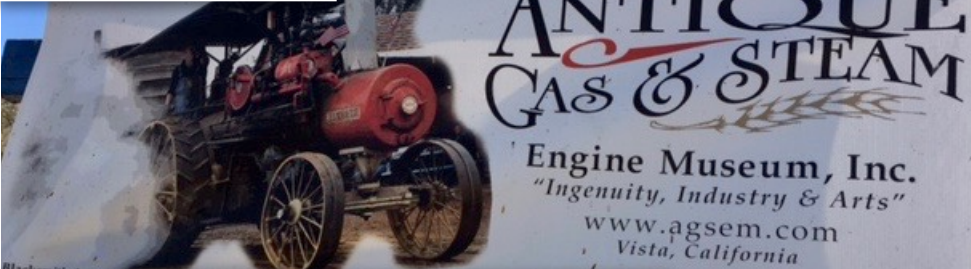


THE FAN

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



V8 Tour, Oct 21, 2017. We arrived to the unmistakable sounds of 'Hit and Miss' motors putting and burping at radum. The motors were staged in one section and Ancient farm vehicles were scattered all over in and out of several barns around the property. The vintage Blacksmith Shop was run by strong and sweaty guys working among dozens of long loop belts strung though pulleys running machines around the shop.

The Parade featured an arrey of Gigantic Steam Belching Farm Vehicles and weirdly designed Mechanical Monsters, all driven by proud crews that came clanking by the small town grand stands at a snails pace. Smaller restored

tractors, Model As and home-built farm vehicles, driven by 8 year old kids were included in the parade. The vintage Farm House and Patchwork Quilt room were furnished as they would have been 150 years ago. Jack's Grill turned out hearty lunches, Weaver's Building attracted the ladies, the Short Track RR gave the kids a thrill, The Museum was a big draw with barn wagons, Harvesters, School of Times Past and Gift Shop. The Model A Club, V8ers and another local club all had cars on display. — Good time had by all— TS



Prez Sez— Wow, the year is rapidly drawing to a close!

Most of the information I share with you was covered at our members meeting but I want to ensure we are all up to speed on current events. The Big 3 has been our major source of funding for the past 50+ years. Sadly next year is likely our last Big 3 event. QUALCOMM is going away and it doesn't appear there are any great alternatives. In addition, Rick Bonnoront reported that 4 of our representatives to the Big 3 are retiring, himself, Mike Pierson and Joe and Paula Pifer.

In an effort to increase income and reduce expenses the following changes were approved by the board. Annual dues will be increased to \$30 for single membership and \$34 for dual. Christmas party checks will no longer be returned at the Christmas Party event, if you plan to attend you will be paying for your dinner. Lastly, starting with the April edition the FAN will no longer be printed and mailed. You can receive it via email or on our web page. A few black and white copies will be available at our monthly meeting for those of you without computer access. I hope you all agree that these changes are important to ensure the long term viability of our club.

At the meeting we asked for interested candidates for an open board seat to let us know of their interest. At our next board meeting we will select board members and present the slate at our next members meeting for your approval.

"Mac" Macpherson Exec Director of the Automotive History Museum made an interesting presentation on the resources available there, it seems a marvelous place to look for answers to your hard questions.

Bill Lewis won the 50/50, \$50! Bill Houlihan won the name tag drawing, \$100!

Our October tour was to the Antique Tractor Museum in Vista. The weather was perfect, we saw antique tractors, including steam versions, modern tractors, Millwrights, weavers and even some Model A's courtesy of the Fallbrook Model A club. There was a parade at 1:00 that we all enjoyed. There were many choices for lunch at the museum. Next month we are planning a tour to the San Diego Auto Museum's restoration facility. Ray Brock will lead. I am looking forward to that tour.

That's all for now, remember to keep the shiny side up and the rubber side down! —Mike Petermann, President



Wear Your Name Tag-- Dec pot is \$25 Bucks

All current member names are in pot.
If your name is drawn and you are at the meeting, wearing your name tag,
YOU WIN!

RULES: Pot starts a \$25.
Increases Ea. Mo. until \$100. At \$100,
we Draw 'til we have a winner.

