

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

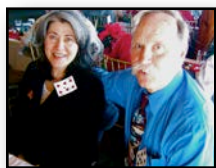
## One Scoop or Two?

*Aug 21- Ice Cream Social & Treasure Hunt--* Twenty eight V8ers braved the drive to Poway. The weather started warm and got hot along with the cars. Richard Teubner went over the Treasure Hunt rules, handed out clue sheets and sent drivers and co pilots off to roam the hills around Poway. There was some confusion on the course leading to many U Turns and scratching of heads. But, win or lose, tons of cookies, gallons of ice cream and an air conditioned club house awaited the competitors on their return. Pres John & First Lady Pat, dished up the sweets in equal amounts to both the winners and the not-so-lucky.

Tim Shortt, Ron & Nancy Hall in Tim's overheated '49 woody took first. Tom & Barbara Keck laughed when it was announced they were far and away the biggest losers. Thanks to Richard for setting up a fun day in Poway. TS







## The Prez Sez.

September is here, and Fall is coming. We still have nice weather to get out and enjoy our cars. We had the Ice Cream Social hosted by Richard Teubner last month. It was interesting to see the "old" downtown Poway area with the train museum and other historic sites. I had never been there before. Richard gave awards to the two cars that completed most of the "treasure hunt" tour. The group enjoyed ice cream and root beer floats and good company. I wish more members could attend these events. (See the photos and article in this issue.) There are many car events coming up so check out the calendar in this issue and go be a part of it! Bring your car and join the other "flat head" fans.

Our September 21st meeting will have a "pre-tour" to J. A. Cooley's museum. Cooley's has a wide collection of cars and antiques. Club members with many different tastes should find it interesting. We will go to dinner close by the museum and then back to the museum in Balboa Park at 7 PM for the regular meeting. I still have root beer and ice cream from the social that I will bring to the meeting as dessert. We will have a round table discussion covering a few topics of interest. The presentation should provide the members with a chance to share some tips and techniques.

Our last month's meeting was the WD40 presentation. It was quite informative, and there were free samples of WD40. Barbara Martin has organized some interesting tours and events for September. They are listed in the FAN and sent out by email. Be sure to sign up for the tours or the Mission Bay sunset cruise.

If there is a topic you would like to know more about or you would like to present a Tech Tip, please contact me or Richard Teubner. Be sure to go online and look at the EFV8 web site at:

<http://www.sandiegoearlyfordv8club.org>. You will probably see yourself. If you don't, then send Rick a photo to: [rcarlton1@cox.net](mailto:rcarlton1@cox.net). Feel free to contact me at:

[jhildebr@cox.net](mailto:jhildebr@cox.net) if you wish.

*Happy motoring, John*

*Floodwaters?  
What floodwaters?*



## 2011 Officers

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

V.P. **Gary Timm**- 619-660-1763

Secretary: **Dennis Bailey**- 858-274-3077

Treasurer: **Jack Clegg**- 619-562-3536

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**John Hildebrand**- 760-943-1284

**Gary Timm**- 619-660-1763

**Denis Bailey**- 858-274-3077

**Mike Brandon**-619- 561-4067

**Ken Tibbot**- 619-669-0211

**Richard Teubner**- 858-748-2849

**Marc Goldman**- 619-938-3865

**Rick Carlton**- 619-303-3353

**John Hildebrand**- 760-943-1284

**Barbara Martin**- (President Pro Tem) 760-230-2582

### Other Chairpersons

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

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

Tours: **Mike Brandon**- 561-4067- **Marc Goldman**- 619-938-3865

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: **Pat Hildebrand**- 760-943-1284

Sunshine: **Virginia Larkin**- 619-390-9278

### 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.

**9/21 4 pm- J A Cooley Museum Tour & Dinner before Gen Meeting Tech Tip Round table.**  
**Also, Lady8ers - Marty Parker, 'Rose Parade stories'**

**9/15- Sunset Boat Cruise - RSVP Barb Martin, 760-230-2582**

**9/25 Gillespie Wild Blue Yonder Tour -Volunteers Needed RSVP Gary Timm, 619-660-1763**

## EFV8 By Laws- Proposed Changes:

### EFV8 Members,

We met at the regular meeting August 17th and reviewed the changes that were requested to the bylaws to clarify that a board member could be elected to a second year in the same office. Here is the info on the bylaw changes that was worked out and approved by the members in a first reading.

The present bylaws do not specifically prohibit the re-election of officers to a second term within the two year board time limit. A sentence could be added to Section 3, A. (dealing with the Terms of Office.) to clarify this. The additions and changes are in red.

