

THE FAN

DEDICATED TO THE RESTORATION & PRESERVATION OF 1922-1953 FORD MOTOR CAR COMPANY VEHICLES



Ice Cream Social and UCSD Tour.

As usual Tour Directors Jim and Diane showed up with everything...tents chairs, provisions, sunburn protection, and the all important ice cream.

Our group, known as the Dirty Dozen, proceeded to the Glider Port with only a few wrong turns. The weather at the cliffs was gorgeous and breezes for uplift and flying... perfect. A beautiful place to spend a couple of hours with more Ice Cream than we could handle. After lunch Jim and Diane left for an afternoon appointment and the rest of us boarded a tour bus for a enlightening campus tour of the six campuses spread across the thousands of acres of bluffs and canyons that used to be Camp Mathews Marine Base. Pat, an instructor on #2 Campus, Muir College, is also a Tour Director on the weekends. She has lived and taught here for 40 years. She's seen the place transformed from small and contained to huge and sprawling. Seems smart people attract smart people. Among the highlights was the Cental library - an architects dream come true. It rises in a futuristic tower some 6 stories. Six years after completion, expansion was needed, but no know one dared touch the tower. Instead a gigantic hole acres wide was dug under and around the main building, creating a modern underground extention of library capabilities without disturbing the surrounding forest of Eucaliptus. It's amazing. So much to see: The 5,000 foot Snake Walk, The tiny house dangling over the main campus mall. More stuff to see on our next trip. —TS





If you missed the August members meeting you missed a great one! After the usual business stuff the program started with a slide show put together by Tim Shortt that showed pictures of Jack Clegg, Ray Brock and Carl Atkinson racing at Balboa Park in the 50s, 60s and 70s. They recounted tales of their cars, the track and their spills and chills. Carl even brought in a number of his trophies from back in the day. That was followed by a short video of racing days at Balboa, great fun! I want to thank Jack, Ray, Carl and Bill Dorr, Tim and Tim's daughter Suzy for putting it all together.

I wasn't able to attend the Ice Cream Social and tour of the San Diego Gliderport and UCSD. I understand a great time was had by all once they figured out the 'Alternate Facts' in Jim Thomas' directions!

Rick Carlton and I wanted to tell the group how proud we were with the turnout for the Hillcrest Auto Show. We brought it with 13 beautiful cars, lots of members and I think we blew away the membership of the Great Automobiles of Yesteryear Car Club with our showing. The weather was just about perfect as was the company.

The September members' meeting is at the regular time and place. **Our October meeting is at the El Cajon Cruise Night and will include Pizza and drinks.**

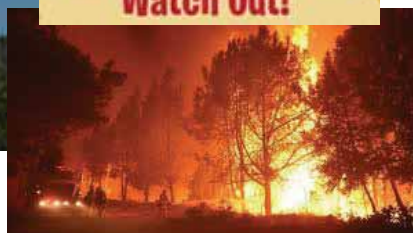
IMPORTANT: our November meeting will be on November 15 (to avoid the Thanksgiving Holiday) at the Auto Museum and our main focus will be honoring our main Big 3 contributors. The celebration includes an Italian dinner with all the fixings including beer and wine. I hope you all can make this special event.

Mark your calendar for the Edelbrock tour on Thursday, October 18 starting from Macy's East parking lot at 8am.

Be sure to keep the shiny side up and the rubber side down! —Mike



Heat still on all over California...



**Jim Thomas won 50/50!
I'm sure, he'll tell IRS...*

**Wear Your Name Tag--
Sept pot is \$50 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!**

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

No winner for name Tag drawing-Sept now worth \$50 Bucks



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:

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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.

**AT MY AGE, ROLLING OUT
OF BED IN THE MORNING
IS THE EASY PART.**

**GETTING OFF THE FLOOR
IS A WHOLE OTHER STORY.**

**1950s, 60s and 70s
Balboa Stadium**

At the Races with Jack Clegg Ray Brock and Carl Atkinson

Aug 15 General Meeting: Prez Mike went through some Balboa Stadium history, added some personal history of the Imperial Valley drag races he remembered—and introduced Jack, 89, Ray, 82, and Carl, 92 = 262 Years of racing knowhow from San Diego.

Tim said a few words about how interesting the interviews with the Three Amigos were and how these guys represented a whole way of life for race-crazy guys of that period - no money, plenty of cheap cars, trophy girls and the need for speed.

