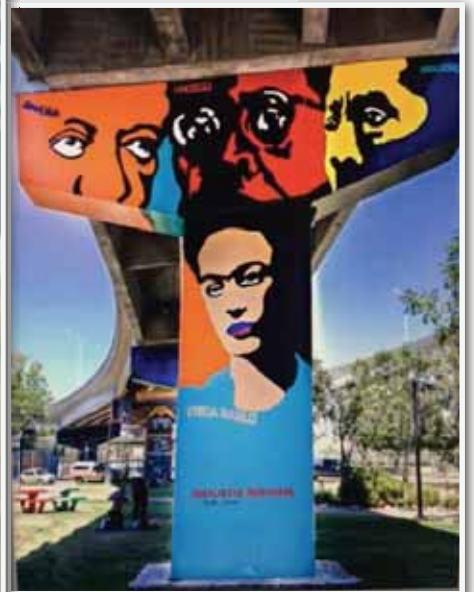


# X THE Ford FAN X

DEDICATED TO THE RESTORATION &amp; P

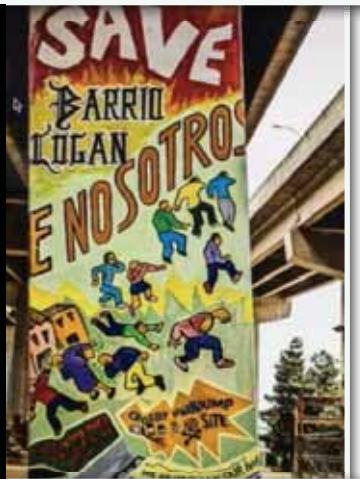
CAR COMPANY VEHICLES



## Chicano Park Murals

Ray Brock organized an V8 ART TOUR of Barrio Logan, but it was much more than that. Turns out our guide, Dr. Q and his tiny assistant (daughter), told the story of the City of San Diego promising an 8 acre family park for Barrio Logan after they ran Hwy 5 through the community. Instead the city began putting in a parking lot and planned a Police station on the property. Dr Q's Father discovered the plan, alerted the community and organized peaceful protests. After months of meetings, the city lived up to its promise and created an even larger park that has become the center of the community.

Barrio Logan under the Coronado Bridge is a place to see and enjoy. The Murals have been created by many famous names—both women and men artists. They were meant to celebrate hard work, good neighbors and meaningful lives. It's a family park, maintained by neighbors for all to enjoy. Fun Lunch after..







**PREZ SEZ** April was a busy month for the San Diego EFV8 Club!  
The big news is that we will have a **Daytime Club Meeting!** On the 3<sup>rd</sup> Wednesday of June, (**Wednesday June 15<sup>th</sup>**), we will have our Club meeting from **10:00 A.M. to Noon**, instead of starting at 7:00 P.M. The June meeting will

be held on the usual day and the usual place, the Ray Brock Hall of Fame at the San Diego Automotive Museum in Balboa Park. Only the time of day is different. The May, July, and August Club meetings will be held on the 3<sup>rd</sup> Wednesday of the month, at 7:00 P.M. at the Auto Museum, as usual. Having a Club meeting during the day will give an opportunity to those who prefer not to drive at night to attend a Club meeting. I will send out email reminders to all when the June meeting approaches.

Our Club breakfast, on April 13<sup>th</sup> (the 2<sup>nd</sup> Wednesday of the month) had another great turnout; 32 Club members attended! We met up in the parking lot, shot the breeze and walked inside the restaurant for breakfast. There was a good turnout of members' cars in the parking lot. It was a nice way to start the day.

In May we have our Club breakfast on Wednesday **May 11<sup>th</sup>. We will meet in the parking lot at 09:00 to chat and walk into the restaurant at 09:30.** If you have not been to a breakfast, try coming to one. We order off the menu, and we get separate checks. The only obligation you have, if you plan to come, is to **RSVP!!** Join us if you can!

Ray Brock really came through in April. At our Club meeting, Ray gave a demonstration of how to rebuild an Early Ford Fuel Pump. He showed us the difference in gaskets, and the secret where to get a gasket to rebuild the older non-glass bowl fuel pump and how to tickle a stuck valve. Fantastic! The day after our Club meeting a group of us attended a tour of Barrio Logan's Chicano Park's murals and artwork, that Ray organized. Several members came in their old Fords, there must have been a dozen or so. It was a surprise car show for the folks in the neighborhood going to the Walmart on Imperial Ave. & 22<sup>nd</sup> Street! There were a lot of smiles from passer-byes. After the tour, Ray coordinated for us to have lunch at a Chula Vista Restaurant. It was all good. Thank you, Ray!

On the 23<sup>rd</sup>, Jerry Windle held his garage sale. Man does that guy have a lot of tools, like we all do! Jerry treated us to doughnuts and coffee. A bunch of our Club members showed up; there were a lot of laughs. Rumor has it Jerry will be having another sale in June.