#### SECTION 3. Terms of Office

A. The terms of President, Vice-President, Secretary and Treasurer shall be one (1) year. **Officers may be reelected to the same office for a second term.** Board member's terms shall be for two (2) years.

B. No officer shall serve more than two (2) consecutive terms. No Board Member shall serve more than one (1) term of two (2) years, except a past President who will in any case, serve as an un-elected Board member. **A Board member or officer's term may be extended one year by a vote of the membership.**

An additional change that was approved was to change SECTION 2 to bring it in line with the national EFV8 club purpose. The National EFV8 club statement of purpose is:

**Our club recognizes all Ford Motor Company vehicles made between 1932 and 1953, including Ford, Lincoln, Mercury, commercial vehicles, tractors and other Ford powered vehicles built around the world utilizing the 4, 6, 8, and 12 cylinder engines produced by Ford Motor Company. We are dedicated to the restoration and preservation of all Ford Motor Company vehicles built between 1932 and 1953.**

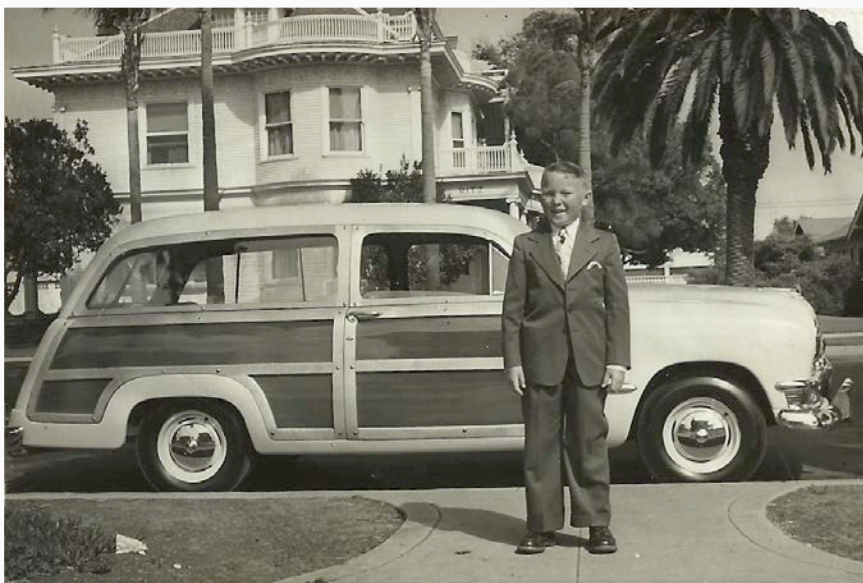
This would replace our entire present section #2.

Please review this and give me feedback so that it may be given its second reading at the next meeting in September.

*John Hildebrand-----*

## 60 Years later

A friend in Coronado asked me to recreate a 1950 photo of him, taken when he was twelve years old. He lives in the same house with the same view, except for changes in landscaping and taller trees. The original woody was a '50 and brand new at the time. Mine is a '49, and old now, but who cares, so am I.--TS



...gives new meaning to 'Bucket Seat'





## La Mesa Cruise Night

Aug 11

I took a picture or two, but everyone scattered off to dinner in different restaurants around town. There was plenty of street iron to look over, music for dancing and Jumpin' Jack Flash on the P.A. Miss Little La Mesa Princess was dressed up and ready to present trophies. Joe Vidali cruised through in a very \$ Slick non-Ford product (0-60 in 2.3 sec) -TS



Feeling a little squeezed on the Bus, lately?





## WHO THE HECK WAS KILROY?

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article.

Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet.

Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters. One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the

servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before war's end, "Kilroy" had been here, there,

and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of l'Arc De Triomphe, and even scrawled in the dust on the moon).

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GIs there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts. So, now you know!



Long on wood, short on style.

## China's New Carrier?

A quantum leap in carrier design

- twice the speed, larger capacity, more stable - definitely a long range 'blue water' vessel. With twin decks, it would be capable of launching and recovering planes twice as fast. And able to service nuke subs between the twin hulls undetected.

