticed some military vehicles that looked like Jeeps but had the Mitsubishi logo, three diamonds stamped into the sheet metal.

I'm thinking the Jeep will never die.



Look closely for the FORD logo.

Walter

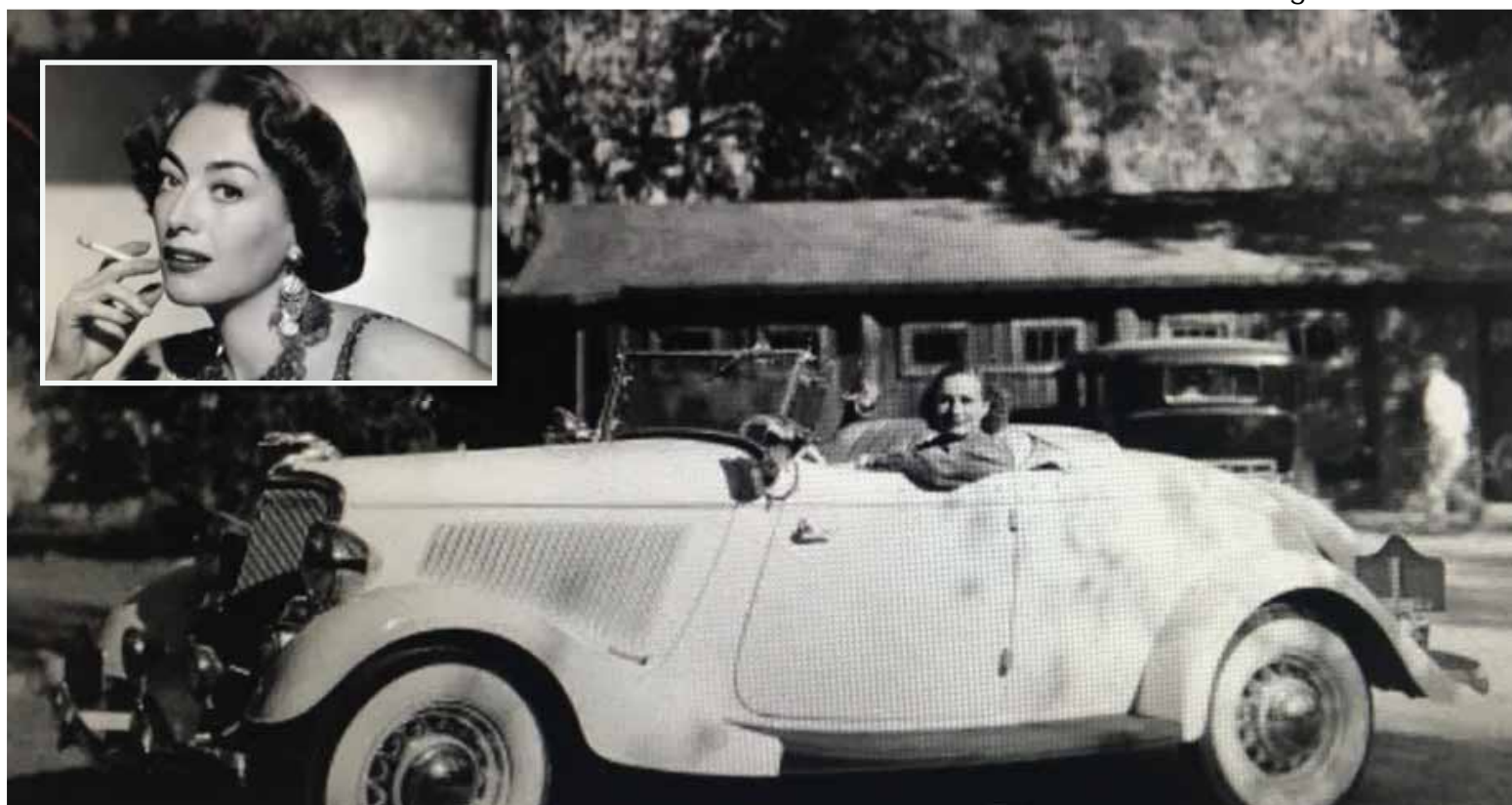


1. USS Midway Tour
2. July (possible tour)
3. Ice Cream Social (RSVP)
4. August (Date Pending)
5. Allen Museum Gillespie Field.
6. Sept. (19th or 26th pending)
7. Octoberfest (Brock-toberfest)
8. (10/?/25) O.B. RSVP LIMIT 30
9. Ignite Tour Auto Education Facility
10. Nov (Possible Tour Pend.)
11. Christmas party(12/6/25)
12. Other Possible tours
13. Merge with Palomar club tours
14. Merge with OTG tours.
15. Miniature museum (Carlsbad)
16. [Thur thru Sat. 9am](#) to 4pm.
17. Tractor museum (San Marcos)?
18. New ideas)
19. Dearhorn winery Jamul, we can book a group visit. Picnic area no food or lunch at the Casino. (Candy Green)

Howdy V8ers!

Tour Master, Dennis Bailey, has been working diligently to create a list of 2025 Club activities. He asked that this list be sent to you for your review. Dennis will discuss this list at our next meeting. Our next meeting is on May 21st at 7PM.

Prez Joe



Long before luxury SUVs and custom-built Bentleys lined the driveways of celebrity homes, **Joan Crawford** was setting a different kind of trend. Her car of choice? **The 1934 Ford Roadster**—a vehicle as daring, elegant, and sharp as Crawford herself. In the golden age of Hollywood, this wasn't just a car—it was an accessory to stardom.

The Ford Roadster of 1934 came equipped with a 221 cubic inch L-head V8 engine, delivering 85 horsepower at 3,800 rpm. The car's lightweight body—just around 2,100 pounds—meant it moved with the kind of agility most rivals couldn't match.



