

# THE FAN

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



Oktoberfest 2013

## A Party with Strange Friends...

Fog swirled around the beach towns creating a bit of creepyness as we convoyed north to Encinitas. Les and Margaret Bartlett pulled alongside in their wide open '50 convert--both wearing fright wigs and horrible faces, gleefully shocking passing drivers. As cars arrived at the party, it became a Zombiefest of the undead, the near dead and the living dead. Then came the Dime Store Cowboys, Farmer John and Little Miss October, Inspector Cousoeu, a blood splattered Batman, friendly Witches, Alberta Einstein, a Navy Pilot, a Wild Animal Park Guide, a sexy Upstairs Maid, Fairy girls, Mariachis, a Pink Lady gang girl, Hippies and Peacenicks, Marathon Girl, Brother John the Monk, a Knight of the Round Table and his Merry Maiden, The Scare Crow in search of a brain, Marquis De Saad, a tall Texan All-Hat-and-No-Cattle Cook. And finally, Bill Lewis and Dennis Bailey shocked everyone by dressing as themselves.

John and Pat had prepared their backyard as a Concourse De Elegance for display of the old Fords--Moderns were sent to the street. Kudos to Barb Martin for organizing the happy event full of Games, Gags, Prizes, Decorations, Food and Fun. Thanks To John and Pat Hidebrand for hosting the whole sheebang.--TS



Nov 17, Sun, 10am. 3 Garage Tour, 1211 5th st, Coronado.  
Big Bay View Lunch. RSVP Jim Thomas 619-669-9990



## The Prez Sez.

We had a very interesting presentation by Joe on the rebuilding of a Holley carburetor at the last meeting. It seemed to raise many questions and comments from the audience. We also had one unhappy visitor who left early. One of the comments was to have a demonstration of rebuilding a two barrel carburetor similar to what is used on the early flat head motors. If we can get a volunteer then this would be a follow up for the next meeting in November- which is also PIZZA night. These demos are igniting more interest from club members and more people are showing up. Joe Vidalli is also sending out the notices to other clubs and we are seeing folks from other clubs showing up to ask question and join in.

We will continue out "Tech Tips" section of the meetings during the rest of 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](mailto:jhildebr@cox.net) and I will try to put it in place. We have a strong club with many resources that can be shared.

We are planning a three garage tour this month. See the notice in this issue. Also by the time you read this we will have had the annual Oktoberfest event. I hope you all had a good time. The club deals with not only the auto related info but also provides a social setting for folks to get together and share common interests and stories. Our December tour will be the Christmas Party. Make sure you send in your check to Barbara Martin. ALSO, it's time to renew your memberships. Please send your check to Paula Pifer. I would like to encourage the ladies to join in with the "Lady 8'ers" activities during the normal monthly meetings. These have interesting ideas for those who are not so interested in gear ratios, motor oil and ignition timing. *Keep your Ford on the road,---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

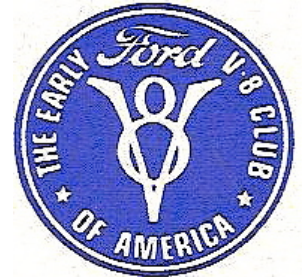
**Ric Bonnoront** - 619-669-6391

**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.



**Gen Meeting Oct 16.** -Joe Vitali, assisted by Ric Bonnoront demonstrated a shortcut to fix a leaky 4 bbl Holley carb. The demo sparked a lively discussion. Dan Prager asked for solutions to his 1940 94 carb problem. Rockin' Rick Carleton provided a guitar solo.