Very interesting... TS

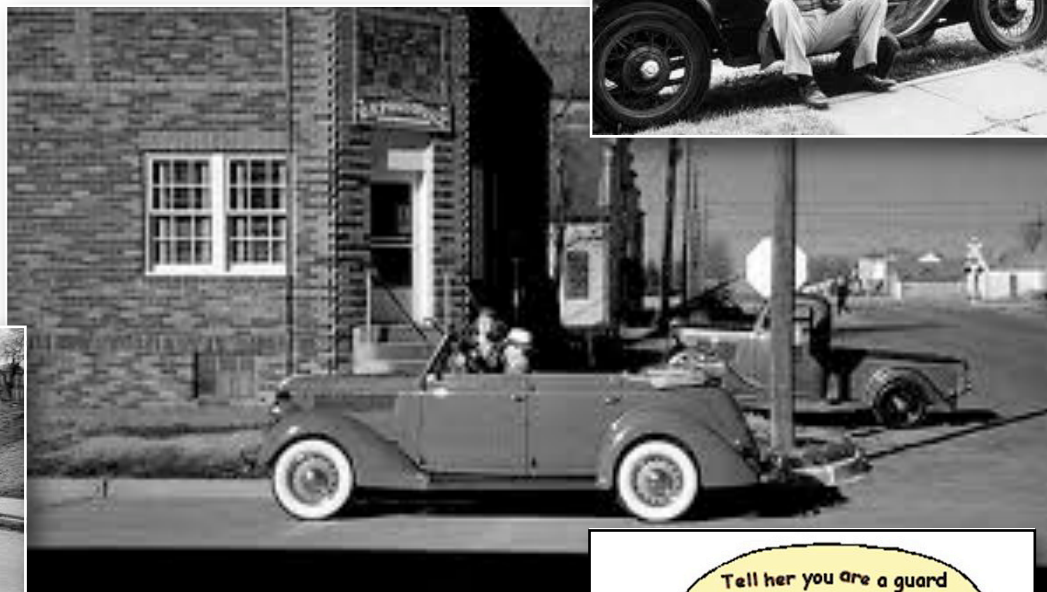




## Paper Moon - *Starring Ryan O'Neal, Madeline Kahn, Tatum O'Neal* *O'Neal & featuring a very nimble 1936 Ford Phaeton.*

Adapted from the novel, "Addie Pray" (1971) by Joe David Brown, PAPER MOON is the story of Moses Pray and Addie Loggins. The film is set in the depression-era Midwestern region of the United States. As the movie opens, we see a small group of mourners clustered at a graveside. Among the mourners is Addie, the dead woman's small daughter. Moses Pray -- ostensibly of the "Kansas Bible Company" -- approaches the group, as the service concludes, and two of the elderly women remark that the child bears some resemblance to him and asks if he might be related. "If ever a child needed kin, it's now," one lady says. With no knowledge of who her father is, Addie's only haven is her Aunt's home in St. Joseph, Missouri. Having identified himself as a "traveling man spreading the Lord's gospel in these troubled times," "Mose" is prevailed upon to deliver the helpless child to her Aunt since he's going that way, anyway. Addie, wise beyond her years, soon discovers that Mose is little more than a scam artist traveling from town to town delivering unordered Bibles and charging exorbitant prices to recently widowed women whom he identifies through the obituary columns of local papers. Soon, Addie and Mose become a team, traveling from town to town, making money in every dishonest way imaginable, and looking for the ultimate score. The colorful characters they meet along the way make the film all the more interesting. Paramount among these is "Miss Trixie Delight," an exotic dancer who Moses rescues from a traveling carnival and her minion, Imogene..

***To impress the exotic dancer, Mose trades his Model A Roadster for a brand new '36 V8 Ford Phaeton. One night he and Addie pull off one of their more creative scams, stealing moonshine from the local sheriff and then selling it back to him. The ensuing car chase is notable as Mose puts the '36 through it's paces over old country back roads, pursued by the heavy footed sheriff in a fast Packard sedan. -TS***



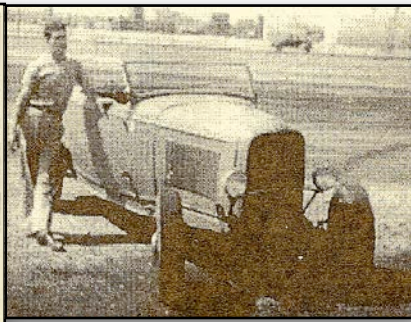
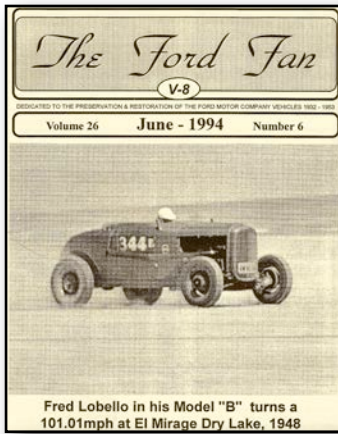
### Was a 1932 Ford V8 the best car in history?