We have our El Cajon Cruise night on Wednesday April 27<sup>th</sup>. You will read about it in next month's Ford Fan.

I hope to see you all soon, if not at the breakfast on the 2<sup>nd</sup> Wednesday, or the Club Meeting on the 3<sup>rd</sup> Wednesday, or at Cars and Coffee on the 3<sup>rd</sup> Sunday, at the El Cajon Cruise on Wednesday, April 27<sup>th</sup>!

That is all for this month. Have fun, enjoy the beautiful weather, and drive that old Ford!

—Joe Valentino

## San Diego Early Ford V8 Club——Page 2

President - **Joe Valentino** - 619-275-1255  
V.P. - **Dennis Bailey** - 619-954-8646  
Secretary - **Bob Hargrave** - 619-283-4111  
Treasurer - **Ken Burke** - 619-469-7350  
Directors: **Mike Petermann** - Prez Pro Tem-916-479-3665  
**Bill Dorr** -619-884-4188  
**Dennis Bailey** - 619-954-8646  
**Bob Hargrave** - 619-283-4111  
**Ken Burke** - 619-469-7350  
**Ray Brock** - 619-993-9190  
**Tim Shortt** - 619-435-9013-619-851-8927  
**Rick Carlton** - 619-512-7058  
**Joe Valentino** - 619-275-1255  
**John Davison** - 619-729-7252  
**Paul Alvarado** - 619-749-9458  
**Other Chairpersons:** 50/50:  
**Carl Atkinson** - 619-593-1514 Name Tag Drawing  
**Paula Pifer** - 619-464-5445 Membership Programs -  
**Volunteers** Tour Co-ordinator -  
**Monthly** Car Club Council - **Paul Alvarado** 619-846-7012  
Web Master - **Rick Carlton** - 619-512-7058  
Lady 8ers - **TBD**  
Accessories - **Bob Symonds** -619-993-7225  
Ford Fan - **Tim Shortt** - 619-435-9013 Cell 619-851-8927  
tashortt@me.com  
Refreshments - **Volunteers**  
Sunshine **Judy Grobbel** - 619-435-2932  
V8 eblasts - **Sandy Shortt** - shortsandy@mac.com 619-851-7878

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 25<sup>th</sup> of the month to be considered for the following month's publication. Photo and article submissions are welcome. Please send materials to the Ford Fan % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair, 3558 Bentley Drive, Spring Valley, CA 91977.



Barrio Logan Art Tour- Page 3



## DON'T MISS THIS SHOW-

Coronado MAIN ST Show THIS SUNDAY,  
MAY 1- 8am— 5pm.

OVER 300 Cars Registered.

FREE ADMISSION for walk Ins.  
(\$45 to bring in your pre '73 Vehicle.. )

Judging Awards and Free Drawing Prizes. Music DJ  
V8 Club members Meet at Vons 7:45 enter as a group at 8am  
Trucks, Classics, Hot Rods and Pre 1973 Vehicles  
\*\*\*Rare '64 Shelby Cobra & Rare '66 Shelby GT  
**Two NEW ALL ELECTRIC CORVETTES**

Bill Gise

1964  
SHELBY  
COBRA  
&  
1927  
MODEL T  
ROADSTER  
&  
1966  
SHELBY GT



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





## Tours and Stuff—Birthdays Anniversaries

### May

#### Anniversaries

5/16 Tim & Sandy Shortt  
5/16 Bob & Susan Symonds  
5/17 Mike & Lois Pierson  
5/22 Bob & Raphael Hargrave

### May Birthdays

5/08 Avalee Smith  
5/09 Norm Burke  
5/11 Sylvia Cavins  
5/12 Jerry Windle  
5/14 Bill Dorr  
5/15 Bill Houlihan

### May Club Anniversaries

Jim Hurlburt 52 yrs  
Steve Seebold 37 yrs  
Jose & Vivian Serrano 22 yrs  
John & Patricia Hildebrand 14 yrs  
Jim & Diane Thomas 10 yrs  
Don & Judy Gladden 8 yrs  
Maureen Colvin 5 yrs  
Paul & Marilyn Alvarado 3 yrs

## SAN DIEGO EARLY FORD V8 CLUB

### GENERAL MEETING MINUTES, APR 20, 2022

The meeting began at 7:05 p.m. with president Joe Valentino leading with the flag salute and welcoming visitors: Dan Prager introduced his son, Dan.