We fired up the show and as the slides rolled by, Tim ID'd the guys as they were 65 years ago. And noted all the flips, sideswipes and rollovers Jack Clegg did in that number six car (Good thing he didn't have to pay for all the fences he wrecked)

Plenty of laughs and much interest from the crowd. (Joe Vidali showed up in a full race suit and helmet.)

Ray grabbed the mike first, gave his history, Jack did the same, and Carl -the same. They all amazed everyone with detailed memories, team wins, times, records and how the cars they built were often rebuilt after every race.

Many questions, and much appreciation by the masses — those 30+ members that were lucky to bear witness...

—Thanks Bill Dorr, Tim Shortt & Tim's daughter, Suzy Hawes for slide and video show



Jack



Jack



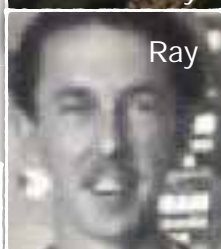
Ray



Jack



Jack



Ray



Carl



Carl



Tours & Things to Come

Sat. Sept. 15th. Gillespie Field.

Michael Brandon's friend has a large hanger in which he has many collectables, authentic restored bar and a theater. Also a plane and a collection of vintage automotive and aeronautical signage.

We will rally at Parkway Plaza in El Cajon and leave at 9:30 am.

Think this will be a good tour.

Wed, Oct 17 General Meeting

Will be at Cajon Cruise night. Pizza served.

Thurs Oct 18 Tour Edlebrock

Manufacturing, Hemmit

Ray Brock in charge. 8am depart Macy's MV.

RSVP 619-990-9390-

November Tour: 'Only Yesterday'

Museum featuring WW II and Vietnam War collectables, and exotic cars. This guy has the only remaining original plans for the D-Day invasion and the Smithsonian wants to get there hands on them. Details later.

Barabara Martin reports

The Christmas Party is on

SUN, Dec 9, 2018.

Mark your calendars!

September Anniversaries

9/19 Frank & Loyce Swedberg

9/22 Jim & Ella Carnahan

9/25 Joseph & Lynn Silva

9/29 Tom & Chris Cook

September Birthdays

9/01 Maryellen Huhn

9/03 Tore Olsen

9/04 Rhea McGehee

9/07 Liz Brown

9/10 Judith Spaid

9/14 Greg Murrell

9/16 Kathy Shedd

9/17 Lynn Crawford

9/20 Gary Walcher

9/20 Dottie Fritz

9/20 Jake Murrell

9/22 Jody Andersen

9/24 Jim Hurlburt

9/25 Joseph Silva

9/29 Cindy Hallsted

Membership

Paula reports 109.

Sunshine Judy reports-her cold is better.

Fred Meyers not feeling well.

Carl Atkinson, feeling fine, reports his torched '40 Buick, now has new 350 Motor installed. And he took over the 50/50, awarding Jim Thomas \$35 for his winning ticket.

Bill Lewis' Grand Daughter pulled the 'Name Tag ticket', but winner was not present.

SAN DIEGO EARLY FORD V8 CLUB

GENERAL MEETING MINUTES - AUG. 15, 2018

PRESIDENT: Mike Peterman opened the meeting at 7:05 p.m.

GUESTS: Walter Anderson introduced his friend Rich, and Bill Lewis introduced his granddaughter, Nicole, from Texas.

PRESIDENTS REPORT: Mike recounted his experiences in moving to his new home and immediately being evacuated because of the wild fire.

V.P. REPORT: No report, Bill Dorr was absent.

SECRETARY'S REPORT: The minutes for the July General Meeting were published in the FAN and they were accepted without any needed corrections and approved.

TREASURER'S REPORT: Ken Burke reported up to date expenditures and balances. The report was accepted and approved.

MEMBERSHIP REPORT: No report given.

SUNSHINE REPORT: Dan Prager reported that Fred Meyers is a little under the weather.

FAN EDITOR: Tim Shortt stated that the FAN is coming along just fine and gave a brief recap on the Ice Cream Social and UCSD campass tour.

TOURS: Jim Thomas also commented on the Ice Cream Social and the up-coming tour next month to Gillespie Field, Sept. 15th. Rick Carlton reminded everyone of the Hillcrest Car Show this Saturday, Aug. 18th. He also talked about a gift to the club of eleven VHF tapes.