Edmunds.com says a 1932 Ford V8 was the top car of all time because it was the first performance car for the working class. It was the first low-priced, mass-marketed car to include a V-8 engine, an important milestone in American automotive history. The V-8 was rated at 65 hp when introduced, but power increased significantly with improvements to the carburetor and ignition in later years.



Canine Facebook





Except for a few 'Speed Secrets': 1. An air box to force-feed the carbs. 2. An external water line to get cool water to the back of the block, keeping all cylinders the same temp. 3. Replacement splash pan with windage tray to keep oil spray down and up the HP. 4. A relief valve on the header to reduce pressure in crank case. And finally, 5. A lapped head and block to eliminate that fragile gasket. All this retro technology was mounted in a stretched chassis and fitted with a Streamliner body.

Two records were in their crosshairs; 101 mph (2008) Flathead Fuel Streamliner Class. And then the plan was to strip the fenders off and go for the 140 mph Unblown Flathead in the Lakester Class. The new chassis had been stretched from 16' to 19'. The custom wind screen was made on a Buck Mold at the Aerospace Museum. V8ers **Dennis Bailey** fabricated several body panels and **Dave Huhn** painted the sheet metal the original Ford 'Grabber Blue', topped off with pin striping and lucky number 200, using paint donated by Jim Wells (Jimmy Chips) at TCP.

The official Pit Crew consists of **Randy Chenoweth** who fabricated the fenders and fitted the Ricky Doetseh Tech shocks, **Mike Bloom**, former Navy Seal who wrenches for the love of it - now in charge of transport to the desert.

**Jacob Bagnell**, retired Metal Shop Teacher from Santana

High is designated, Driver of record. **Bill Taylor**, Official Race Course Starter and shake down driver. **Jose Seranno**, V8 member, friend, neighbor and right hand to Fred for years. And **Fred** himself who has held onto the dream to return to Bonneville as car designer and Pit commander. Fred's original "Lady Bug" car that he drove 137 mph 60 years ago and stills holds a later record of 181 mph, was on display at the start line.

But, alas, the dream of running again was not to be.

The Race team arrived Thursday night and passed inspection Friday morning, but the car would not start.

The twin carbs developed leaks and the team watched as their window for a run came and went. Under tow, on the rough return path to the pits, the differential broke it's bolts and fell to the salt. The bolts were replaced and frame strengthened, but more trouble with the carbs blowing fuel forced them to miss their second run.

A disappointed Fred told me the motor will now go back in his '32 roadster and who knows, he may try again next year. One good thing, the car was not at speed when the differential fell - if it had been, someone would have been hurt. Another good thing Fred was asked to pose with the beautiful girls from the Monster Drink Team. He liked that, but didn't know who had the photos. (the search is on). --TS







## Ghost Car Sells

World's only remaining "Ghost Car" featured at RM Auction. The extraordinary transparent car was expected to fetch as much as \$475,000 but, when the gavel fell, it went for just \$280k. Dubbed the "Ghost Car," it's a Pontiac Deluxe Six which, bizarrely, has been covered in the see-through Plexiglas. Built in 1939 by General Motors and chemical company Rohm and Haas at a cost of \$25,000, it was the first transparent full-sized car made in America. The collaboration between GM and Rohm & Haas was made for the 1930-1940 World's Fair in San Francisco. Two Ghost Cars were made but the 1939-1940 Pontiac Deluxe Six is the only one known to have survived. It toured the nation's dealerships and went on display at the Smithsonian until 1947, then was subsequently owned by a series of Pennsylvania Pontiac dealers. This model has a three-speed transmission, a six-cylinder engine, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs and four-wheel hydraulic drum brakes.

While Pontiac was in the spotlight with its transparent car, Ford was trying to make news by finally introducing Hydraulic brakes. After years of stubbornly resisting this advance in engineering as market rivals Plymouth and then Chev-rolet adopted it, Henry Ford abruptly reversed course in time for "juice brakes" to be applied to most '39 Ford Motor Company cars. That was hardly all that was new on the 1939 Fords. In an effort to improve cooling to the L-head 221-cid V-8 standard in premium DeLuxe models, the frontal area of the radiator was increased. The engine itself, conservatively rated at 85 bhp, was upgraded with larger bearings and a heavier crankshaft that now drove the engine fan. Deeper springs were part of newly constructed seats. Other elements of the 1939 Ford Deluxes were "old" -- or at least continued from recent years. They included traditional torque-tube drive and transverse leaf springs front and rear. The 112-inch wheelbase had been in place since 1933. Though DeLuxes were