President: **Mike Petermann** 916-479-3665
V.P. **Bill Dorr** 619-884-4188
Secretary: **Dennis Bailey** - 619-954-8646
Treasurer: **Ken Burke** - 619-469-7350
Directors:
Mike Petermann 916-479-3665
Bill Dorr - Prez Pro Tem 619-884-4188
Dennis Bailey - 619-954-8646
Jim Thomas 619-669-9990
Ken Burke - 619-469-7350
Walter Andersen - 858-274-0138 619-224-8271
Dillard Harwell 619-954-9422
Ray Brock 619-993-9190
Rick Carlton - 619-754-6259
Other Chairpersons
50/50: **Carl Atkinson** - 619-593-1514
Membership : **Paula Pifer** - 619-464-5445
Programs: **Dillard Harwell** 619-954-9422
Tour Co-ordinator- **Jim Thomas** 619-669-9990
Car Club Council: **Bill Lewis** - 619-651-3232
Web Master: **Rick Carlton** - 619-754-6259
Lady 8ers: **TBD**
Accessories: **Judy Grobbel** - 619-435-2932
Ford Fan: **Tim Shortt** - 619-435-9013
Cell 619-851-8927
Refreshments: **Tom & Chris Cook**
Sunshine: **Judy Grobbel** - 619-435-2932



Big 3 Board Members:
Ric Bonnoront - 619-669-6391
Rick Carlton - 619-754-6259
Calvin King - 619-447-1960
Dave Huhn - 619-462-4545
V8 eBlasts: **Sandy Shortt** shortsandy@mac.com
619-435-9013

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 Tim Shortt, 1211 5th st. Coronado, Ca 92118**. 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.

Tractor Show Oct 21, 2017





JDR & FDR saved the Redwoods

On May 19, 1945, more than 500 United Nations delegates came from the first U.N. peace conference in San Francisco to gather at Muir Woods National Monument.

At the time of this historic event, World War II was not yet over. John D. Rockefeller and his 'Save the Redwoods League' proposed the idea to gather representatives of the United Nations in the serenity of the redwoods to focus on sustaining world peace. The concept of an UN retreat to the redwoods was proposed in a letter to President Franklin Delano Roosevelt by the Secretary of Interior Ickes in February 1945:

Not only would this focus attention upon this nation's interest in preserving these mighty trees for posterity, but here in such a 'temple of peace' the delegates would gain a perspective and sense of time that could be obtained nowhere in America better than in a forest. Muir Woods is a cathedral, the pillars of which have stood through much of recorded human history. Many of these trees were standing when Magna Carta was written. The outermost of their growth rings are contemporary with World War II and the Atlantic Charter.

Tragically, President Roosevelt passed away two weeks before the United Nations gathering and the retreat to Muir Woods became a fitting memorial for the late leader. Under the beauty of the redwoods in Cathedral Grove that day, U.S. Secretary of State Edward Stettinius, Jr. said, "These great redwoods at Muir Woods National Monument are the most enduring of all trees. Many of them stood here centuries after every man now living is dead. They are as timeless and as strong as the ideals and faith of Franklin D. Roosevelt."

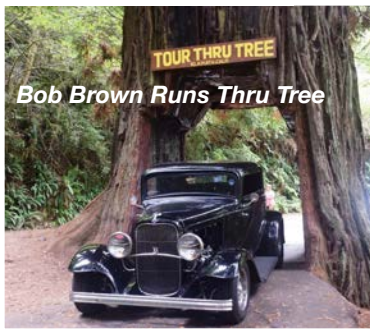
Many decades later, Cathedral Grove was designated the first quiet zone within the National Park Service, a place where serenity and quiet for reflection are protected as natural resources. I invite you to walk through Cathedral Grove at Muir Woods on your next visit to experience the forest that inspired an urgent call for global peace.



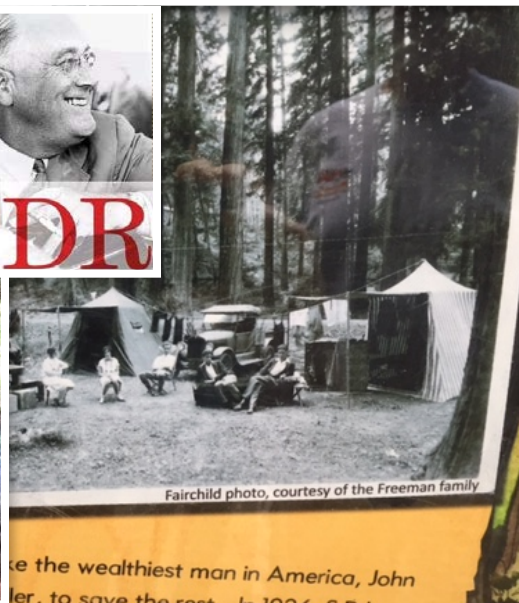
FDR in Favorite '36 Ford



JDR & FDR



Bob Brown Runs Thru Tree



Fairchild photo, courtesy of the Freeman family

...the wealthiest man in America, John
...er, to save the rest. In 1926, S.P.