Back in 1934, a Ford Roadster cost roughly \$500 to \$600, depending on trim and finish. Today? A pristine model can bring in upward of \$70,000 or more, especially if it carries the legacy of a Hollywood icon. But let's be honest—you can't really put a price on that kind of cool.

Some Legends Come With Wheels

June Anniversaries	6/13 Bill & Sue Dorr	June Birthdays	June #years in Club
6/06 Jay & Janet Harris	6/13 Ken & JoAnne Burke	6/06 Paul Mears June	Gary & Karen Walcher 56 yrs
6/09 John & Maria Jarecki	6/15 David & Maryellen Huhn	#years in Club	Louise Croff 31 yrs
6/11 Walter & Jody Andersen	6/17 Russ & Marty Ries	6/11 Ron Shedd	Robert McGehee 12 yrs
	6/27 Ric & Billie Bonnoront	6/12 JoAnne Burke	George & Laura Lusk 3 yrs
	6/30 Bill & Linda Lewis	6/14 Patricia Hildebrand	

San Diego Early Ford VB Club General Meeting Minutes, May 21, 2025

President Joe Valentino called the meeting to order at 7:01 pm and led the club in the pledge of allegiance. The club had as guests five recipients of Ollie Smith awards and their families. Joe asked them to introduce themselves.

Program: The club started the evening with a presentation of the Ollie Smith awards. President Joe Valentino explained the history and purpose of the Ollie Smith fund and congratulated the students for preparing their applications and having been selected as awardees. Joe then turned the program over to Paula Pifer, of the Ollie Smith fund.

Paula noted that 79 people have received awards from the program totaling \$52,000. She described the tools being awarded and asked the recipients to pose for photographs with their prizes. The club then broke for refreshments. with the guests.

Refreshments: Thanks to the Dorr's.