dressed in sleek new frontal styling, bodies were essentially carried over from 1938. Nonsealed-beam headlights and windshields that popped open at the bottom for ventilation (on closed bodies) were both putting in their final appearances. So were the rumble seat (found only on the convertible coupe) and the four-door convertible body. The base Standard series, powered by the unloved 60-bhp "economy" version of the Ford flathead V-8 hooked to a three-speed floorshift transmission, also sported year-old frontal styling on a limited number of body styles. The updated, better-trimmed, and more powerful DeLuxe came in a full range of bodies. The most popular Ford of '39 was the DeLuxe two-door sedan (or "Tudor," as Ford playfully called it) with 144,333 produced. At a base price of \$742, it delivered all of the passenger room of a "Fordor" sedan, but at a then-substantial savings of \$46. -TS

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**Also, Lady8ers - Marty Parker, Rose Parade stories**

**9/15- Sunset Boat Cruise - RSVP Barb Martin, 760-230-2582**

**9/25 Gillespie Wild Blue Yonder Tour -Volunteers Needed RSVP Gary Timm, 619-660-1763**





## The Wild Blue Yonder Tour

**Sept 25:** Gillespie Air Field. Tour brought to you by The Vintage Airplane Club, Model A Club and our own V8 Club. **Convoy with Mike Brandon from Fletcher Parkway Parking lot in front of BEST BUY- Leave at 8:45. Sharp.** Big Breakfast served from 9am- noon. Vintage planes in flight and up close on tour. *Driving on your own? From Hwy 8, Take Hwy 125 north.*

*Merge onto 52 East (Exit 21), to Cuyamaca (Exit 17) turn right onto Cuyamaca. Left on N Marshall Ave to 2037 North Marshall Ave, El Cajon. Gillespie Field Do not drive on Taxi Way- Follow instructions to park.*  
**Volunteers needed. RSVP Gary Timm 619-660-1763**

## 2011 Tour Schedule

**Sept 17:** Wavecrest, Moonlight Beach, Encinitas  
**Sept 25:** Gillespie Air Tour. Gary -619-990-6085  
**Oct 30:** Oktoberfest 1 pm. Wear a costume.- Gary Timm.- 619-990-6085  
**Nov:** Peterson Museum TBD.  
**Dec 12:** Christmas Party, Bali Jai - Barb Martin.

## General Meeting Programs: Bring Friends - Don't miss out

**Sept 21 - Meet at 4pm at J.A. Cooley Museum for \$5 tour of vintage cars 18886-1933, etc.**  
**Then Dinner before regular General Meeting & a Tech Tip Round Table discussion.**  
**Oct 19- Jimmy Chips explains paint**



Leo Carrillo Film Festival runs thru Sept 23, under the stars on the ranch in Carlsbad.

**FREE Admission,** Bring a picnic, buy some popcorn. Kick back, enjoy the summer sunset and Leo's personal hacienda. Imagine the Hollywood celebs around the pool. Pea cocks roaming the grounds... Call for info: 760-476-1042. The Films starts at dusk. 6200 Flying Leo Carrillo Lane, Carlsbad.

## Stickley Furniture Tour

**Aug 28-** Barbara Martin led a V8 group to a picnic at the Balboa Park Art Museum and a fascinating look back at the Arts and Craft Designs of L.G. Stickley. The popularity of Craftsman homes and the furnishings that belong in them, inspired this exhibit. Not only furniture, but linens, china, silver and whole room designs. Our knowledgeable docent made it all very interesting.

**Aug 17 General Meeting & Plant exchange was a huge success...**Candy [candygreen@cox.net](mailto:candygreen@cox.net)

**-General Meeting- Speakers coming up:**

**September 21: Marty Parker** returns with her new Victorian riding costume. She'll have lots of Rose Parade stories to share!

