

THE FAN

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

A salute to SDEFV8 Club Members, Ric Bonnoront, Rick Carlton, Dave Huhn, Larry Larkin, Calvin King, Joe and Paula Pifer - the Firm & Friendly Rule Enforcers of the most popular old car event in the whole San Diego area.

The Big 3 attracts folks from all over the country. And the only thing standing between calm and chaos are our volunteers (backed by security guys with guns).

It was the spring of 1966 when just a few club members got together in the parking lot at the College Grove Shopping Center. The next year it grew to about 200 vendors and was held at the Sears parking lot in Hillcrest. It continued there for another year and then moved to the parking lot behind the old Sands Hotel in Kearny Mesa. The City of San Diego then decided to ban swap meets, so arrangements were made to move the event to the Sears lot in [El Cajon](#). As the event outgrew this site it was moved to El Cajon Speedway parking lot. Unfortunately the lot was dirt. It accommodated the growth of the event, but winter rains constantly turned the annual automotive event into a mud bowl, a new site had to be found.

With a change in policy by the City of San Diego allowing swap meets, arrangements were made to move the event to Jack Murphy (Qualcomm) Stadium in 1980. There the "BIG 3" Parts Exchange has become an annual fixture for gear heads, car clubs, barn hounds and rusty junk collectors of all shapes and sizes.

Thanks to the efforts of all three clubs, this year we were Sold Out - the weather was perfect and Venders and shoppers happy. What used to be a loosely organized, tire-kicking, horse trading party now takes a full year in the planning and despite more stringent Fire Marshall rules and rising costs - a great success.

All this takes 24/7 supervision and co-ordinated organization. But after early wake up calls and nights chasing loud motors and wild parties, nerves are a bit frayed. *Note Joe and Ric calmly discussing what's for lunch.* Fortunately, when volunteers wear out, new members like Jim and Diane Thomas step up to take on double shift responsibilities.

--More pg. 3.



St Patty's Day Tour, Sun, Mar 17-- Call Tim Shortt 619-851-8927



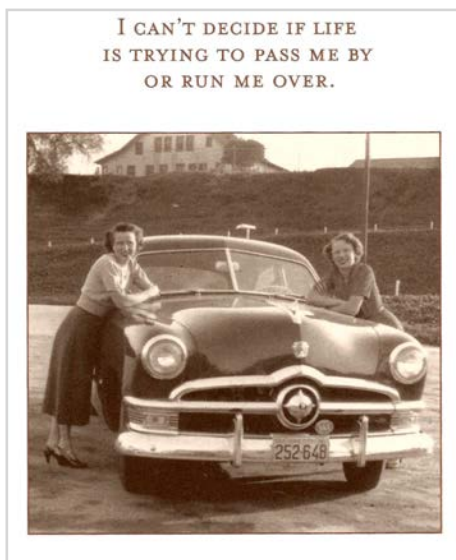
The Prez Sez.

Wow, we had wonderful weather for the Big 3 swap meet with just a little cold in the mornings. Besides some of the usual issues that pop up, the swap meet seemed to go well and was well attended. I hope everyone had a good time and made some money, or at least found that lost treasure you been seeking. I sold my '66 Fairlane and was very pleased to see it go. We can only pray for the same nice weather next year. We have a tour to the Birch Aquarium and the La Jolla glider port in March. The weather should be nice so give your V8 a fresh Spring tuneup and RSPS as soon as possible. We will be going up Mt. Solidad so make sure your brakes are good. It will be your choice: BYO picnic or the glider port has a food concession deli. The club will offset the entry to the aquarium to save you some money. There are many other events coming up this year to get involved with (All Ford Picnic, Ice Cream Social, Pancake Breakfast, Oktoberfest, etc.) so plan on attending as many as possible. I will go again to participate in the March Meet at Bakersfield in early March. This is the largest nostalgia race on the West coast. I will continue Bill's push for new members. We will again have an award for the V8er who brings in the most new members.

We have some programs planned that should help the V8 restorer with updating your cars. We will continue with many of our usual events as well during the year.

If any of you have ideas or would like to see a program or guest speaker on a specific topic please email me at: jhildebr@cox.net. We have a strong club with many resources that can be shared. Tim will keep you updated in our wonderful publication "The Ford Fan." I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings.