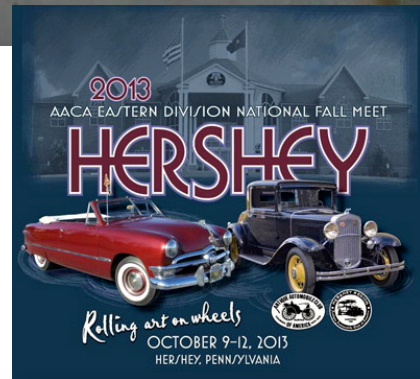
**Nov 20, Gen Meeting Program-PIZZA NIGHT-Be Here Early-6:45pm**  
**Legendary Striper, Lyle Fisk talks and demos Pin Stripping**





## Hershey- All Wet.

The gloomy event poster unintentionally predicted the weather. Despite two days of off and on downpours, dedicated V8ers, Webb Smith, Ric Bonnoront, Lane Showalter and Dick Martin joined the soggy smaller than usual mob of sloggers working their way around the Great Hershey Fall Show, 2013. The hard rains drove some vendors away, others covered their wares and waited it out. While living in NY I attended Hershey 34 times on mostly sunny Indian summer days, but also many times in the rain, sleet and even snow, so I know the feeling of wet socks.



Hobbyists were there to shop at the worlds biggest Flea

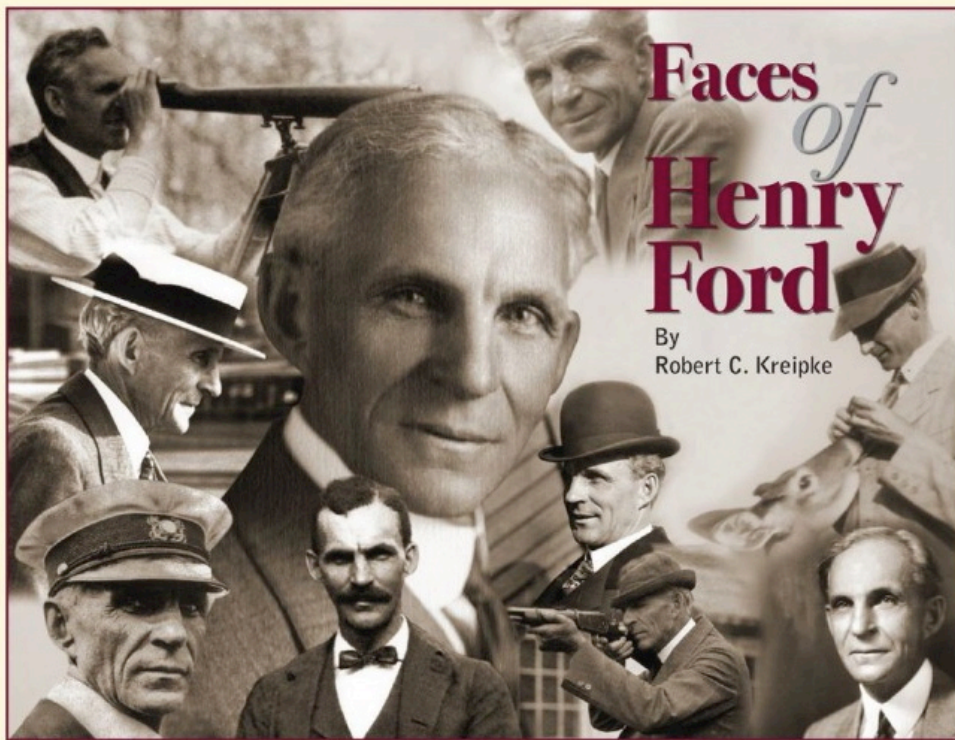
Market, Car Corral, R&M Auction and Concourse Judging events - cars and toys from around the world decorated the Car Corral. Plenty of rolling treasures changed hands at the auction and side sales in the flea market. R&M reported brisk sales at high prices-- A 1911 Ford Runabout- \$38,500. 1932 American Austin Roadster- \$33,000. 1961 Desoto Hardtop Coupe- \$49,500. 1934 Cadillac V8 Town Coupe- \$46,750. 1946 Ford Sportsman- \$224,000. 1958 BMW Insetta 300- \$27,500. 1912 Ford Pie Wagon- \$44,000. 1948 Chevy Fleetline Aerosedan Wood-sided Coupe- \$35,750. 1936 Lincoln Model K Convert Victoria by Brunn- \$242,000. 1926 Cretors Model D Popcorn Wagon-\$115,500. and so on. Webb tells me he bought a hub cap, but wouldn't reveal the price.---TS