CAR CLUB COUNCIL: Bill Lewis thanked the club for the \$100 gift to the museum.

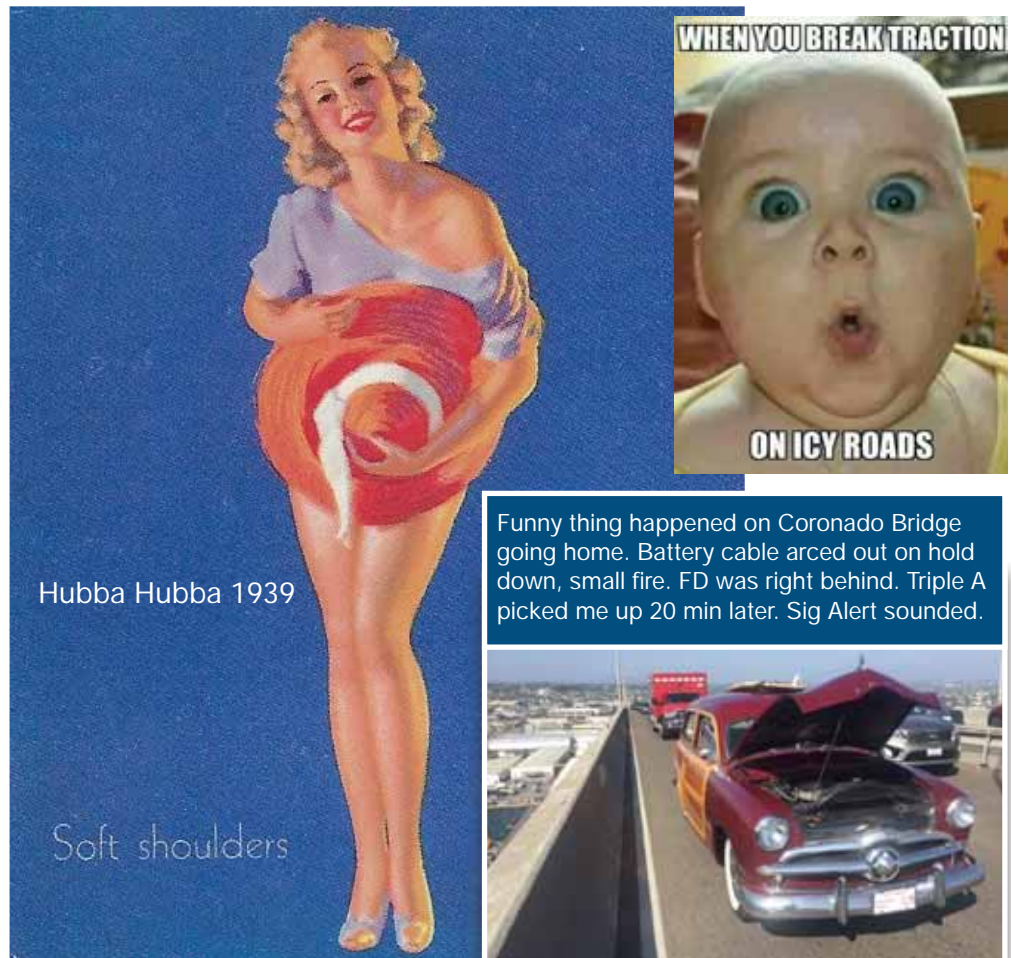
PROGRAM: Ray Brock, Jack Clegg, and Carl Atkinson each told stories about early racing at Balboa Stadium, Gillespie Field and some other southern California tracks. We were treated to a slide show and a 3 1/2 minute video of Jalopy Racing.

OLD BUSINESS: No old business. **NEW BUSINESS:** No new business. **MISC:** None

50/50: Drawing was won by Jim Thomas. **NAME TAG DRAWING:** No winner

MEETING was adjourned at 8:30 p.m.