**PRESIDENT REPORT:** Joe announced a new schedual for some future meeting. On June 15, meeting will be held during daytime - 10am to Noon. Also, again in Sept. He listed some upcoming tours, Apr 21. Barrio Logan Art Tour. The El Cajon Cruse on Apr 27. Jerry Windle Garage Sale, Apr. 23 and several events scheduled for May. The Hard Luck Award will be shared by Tim Shortt who ran out of gas and Ray Cavins with a dead battery,

**VICE PRESIDENT REPORT:** Denis Bailey reported on what he and his family have been doing over the past month.

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

**Treasurer Report:** Ken Burke read the financials and presented the budget which was accepted and approved.

**MEMBERSHIP REPORT:** Paula Pifer reported, 25 single, 30 joint and a total of 85 members.

**SUNSHINE REPORT:** Judy reported no members under the weather.

**FAN EDITOR REPORT:** Tim Shortt reported that both the fan and the roster are "coming along just fine."

**ACCESSORIES:** Bob says, we have a good inventory and will order Club Jackets as needed. .

**CAR CLUB COUNCIL:** No Report.

**PROGRAMS:** Ray Brock held a tech session- How to rebuild a fuel Pump.

**TOURS:** The 'Harbor and Pt. Loma' tour is on for March 23rd. Meet at 9:30 at the fish market.

**HISTORAN:** Susan shared a an article from May, 2011 FAN- "Fords and Flowers Tour."

**OLD BUSINESS:** None

**NEW BUSINESS:** None

**NAME TAG DRAWING:** Dennis Bailey won \$50 Bucks.

**50/50 DRAWING:** None held.

MTG ADJ at 8:30pm

Minutes submitted by Bob Hargrave

*Out of Gas Bad Luck— Tim insists " It was a bad Gage"*



## Jerry's Tool Sale

It was good turnout of V8ers & wandering neighbors who were pressure-selling each other to BUY, BUY, BUY,... but even FREE DONUTS couldn't ramp up sales.

Jerry has enough tools to reopen Sears and Roebuck. Also many collectible antiques and V8 Parts from way back. Hopefully his next round of ads will open more wallets.

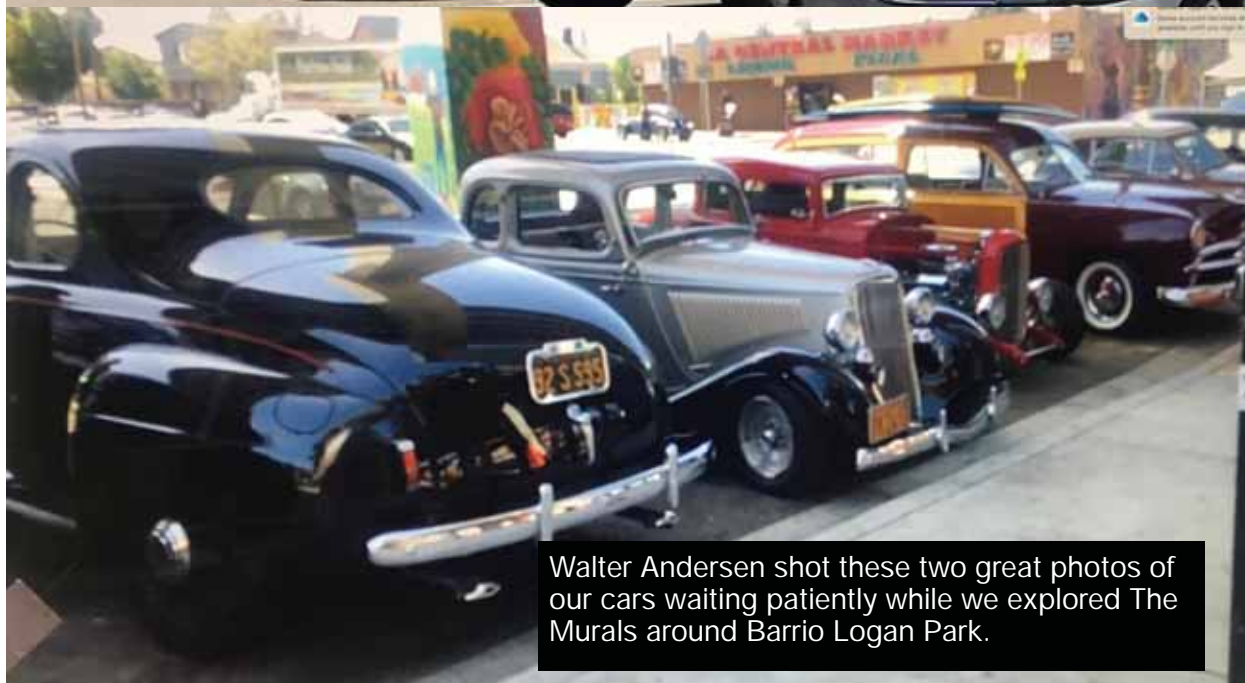




## Ray Brock at work in the Ray Brock Hall Of Fame



From this angle, you'd think no one was present for Ray's Presentation: **"How to rebuild a bad Flathead v8 Fuel Pump, now that no one makes them anymore"**. But there were several Members off camera who had interesting questions as Ray went into great detail what to do AND where to find that damn missing gasket no one makes.



Walter Andersen shot these two great photos of our cars waiting patiently while we explored The Murals around Barrio Logan Park.