V8 Christmas Party Sun., Dec. 8, 11:30 am.  
RSVP- And send your checks--Barbara  
Martin-760-230-2582



## The Many Faces of Henry Ford



As Ford historian Robert C. Kreipke points out in the prologue of his latest book, *Faces of Henry Ford: A Pictorial History of Henry Ford*, Ford “always promoted photography and believed ‘Seeing is believing.’” While divining out the root cause of Ford’s eventual success may be at times like tea leaf reading, it’s hard to believe that it didn’t in some part come from his willingness to step in front of the camera and show the world what he was capable of. Had he not sought and/or accepted so much exposure, he very likely could have become just another mechanical dreamer toiling away in solitude. As part of the celebrations of Henry Ford’s 150th birth anniversary, Kreipke’s book, which we’ve excerpted below, takes a look at the man primarily through the photos taken of him throughout the years to paint a broader portrait of the automotive pioneer. --*Hemmings Blog*

**Dr. Tech Tips;** *“My friends say to change my early Ford 6 Volt positive ground electrical system to a 12 volt negative ground system. Are they right, and what are the problems?”*  
--- Chuck in Chicago.



Well Chuck, I’d change your friends first! 6 Volt positive ground cars worked very well for decades! 12 volt negative ground superiority is only a myth, except for maybe brighter head lights, but how often are you driving at night? And I’d bet your

early Ford sits a lot between drives. Did you know positive ground batteries resist discharge way way longer than negative ground batteries? It’s physics! The main reason 6 volt cars have problems is that 12 volt battery cables are installed. 12 volt cables aren’t big enough to work correctly! Also, dirty grounds! Chuck, still want an unnecessary conversion? Don’t forget the dash gauge voltage drop diodes, and for radios & heaters too. No ceramic voltage reducers; they are slow heat activated, often frying gauges and radios in the process! And change all the lights too! But don’t change the wiring; 6 volt wiring is far superior to 12 volt wiring. Chuck, here’s a solution for 6 Volt positive ground happiness! Get enough 2 gauge wire (CarQuest or NAPA) to make two ground cables, one battery to frame, the other back of the engine to frame. Then one for battery to

starter. Get 2 battery connectors and 4 copper end bolt hole connectors. Then smash on or solder on the copper bolt hole connectors to the 2 gauge wires, and install the battery connectors. Then just hook them up! **Why two ground cables?** Good clean grounds are critical for good electrical systems, but who checks them? That’s why always 2 distant grounds. --*Joe Vitali*





## Real or Diorama?

Wintertime in Elgin Park is much like in many other small towns across America. The plows come out, people who don't know how to drive in the snow and ice get their cars stuck, and this guy with a folding table and a lot of camera equipment walks around town looking for places to shoot his dioramas. Okay, so maybe it's not exactly like every other small town across America, but [Michael Paul Smith](#) sure can make it seem that way, as we see from his latest dispatch, relayed to us by Gene Herman. Wintertime in Elgin Park is much like in many other small towns across America. The plows come out, people who don't know how to drive in the snow and ice get their cars stuck, and this guy with a folding table and a lot of camera equipment walks around town looking for places to shoot his dioramas. Okay, so maybe it's not exactly

like every other small town across America, but [Michael Paul Smith](#) sure can make it seem that way, as we see from his latest dispatch. --*Hemmings Blog*





# Thank You for Your Service.



## Bill Lewis:

I served with the Air Force, 421 Tactical Command, F105 Fighter Squadron. Two tours of Nam as a E4 Field Specialist setting up base logistics for incoming troops-including 50,000 gallon Fuel Bladders delivered by helicopter sometimes under sniper fire. 1964 -'68.



## Bill Hoolihan:

I was the Combat Information Center Officer on a Nuclear Guided Missile Destroyer - the USS Robison DDG-12. I made two six month tours to WestPac and fortunately never stepped foot in Vietnam. I was able to visit Honolulu, Yokosuka, Tokyo, Bangkok, Hong Kong, Manila, Kaohsiung and Taiwan. We were rarely shot at and only close once, too close for my comfort. So my most difficult challenge was living on

only a few hours of sleep each day.