Respectfully submitted by second string Secretary, Bob Hargrave



Hubba Hubba 1939

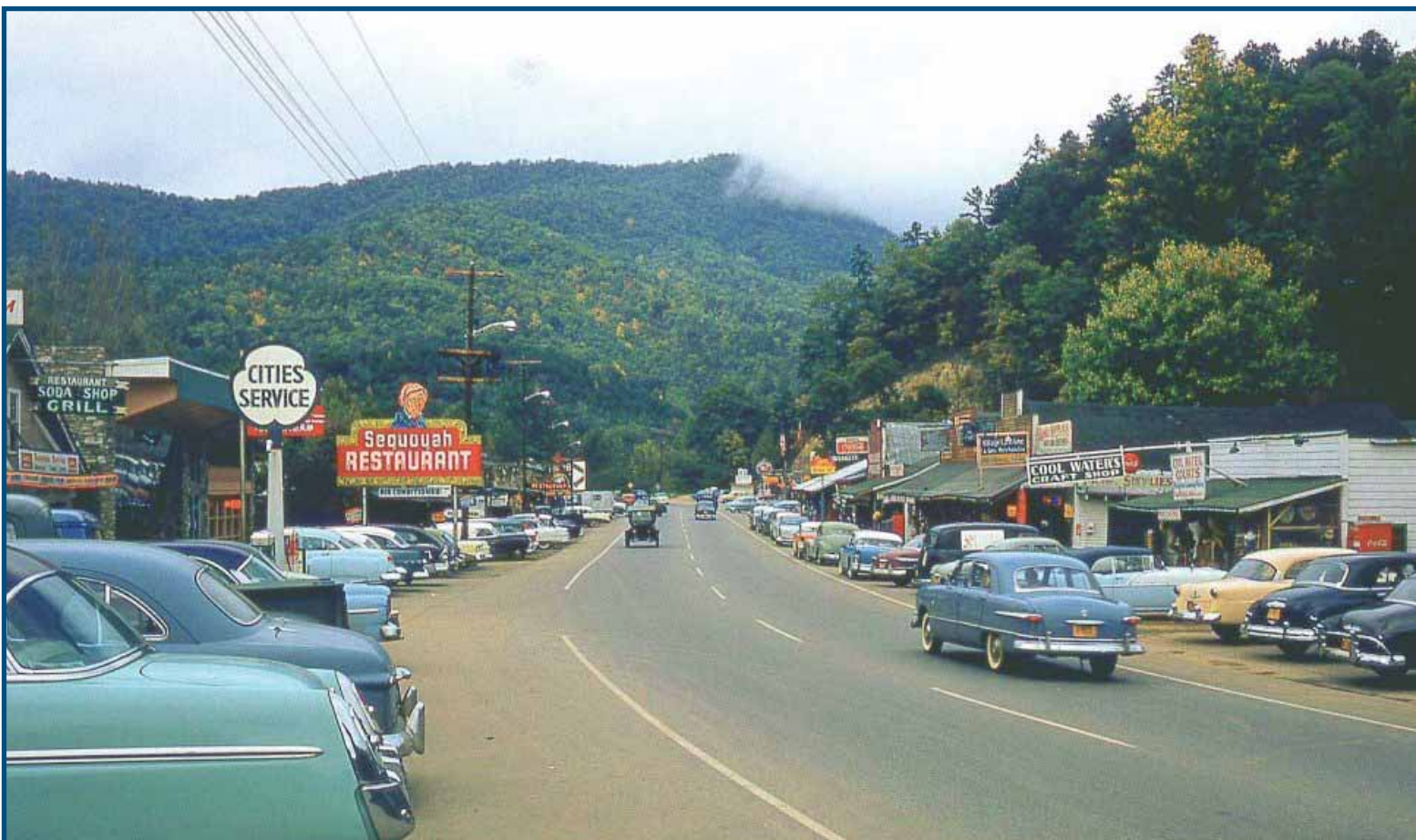
Soft shoulders

Funny thing happened on Coronado Bridge going home. Battery cable arced out on hold down, small fire. FD was right behind. Triple A picked me up 20 min later. Sig Alert sounded.



Jeff and Eric Fredette have been rallying for many years in their 1933 Ford pickup. This year, he led the field for several days of competition, but had a rough scoring day on 8th day of competition. It allowed John and Scott Hudson to jump into the lead, leaving the Fredettes with a tough deficit on the final day of competition. The father and son team hit their marks on Day 9 of the Great Race, and the reward was their first Great Race Grand Championship. This expert level team has been in the hunt for several years, but they finally sealed the deal on Sunday, July 1st, 2018 with the overall win. Along with bragging rights and "the bird" trophy, this victory rewarded them with \$50,000, plus additional cash prizes for daily wins. Congratulations to the Illinois-based team for a job well done. -Hemmings/ Coker Tires





Cherokee, North Carolina, 1956

What do you see here?