Presidents report:

- The president reviewed a list of club members' birthdays, wedding anniversaries, and club membership anniversaries.
- Joe noted the following dates:
 - May 26 Memorial Day, meet at the USS Midway at 8:00 for a Memorial Day ceremony
 - June 7 Candy Greene car show
 - June 8 Model A club will have a short car show at Carlton Hills Lutheran Church in Santee
 - June 11 club breakfast at the Broken Yolk in Mission Valley
 - June 18 regular club meeting at 7:00pm
 - The All-Ford picnic will be held Saturday June 21 at Santee Park. Joe passed around a signup sheet to count meals and another sheet to sign up as volunteers.

Vice Presidents report: Dennis participated in the review of Ollie Smith award applications and reported being very impressed with the winners. He described his own career in the trades as a sheet metal worker and congratulated them on their choice of a trade. He described the advantages of their decisions.

Secretary report: The secretary reported having the previous month's minutes published in the fan and receiving no requests for correction. A motion was made, seconded and a vote taken to approve the minutes.

Treasurer report: Ken Burke presented the monthly treasurer's report. A motion was made, vote taken to approve it.

Membership report: The club has 25 single and 34 joint memberships paid to date. 5 people have not paid and Paula has sent lots of email and snail mail to bring in the renewals. In the course of her efforts she became aware of the following member situations: Carl Atkinson broke his hip, Bill Lewis is walking with a cane and no longer driving, and Frak Swedberg has passed away.

Accessories: Orders are being accepted for club logo long sleeve T-shirts and mock turtleneck shirts.

Web Report: The website is up to date. The May Fan will not be added to the website to maintain the privacy of last month's tour destination.

Sunshine: Judy was not present but Joe reported that Ray Brock is at home and being taken care of.

Fan editor report: The newsletter is coming right along and is expected to be ready on time this month.

Historian: Susan Valentino recalled last year's Memorial Day tour of the USS Midway, the ceremony, the private tour by Paul Alvarado who volunteers on the Midway, and inside stories of other members of the club who are veterans.

Tours: VP Dennis Bailey reported that the list of tours for the year is available. The next El Cajon cruise is June 4th. Direction from the cruise sponsor is not to arrive before 3pm. Early parking takes parking spots away from El Cajon merchants who will lobby against future cruises if the practice continues. The first La Mesa cruise-in will occur June 5th and will continue every Thursday from 5pm – 8pm through August 28th.

Hard Luck Trophy: Bill Dorr and Joe Valentino described their hard luck experiences last month but Tim Shortt continues to hold the trophy.

Tech Issues: George is for a good paint and body recommendation and VP Dennis Bailey suggested Carcoa in Kearny Mesa. Orival Greenfield is looking for a shop to address flathead engine running issues. John's Automotive and Dwight at San Diego Superchargers were recommended.

Old business: none.

New business: Joe Valentino won a trophy at the Pal Joey's car show. Bill Dorr won a trophy at Motorcars on Mainstreet.

50/50 Drawing: Maureen won \$56

Name tag drawing: No winner. Meeting Adjourned: 08:24 p.m. Minutes submitted by Brad Nelson.

Sunken USS Yorktown leaves researchers 'flabbergasted' in latest dive

Monday, May 12, 2025

Wreckage of what is likely 1940-41 Ford Super Deluxe "Woody" in the hangar deck of USS Yorktown. (Courtesy of NOAA Ocean Exploration, 2025 Beyond the Blue)



Eighty-three years after sinking, the USS Yorktown is still revealing secrets.

During an April 19 expedition, scientists with the National Oceanic and Atmospheric Administration (NOAA) — as part of the Beyond the Blue: [Papahānaumokuākea ROV and Mapping](#) project — were using a remotely operated underwater vehicle to explore the storied U.S. Navy aircraft carrier, when they found more than they could have hoped for.

Since June 1942, the 809-foot-long carrier has been resting on the ocean floor, slipping beneath the waves after Japanese forces torpedoed the ship during the [Battle of Midway](#).