## -Events-

**September 15, Thurs- Sunset Boat Cruise.** 90 minute Mission Bay Cruise on The Privateer ( 87' long, 23' wide - seats 149 People). Leaves Dock at **6 pm.!!** 1717 Quivira Rd. Seaforth Landing, Mission Bay San Diego, CA 92109 (619) 224-3383  
**RSVP NOW to Barb Martin 760-230-2582**  
**December: Another High Tea- this time at the fancy Hotel Del Coronado Hotel.** Date. T. B. D.--

## Sun, Sept 11

*Call for participants:*

The American Ride Car Show - **FREE ADMISSION & FOOD for Exhibitors of American Classic & Muscle Cars.** 3:30 pm-7:30 pm. Cathedral Catholic High School, 5555 Del Mar Heights Road, San Diego, Ca 92130. Color Guard Presentation. Live Music, Raffle, Gourmet Food, Dancing & more.  
Contact: Eileen Benjamin FAX 858-523-4000 ext 1114  
[www.cathedralcatholic.org](http://www.cathedralcatholic.org)





### September Anniversaries

9/14 Don & June Timm  
9/16 Bill & Tima Schag  
9/19 Frank & Loyce Swedberg  
9/22 Jim & Ella Carnahan

### September Birthdays

9/01 Maryellen Huhn  
9/04 Wendell Duncan  
9/07 Penny Duncan  
9/07 Jeff Ott  
9/10 Judith Spaid  
9/11 Jack Dickenson  
9/14 Greg Murrell  
9/16 Jim Chambers  
9/17 Lynn Crawford  
9/18 Bill Grosvenor  
9/18 Betty Storrs  
9/20 Gary Walcher  
9/20 Dottie Fritz  
9/20 Jake Murrell  
9/21 Susan Walters  
9/21 Lorraine Seibold  
9/22 Ron Landweer  
9/24 Jim Hurlburt  
9/24 Bill Lindsey  
9/24 Kathy White  
9/25 Skip Braden  
9/25 Stormie McKinniss  
9/29 Cindy Hallsted



**Sunshine:** Roger Kerr's 27 year old daughter, Elisa, was killed in a one-car accident in late July. Roger described her as a smart, beautiful young woman who was doing everything right. Our sincere condolences.

**Fred Meyers-** Fred is finally home after weeks of recovery for a broken hip. Fred's cell number is 619-916-9970. **Fred Lobello** went to Bonneville!

**Roger Kerr's father in law, Jack King** is in a coma.

**Rick Carlton's** mom has passed. Our sincere condolences.

**Membership-Paula** says...183 and holding.

**Accessories:** Duane reports he's got a new V8 supply of shirts, jackets and hats.

### **SDEFV8 Minutes, Gen. Meeting Aug. 17, 2011 Automotive Museum**

**Prez. John Hildebrand** pounded the gavel at at 7:13.

**Guests:** None **Prez. Report:** John discussed the updated by law changes that will be presented. **VP: Gary Timm** - no report. **Secretary: Dennis Bailey** - The minutes were approved for July as written in the Fan. **Treasurer: Jack Clegg** was absent and no report was given. **Membership: Paula Pifer** reported the numbers--41 Singles and 71 Joint for a total of 183 Members. **Accessories:** No report given

**Sunshine:** Virginia Larkin, Fred Myers and Gene Nichols are in recovery. Rick Carlton's Mother passed away and Roger Kerr's daughter was killed in a car accident. **Fan Editor: Tim Shortt** reported Sept. issue in process and noted extra copies of the Fan were available **Tours: Gary Timm** discussed the Gillespie Field tour and the balance of the tours are listed in the Fan. **Barbara Martin** discussed the Lady 8 er's Tour schedule for the upcoming months. **Programs:**

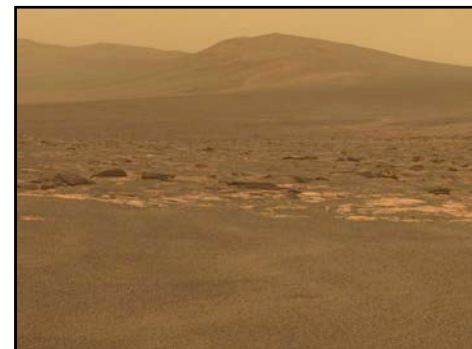
**Richard Teubner** discussed that next month we will meet at the Cooley Museum at 4 pm for tour and then we will go to the Auto Museum for the regular meeting and Tech Tip Roundtable. **Car Club Council; Joe Pifer** discussed the Sept. 11 Liberty Station car show, Sept 24 & 25<sup>th</sup> Coronado Speed Festival, Oct. 22 Historic Hwy 80 run, and Goodguys show Nov. 24<sup>th</sup>, 25<sup>th</sup> and 26<sup>th</sup>. **New Business:** None. **Old Business:**

**John Hildebrand** presented the first reading the proposed changes for the by Laws. There was discussion on the changes and a vote to move on with the process was approved. **Program: Bob Hoagland** of **WD 40** (Water Displacement the 40<sup>th</sup> try), gave an excellent presentation on the uses for WD 40. Cleaner, lubrication, protection, penetration and water displacement. **Tech Tip:** None. **50/50** was won by Bill Dorr and he donated the winnings back to the Ollie Smith Fund. The meeting was adjourned at 8:30.