Our longest period underway was 47 days (we remember the important things) and probably the longest time without sleep about 36 hours. Poor baby. CIC is the space that gathers all information needed to "fight the ship". CIC gathered information and made recommendations to the Captain on the bridge and/or the Evaluator who was in our space. Responsibilities included surface search radar, air search radar, sonar target tracking, electronic warfare, Weapons firing control and radar navigation.

Of the three years I was aboard, we spent only 7 months in San Diego, our "home" port. They liked to keep us busy. A few items of note;

- We helped rescue two pilots downed in their F-4 in the Tonkin Gulf. One survived.
- We supported the Marines in an operation near Saigon by providing gunfire support.
- On Yankee station we cleared in planes returning from the Hanoi area to make sure there were no MIG's tagging along, and followed carriers around to pick up any pilots that ended up in the drink.
- We spent a lot of nights off the North Vietnam coast performing various tasks.

Most importantly the Navy brought me to SD where I met my wife Sue, who lived across the hall from four rowdy and often impaired Naval Officers. Compared to the ground troops, my time was a walk in the park.

## Duane Ingersen

I left home Dec 30 1969 and arrived in Nam Jan 1, 1970 at 0330 hrs. I was sent to a two week special combat training course before being sent to my unit assignment. I was sent as an OH 6A helicopter mechanic and assigned to A Troop 2/17 th of the 101 st Air Borne Division. A troop was located in the northern most part of North Viet Nam. I spent some time in Camp Evans but most of the time in Quang Tri. When not being a mechanic on my birds, as we called them, I would fly combat missions as a door gunner/observer. We were called "Assault Teams". We always flew with at least one Cobra gun ship, sometimes two depending on mission and enemy size. We flew OH 6A or Loch copters flew low and fast to the ground trying to get the enemy to fire at us and in turn we would drop smoke grenades to mark general location of the enemy and then the Cobras would follow up with mini guns or launch rockets on the enemy. I flew 51 combat missions and was never really wounded. I have a picture of the one that almost got me. I had two pilots wounded and I had to fly and land the bird at the Mash hospital unit. Both pilots survived - one continued flying the other returned to the states. It was an experience never to be forgotten by those of us that were there. Just damn glad I made it back mostly the same way as I left.



## Tim Shortt--

When I received my 1A Draft notice in 1960, I joined the National Guard Reserve, trained in Communications first, Artillery next, then Tanks, ( However I never drove my M48 beyond the gates at Camp Pendleton). During Basic Training at Fort Ord, there were rumors of us all going to Laos (never happened). Although I was combat trained, I was sent to The Presidio of San Francisco where I worked as a Clerk Typist in the records division along side mostly civilian women (many of whom were worth dating). At the end of my six months, I returned to finish college and grad school. (was not called for the Berlin Crises or the Cuban Missile Crises). I attended Summer Camps and monthly meetings until Honorably Discharged in 1966 (with some great memories of partying in SF).



### Pat Garity:

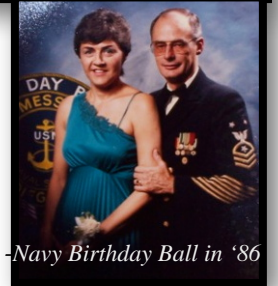
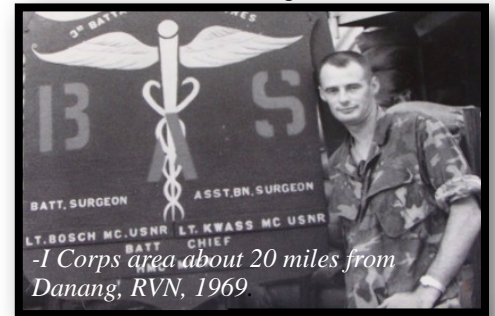
My dad volunteered for active duty during the Vietnam war. He was a veteran of WWII, where he was torpedoed in the North Atlantic, completed OCS during Korean War. Pop was stationed at Camp Pendleton and then went to Vietnam- Based at a fire base in Quang Tri that was overrun by the Viet Cong. For years he keep the shrapnel piece that almost got him on a shelf in the dining room. While dad was at Pendleton I got a job as a busboy at the Officers club. So I did get a chance to "Serve...from the right and clear from the left". Got to wait on the Secretary of the Navy but the highest ranking Marine I got to serve was the Sargent Major of the Marine Corps. No need to print this junk but it felt good to write about my #1 hero, my pop.