May the Fords be with you,--John Hildebrand



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

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

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

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

Directors:

John Hildebrand - 760-943-1284

Bill Lewis - 619-851-3232

Dennis Bailey - 619-954-8646

Duane Ingerson - 619-426-2645

Ken Burke - 619-469-7350

Tim Shortt - 619-851-8927

Richard Teubner - 858-748-2849

Dick Martin - 760-230-2582

Rick Carlton - 619-303-3353

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

Other Chairpersons

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

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

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

Programs: TBD

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

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

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

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

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

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

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

Big 3 Board Members

Ric Bonnoront - 619-669-6391

Rick Carlton - 619-303-3353

Calvin King - 619-447-1960

Dave Huhn - 619-462-4545

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photo and Article submissions are welcome. Please send materials to The Ford Fan c/o San Diego Early Ford V8 Club, P.O. Box 881107, San Diego, Ca 92168-1107. The Ford fan invites other groups of the Early Ford V8 Club to use it's material provided the Ford fan is credited as the source. Send Change of address to Paula Pifer, Membership Chairperson, 3558 Bentley Drive, Spring Valley, Ca 91977.



Sun, March 17-- St Patty's Day Cruise & Lunch- RSVP-Tim Shortt 619-851-8927



"You saved me hauling this junk--thank god for Parts Pick Up..."





Fiesta on the Island, Double dipping at Belmont, lost in La Jolla, and home on a hook.

--Sweetheart Cruz, Feb 14

As San Diego days go, this one was perfect. Our group gathered at Macy's (meeting Dan and Bonnie Krehbiel, along for the ride). Richard Teubner passed long stem roses to the ladies, we posed for pictures - passed out directions to the leader, the two drivers in the middle and the sweep driver (this would haunt us later). I led the group out Friars Road to Fiesta Island. Turned out most of the group had never been on the island and had no idea how it came to be. Fiesta Island was built from the muck and mire that came up on the dredging shovels when Mission Bay Park was organized. Initially the muck was to be dumped at sea, but that became a political problem, so the island became the aquatic staging area and camp grounds you see today - home to the annual wild and crazy 'Over The Line Games', The Boy Scouts Youth Camp, various bike races and staging area for the power boat races.

Once our Docent, Sandy, finished her presentation, we moved on to Belmont park and some history of Mission Beach, The Double Dipper and the world famous Plunge. From there we cruised Mission Beach and Bird Rock surfing spots, past La Jolla Cove where we were surprised to find a mandatory U Turn sending us back up the hill into the dreaded village traffic jam of downtown La Jolla. The members we lost during the shoreline ride would never find us now. It was CARMAGEDON. I held the remnants of the

convoy at one corner as long as I could, waving other cars around, but with no sign of the lost ones, we moved onto Prospect, headed to the big scenery of Torrey Pines. A block later my woody died in the worst possible spot, on a curve, at a construction site with every car on the planet trying to get by our stopped convoy. Thankfully the construction foreman waved me into a roped-off parking spot. Once pushed to the curb, I waved the others on to meet at lunch later in Encinitas. After the car sat for fifteen minutes, she fired up - we guessed the problem was a vapor lock and caught up with the rest of the group at the St Tropez Cafe - a favorite hangout for John and Pat Hildebrand. And a lunch appropriate for Valentines Day - topped off with Chocolate Kisses. But we weren't done yet - *Cont. pg. 5*



"This was one of our first " outings" with the V 8 club....a real educational and fun experience! We live in this amazing place and we can all learn more and appreciate it more with these trips. Thank you Sandy and Tim for all your organizing efforts and time spent putting this together. Who knew that John Spreckles was responsible for the Mission Beach Plunge? He would have enjoyed being a member of the V8 club for sure!" PS--Les passed his Life Guard Test ta the Plunge in 1952.---Margaret and Les Bartlett



Sweetheart Cruz continued -- We stopped at the Twin Boat Houses of Encinitas and finally, shopped around the Solana Beach Cedros District. Bill and Sue Dorr jumped into the back seat for the ride home. At the merge of 5 and the 805, the woody died again, and again, but I was able to coast off the freeway onto Sorrento Valley