*Dennis Bailey Secy.*

*Nevada? Nope.*

*Mars? Yep.....*



*Note the creature comforts added to this rough and ready daily driver Model A . Cool.*



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

**General Meeting Sept 21-7 pm Auto Museum, Balboa Park -Meet before at 4 pm , JA Cooley Museum - Tour & dinner . Tech Tips Roundtable.. Lady8er Breakout**

## **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



**'51 Deluxe Fordor.** Restoration on good original car. New Chrome, Motor, tires, brakes, dual exhaust, seats, etc. Reduced to \$8,500. Jim Hurlbert 619-760-789-0220



**'50 Deluxe Coupe.** Dearborn winner. Gary Walcher 619-588-6228

**'41 Ford Fordor. Complete resto '94. RB Flat 8.** All work documented. Orig wheels, caps & beauty rings incl. \$11,500. OBO- 858-278-1901



**'59 Ply Fury 2 dr hdtop. Golden Commando Hershey 1st place winner.** 361 eng, 305 hd, AT, PS, PB,. Total frame-off restoration. Only 6 known to exist. \$54,900 OBO. Dick, 760-230-2582



**'67 Corvette-L71 427/435 HP Frame off restored car .** Two NCRS Top Flight Awards. Sateen silver with black interior and stinger. Close ratio 4 speed, off road exhaust, am fm radio, tinted glass, red line tires. Judged perfect by NCRS judge. Rated #1. Asking \$179,000. Sales have been as high as 500K on these rare L71 big block cars. **Will consider Ford Woody as part trade.** Ron 619-507-0053



**'53 Sunliner Convert.** 87k orig mi. Original interior New factory light mis-green paint. White top. V8, Auto, skirts. Real Cont kiit. R&H. Power brakes. Runs well. \$27k. Bob- 818-400-1495 Pasadena.



**'56 Ford F-100 project.** Best offer over \$500. takes it all, frame, cab, hood, gas tank, fenders, box, tires, radiator, wheels. No engine or rear end. Escondido, Ca. Ken Dubs.760-518-3827



**'42 Sedan Delivery.** Needs restoration. New low price-\$4,500.. Lane 619-287-4945

**'41 Tudor.** Nice Orig Drives great. \$15k **'41 Woody** needs everything. \$10,500.Or **\$25k for both.** Pasadena 626-833-1724, Scott



**Sale- Complete running'29 Model A Chassis.** Best Offer. Dick 619-562-1649

**Wanted-'37 cast iron heads (77-6050-A).** K. Jon Kowal [kijowal@cox.net](mailto:kijowal@cox.net) or 858-486-5317

**'08 Shelby GT500.** only 5,000 miles, garaged. pampered. Carol Shelby's signature on the dash. \$43,000 OBO 615-512-0260. Calif.



**'06 GMC Dinalli 4 dr PU.** All wheel drive, 75k, lowered, 20" wheels, white, Leather, etc. \$14,900. 619-851-3232

**Sale. 2004 Indy 500 Program,** 3/8" thick heavy-Speedway clear envelope - gold lettering.Never opened, MINT. \$89. Formula 1 United States Grand Prix at Indy track, Program, 2004, same as above, MINT. \$89. (These very collectible).

1973 Indy Car 500, Ontario Motor Speedway official Stadium Seat with Logo & lettering says "I Was There". \$89.Box of small size Rod & Custom, Car Craft, Rod & Restyling, Custom Car, Etc. About 65 plus In box. as read. \$225. for box full - years -1958-61.

**1932 Multi-purpose Wrench-works Plugs, Diff oil plug,** etc. Stamped for '32 Ford. (Non-Ford Mfg.)

**2000 gold Ford Mustang Convert.** V6, AC, etc. \$5,200 Richard In Poway 858-748-2849

**Sale -complete rebuilt Columbia Rear End-** New drum to drum.Brakes, ring & pinon, open drive conversion, kick down switch, gauges & wishbone \$4,500.