### Jim Halsted:

I was in the Army during the Vietnam War but I never got to Vietnam.

### Joe Pifer:

Navy Master Chief. I served in the U. S. Navy as a Hospital Corpsman for 30 yrs. I spent 22 months in Vietnam. For the first 10 months (1968 & 1969) I was an Independent Duty Corpsman on the USS Floyd County LST 762 and we were attached to Riverine Force 117 in support of the Army in the Mekong Delta. I returned to the states for 8 weeks and was reassigned to the 1st Marine Division, 1st Marines, 3rd Battalion RVN for one year (1969 & 1970). I earned the Combat Action Ribbon twice and retired in 1987.



### Webb Smith:

I was in the Air Force between 1965 and 1969. I served in Charleston, S.C., Korea, Thailand and Gila Bend, Arizona. I was a fireman which included structural (house) and crash (airplane) fires. Our primary mission was to rescue pilots. I was stationed in Korea, Thailand (about 150 miles north of Bangkok) for a year. In addition to fighting fire, I did fire inspections and extinguisher maintenance. Someone found out I could type which meant I had to complete the accident reports...we had one or two crashes a month of F102's...we had 70 or 80 planes at our base.



*Since the end of WWII, many V8ers have served with honor- in Korea, the Berlin Crises, The Cuban Missile Crises, Vietnam, the Gulf War, 9/11, Irac and, in Afghanistan - Thank You All.*

### Ken Burke:

First Lt. 196 Infantry Brigade. Left my wife, Joanne and a '52 Jaguar Mark II behind to go to Vietnam 1971-'72. Based in Da Nang, near China Beach, as a Medical Platoon Leader. Brought home a Bronze Star, Combat Medical Badge and an Air Medal.

My 21 year Army career included 3 years in Panama and

5 years as the West Point Cadet Mess Officer presiding over 4500 meals 3x a day.



### Dillard Harwell:

I Joined the Army. Spent the Korean War in Alabama. Proud to say, not a single North Korean got through Alabama on my watch.

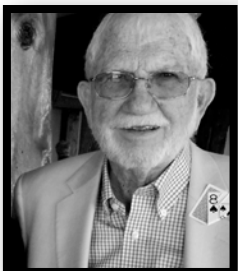






Photo by Carol M. Highsmith, courtesy [Library of Congress](#)

## Where do you draw the line between a Restoration or Parts Car?

The recent [Lambrech Chevrolet auction](#) in Pierce, Nebraska, saw a plethora of low-mileage cars from the 1950s and 1960s change hands at (often) jaw-dropping prices. Heard from buyers of several lots was that the cars weren't purchased for preservation or for restoration, but instead were bought for their unobtainium content of rare spare parts.

That got us thinking about the often-blurry line between a parts car and a full-on restoration project. At what point do you throw in the towel on a restoration and accept that a once-in-a-lifetime barn find is a financial and emotional black hole, spawned from the depths of hell to drain your bank account and crush your soul in equal measure? Conversely, when does a parts car become the basis for a logic-or-sanity-be-damned restoration project? Does money even factor into such a decision, or is it entirely based on passion?--*Hemmings Blog*