Road where I called Triple A who sent a crew-cab truck to get us home. Once there, I discovered an ethanol damaged rubber connection before the electric fuel pump mounted on the frame, which caused a sucking of air with the fuel? My apologies to the lost ones in La Jolla, but most found their way to lunch where we could commiserate and enjoy the food. All in all, it was a beautiful day.--Maps all around next tour--TS



Waterless Coolant Confession:

I have been using Evans NPG+ waterless coolant for many years. I will never go back to coolants containing water in any of my vehicles. There are quite a few advantages to using a waterless coolant. For one thing your cooling system and components will last almost forever. The coolant is permanent so coolant flushes etc. are eliminated and oxide buildup in the cooling system is eliminated. Waterless coolant boiling point is over 375 degrees f. The high boiling point keeps pressure buildup in the cooling system down so much you can remove the radiator cap from a hot engine without worry about coolant blowing out. While it is true that water/coolant blend has a slightly better ability to remove heat it offers far less protection due to the fact that it requires a pressurized system to raise the boiling point high enough to act as a coolant and also has a rapid failure point when your engine gets very hot. A really hot engine produces a vapor barrier on hot surfaces that causes hot spots and overheating and engine damage potential that the waterless coolant will not. You can run an engine with waterless coolant at very high temperatures without damage that an engine using typical coolant blended with water would boil over and stop. The higher boiling point of the waterless coolant can cool a very hot engine a lot better because it will not produce vapor and boil over. The coolant with water even though it can remove more heat reaches its failure point at its lower boiling point and loses its ability to cool. I have personally run an engine on my desert bike with a bad water pump over 15 miles with no coolant circulation and did not boil over or damage the engine. I had to get back to camp. If I had coolant with water in it this would not have been possible. I know others have their own opinions about this but after 15 plus years running Evans waterless coolant in all my vehicles I am sold. Dan

--Submitted by Royce Hulsey

A waterless engine coolant specially formulated for vintage vehicles. Vintage Cool 180° protects engine cooling systems from -40°C to 180°C. The unique properties prevent many of the problems associated with water based coolants such as Corrosion and Overheating.

No Water - No Overheating

Vintage Cool 180° has a boiling point of 180°C and will not boil-over.

No Water - No Corrosion

Water has oxygen, oxygen = corrosion. Vintage Cool 180° eliminates corrosion.

No Water - No Pressure

Vintage Cool 180° allows your cooling system to run at a lower pressure, reducing the strain on engine components.

No Water - No Liner Pitting

Vintage Cool 180° generates significantly less pitting when compared with all water based coolants.

No Water - More BHP

Vintage Cool 180° eliminates premature detonation associated with overheating.





Ethanol. A History- *also called ethyl alcohol, pure alcohol, grain alcohol, or drinking alcohol, is a volatile, flammable, colorless liquid. A psychoactive drug and one of the oldest recreational drugs known. Best known as the type of alcohol found in alcoholic beverages, it is also used in thermometers, as a solvent, and as a fuel.*

Ethanol has been used by humans since prehistory as the intoxicating ingredient of booze. Dried residue on 9,000-year-old pottery found in China imply that Neolithic people consumed it.

In 1796, Johann Tobias Lowitz obtained pure ethanol by mixing partially purified ethanol with an excess of anhydrous alkali and then distilling the mixture over low heat. Antoine Lavoisier described ethanol as a compound of carbon, hydrogen, and oxygen. And in 1807 Nicolas-Théodore de Saussure determined ethanol's chemical formula. Fifty years later, Archibald Scott Couper published the structural formula of ethanol.

Ethanol was first prepared synthetically in 1825 by Michael Faraday. Henry Hennell, a British chemist, found in 1826 that it contained "sulphovinic acid". In 1828, Hennell and the French chemist Georges-Simon Sérullas independently discovered that sulphovinic acid could be decomposed into ethanol. Thus, in 1825 Faraday had unwittingly discovered that ethanol could be produced from ethylene (a component of coal gas) by acid-catalyzed hydration, a process similar to current industrial ethanol synthesis.