Resting 3.9 miles beneath the surface and roughly 1,000 miles northwest of Honolulu, the Yorktown was first discovered in 1998 by Robert Ballard in coordination with the National Geographic Society and the U.S. Navy.

An initial investigation of the shipwreck was conducted that year upon its discovery. Another, led by Ocean Exploration Trust on Exploration Vessel Nautilus, was launched in 2023. The April 19 dive, however, was the first exploratory expedition of its kind — revealing a host of discoveries.

During the dive, at least three [Douglas SBD Dauntless](#) bombers were found on the ship's hangar deck—with one plane still fully armed

after 83 years, its bomb secured in its release cradle.

The other two, according to NOAA, are believed to have been part of the USS Enterprise's bombing squadron that landed on the Yorktown after releasing their payload. During the battle, SBDs were responsible for fatally damaging all four Japanese carriers.





A hand-painted mural that reads "A Chart of the Cruises of the USS Yorktown" was found inside one of the vessel's elevator shafts. The mural, only partially visible in historic photographs taken before the ship's sinking, revealed itself for the first time to researchers. The mural, which stretches 42 feet end to end and 12 feet top to bottom, was seemingly painted by a crew member to track the Yorktown's voyage across the world.

During the live-feed of the dive, researchers were astounded by the almost perfectly preserved map. "This is the first time we're seeing this whole image. This is history in the making," one researcher said as the camera turned its view onto the mural. "That is amazing," another noted. "I am absolutely flabbergasted by the state of preservation of this." While murals were occasionally painted on other ships during World War II, the "Its motifs showcase the pride that Yorktown's sailors had for their ship, the global scale of Yorktown's activities, and the strategic role that the ship played in defending the United States," NOAA said in a news release.

The Yorktown suffered two waves of attacks during the Battle of Midway before it succumbed to a Japanese torpedo from a submarine on June 7, 1942.

Along with the aircraft and aircraft debris in Yorktown's hangar, the mural is helping to fill gaps in the historical record of the Yorktown.

The other two, according to NOAA, are believed to have been part of the USS Enterprise's bombing squadron that landed on the Yorktown after releasing their payload. During the battle, SBDs were responsible for fatally damaging all four Japanese carriers. These Dauntless bombers bear the scars of battle, with records showing that the pair were moved to the hangar deck and set ablaze after being struck by three Japanese bombers.



One such mystery is the "surprise automobile" researchers discovered during the April 19 dive.

"Based on the flared fenders, split windshield, rag top, chrome details and spare tire, researchers have tentatively identified the vehicle as a black 1940-1941 Ford Super Deluxe 'Woody,'" the Smithsonian noted.



The 28-day expedition, according to NOAA, has provided "answers to existing questions and result[ed] in new mysteries for historians and scientists to puzzle out.

The presence of the car on the aircraft carrier has puzzled researchers and historians alike. Even more puzzling was the fact that crew members didn't push the "Woody" overboard