## What's all that pounding?..



**Bill Houlihan:** "A few weeks ago we drove to Upland, then to Costa Mesa to get some stainless parts that I had ordered. As we neared Costa Mesa, I could hear the left rear tire pound when we crossed the highway divider reflectors. A much harder sound than the normal "thump." Once in Costa Mesa, we crossed a few dividers again and heard the same hard noise when crossing bumps in the road.

Pulling in the drive way at our destination, a guy said it looked like my tire was low. I took a look. It wasn't low it was dead flat. So in 90 degree sun, I extracted the spare tire, jack and handle and got to work. Sweating all the way, it only took about a half hour to complete the change. Grateful that I didn't have to do that on the freeway.

The flat was caused by some stainless scraps at the Upland place. There is good news about this adventure.

About two months ago I got three new tires at Discount Tire. The fourth was still in good condition. After looking at the fourth tire a few times, I thought maybe I should just get another new tire so I'd have a matched set. As luck would have it, the flat tire was the old tire. So I thought, all right, I was going to change it anyway. The good news is that the tire was under warranty and it only cost me \$25 ! A new tire would have been around \$150 - \$170.

How lucky can you get???"



I would guess this photo of San Francisco was taken in early '52 or '53.

I see my high school car—that '50 Ford ragtop parked half way up the hill...but I actually didn't buy it until 1957.

In 1962 I was in the Army Reserves, stationed at The Presidio Base in San Francisco for 4 months.

I drove my Ford all over the city- always a challenge when you had to stop at the top of a hill. The angles were so steep the hood blocked all views in any direction.

Just when I was getting used to the city, I was transferred back to San Diego - By that time, my Ford was history— I learned to drive a M48 Tank around Camp Pendleton on Reserve weekends.

In my Tank, hills were no problem. And not being able to see? \_\_\_\_\_ Just run over it.





## Chevron TRC, Grand Champion

Saturday

February 26, 2022

8:00AM-5:30PM

Swine Barn @Fairgrounds



John Davison's Tractor loving friend...

## Greet our #2021DeLoTRC Grand Champion, Annika Ernstrom.

The @sanantonio rodeo Saturday, February 26th. featured Annika and her winning 1948 Allis Chalmers WC #tractorrestoration in the @Chevron booth in the Swine Barn near the Agriculture Mechanics Competition.



Our final contestant is Annika Ernstrom from San Luis Obispo, CA. She is back as an individual for her final year & plans to become a Master Tech. She doesn't like free time because she also designs jewelry (made from tractor parts) & is restoring tractors for others.



Winter Project. Low Miles.  
Nearly All There. Some Bolts  
Included...



San Diego Early Ford V8 and the Over The Hill Gang shared the Work & Hot Dogs at the Good Guys Show Apr 1, 2 & 3

Close Call! Joe Pifer ducks to dodge falling GOOD GUYS sign.

After Rain Sunday Lineup

Joe & Calvin King swap stories

Calvin's vintage Supercharger..

Bob Symonds, Susan and Candy Green -In Charge?

Joe and Bill Dorr -at Work?

Candy Lines 'em up.

Friday It Drizzled down south, but Saturday at the GOOD GUYS Show in Del Mar, was only a little damp on the sizable crowd and many Cars. Sat Afternoon the Dragsters were lit up, blowing our ear drums, then, the Burn Outs... reducing good tires to baldies in seconds. On Sunday the morning skies opened and let loose actual RAIN. But only for the first couple of hours. Then, just clouds.

Hundreds of car lovers lined up for the Sunday Winners Circle Show and a chance to cruise the Boulevard. All weekend we heard the announcements, music and roaring motors with squealing tires doing time trials on the Track - until that nice Barracuda guy went for the brakes and hit the gas instead - WHAM!.. He went home early. \_\_\_\_\_

WOW!

This is how John D. looks when he talks about old tractors.

WHOA!

DRAGSTERS!!

Tim Touches a No-Touch Woodie



## Furthering My Studies In Mexico

Spring Break of my senior year was coming up. My fraternity brothers traditionally traveled down to Mazatlan, Mexico, and camped out on the beach for the week. It was a Valuable Cross Cultural Experience, namely, we had heard there were girls down there. Five of us wanted to go together but we needed the right car for the trip. I started shopping right away.

Two days later I passed a used car lot on El Cajon Blvd and spotted a '47 Ford woody wagon painted a cheap Bahama Blue, wood and all. It was parked in the back row among other rough cars. "That's it." I said to myself.

It didn't look too bad. I'd bought worse—much worse. The tires were good enough. The flathead motor ran pretty smooth. The oil pressure didn't register, but it didn't smoke much, had good power, the brakes seemed okay and the lights all worked. The canvas top was gone and it had some dry rot in the top wood. The interior had only a front seat and a mattress full of sand in the back. I considered it "Born for Mexico." The price was \$50. Perfecto.

On the way home, I bought some tune-up stuff and an oil pressure switch. Once it was tuned, it ran much better. Installing the oil pressure switch only confirmed it had none. But, what the heck, that was common in old Fords.



rusty old bumper hitch and was swinging like wind chimes, whipping the car back and forth, while I struggled to gain control. No one slept or even blinked for the rest of the trip. We arriving about 10 the next morning, ready for a cervasa or two.