Upcoming V8 Tours

**Nov TBD-Auto Museum Restoration Shop
led by Ray Brock**

**Sun Dec 8 Christmas Party
Coronado Golf Club.
Barbara Martin**

November Anniversaries

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

November Birthdays

11/02 Vincent Geroche
11/05 Donald Gladden
11/12 Dan Krehbiel
11/12 Calvin King
11/12 Tiffany Murrell
11/15 Bobbie Atkinson
11/16 Linda Wells
11/16 Barbara Martin
11/17 John Dow
11/17 Christopher Zitt
11/18 Narelle Pettee
11/19 Shirley Hopkins
11/19 Richard Clement
11/21 Jim Carnahan
11/21 Eloise Kowal
11/21 Walter Andersen
11/25 Wally Crawford
11/25 Michael Brandon
11/29 David Huhn
11/29 Dick Martin
11/30 Bonnie Krehbiel

Membership: Pauls Reports, 158

Sunshine Judy Reports
Palomar V8 Reports long time member and a
wonderful guy, Norm Petrucci, has died.
Our condolences to Peggy.
Billie Bonnoront having health issues.

SAN DIEGO EARLY FORD V8 CLUB

General Meeting Minutes—Oct 17, 2017

President Mike Peterman pounded the gavel at 7:05

Guests: Welcome Emmet Hanson-1950 Ford Owner

Pres. Report: Mike Reported V8 Board recommendations for cutting expenses given that Feb 2018 will likely be our last BIG 3. Optional sites are being investigated, but there are not many options for an event this size. The BIG 3 has been our Signature Event and main Fund Raiser for 53 Years. We will be sorry to see it end. Recommendations, Cut OCTOBERFEST free Event. FAN will not be printed as of April 2018, instead it will be emailed to members. Annual Dues will be raised to \$30 for single member and \$34 for a dual membership. No refunds at Christmas Party—we will all pay for our own dinners.

Big 3 Board - Ric Bonnoront, Joe and Paula Pifer and Mike Pierson retiring. Reminder, Dues must be paid by Jan 1, 2018 in order to receive next FAN and to be included in 2018 ROSTER..

VP Report: No Report.

Secretary: Tim Shortt in for Dennis Bailey, asked for approval of the minutes from the Sept. General meeting, as published in the fan, and they were accepted and approved.

Treasurer Report: Ken Burke read through the financial figures and they were accepted and approved.

Membership Report: Pauls reports total members 158

Sunshine Report: Judy reports, Palomar V8 Reports long time member and a wonderful guy, Norm Petrucci, has died. Our deepest condolences to Peggy. Ric reported Billie Bonnoront having health issues.

Fan Editor: Tim Shortt reported, The Nov Fan is coming together, Featured article on the upcoming Tractor Museum Tour.

Accessories: Judy reported that she now has a colorful selection of polo shirts.

Car Club Council: Bill Lewis reported Fast Pass Event is on Nov 2-5 and Soap Box Derby will be held Oct 28, Alpine.

Programs: Mac Pierson, Exec Diretor Of Automotive History Library reported Collection is growing and being computerized. Donations always appreciated.

Tours: Vista Tractor Museum Oct 21st. Auto Restoration Shop in November.

Program: Farewell Harris Tour slide show to music featuring beautiful Photos taken mostly by Bob Brown.

Old Business: None

New Business: None

Tech Tips: None.