Among the '56 models on the left I see the two-tone blue Mercury, a white over turquoise Pontiac Chieftain this side of a '55 Roadmaster, a yellow and olive Chevy this side of a '55 Pontiac Star Chief 4-door HT and way down the line, a green and white Chevy sedan. Up front, past the green '52 or '53 Mercury I think is a '50 Ford, the last year with exposed trunk hinges...noting the blue '51 Ford on the road without them. A sharp '56 Pontiac convertible on the right and farther down, we can see the differences between a white over blue '55 and a red and white '56 Buick. Just beyond that the rear view of a '55 New Yorker...and, headed our way...a Model T.



Let's talk Price



**Lowest delivered price
for any car with more
than four cylinders**

**FORD '60
COUPE
'584**

You want Ford when it's hot!
They always have been - and will be. But it's what you get for what you pay that makes Ford prices so exciting.

Take experience. Ford's delivered prices include - without extra charge - many dollars' worth of equipment.

Look at materials. The better made, the more you can see at any price than you can in the Ford V-8. And Ford cars are built to the highest standards of quality known to mass production.

Working in the field. In the field, every owner has to prove it. It's not just a car, it's a partner. And Ford cars are built to last.

Ford gives you the V-8 engine - the

memory of small cylinders. To get a V-8 engine in your car, you have to pay for more than the four cylinders. And that's also true of the improved horsepower and torque of the V-8 engine.

In the personalized design of the 1960 Ford, you have experienced style leadership in the American car industry. And that's also true of the Ford V-8.

All these things add up to a big price - and that means lower price. In

the field, you can see it in the Ford V-8.

See how Ford makes the best use of

FORD V-8

HILLCREST

CAR SHOW



Heckova turnout—13 V8 cars and 26 members all found shade and settled into an old fashion neighborhood car show- Plenty of car talk and friendly folks hanging out. —Aug 18



Something about the sign in the distance and the pink car got everyone smiling...



Page 8

Foundation News

July-Aug 2018

The ROTUNDAS of SAN DIEGO

by Scott Jenkins, Editor of the Puget Sounds Newsletter

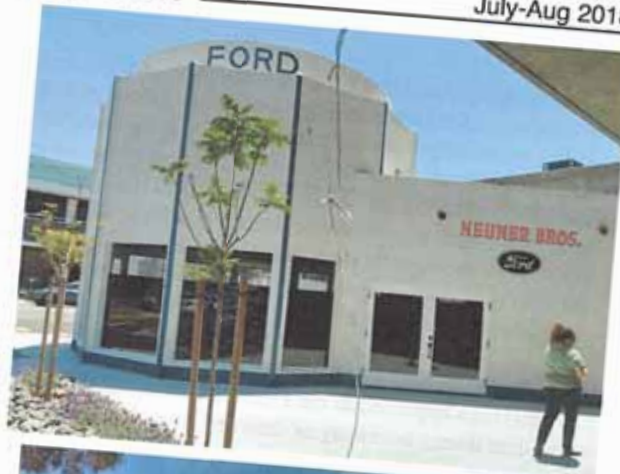
While on a trip to my home town of San Diego, I came upon this mini Ford Rotunda, which is a copy of a 1935 Ford dealership, which is a copy of the Ford building in Balboa Park, which is a copy of the original Ford Rotunda built in 1934.

The Neuner Brothers Ford Dealership mini Ford Rotunda, was built in 1935 at 1101 Fort Stockton Drive in San Diego. The original Neuner Brothers Ford Dealership mini Rotunda could not be saved, so they built a new one that will become a restaurant.

This Rotunda in Balboa Park, San Diego (right) was built for the 1935 California Pacific International Exposition, it is currently the San Diego Air & Space Museum. Photo below it shows its V-8 fountain.

Some observations of the Rotunda: Looks like an automobile gear; 1st one built for the 1934 Chicago World's Fair, then moved to Dearborn, Michigan in 1935; Rotunda oil filters are in the shape of the building; Ford made some tools with the Rotunda name; there are several copies around including: Drew Ford dealership in La Mesa, CA, built in 1967 (below); The Ford Wonder Rotunda, built for the 1964-1965 New York World's Fair; and now, the Early Ford V-8 Foundation Museum in Auburn, Indiana with their rendition.

Below, the Drew Ford dealership in La Mesa, CA, built in 1967. (Now Penske Ford). Patterned after the NY '64 World's Fair Ford Pavilion shown below it.