At that time, Mazatlan was a small, charming town with miles of open beaches, palm trees and small hotels. We partied all day and watched the girls promenade at sunset, surfed, got sunburned, had too many Coronas, way too much Mexican food and got home alive. It was a good week. What college is all about.

In the next two weeks I stripped the brushed-on blue paint from the woody and scored replacement wood parts from a surf wagon of the same year in a Mission Beach back yard. Free. The owner said, "Take all you want, Dude... It don't run, anyhow..." and then left me to have my way with his car while he went surfing.

The Mexican Proven woody looked pretty good after my curbside restoration and I sold it to a fraternity brother who used it for another year that I know about. I'm glad the wagon worked out for him, because he later became a noted criminal attorney, and I didn't have to face him in court for some Lemon Law violation.—  
Excerpt from Tin Shortt's Book: Chasing Cars and (Avoiding Infidelities)

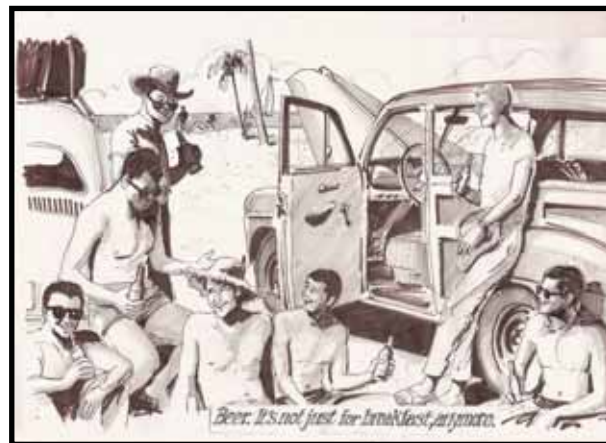


We had tons of equipment to take on the trip. Too much for the wagon plus passengers; we needed a trailer. As it happened, I had a trailer. My grandfather had home-built it in 1946 using plans from *Popular Mechanics* magazine. I hauled it over to the fraternity house and we loaded it with camping gear, scuba tanks, duffle bags, food, water, oil, tools, flashlights, lots of toilet paper—big rolls of toilet paper, shovels, and three extra spare tires. Let the adventure begin.

Mexico's main north-south highway then consisted of two narrow lanes, mostly paved, sometimes not, with no shoulders, plenty of truck traffic, and an occasional donkey cart or stray herd of cows. Detours are marked with a few rocks dragged onto the road and, if you're lucky, an arrow scrawled on a piece of cardboard, suggesting you should head left or right.

Say you're driving along in the middle of the night about 60 MPH. You've been driving for 13 hours into a 24-hour trip. Everybody in the car is asleep and the driver's nodding off too. Say you come across a so-called detour in the dim glow of your six-volt headlights...

When it happened to me, I was SCREAMING, yanking the wheel to the left while we sailed off a two-foot drop into thin air. In fact, everyone in the wagon was suddenly awake, suspended in weightlessness, and SCREAMING as we entered our flight path. It seemed like ten minutes before we finally landed in a roughly plowed temporary dirt frontage path. The trailer was hooked to a







## These first-time Hemmings Great Race winners are both under 21, but already know their way around the winner's circle

By [Daniel Strohl-Hemmings](#)

In 2003, Beth Knowles-Gentry demonstrated her dedication to competing in the Hemmings Motor News Great Race by bringing along both her three-year-old daughter and the infant girl she'd given birth to

three months before. Eighteen years later, both of those sisters demonstrated their own dedication to the event by beating out their mother to win the 2021 Great Race.

"It was crazy that we beat them," said Genna Gentry, who served as navigator for her sister, Olivia. "I mean, we always thought we'd win, but we never imagined we'd do it this soon."

Driving a 1932 Ford cabriolet, Beth Knowles-Gentry and her nephew - Jody Knowles, cousin to the winning team members - finished second this year, about nine seconds behind the Gentry sisters. Beth and Jody had previously [won the 2017 Great Race](#) after many top-10 finishes. Georgia-based Olivia and Genna Gentry, 21 and 18 years old, respectively, had only competed in three previous Great Races: their first two were in a 273-powered 1964 Dodge Dart with a pushbutton transmission, before switching to a 1932 Ford five-window coupe powered by a 21-stud flathead V-8. Even so, they posted remarkable results, starting with a win in the Rookie division in 2017, a top-10 finish in 2018 that moved them to the Expert class, and a win in the Expert division in 2019.