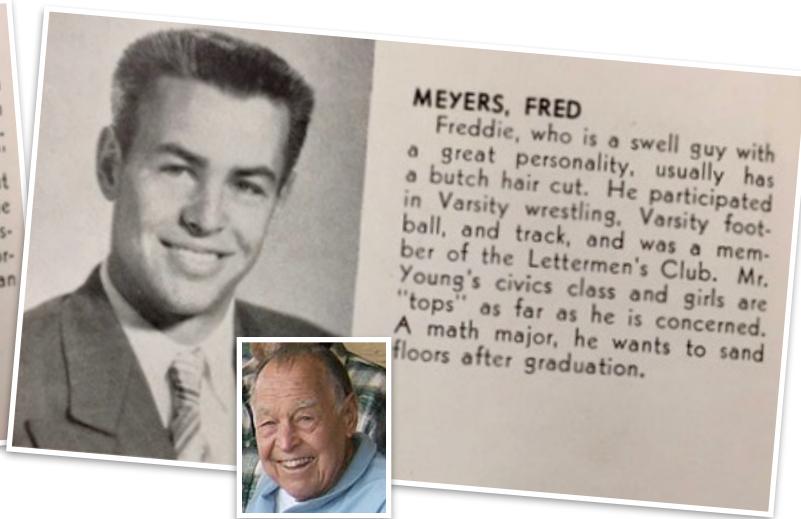
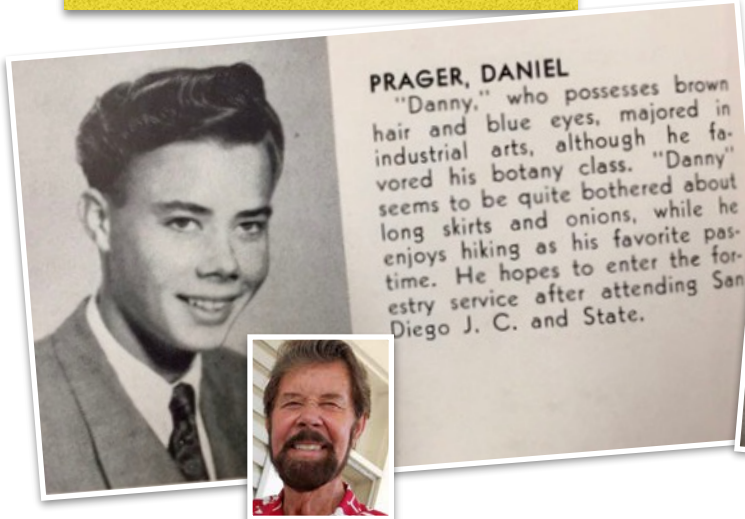
50/50: Bill Lweis won the 50/50 - \$50

Name tag drawing: Bill Houlihan won the Name Tag (again) - \$100

Misc: None

Mtg. Adj. 8:20

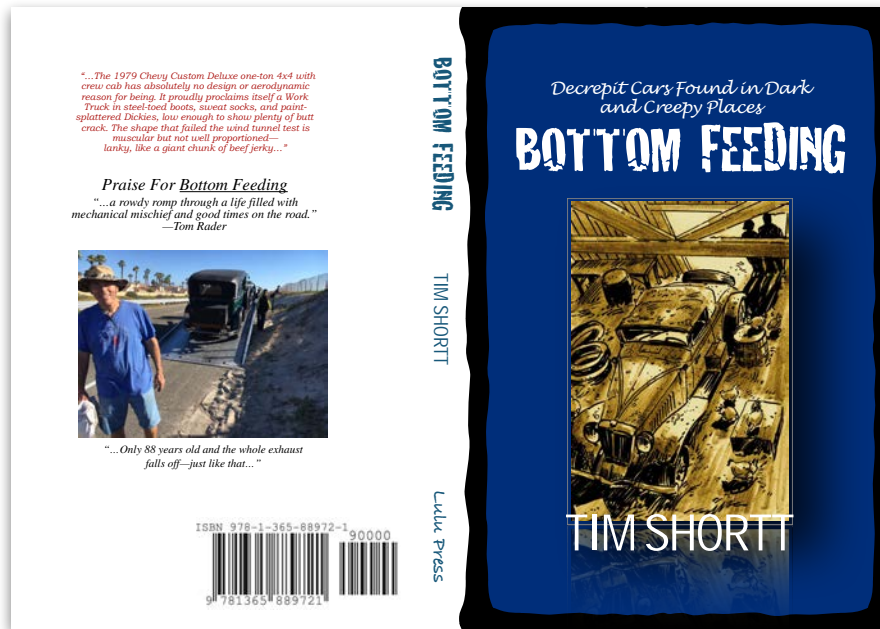
Respectfully submitted: Tim Shortt for Dennis Bailey, Secy.



Do You Know These Mugs? Dan and Fred Graduated from Hoover High in 1950. Dan still drives his '46 Merc Coupe, complete with fuzzy dice and letterman's jacket. — Thanks Mike Brandon for finding these mug shots.

Decrepit Cars Found in Dark and Creepy Places - **BOTTOM FEEDING**

"... a rowdy romp through a life filled with mechanical mischief and good times on the road."



358 pages filled with pratfalls and predicaments while chasing decrepit cars around the country and balancing a high stakes career as an advertising art director in the fast lane of Madison Ave, NYC.

Many illustrations and photographs.
\$22.

Available through
lulu.com

About the Author, Tim Shortt

I wasn't always a car nut. There were 3 or 4 years in the beginning when I thought I was just a nut... the car thing happened about age 5. No way to explain it. It just happened, and not gradually – all at once.