Ethanol was used as lamp fuel in the United States as early as 1840. Original Ford Model T automobiles ran on ethanol until 1908. Ethanol intended for industrial use is also produced from ethylene. Ethanol has widespread use as a solvent of substances intended for human contact or consumption, including scents, flavorings, colorings, and medicines. In chemistry, it is both a solvent and a feedstock for the synthesis of other products. It has a long history as a fuel for heat and light, and more recently for internal combustion engines.

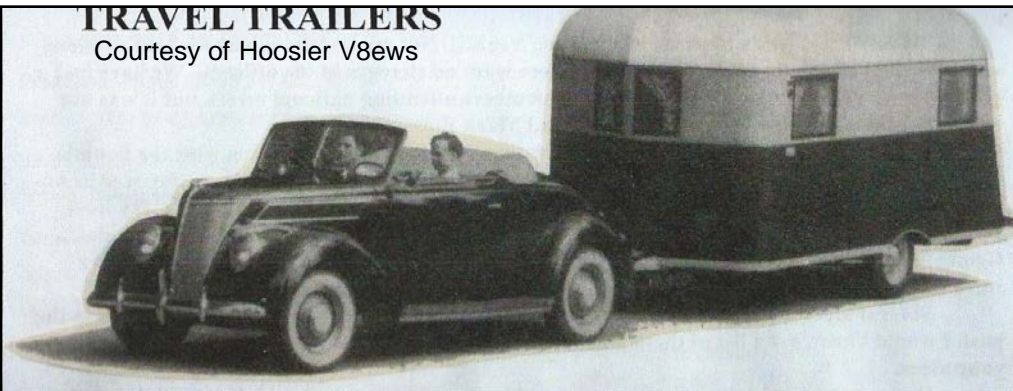
Ethanol is also be utilized as a rocket fuel, and is currently in lightweight rocket-powered racing aircraft.-*Wikipedia*

The largest single use of ethanol is as a motor fuel and fuel additive. More than any other major country, Brazil relies on ethanol as a motor fuel. Gasoline sold in Brazil contains at least 25% anhydrous ethanol. Hydrous ethanol (about 95% ethanol and 5% water) can be used as fuel in more than 90% of new cars sold in the country. Brazilian ethanol is produced from sugar cane and noted for high carbon sequestration. The US uses Gasohol (max 10% ethanol) and E85 (85% ethanol) ethanol/gasoline mixtures for Flex Fuel vehicles. --*Wikipedia*

(Caution-Triple A warns that E85 (E15) rots fuel systems in vehicles older than 2012--isn't that about everybody?)

TRAVEL TRAILERS

Courtesy of Hoosier V8ews



In 1937 the state of Indiana created a traveling dental clinic in a travel trailer, grocery shopping carts were introduced (probably by Piggly Wiggly), and this picture was used to promote either Fords or camping trailers.

The most well known travel trailer is, of course, the art deco Airstream. In 1929 a guy named Wallace Byam fastened plywood sheeting to a Model T chassis and with a tent erected on the platform, took his wife camping. She was not too impressed so he replaced the tent with a tear drop shaped pod complete with ice chest and a propane stove. In 1932 after selling 15,000 sets of blueprints, Byam became founder and president of the Airstream Trailer Company. His chief design engineer was H. Bowlus who's credentials included Lindbergh's Spirit of St. Louis.

According to "Bloomberg Businessweek" used Airstreams are becoming fashionable office space not only for travelers but people who work from home.

If you find this interesting, there is a pretty nice RV Hall of Fame and Museum in Elkhart, Indiana. It boasts a 1913 Earl travel trailer and over 50 other vintage campers and motor homes arranged in a yester year campground setting. Their website contains over 100 great pictures including the custom built '33 Ford featured in this issue.

Historically, trailers and trailer parks are seen as major housing innovations instrumental in meeting the chronic national demand for affordable homeownership. Trailers first appeared in the United States in the early 1920s as temporary housing for vacationing families and itinerant workers. Early "trailer courts" provided the needed places for "tin can"

travelers to park their homes. Like those in the vintage film *The Long, Long Trailer*, these early trailer courts were akin to campgrounds based around a small store, restrooms, and a filling station. Since the 1930s trailer parks have carried the stigma of group housing for