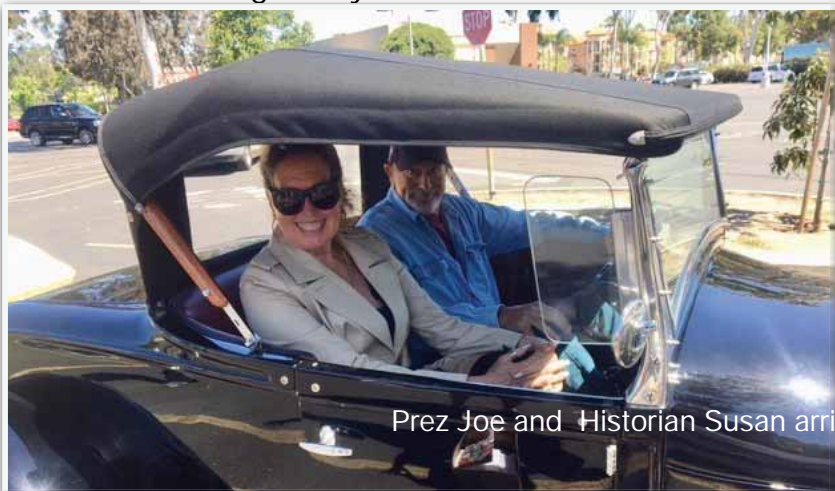
"I'm not sure how we did it this year," Olivia Gentry said. "We just came out of the gate with good scores and were able to maintain and keep ground."

Though she maintains familiarity with the five-window coupe by driving it throughout the year - not just during the Great Race - Olivia Gentry credits her sister's navigation skills with helping the duo to this year's win. Genna Gentry said it helps that the two have good chemistry. "We're always together, we even live in the same house," she said. Both took instruction on how to drive and navigate from their cousin and their mother.

In addition to the overall win and placing first in the Expert class, the Gentry sisters scored nine aces throughout the nine-day rally that wrapped up on Sunday. They also represent the first all-female team to win the Great Race. For their accomplishment, they took home a check for \$50,000.

"It still feels like a dream," Genna Gentry said.





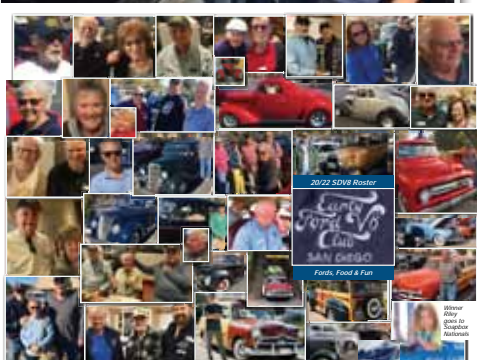
Prez Joe and Historian Susan arrive in high style



Tire Kickers look over Joe's Roadster



Good Turnout for V8 Parking Lot Talkathon & Breakfast,...  
**AND The New Roster!**



John pretends he can still see small copy



Swift Boat Captain Bob Brown notes, His Food was last.



Everybody reads the New Roster except Wise Guy Den with Menu.



Carl Found his Civil War Discharge Papers!



Blab, Blab, Blab, Har Har Har, He, he, he...



Sandy Forgot she came in the Woodie





## HEMMINGS FEATURE

# In the Days of the External Spare, Novelty Tire Covers Spoke to the World—Swap Meet Finds

By [David Conwill](#)

For all their ubiquity today, bumper stickers are largely a post-World War II phenomenon. Instead, if you had some personality quirk you wished to display (your politics, your favorite sports team, a brand you enjoyed, or even some touristy spot or event you'd visited), you had roughly five options. The closest to the modern bumper sticker was a rectangular piece of cardboard that could be

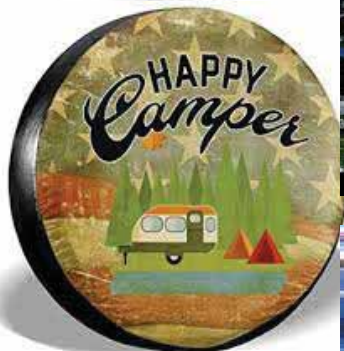
wired to your bumper; there was painting directly on your car, an option particularly popular with youthful drivers in worn-out machines; there were water-transfer decals to go on your glass; there were metal toppers and frames for your license plate; and finally there was the spare-tire cover.

Before the mid-1930s, the external spare tire was the norm. The cheaper the car, the more likely the spare was simply hung off the back, naked to the world. Manufacturers usually offered optional accessory hard and soft covers (along with locking hubcaps to prevent theft), but the plethora of colorful and interesting aftermarket covers were difficult to resist, thanks especially to a price subsidized by some company's advertising budget.

The accessory spare-tire cover wasn't a terribly durable sort of thing, although they usually outlasted waterslide decals and cardboard placards. They were typically made from oil cloth and screen printed or painted, often by the hand of some local sign painter. The elements and changing tastes have made actual vintage covers a rare and collectible item today, so we were thrilled to see this one pop up at the 2021 AACA Eastern Fall Meet at Hershey in the booth erected by Mike Wolfe of the American Pickers television show.