It wasn't my fault, I was born into the Car Culture of San Diego in the middle of the last century. The drawings I made in Kindergarten pointed the way for an obsession to follow. Of course there were plenty of distractions – days, weeks or even months when I was forced to think of other things: Learning to walk, toilet training, eat with a fork, finding my way to school, pretending to be interested in things like reading and writing, math, geography, history and the like. All these things were important, just not as important.

Fortunately I drew things I was interested in. So I have a graphic record of my thoughts growing up. Cars and Girls made quite an impression – next was water skiing, camping, hunting and illustration. Teachers encouraged me to follow my passion. When they saw it was cars, they wisely redirected me to art, design and painting. Which led me to Graduate work at The Art Center College of Design, which led to my first job as an Art Director in a NY Advertising Agency, where I simply couldn't believe responsible people in suits were actually paying me to have this much fun.

Because of that career choice I spent 36 years in The Big Apple – a cross-country culture shock that's for sure, but what a ride. I couldn't imagine a better career for me... six different Agencies, one with my name on the door. I had the chance to work on huge national brands with television campaigns center stage, and I have a drawer full of worthless awards to prove I was there.

For my last ten years in NYC, I was a Free Lance Supplier on the run to creative assignments at agencies all over town - a fast and profitable way to wind up my career. They call it "Smashvertising." But, as busy as I was, somehow, somehow I found time to chase down decrepit old cars.

I discovered self-employed people actually have more time for a demanding hobby. And don't necessarily have to live where they work. They can live at the beach. Welcome to cell phones and computers. Welcome back to California and a new life on Coronado Island.

TO ORDER MY BOOK__HERES THE LINK---- <http://www.lulu.com/shop/tim-shortt/decrepit-cars-found-in-dark-and-creepy-places-bottom-feeding/paperback/product-23195401.htm>



RON CHIPMAN'S N-Eyes

Gardener Waldeiser

Around when leaves began falling in Maine, those of us that hunt the Ruffed Grouse for food are subject to a strange ocular modification. We've got bird eyes. Every tuft of shadowy moss on a stone wall, each clump of errant leaves, and even stones among those walls suddenly appear to be a grouse ready to flush. I recently met a fellow who it turns out, has a permanent case of N-Eyes. What are N-Eyes? Ron Chipman was driving by my house in Maine over the winter with a friend when lo and behold, he spotted my 1958 Ford 641 Workmaster tractor tucked away in the pole barn. He promptly pulled into my driveway and knocked on the door, introducing himself and his curiosity about my tractor. (He had also noticed my 1946 Ford 2N hiding under a tarp for the winter). Ron, it turns out, has an amazing capacity to spot old Ford gems scattered around the farms, fields and forests of Maine.

He also has an astounding ability to transform water eroded, fire consumed hunk of a memory of a Ford tractor into a museum-ready specimen which isn't afraid to push dirt or snow around.

Recently I stopped by Ron's family farm, Chipman Farm (Circa 1789), to look at his shop and projects and to hear some of his stories. I was struck immediately at the order and cleanliness of his primary workspace. A 1950 Ford 8N, owned owned and used often by a seventy year old woman, was laid out in several pieces, taped and in the process of being painted by Ron in his meticulous manner. Even though this space is where he paints during the winter, all of his tools are neatly organized and labeled and all surfaces are clean enough to eat off.

'Chippie, as he is known among those seeking top grade restorations of their Ford Tractors, told me of a particularly compelling restoration he recently completed. (I think "resurrection" is far more apt a term to describe this job).

In June of 2013, a man from southern Maine tracked Ron down to ask him to come look at his grandfather's 1953 Jubilee. At this point, Chippie had a few N-series under

his belt and was confident he could tackle anything. What he saw out

the corner of this guy's field was like nothing he had seen before in the realm of

restorable vehicles. We're talking horror show here. He was shocked, to say the least, that the client