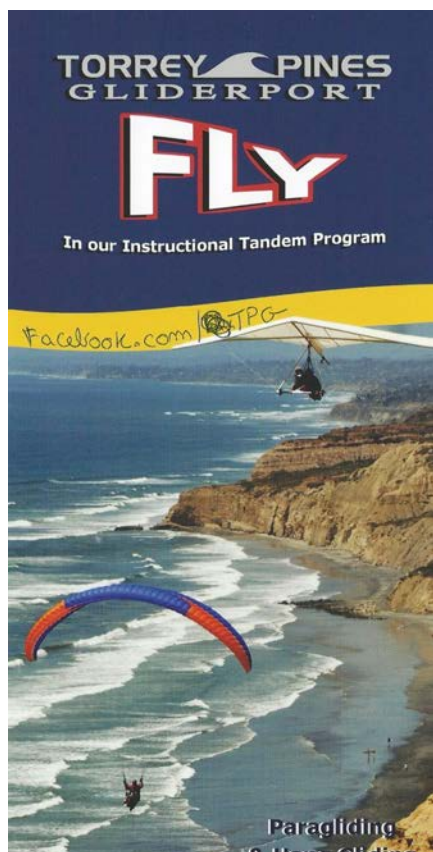


those down on their luck. The negative stereotypes that became associated with mobile homes and trailer parks emerged in part because the federal government used them for temporary housing: for New Deal workers involved in large construction projects; for defense plant workers during WWII. After World War II, trailer parks rapidly developed near universities to house returning veterans taking advantage of their G.I. Bill educational benefits. While these early trailers and mobile communities were considered temporary, by the 1950s both had earned a "fixed" place in the rural landscape.

**The 'Shady Dell' is Alive and Well in Bisbe, Az.**

If you want to re-live the 1950s, go to Bisbe and check into the nostalgic gathering of vintage trailers, complete with period furnishings appropriate to each trailer. And have a burger at Dot's Diner--lots of fun--TS





Sun, March 17, St Patricks Day Tour to Glider Port

Bring car snacks as we won't arrive at Glider Port until about 1pm for lunch--(That's when the thermals are right for flying) Bring these directions. Tim's cell- 619-851-8927

Meet 10 am at Macy's Parking lot, Mission Valley Mall.

Depart 10:15

Drive north on Mission Center Road to Friars Road - go West.
Take Friars to Sea World Drive. Turn right (North) on Mission Bay Drive to Garnett Ave.
Turn left (West) on Garnett Ave towards Pacific Beach.
Follow Garnett Ave to Soledad Mountain Rd. Turn right.
Follow Soledad Mountain Rd a couple of miles to La Jolla Scenic Dr S. Turn Right.
At Soledad Park Rd, turn right. Circle the cross and park.
After history presentation and gawking at views, take Soledad Park back to Via Capri. Turn right.
Follow Via Capri down mountain to Hidden Valley Rd. Turn left.
Follow down steep hill to La Jolla Parkway/ Torrey Pines Rd. (signal). Turn left.

Take Torrey Pines Rd to La Jolla Shores Dr. (2nd signal). Turn Right.
Follow La Jolla Shores Dr north to Downwind Way. Turn right.
Follow Downwind to Expedition Way. Turn right to Birch Aquarium at Scripps. Park in left lower lot. Tour Aquarium.
Return to La Jolla Shores Dr. Turn right.
Follow La Jolla Shores Dr to La Jolla Farms Rd. Turn left. (If you get to N Torrey Pines Rd, turn back)
Follow La Jolla Farms Rd through the fancy neighborhood. Stop for history of neighborhood.
La Jolla Farms Rd becomes Blackgold Rd and circles back to La Jolla Shores Rd. Turn left to Torrey Pines Rd. Park lot is hard pan dirt - go slow.
Follow Torrey Pines Rd north to Torrey Pines Scenic Dr and Torrey Pines Glider Port sign. Turn left to Glider Port.
Buy lunch at Cliff Hanger Cafe or eat your own picnic lunch at cliff side tables. Bring a jacket. If the wind is good, there will be flying...



CLIFF HANGER CAFÉ

For the culinary experience of a lifetime



And after a taste of our mouth watering cuisine, why not finish off your adventure at the Gliderport with a tandem Paragliding or Hang Gliding flight!!!(More information on the back)



March 17 St Patricks Tour Meet 10am. Depart 10:15 It's Macy's Mission Valley, again.