**Kevin Triplett says:--October 1, 2013**

*Unless it's Cadillac Lincoln or Packard – more than 2 doors equals parts car*



## F100 Turns 65.

People of a certain age can't look at the front of a red 1951 F-1 without hearing the honk of a bass harmonica, the whir of organ music and the bleat of horns. Blame Quincy Jones and his infectious tune, "The Streetbeater," better known as the theme song to TV's *Sanford and Son*. Each week during the opening credits, Sanford's old Ford pickup – its Vermillion paint (one of the most popular F-1 colors) faded to the color of a pencil eraser – rolled into the driveway to that tune. The F-1 must've seemed a smart choice to the show's producers given the truck's uncluttered good looks and considering how plentiful these haulers must've been around Southern California in the 1970s. Ford's reworked, F series trucks made their public debut 65 years ago today on January 16, 1948, and quickly became a sales success. Ford designers strove for a bolder, modern look, so they erased as many pre-war styling cues as possible. The F-series's headlamps were shifted off the tops of the fenders and into the grille area, then stitched together with five simple horizontal grille bars. Designers also wiped off the previous truck's Art Deco-styled hood ornamentation and replaced it with two nostril-like air intakes. Though the 1948-'52 "Bonus Built" F-series trucks are quaint by today's brutish truck styling standards, in their day they looked modern and tough.--*Hemmings Blog*



## Oldest existing flying car headed to auction



If there's anything that Red Baron's can auction off to redeem themselves of the [Tornado](#), it's this: [Frank Skroback's "roadable aircraft."](#) what the auction house is advertising as the world's oldest original flying car. Unlike the Tornado, this is the real deal. Frank Skroback, a resident of Syracuse, New York, first dreamed up his roadable aircraft in 1925 (though a patent that shares much with the flying car – [1,434,922](#) – was applied for as early as 1921), and built it in 1934 with six

eight-foot-long wing segments attached to the linen-bodied, 21-foot-long tubular steel fuselage. I've yet to come across any record that Skroback's roadable aircraft actually flew, but I have seen several references that he did drive it around both Syracuse and along the highways of Maine. It ended up in the collection of Donald

King, who founded Willowbrook

Village Museum in Newfield, Maine, [from where it was sold to Red Baron's](#) last November. Red Baron's auction is scheduled for March 13-14 in Atlanta.



## Dr Tech Tip Answers-- Why leaded fuel?

Lead was put into fuel to raise the octane number. As the engines got higher compression they needed higher octane gas to eliminate ping. Fords of the flathead era were all pretty low compression so the gas available today (87 or 89 octane) will not normally ping in a stock engine. However, if you have finned aluminum heads, some say, you could get some ping. There are other reasons for lead....valve recession comes to mind. All flatheads from 1932 to '53 had hard valve seats so that is why you don't have to worry about recession in our flatheads. --Dan Krehbbliel



## Nov 17, Sunday Tour Coronado- 3 Garage Tour & Lunch with a Big Bay view

**10am- Starting with Tim Shortt's Garage.** 1211  
5th st, Coronado (Between B & C)  
RSVP - Jim Thomas **619-669-9990**



## Oct 16, 2013 General Meeting Minutes

**Prez: John Hildebrand**

pounded the gavel at 7:10pm. **Guests:** Kip,

Dennis, Ed, Morrey, Jerry, John, Curtis, Max and Gary.

**Presidents Report:** John reported that the new board members will start next month and they will be introduced at the Christmas Party.

**VP's Report:** **Bill Lewis** noted that Carl Atkinson broke his ankle. **Secretary: Dennis Bailey:** The minutes for last months General Meeting were approved for Sept. as written in the Fan.

**Treasurer: Ken Burke** gave the financial report and it was MSC to approve.

**Membership: Paula Pifer:** No new members 38 single and 55 Joint members.

**Accessories:** Duane Ingerson has a good selection of hoodies, t-shirts, hats, and license toppers for sale. **Sunshine:** Fred Lobello has some health issues **C.C.C.: Joe Pifer** No report

**Fan Editor: Tim Shortt.** The Sept Fan is coming together. Tim is always looking for more stories. Also looking for Korean and Vietnam Vets stories..

**Tours:** The Oktoberfest Oct. 27<sup>th</sup>, Nov 17<sup>th</sup> Coronado 3 garage tour and the Christmas Party on the 8<sup>th</sup> of Dec. **Programs:** Joe Vidali, accompanied by Rick Carlton (on the electric guitar) and Ric Bonnorout (the innocent carburetor victim), gave an excellent presentation on the ins and outs of a Holley 4 barrel carburetor. Lots of questions and answers from the audience were fielded by Joe. **New Business:** New club business cards are available in the back and the reward for the most new members signed up by a club member is still in effect. **Old Business:** New board members will be voted on next month at the general meeting. **Tech Tips.** None.