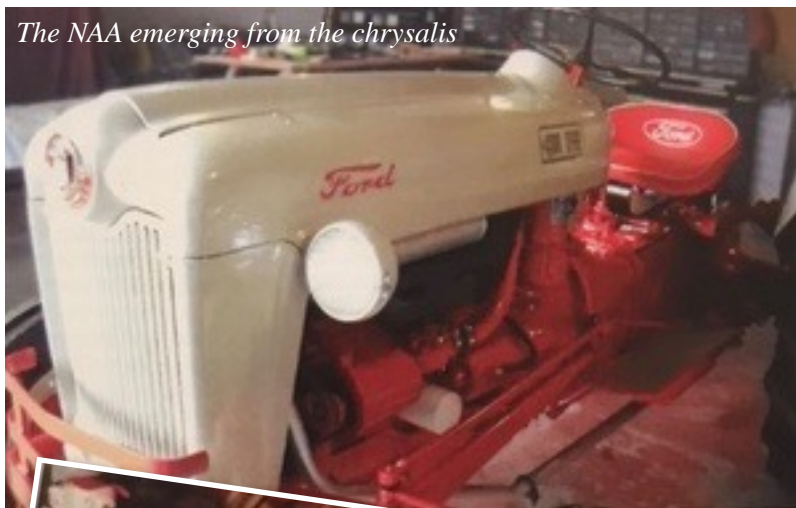
imagined that this could be bought back at all. But where there's a will...

Over thirty years ago, when Ron's client was just a boy, he did something we've all done at some point while working on an old rig to get it started - he improvised. Unfortunately the length of garden hose he was using at a temporary gas line failed, and it did so catastrophically, resulting in an uncontrollable fire. He watched helplessly as fire engulfed and consumed anything that could burn on his grandfather's Jubilee, leaving it in total desolation. It sat there for three decades, the earth slowly reclaiming the metal skeleton.

Any rational person would have written this off and either hauled it off to the scrap yard for a few coins or turned it into some strange field art. But, he had made a promise to his Grandfather that before he passed away he would get that Jubilee breathing again. (I maintain my father's 1946 2N and keep it running, even though I really don't have a use for it anymore, so I understand this man's motivation.)

After loading what was left of the tractor onto his trailer, Chippie hauled it back to his farm. Ron's father came by to see for himself what his son was getting into. Shaking his head, he informed Ron that it was "beyond repair."

When Ron stared to dig into the project, he found that this tractor would need nearly everything for parts to bring it back to life. It had the original tires, what was left of them, on the rear, and no tires on the front. The engine and transmission were both too far consumed by rust and warping to attempt to fix. Imagine how that kind of inferno would change the chemical makeup of the tiny metal parts, all of which need to move together in near perfect precision to function. The backing plates were completely rusted out and the rear end was locked tighter than Fort Knox. In spite of all this, Ron was astounded that he was able to turn out many of the bolts without too much thermal persuasion. (cont on pg 7)

The NAA emerging from the chrysalis

CHIPMAN-contd...

Ron uses two methods for sandblasting: on the frame and axle and larger pieces, he sets up outside and can work without worrying about the emense mess left by the process. For the smaller and more delicate parts, he has a blast cabinet indoors that fits light housings, various brackets, and all manner of nuts, bolts and fasteners. The fact remains that vast sums of elbow grease are still required to bring back this kind of catastrophic carbonized crust bucket, and Ron employed both methods heavily to unearth the metal beneath the rust on the salvageable parts. With patience, temerity, and an encyclopedic knowledge of whet goes where, Ron Chipman revealed himself to be uniquely equipped to tackle this kind of project.

He sourced a motor, a used four-speed transmission, and many square feet of sheet metal for the project. He replaced the backing plates and freed up the rear end with gallons of "weasel piss," as it's known among shade tree mechanics and shop professionals alike. (weasel piss is usually a homemade brew of 50/50 ATF and acetone, for example, used to break free rusty metal.) Since the Jubilee's original fender skins had all but melted in the fire, Chippie was able to find some OEM replacements to mount on the existing and refurbished frames. What he found particularly interesting was that, much to his disbelief, the brake shoes were in fine condition!

Ron buried himself in the project over the winter of 2013-14, and by spring, had rendered a seemingly fresh, off the assembly line, 1953 Ford Jubilee. When the owner, now in his forties, came to look at the finished product, he was shocked at the metamorphosis that had occurred. It was as if the burned out hulk of a tractor- chrysalis, hanging from a timber in the corner of the barn, had gradually freed itself and spread its wings in the warm spring sun. Who knows why we grow attached to material items like tractors, or watches, or old cars? Often, we can inexorably link loved ones to something they've used or cherished at some point. Ron Chipman was was able to help one man fix a mistake he had made as a boy. There is no doubt the man's grandfather had long ago forgiven him, but he wanted to make it right, no matter how insurmountable the task. Lucky for him, he found the right man for the job.

—Thanks Bill Dorr for sending this article from *Ford Tractor News* about his nephew in Maine who restores Ford antique tractors.