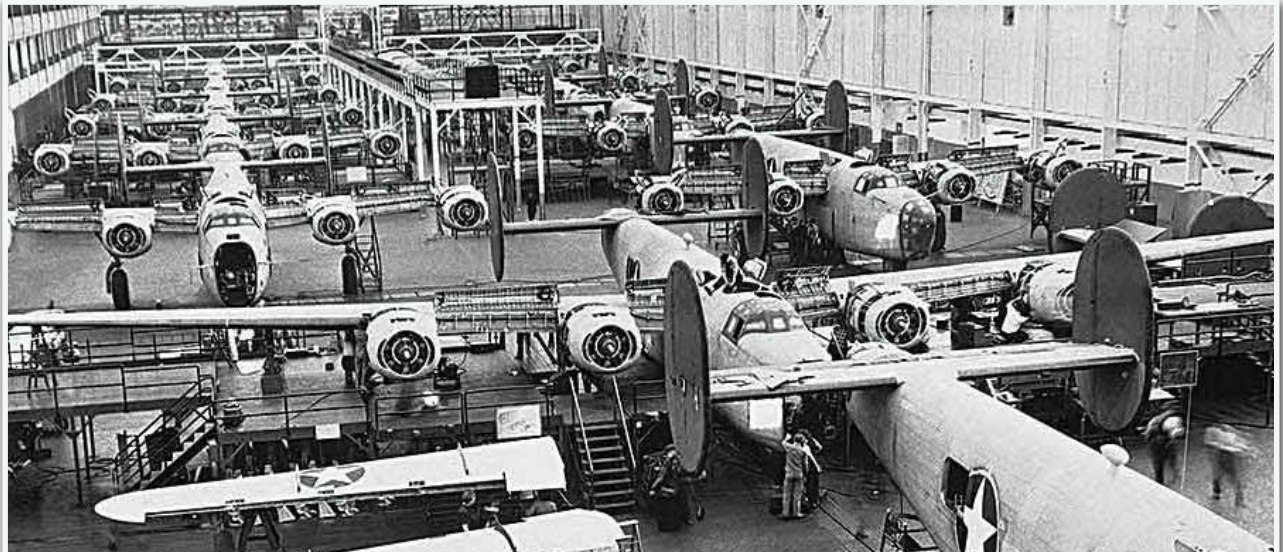
after Capt. Elliot Buckmaster, in an effort to keep the ship afloat, gave the order to jettison heavy cargo that included the likes of guns and aircraft.

For now, researchers can only surmise as to why the vehicle survived the jettison order to send it over the side.

"I think they just liked old Fords."
Mystery solved.



For 1942 New Fords took a backseat to Military needs.



President Roosevelt stunned millions of listeners when he announced during a May 26, 1940, fireside chat that government must "harness the efficient machinery of America's manufacturers" to produce 50,000 combat aircraft over the next 12 months to confront the "approaching storm" of global war. FDR's goal exceeded the total of all planes built in the U.S. since the Wright brothers' 1903 flight at Kitty Hawk, NC, and he challenged the **aviation industry** to match that number in succeeding years. As he spoke, the country had fewer than 3,000

Automobiles of the era had 15,000 parts and weighed around 3,000 pounds. Sixty-seven feet long, the B-24 had 450,000 parts and 360,000 rivets in 550 sizes, and it weighed 18 tons. Skeptics dismissed mass production of a plane this enormous and advanced as a carmaker's fantasy that would crash and burn when repeated design changes disrupted assembly lines and junked expensive tooling. "You can't expect a blacksmith to make a watch overnight," sniffed Dutch Kindelberger, president of North American Aviation. Ford proved them wrong, not easily nor entirely, during a 2.5-year production run in a 3.5-million-square-foot factory built over Willow Run Creek near Ypsilanti, MI. The massive plant turned out 8,645 Liberators vs. 9,808 manufactured by four factories of Consolidated, Douglas Aircraft, and North American Aviation. Together they produced more of the slab-sided behemoths than any American warplane ever.

Rugged and versatile, Liberators served in every theater of the war with 15 Allied air forces, stalking and destroying German U-boats in Atlantic shipping lanes, "flying The Hump" from India over the Himalayas to bring critical fuel and supplies to the besieged Chinese army, and dropping special agents into France and the Low Countries to organize sabotage operations against Nazi occupiers. Winston Churchill called his specially outfitted B-24 "the Commando".



On May 14th, a group of car guys met at member Jim Hurlburt's house to do what car guys should be doing, building cars!

While on a trip in the California desert, forty-something years ago, Jim found an abandoned 1941 Ford convertible.

It was in pieces scattered all around the desert floor. The car's body was stripped and had hundreds of bullet holes. Jim thought, what an opportunity for a cool car! Over the 40 years since, Jim has been collecting all the parts necessary to make the car road worthy.

On this day in May, car guys lifted the repaired 41's body onto a refinished chassis.

Although most of the parts going on the car will be NOS, it is going to be a driver.