**50/50:** John Hildebrand won the 50/50. Lyle Fisk Pin Stripe Program Nov 20, Meeting. The meeting was adjourned at 8:13.

--**Dennis Bailey, Secy.**

**Membership- Paula** reports 158 total Joint members.

**Welcome all new members. Sunshine: Judy Grobbel** reports: **Carl Atkinson** broke his ankle. Fred Lobello home-bound--needs help restoring his '54 Merc.

**Linda Lewis** recovering after nose operation.

## Dec 8, Sun, V8 Christmas Party

**Bali Jai, Shelter Island. 11:30am. Lunch at noon. \$38 per person. Send Checks made to San Diego Early Ford V8 Club by Nov 25 to Barb Martin, 1953 Powell Dr, SD, Ca, 92105. (Checks refunded at door or donate to scholarship) Raffle prizes .**

**Bring unwrapped toy for Toys for Tots-**

**RSVP Barb Martin 858-254-5009**

### November Anniversaries

11/07 Jim & Linda Wells  
11/08 Jim & Cindy Hallsted  
11/20 Ron & Nancy Hall  
11/21 Dan & Lani Prager  
11/25 Norm & Phyllis  
Burke Jerry & Sidney  
Windle

### November Birthdays

11/02 Vincent Geroche  
11/02 Tina Schag  
11/10 Reanna Hilgers  
11/12 Dan Krehbiel  
11/12 Calvin King  
11/12 Tiffany Murrell  
11/15 Bobbie Atkinson  
11/16 Larry Larkin  
11/16 Linda Wells  
11/16 Barbara Martin  
11/17 John Dow  
11/17 Nancy Hall  
11/20 Phil Stone  
11/21 Jim Carnahan  
11/21 Eloise Kowal  
11/25 Wally Crawford  
11/25 Michael Brandon  
11/29 Chet Satterly  
11/29 David Huhn  
11/29 Dick Martin  
11/30 Bonnie Krehbiel

### 2013-14 Tour Schedule

**Nov 17, Sun -  
3 Garage Tour,  
Coronado. RSVP-  
Jim Thomas -  
619-669-9990**

**Dec 8, Sun - V8  
Christmas Party-  
RSVP Barb  
Martin  
858-254-5009**

**Jan, 11, Sat-  
Campo Truck  
Museum  
RSVP-  
Jim Thomas -  
619-669-9990**

**Feb Big 3**

# Ban Plastic Bags--Save the Ocean



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

**General Meeting- Nov 20, 2013. PIZZA Auto Museum, Balboa Park. 6:45 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



**'46 Deluxe Coupe.** Rebuilt flathead. Radial WWW, fogs. 12V. Columbia. \$22k. Joe Pifer 619-464-5445

**Sale: Pair of Black reproduction fiberglass fender skirts for '36-'40 Ford.** \$60 Kerry: [kjkowal@cox.net](mailto:kjkowal@cox.net)



**'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



**'51 Ford Victoria Hardtop..** All original. Fresh paint, chrome, interior, New flathead & Auto Trans. All repairs made with OEM parts, factory AM radio & clock. **Reduced to \$17k.** 619-981-0117, or 619-594-6748. [mpenalosa@mail.sdsu.edu](mailto:mpenalosa@mail.sdsu.edu)



**'37 Ford sedan.** Solid, great running car with flathead V8. 18k obo. JIM MORAN 541 948 0997 cell

**Sale- Misc Model A Parts.** John 619-302-8376



**'29 Roadster PU.** 302 V8, C4 AT. new exhaust, drum juice brakes. Solid body, good interior & bed wood. Has bows, needs top material & minor brake work. \$11 k **Flathead powered sand rail \$800 OBO.** Wayne 619-312-5969. Lakeside.