**OBO.Complete rebuilt 59AB Motor w/ rebuilt C4 auto** & open drive shaft conversion kit \$4,500. Rick 619-443-0184

**Sale- '54 Camper Pop Up-**glass.body, Ford rear fenders. Two beds plus pull-out for a kid, sink & icebox & gas floor heater. Restoring the outside easy, the inside will take a bit more work. \$1,400. Denny 619-857-1847



**Sale-'37 motor & trans-** \$200. '37 motor w/'36 heads-\$500. '40-'41 Motor-\$500. '46-'48 motor-\$550. '46-'48 block (cleaned, Magnifluxed, -no cracks- bored 0.060-\$850-. '36 black fiberglass fender skirts- \$125 OBO. email [kikowal@cox.net](mailto:kikowal@cox.net) or 858-486-5317. Jon in Poway.

**Sale- '48 V8 Flathead** Complete good running motor on stand for demo. Dual Carbs, race heads, alt, starter,etc. & Trans.\$3,500. Complete Front end, Rear end, \$500 ea. Set new 15" tires on chrome rims, \$400. 619-461-9048 Bob

**Sale-'31 Headlights.** 6V Seal Beam. Jeff 619-890-3845

**Sale '09 Moto Guzzi V7 Classic.** Only 85 actual miles. Still new. \$7,500 or trade for classic car. 619-851-8927



**Wanted- '37 1/2 ton PU truck grill.** Bob Symonds 619-264-1584

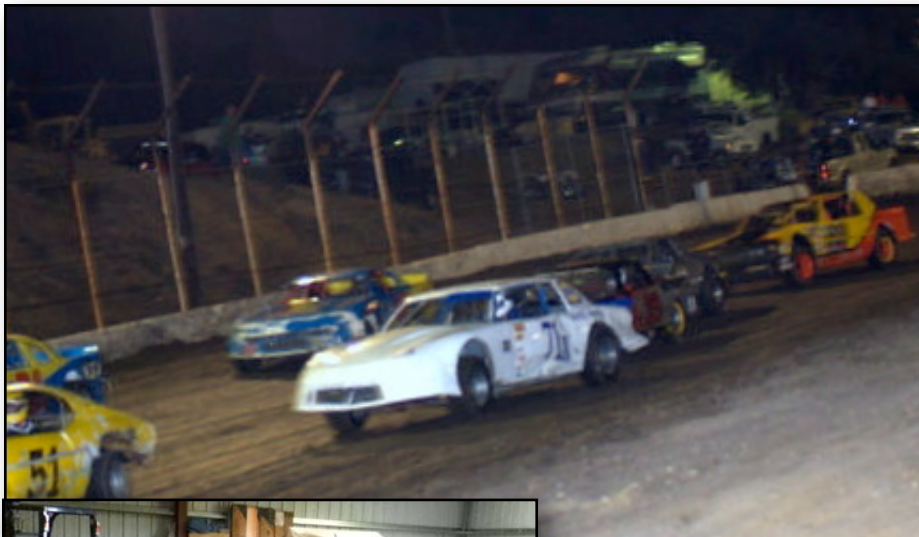
**Wanted- 1940-48 ford flathead** in excellent shape.[dalemilks@verizon.net](mailto:dalemilks@verizon.net) 760 963 4915 Dale Ruisch

**Wanted-Tail lights** for 46 ford and front signal lights for 46 ford. **Sale:** All stainless for 47 Ford.-Dennis 619-593-0109

**Sale.'35 Ford 16" rims. Set of six.** Factory spokes in good cond. Sandblasted. Holes not elongated. \$300 for set. '32-'34 Front axle \$50. '41 Front axle \$50. Sam 760-746-8085.

**Wanted-'36-39 window regulator.** 68-742700A. Tore Olsen- [r.tore@gmail.com](mailto:r.tore@gmail.com)





## Roger's Righteous Revenge.

Roger Kerr and his son Tommy, have built a race car and Tommy got his first taste of the track at Barona a couple of weeks ago. And even though the race officials marked his car with a rookie driver ribbon, one guy decided to take the 24 car out of the race by sideswiping him off the track. Well, as you might expect, that didn't go over well with Roger. He & Tommy used the next three weeks to rebuild the 24 car with a fresh motor from Ray Brock and new suspension from Mark Norris. They left the body damage pretty much intact, but changed the driver to you know who. At

the race the same jerk was on the track and tried a blocking maneuver on Roger - Roger gunned the rebuilt 24 car catching the guy's left rear corner, spinning him until he flipped. Flags flew and words were exchanged. Basically the guy griped he didn't have the money to rebuild his car every week and Roger let him know that he did and would until the guy learned how to race fair. That ended it - the guy apologized, they shook hands and on the way home Tommy Said, "I'm proud of you, Dad..." From son to dad, that's saying a lot.--TS

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



"The 3:10 should be through any minute..."

Sept/11