Jim sourced the engine and transmission from a wrecked Mustang, and rear from an Explorer. Jim is sure it will take a lot less time than 40 years to get the car on the road.

I cannot wait to see it on the road.



Great Illinois Escape Yorkville to Wheaton in a Ford V-8

By John Emmering

More research, this time for the year 1935, has uncovered another true account of a depression era gangster who utilized an early Ford V-8 automobile.

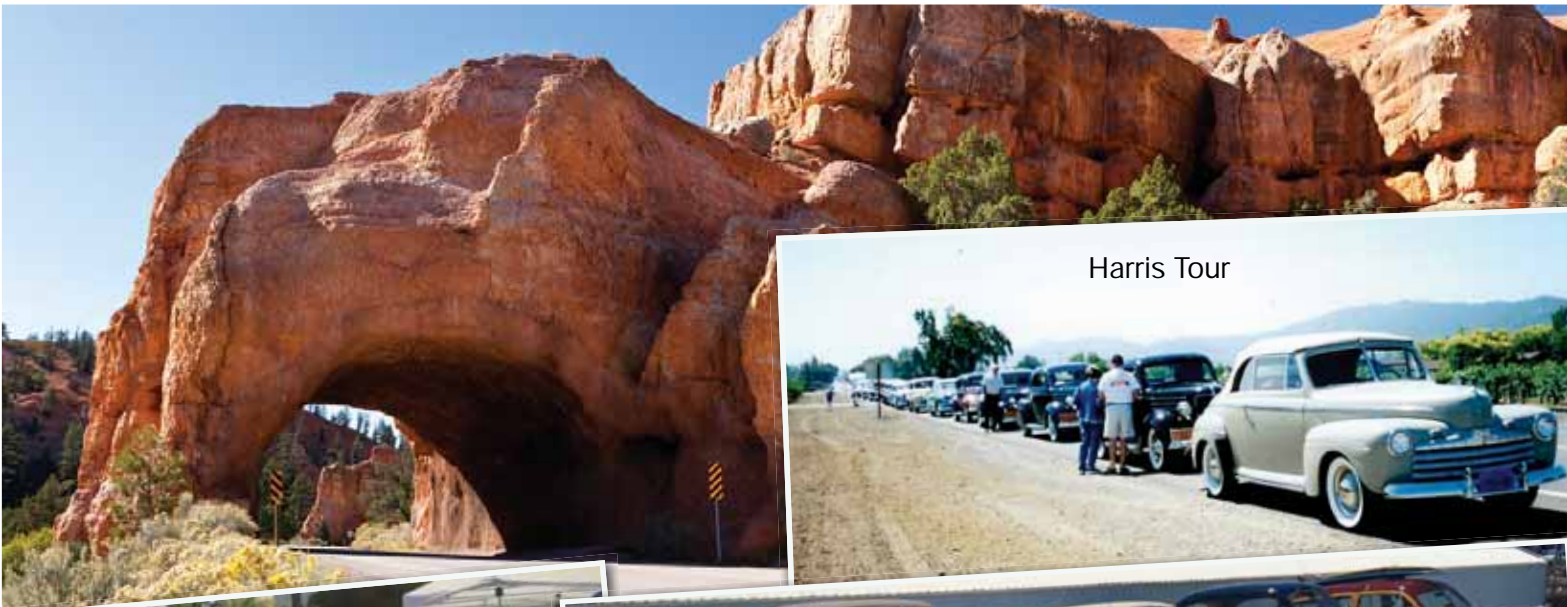


Indicted kidnapper Volney Davis knew that in the next few moments he would make his move to escape the custody of Federal Agents Garrity and Trainor that evening of Wednesday February 6, 1935 as he stood at the bar of the Hotel Nading in Yorkville, Illinois. Davis, a member of the Barker-Karpis gang had been arrested early that morning in Saint Louis, Missouri for the charge of kidnaping millionaire banker Edward Bremer. A ransom of \$200,000 had been netted by the gang. Since the crime had occurred in Saint Paul, Minnesota the government chartered a plane and assigned Agents Garrity and Trainor to accompany Davis on the flight to the Federal Court in that city where Davis was to answer the kidnapping charge.