**'48 Ford Coupe \$17k OBO.** Frame-Off Restoration. Engine has only 200 miles (760) 723-9802

**'36 Ford Tudor. 2 Rouge Awards.-** One repaint. One engine rebuild. 63k miles. No rust. Garaged for 76 yrs. \$22k. Dillard 619-825-8025. **Also '40 Chevy RB 216 motor \$100.& parts for sale or trade.**

**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

**'36 Coupe New pair of Running Boards.** \$500. Tom 619-482-2642

**'51 Country Squire Wagon.** Purchased new and cared for by one family winning numerous antique automobile awards. Flathead V 8 with 3 speed manual transmission. Maple and mahogany wood exterior is in good condition. Interior upholstery and doors in very good condition with three rows of seats. Trim bumpers and chrome all in good condition. Finished off with wide white wall tires. **Price:** \$44,900 negotiable 573-480-2868- Osage Beach, Missouri



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



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

**'42 Business Coupe.** Original car-owned 30 years. Apart, but much done- New 85 hp flathead, powder coated frame, interior, buffed trim. Solid, straight body. Want V8 member to buy & finish. Asking \$3,000. David Garcia 619-520-9811 Lakeside

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



**From Gill Buxton's Estate.** The first of several selected Cars and Trucks for sale.

**1932 Ford DeLuxe Station Wagon.** Model 18. Baker Rauling Wood. Original Flathead V8. 18" wires. Black body & interior with jump seats. Meticulous Restoration. Fresh, all original, award winning car. Ready to go. Appraised at \$95,000.

Tom Buxton 619-937-0001  
[tom@buxconsheetmetal.com](mailto:tom@buxconsheetmetal.com)

## **Dec 8, Sun, V8 Christmas Party**

**Bali Jai, Shelter Island. 11:30am. Lunch at noon. \$38 per person. Send Checks made to San Diego Early Ford V8 Club by Nov 25 to Barb Martin, 1953 Powell Dr, SD, Ca, 92105.**

**(Checks refunded at door or donate to scholarship) Raffle prizes .**

**Bring unwrapped toy for Toys for Tots- RSVP Barb Martin 858-254-5009**



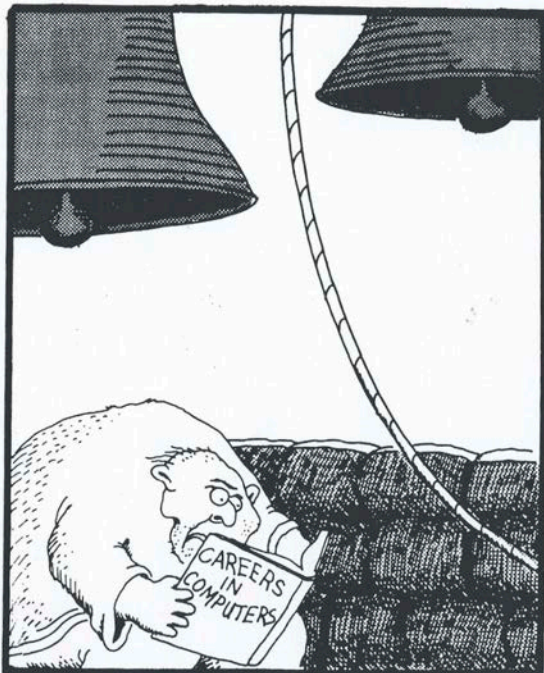
## Wildcats in the air, 1940

*The Single-seater Grumman F4-3 "Wildcat" was in operation '40-'43. Speed 330 mph. Range 850 miles. Wing Span 38 feet. Weapons Four wing-mounted 0.50 caliber machine guns and two 100 lb. bombs*

When two Grumman F4F-3 "Wildcat" fighters appeared on Popular Science's cover in Feb, 1941, the U.S. had not yet joined WWII, but the possibility of an attack on American soil loomed large. Writer Carl Dresser estimated the likelihood of air bombing on a U.S. city by analyzing foreign aerial strength. He said that mainland cities were secure, but coastal cities were in danger of hit and run raids. At the time, military aircraft could not fly directly from Asia or Europe to the U.S. (though Dresser predicted that such bombers will be aeronautical commonplace within five years.) Instead, planes would take off from a nearby land base or aircraft carrier - which they did 10 months later when Japan attacked Pearl harbor, prompting the U.S. to declare war.



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



Nov/13