Have you signed up yet?
Call Tim Shortt--619-851-8927

2013 Tour Schedule

March 17- Sun- St Patrick's Scenic Cruise to Torrey Pines Glider Port, RSVP Tim Shortt, 619-851-8927
Apr- TBD

May 5- All Ford Picnic- Santee Lakes- Rick Carlton 619-303-3353

June- Pancake Breakfast

Membership- Paula reports 53 Joint and 33 regular members

Sunshine- Judy reports-Linda Lewis recovering from inner ear surgery. **Prediction:** There will be sore knees and sore backs after The Big 3

March Anniversaries

3/03 Phil & Faye Stone

3/10 Lane & Dixie Showalter

3/11 Rick & Sheryl Carlton

3/17 Jim Ferguson & Barbara Clark

3/31 Dean & Ina Wakefield

March Birthdays

3/03 Jolene Harwell

3/06 Larry Parker

3/08 Margaret Bartlett

3/13 Louise Croff

3/15 Ann Bailey

3/15 Sue Houlihan

3/19 Jim Miller

3/20 Tom Cook

3/25 Bob Hargrave

3/25 Carl Atkinson

3/26 Dan Close

3/28 Chris Cook

3/29 Ric Bonnorot

3/29 John Peterson

3/31 Candy Lobello

Minutes for Feb 20, 2013 General Meeting

Prez. : John Hildebrand pounded the gavel at 7:02pm.

Guests: none Presidents Report: John reminded everyone about the Big 3 and that the weather report is good. VP's Report- Bill Lewis has located a storage unit to store the vendor entrance tables and tarps for the Big 3 Secretary: Dennis Bailey: The minutes for last months General Meeting were approved for Jan. as written in the Fan.

Treasurer: Ken Burke gave the Treasurer's report and it was M.S&C to accept, He also handed out the 2013 budget for review. Membership: Paula Pifer: 53 Joint and 33 regular members

Accessories: Duane has sweatshirts with hoods

and wind breakers. Sunshine: Bill Lewis reported that Linda Lewis was doing well. Fan Editor: Tim Shortt. Fan is coming together for next month and the rosters are here for pick up. C.C.C. Joe Pifer reported that El Cajon will start on Apr. 24th and La Mesa will be on June 1st. Barona March 16th Swap Meet and the National City car show on Aug. 4th. Old Business: There will be an award to the Club Member that brings in the most new members this year. The Big 3 needs people for the main gate on Sat and Sun. No selling of food or drinks is allowed in the Stadium. Car Corral will be \$35.00 for 1990 and older. New Business: The Board has approved \$900.00 for storage space for the Big 3 registration set up equipment. A Motion to approve was M.S&C. A motion to approve the 2013 Budget was M.S&C. Tours: There is a tour planned to cruise to the Glider Port and the Birch Aquarium on the 17th of March. Programs: None Tech Tips: none. 50/50: Joe Pifer won the 50/50 Misc. None. The meeting was adjourned at 8:00. --Dennis Bailey Secy.



Note for Jerry Windle:
"I am a member of the Early Ford V8 club and thought you might like to see some early V8's here in the Miramar Area. I keep some cars here at work at 7120 Miramar Road, you may like to come by for a visit and some pictures for the V8 Times"
--Stuart Schouten 858-229-6816



Big 3 Volunteers, high on donuts, celebrate Vender Tent Set Up--Donut source-Greg Murrell



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

**General Meeting- Mar 20, 2013.
Auto Museum, Balboa Park. 7pm**

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford Motor Company Products and, on occasion, other auto related items. Ads are collected at the General Meeting or you send them to: SAN DIEGO REGIONAL GROUP, P. O. Box 881107 San Diego, Ca 92168-1107



EFV8 Bill Halpin's cars for sale--**'33 'Fordor Phaeton** - #2 to #3 condition. Right hand drive. 1483 made in the USA. A beauty w/some original patina. Just finished Drive home \$34k Bill 562-431-7446 Eves

'30 ' Roadster. #3 to #4 condition. Rumble seat, fold down window, 1 glass fender. Mechanical brakes. Ran fine when parked 30 years ago. \$13k. 'Bill 562- 431-7446 Eves

'31 ' Phaeton - #2 to #3 condition. TWO DOOR! - Hydraulic brakes. Ground up restoration 30 years ago. Parked esince. \$33k 'Bill 562-431-7446 Eves whalpin@adbrokerz.com

Misc '41-'48 Ford Parts. Headlight rims, inner fenders, bumper brackets heater knob, door & window handles, windshield & trim stuff. John 858-997-7800

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

'37-'40 Columbia. Rebuilt. 98% complete w/ controls. \$3k OBO- Webb Smith 619-479-9567

Sale -Rebuilt Columbia Rear End- New drum to drum.Brakes, ring & 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.