*Ron's "Parts Dept" and Next Project*



History & Mystery of Walter's Secret Garages

*What comes in
never leaves...*

1929 Ford Model A

This Pickup was found in Pacific Beach about 1964. My father had an identical truck for his nursery/landscape business which he started in 1928. Being in the Model A Ford Club, I had to have it. I did a little body work on the truck and painted it Rock Moss Green (in my garage). I took the truck to a sign painter, with a photo, and had him try to match the original signage on the doors.

Being in the Model A Restores Club we drove it quite a bit on tours and the Coronado 4th of July Parade more than once. I built a 'camper' to put on the bed and tried to match the contour of the cab to the camper body, including the fabric top material. Once the club had an overnight camping trip to Salton Sea and O'Neil Park in Orange County. The truck has been on display several times at our Poway location.

1934 Ford

Sedan Delivery

This Sedan Delivery was advertised in Hemmings in 1989, it was in Washington

I called the person selling the car, and asked him to send some photos and mail (No internet back then, so phone calls and mail had to do). He sent photos and said his asking price was 'firm' so if I wanted it I knew what it would be up front. My wife and I flew to Seattle, rented a car and looked him up. The car was pretty much what he said it was and as it is right now. I bought the car after driving it a few miles, seemed to run well and 'as advertised'. After I paid for the car he asked me, "How are you going to get it home?" I responded "I plan to drive it. Is there something I should know?" He said the left water pump 'squeaks' once in a while, but it goes away. And there are two rebuilt water pumps that come with the car". On the way back, in Oregon, it started SCREAMING. I put on the rebuilt pump and headed home. About Roseburg the pulley on the replaced pump broke. A really nice older gentleman helped me find another water pump in a wrecking yard, near Grants Pass. Other than that the car ran fine.

It did have a 59A engine (later engine which I knew up front) but my son found a 1934 engine for the car and it was replaced after we got it home. This car has been in one "California Race" (three day event put on by the Great American Race) from Reno to San Diego in 19

1956 Ford F100

This truck was built by my friend Art, about 15 years ago, he sold it, and it went through 3 owners, but he kept track of it. About 9 years ago Art said the then current owner wanted to sell. I bought it pretty much 'as it is now'.

The truck has a 302 Ford engine and automatic. It has been driven to Hot August Nights once (successfully), one other time (first attempt) the truck caught on fire on the way to Hot August Nights near Mira Mesa. Had it towed home and took the blue '56 F100. Fried all of the wiring under the hood and melted the carburetor. It was taken on the Utah Harris Tour in 2016.

1956 Ford COE

Found this truck near King's City (northern California). The truck was set up as a 'lumber truck', very rough, did not run, left fender and door were crushed. Towed it home on a car trailer.

The frame and running gear is 1975 GMC 1 ton truck, about a 2 year project. The cab sits on a 'sub frame' that had to be modified to mount on the GM frame. We made the bed ourselves the steel rails on the perimeter are 'shelving rails' from warehouse shelving.

1956 Ford F100

This truck actually belongs to my son, Ken. We found it in Encinitas area, with a for sale sign next to I-5 about 1985.

The truck still has the original 223 cu. in. six cylinder engine, the only thing that has been done to the engine, is a couple of tune-up's and adjust the valves. This was painted blue about 15 years ago. We recently did a 'cleanup' to repair some paint imperfections and install a reverse opening hood. The bed wood was also replaced at this time, with the stainless steel bed strips.

The truck has been driven to Arizona once and Hot August Nights in Reno three times.

1969 Camaro Z 28

The car belongs to my son, he bought it about 20 years ago as you see it today. It is totally stock, has been stored for several years.

1931 Ford Model A

I bought this coupe from an elderly couple, friends of my parents, about 1960. The man that owned it had taken out the trunk and back panel and made a wooden pickup bed for it. It was his everyday work truck, he was a blacksmith.

Back then (the '60's) there were not very many aftermarket body parts. I found another Model A Coupe and bought it for 'parts' to return it to a 'presentable' coupe. I painted the car in my garage with Lacquer, Copra Drab and Chickie Drab with Straw wheels. I was in the Model A Ford club and drove it on many tours. In 1963 the San Diego Club hosted a National Model A Ford Meet in San Diego. The 'judged car show' was in Speckles Park in Coronado. The car was entered, but it was 'outshined' by many other cars. In 2009 the car was trailered to Scotts Bluff, Nebraska for the Sugar Valley Rally, a 3 day event and about 600 miles of driving. This is similar to the Great Race, timed event — precision driving and reading the instructions perfectly.

1957 Chevrolet Nomad

Belongs to my son, he bought it 'as is' about 1998. It was a running — driving car, but needs a good restoration. No time with kids and outside interests currently. He has said 'for my retirement'.

All you want to know in black and white.