We'd seen this one making the internet rounds for years before finally seeing it in person. It's advertising a horse-racing track that was first opened in 1922 in Evansville, Indiana, on the Indiana/Kentucky state line. The track, now called Ellis Park, was built as a 7/8-mile dirt track for horse racing, though one auto race was held there, back in 1925. It's still a horse-racing venue and this cover, designed to fit on 16- to 18-inch tires, dates to its 1934 season.

There was no price marked on this spare-tire cover, but it was advertised for sale at \$400 around a decade ago, suggesting that it's now in "if you have to ask, you can't afford it" territory. Nevertheless, if you're inspired to accessorize your prewar car, a replica could be crafted with the help of an artist in your community—perhaps using a modern cover as a starting point.







Phoenix, Arizona, 1939. Car dealer. Billboard for Mercury brand vehicles. Below Joe and Susan and Paul and Marilyn Show off their restored Mercs on our Ford Tour, Mar 23



Ford Motor Company in the USA released the all new "name plate" Mercury in late 1938 as a 1939 model.

Rival company, General Motors had the Pontiac, Oldsmobile and Buick priced between the low cost Chevrolet and top level Cadillac. Similarly, Chrysler Corporation had the Dodge, DeSoto, and Chrysler priced between the entry Plymouth and Imperial. Over at Ford, it was a much larger price gap between the entry Ford V8 and the Lincoln Zephyr.

Edsel Ford convinced his father Henry that they needed a car priced between these two makes, and it was called Mercury.

The 1939 Mercury was available in four different body styles, the Town Sedan (4 door), Sedan (2 door), Sedan-Coupe and Sport Convertible. Sales were encouraging, and it proved to be a good move, thanks to Edsel Ford.

What was very unusual, was that it was a very early production model and wore Ford Mercury Hubcaps.

I was unaware of these very early models, and since then, have become friends with the owner and his son.

Of all the 1939 Mercurys that I have seen displayed at USA V8 Nationals, this is the only one that I have seen with these Ford Mercury Hubcaps.

As the Ford Motor Company wanted to distance the entry Ford V8 from the upper level Mercury, they quickly revised the wording on the Hubcap to read Mercury 8 and removed the word Ford.

In 1936, Ford Motor Company offered buyers an optional Accessory Full Stainless Steel Hubcap that they called the Spyder Hubcap.

This Accessory Spyder Hubcap was offered for all 4 years that the "wide five" bolt pattern wheel was used.

Not to be outdone, Mercury also offered an optional Accessory Full Stainless Steel Hubcap for the 1939 Mercury.

The script on the very early Accessory Full Stainless Steel also read Ford Mercury. This is an extremely rare Hubcap. Wording on the Accessory Hubcap was also quickly revised to remove the word Ford.

Ford Australia also released the 1939 Mercury, but only one body style was offered locally, the Town Sedan, and the Hubcaps all read Mercury 8.

What is very unusual, is that Ford Australia offered the Accessory Full Stainless Steel Hubcaps for the 1939 Mercury. Bobby Twyford owned a beautiful Black 1939 Mercury Town Sedan that had the Accessory Full Stainless Steel Hubcaps. With old Fords, you never stop learning.

Thanks, Trevor Poulsen—Rumble Sheet Newsletter



**SDEFV8 General Meetings-3rd Wed 7pm  
Auto Museum**

## **Ford V8 Swap Corner...**

**SDEFV8 Club c/o**

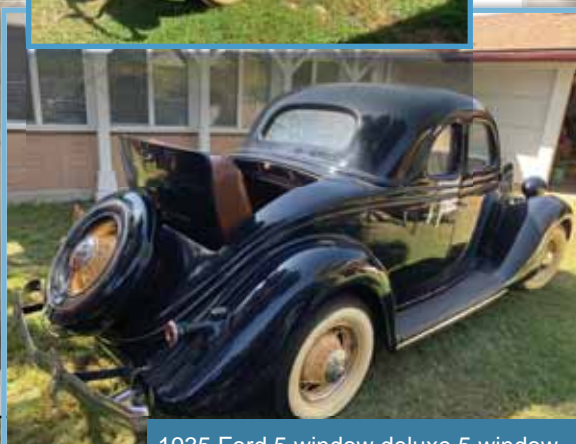
**Tim Shortt, 1211 5th St, Coronado, Ca 92118 -619-851-8927**



**Long  
Horns**

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

619-851-  
8927



1935 Ford 5 window deluxe 5 window  
- LaBarron 1935 Ford 5 window deluxe  
5 window - LaBarron  
Bonney Interior and Rumble seat -  
Dearborn Blue with Tacoma Cream  
Wheels and Pin Stripping. Excellent  
Chrome - completely stock \$32,500  
Stripping. Excellent Chrome -  
completely stock Nice Car,  
New Low Price. **\$30 K** Joe Valentino  
**619-300-4280**



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

**9" Ford Rear End— 2.70:1 Ratio  
\$100-Bob Brown 619-890-6988**

**265 Chevy V8 Motor- Total Rebuild,  
Best Offer 619-247-6525**

**1932 Fender Gloves-covers complete  
fenders. No scratch padding inside and  
Nauahide outside.  
Carl Atkinson 619-892-o222**