Unable to find the Chicago Municipal Airport (renamed Midway in 1949) for refueling due to fog, pilot Joseph Jacobson continued flying west, putting the plane down in farmer Eugene Matlock's field outside Yorkville, Illinois. Coincidentally Davis was now only a few miles from Aurora, where he had lived with his girlfriend Edna "Rabbits" Murray and where he had hid John Dillinger and the mortally wounded Red Hamilton a year earlier. When Bill Ford, a neighbor, saw the plane land he stopped his car at the scene and offered the occupants a ride into town. Agent Garrity had first removed Davis's leg irons and finally his handcuffs so as not to create a public stir as they waited in the bar area of the Hotel Nading in Yorkville where Bill Ford had dropped them off.

While Agent Trainor used the pay phone to call the Chicago headquarters, Agent Garrity ordered two beers, one for himself and one for Davis. As Garrity took a sip of beer Davis swung his fist landing a blow that knocked him backward off of his bar stool. Davis in an unexpected move dove through a closed glass window, landing on the side walk. Brushing the glass off of his clothing Davis rolled onto his feet and sprinted away ignoring bullets fired through the window by his former captor.

Crossing the street, Davis spied a new 1935 Ford V-8 Deluxe Tudor momentarily left running by grocer Harlan Bretthauer in front of his store. Jumping behind the wheel of the V-8 Ford, Davis took off toward Aurora, leaving Yorkville and the agents behind. The V-8 Ford, plate #104 140 was recovered the next day by the DuPage County Sheriff's Office, abandoned in rural Milton Township east of Wheaton. The adventure bought Volney Davis only four months of freedom as he was re-captured in Chicago by G-man Melvin Purvis in June 1935. I am sure he thought of his exciting escape in the Ford V-8 often during his long stay in Alcatraz prison which lasted through the late 1950's.



Harris Tour



July 4 Tim's Tour Coronado



Valentino's Tour



Motor Cars on Main St



....I don't know...
but ...I think we should get out of here!

Tim Shortt's
1950 Ford
Custom
Convertible.
Have owned 35
years. Duplicate
of my High
School Car
from 1956.
Survived a Bear
attack at Lake
Tahoe 10 yrs ago
then new Paint,
Top, Interior.
Chrome,
'53 Merc
Flathead,
(10 more HP)
12V, Overdrive,
Dual pipes,
Brakes,
Tires,
Rebuilt Front End
COLD AC,
New Radio
(looks original),
Clean Dash,
Many V8 trips.
And Parades.
Starts easy,
Drives great-
\$28k
Tim 619-
851-8927



Ray Brock's '1951 Ford Victoria Hardtop. The Car is affectionately referred to as the "Root Beer Car" by his family because of its colors. Ray purchased the car from Peggy Petrucci of the Palomar Mountain Group. Great running and looking car. Chevy 350 engine and a 350 3-speed transmission New brake drums and front disc brakes Power Brakes Power steering AC Power windows Excellent exterior: it looks stock Tuned up and runs excellent A perfect car for long cruises

\$30,000 or best offer

Call (619) 851-8927



1941 sedan delivery project for sale
Sbc, Volvo disc brakes, '57 Ford wagon rear end. This is a project that comes with another 40 passenger car frame. Overall clean car with minor rust in the rear fender ends. Located in La mesa, 13,500 obo
[858-342-6722](tel:858-342-6722)



1939 Dodge Coupe- Modified- Nice car-
Nick Murrell 858-797-7772

San Diego Early Ford V8 Club-% Tim Shortt 1211 5th St, Coronado, Ca 92118



Blue on Blue—Bob McCOY



Woodie Races
Tall Ship
Off San Diego Bay