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

'00 Factory Gold Mustang Convert w/ black top. Only 110k miles, V6, AT, AC. \$4,500. Richard 858-748-2849

SALE: 46 Ford parts. Would consider selling individual parts but I would like to sell everything to one buyer. New running boards and rubber, rear window glass, Lincoln stainless window trim, front and rear bumper guards, hood ornament, stainless steel window divider (outside), bumper wings for front and back, 2

sets of window stainless, new tires and wheels (front and back) and lots of rubber, even the original radio. **16X4 Kelsey-Hayes -\$400 obo.** And MUCH MORE-Dennis at htrod@cox.net or 619-593-0109

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

'34 5 window. Steel body, glass fenders, 305/350, 8", discs, '40 column. Nice car, not show. \$32,500. Ray 760-535-2501

'46 Lincoln Club Coupe- 86k orig mi. Orig. OD Trans, Rear. 350 Chevy motor. All orig except motor. John 661-943-1862 or Al 760-789-6217

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

'41 Lincoln Continental/Zephyr Coupe. Late '40s Lincoln flathead V-8. Body good condition, one dent LF fender. Orig interior complete. Minor rust.. \$5800. OBO. Contact Jim 760-433-5931

Sale Carolina Heavy Duty Hoist- Will lift 6k lbs. \$250. Don 619-838-9867 or 435-8540

Sale- New & NOS Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. Les Bartlett 619-466-5475

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

'41 Packard 110 Convert- Restored 5 years ago- Still beautiful. \$45k OBO. John in Calif. 661-943-1862- j38j39@yahoo.com

'64 Ford Fairlane Wagon. Good orig condition. Drives well. \$2,500 Mike 619-727-3645

mwicool@gmail.com

'40 Ford Rear end center section ring & Pinion & axles. Ray 619-993-9190

'37-'40 Ford V8 60 engine. Carb to pan with transmission. \$3,000. 858-748-2849

'74 Merc Comet- Good orig paint & interior. 97k- New front end, Batt, radiator & Tune. 6 cyl, PS, AT-\$3,900. Tim 619-851-8927



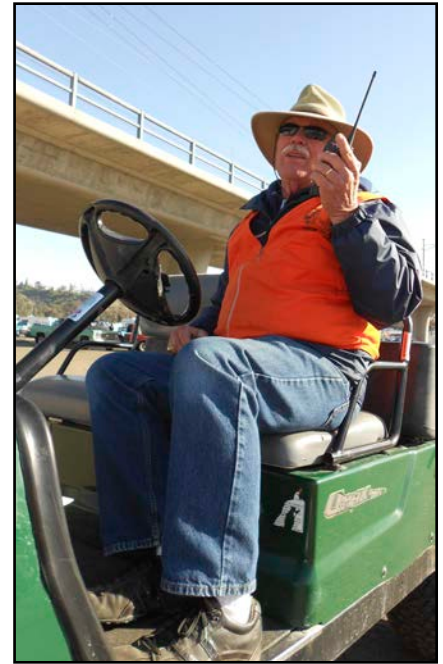
Ban Plastic Bags--Save The Oceans



Ever wonder how
Ric gets around
the Big 3 better
than the rest
of us?

Ric confided, "I get there early and test ride the carts until I find the fastest one. Then I hide that one. You can walk faster than most of these carts. Back when Roger Kerr

worked the Big 3, the first thing he did was to unhook the Governor. It's necessary to not only catch the bad guys, but also to respond quickly to problems across the Swap area - it's a big area and there are plenty of problems." I say, "More Power to the Commander."



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



Commander inspecting troops on the front line

Mar /13