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



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

**1936 Ford 5 window  
coupe—Columbia rear -  
LeBaron Bonnie interior  
RB trans-Clock-Radio  
All Ford steel  
Beige body. Brown fenders  
LB engine **\$33,000 or best  
Tom 714-998-4528****

**Enclosed 28' Car Trailer-  
with toilet, sink and wood  
interior. **\$3,000** Sheila Rabell  
619-977-3152**

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



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

**WANTED: Ford 8" rear  
end for my 1941 Business  
Coupe. Call or email  
Brad Nelson at [\(619\) 798-  
6400](tel:619-798-6400) or**

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

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

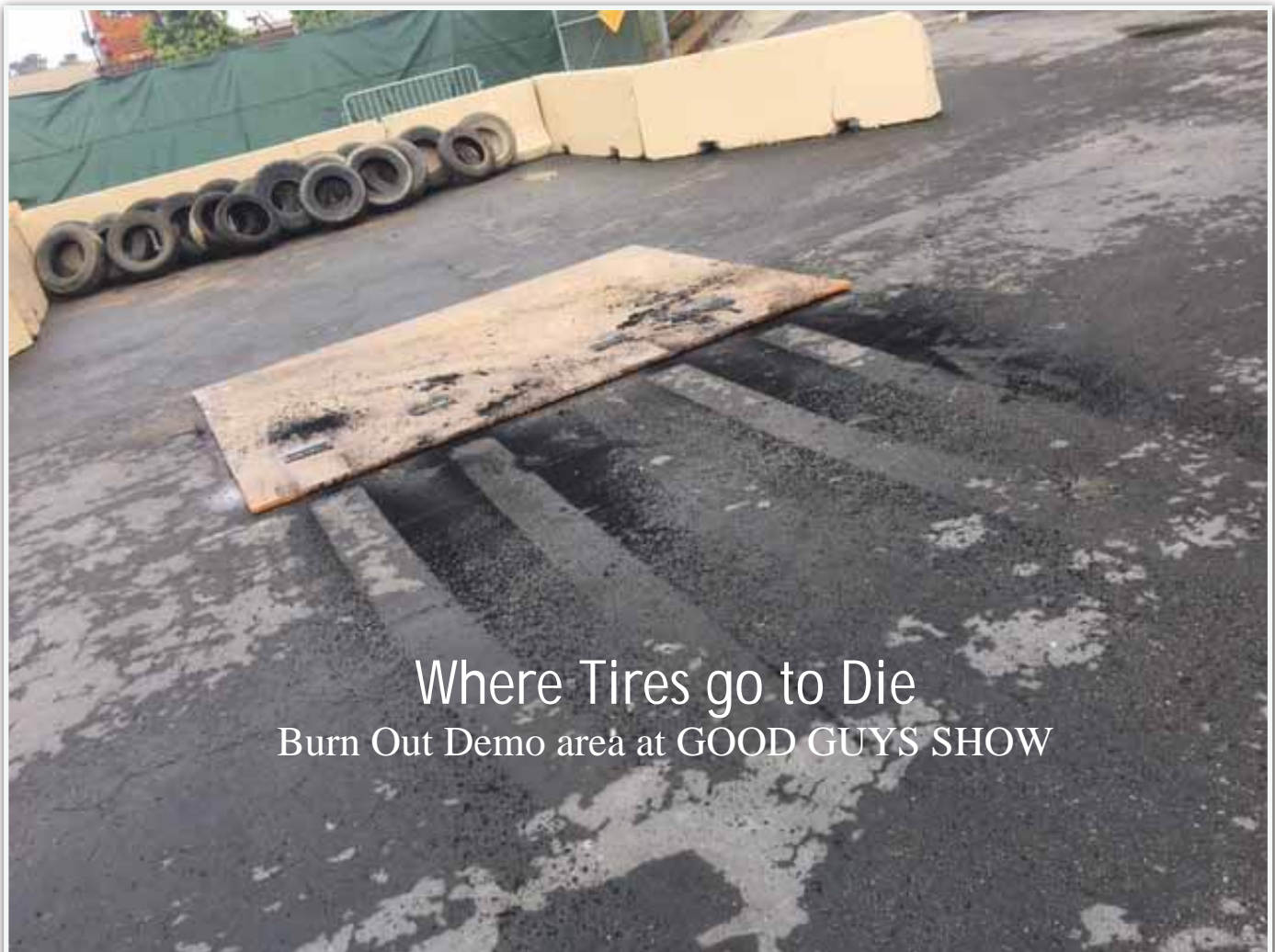




SDEFV8Club, % Tim Shortt 1211 5th st, Coronado, Ca 92118



Barrio Logan Tour Historian and personal Assistant at work



Where Tires go to Die  
Burn Out Demo area at GOOD GUYS SHOW