On the Sept Tour Walter left a written history stuck to each vehicle...(I missed the one about the Boat.)

Thanks again, Walter



Thanks Jack Clegg

1948

The first self-service **Gilmore gas-a-teria** was built in 1948. The self-service gas station, California's newest contribution to the drive-in way of life, was a smashing success.

Motorist drives into the station, usually four times the regular size, pumps his own gas, pours his own oil and checks his own tires. Young ladies, sometimes on roller skates, inspect the amounts registered on the pumps and make change:

Gas costs: self-service station regular **20 9/10 cents** gallon; full service station **25 9/10 cents** gallon.

Self-service station ethyl **21 9/10 cents** gallon; full service station ethyl **26 9/10 cents** gallon.

Oil 25 cents quart. **Remember the gas price wars ?**

*Send Rick Carlton your email address-
if you want to receive FAN by email.*

**Next Meeting : Wed, Sept 20, 2017. 7pm.
Auto Museum, Balboa Park**

FORD V8 SWAP CORNER...

The Ford Fan will publish ads relating to 1932-1953 Ford

WANTED Garage for storage and restoration of '47 Ford Woody Wagon Phil Stone 619-723-6754

FOR SALE: Pair of '34 Ford Tudor Bucket Seats, complete springs, Need reupholstery. \$450.00 OBO. **Todd, Speedo Shop 619-258-8195**

Frame straightening to body work and paint . Billy Lynch 619-436-6913-(Recommended by Calvin King)

'40 Deluxe Opera Coupe. Beautiful shape. Drive anywhere. **Terry Johnson 303-888-8231 Englewood, Colorado.**



'56 TBird. V8, auto. Porthole Top. New Pearl paint. Very clean \$20K. **John Hildebrand 619-850-4099**

Wanted- Two Wheels-16" x 4.5" Mike Pearson 760-729-4645. m.pierson@roadrunner.com



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Side-mounts, Luggage Rack, Leather. Runs great. \$95k OBO.



'34 Vickie Tudor. All Steel. All Original. Lebaron Bonnie interior. Survived Silmar Quake. Runs good. \$45k OBO

Motor Home—runs, drives well. Extra rebuilt Motor. \$9k OBO

Dixie, 619-677-8922



'32 Tudor. ready to go hot rod. Real Nice Car. \$30,000. **36 Coupe** Running Boards-NEW—\$400 **Tom Cook**



'36 Coupe Hot Rod- Proven Tour Car. Best Offer. **Tom Cook 619-200-8114**

Wanted: '49-'51 Ford Tudor Basket Case. **Carl 619-593-1514**



'48 Ford Deluxe Bus Coupe. New motor. Everything else NOS. \$17k OBO **Norm Burke 619-462-8956**



'39 Tudor. Beautiful. All Orig, inclding Interior. Two Owner, no rust. Runs quiet and strong. New WWW. Drive anywhere. **Club member price \$18,500. John 619-302-8376**



'50 Convertible. V8, OD, R&H, Spot, and Factory Continental. New Paint, Stay-fast Top, Rebuilt motor, new pumps, batt, tune, tank, steering,

brakes, etc., Solid 2-owner Car. \$24,500 -619-466-5475

Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. **Sell all for B.O. 619-466-5475**



One Sweet 1930 Model A Rumble Seat Sport Coupe.

Rebuilt engine slightly warmed up with many improvements: 5.5 compression head, stainless valves with adjustable lifters, fresh Babbitt bearings, 'B' grind camshaft, balanced, Weber down draft carburetor, cast iron exhaust header, lightened flywheel, V-8 pressure plate, Flot-a-motor mounts - both front and back, stock transmission - BorgWarner overdrive in the torque tube, new design one piece 2 blade fan, 4 core radiator - pressurized, 12 volt system with 1 wire alternator,

F-100 steering box with shortened pitman arm, 16 inch radial tires on cut down Model A wires, regular Model A muffler so it has the distinctive Model A sound, new brake shoes and cast iron drums, Lebaron Bonnie Interior and top, good paint but does have a few scratches, Xtra parts and A Literature. All mechanical work has been done by Hansen Garage in Ramona. **\$18,500 OBO -Dave Huhn 619-392-4545**

Jeep CJG Trans, Transfer Case. Everything from flywheel to Drive Shaft. **\$500. Carl 619-593-1514**

SDEFV8 Club, C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118



Hot Time in California

Nov/17



Returning from the Sept Harris tour, V8ers passed through Santa Rosa, visiting wineries and enjoying the scenery. Never could've guessed two weeks later, it would be in flames.