The Early Ford V-8 Foundation Museum's rendering of the Ford Rotunda, now under construction in Auburn, IN



V8 TOUR BECOMES AN ADVENTURE!!

All started well Wednesday morning, July 25th. Some attendees had driven up to Idyllwild a day early to enjoy this little mountain town. At about noon that day we stopped at Costco to pick up the birthday cake we had ordered to celebrate the July birthdays of Letrice Davis, Bonnie Bell, and Cal Westra. A big pot luck hors d'oeuvre party was planned. At about the time we prepared to check out we received a call from Ted Thompson informing us that severe fires had erupted in the mountains around Idyllwild, and that Highway 74 out of Hemet was closed. Plan B would be to drive out to Banning and take Hwy 243 up the mountain. As we headed north out of Temecula Janet was on the phone back and forth with Ted and also Roger Bell, who were already up there. I was driving as fast as I could. Alas, Hwy 243 was also closed as we drove, only allowing traffic trying to leave Idyllwild to use it - no incoming traffic. At that point we made a U-turn and headed back to Fallbrook, and Janet passed the word as best she could that the party would be relocated to our home. As it turned out, Ken and Merleen Magers and Roger and Bonnie Bell made it to our place and the the Westra's, Thompsons, Hurlburts, Davis', and James' headed home. The beautiful birthday cake was divided up among the Harris', Bells. and Magers, with a huge portion given to the Magers to donate to their church. Hopefully it was savored by the church members! A PS: It was later reported that the fire was intentionally set by a man who threw a lighted flare out of his car window as he drove in the vicinity of Mountain Center on Hwy 74. GO FIGURE!

—JAY AND JANET HARRIS

CAL WESTRA HAD HIS OWN ADVENTURE!

Our drive up HWY 74 leaving Hemet was uneventful. With the Thompson's behind us in their '36, we proudly drove our 1950 "Annie" up the hill, a little worried about both the heat inside our Early Ford's and the heat under the hood. But we were excited about spending a few days away from the heat of the valley. On arrival we greeted Bob & Letrice Davis as they had driven up the day before for a quiet evening themselves. We started our troll around the town with some shopping and then into the Bake n Brew. Skipped the Bake part and looked into the Brew side of the newly opened tap room, where we sat down to enjoy a cold one or two. The owner was behind the bar and during our conversations you could see a concern growing over his face. It wasn't until his wife (she is the Bake side of the place) and told us of the newly started fire and left to evacuate their home. We listened to the Cal Fire scanner and you could hear the concern of those on the front lines. Roads were closing quickly. Having no further need to distract the attention that the town folks needed, we too made the decision to evacuate. That decision was reinforced when the electrical power was turned off to the entire town. Dory had just made an ice run to the local grocery store and also came back with some surprise ice cream. Her sacrifice of consumption was joined as we all grabbed spoons. Our only road for evacuation was down to Banning. No way to rush as we were in a long line of vehicles. Several fire crews and school busses passed headed up. We later heard that several school camps were open in Idyllwild, we could only pray that they would be safe. The heat of the valley (109 per Bob's dash board) was grinding on us in the car however, our V8's kept on running. When home it was time to re- digest what had transpired and cook the steaks that made the round trip with us. Ted & Dory Thompson and Bob & Letrice Davis were there to help. The wine that also survived the trip enhanced our dining experience.

—AUGUST, 2018 www.valvechatter.org



CALIFORNIA WILDFIRES



Ahead of a retrospective show in 2015, Robert Williams told the Los Angeles Times that he's no fan of "lowbrow" or the stuffier "pop surrealism" terms that have often described his work. Instead, he said, he prefers "feral art" because the art has "had to raise itself out in the wilderness." Which is not to say that his art hasn't more recently found its way out of the wilderness, a journey punctuated by the NHRA Motorsports Museum's upcoming event celebrating the hot-rod artist. Though born in Albuquerque, New Mexico, Williams, now 75, spent plenty of time during his childhood at his father's drive-in in Montgomery, Alabama, where he studied the hot rods that showed up. His study of art didn't come until years later — after a period of juvenile delinquency, racing, and brawling in Albuquerque — when he took art classes at Los Angeles City College and the Chouinard Art Institute, and discovered that his illustrator style of artwork clashed

with contemporary trends toward expressionism and abstract art.

He quit those classes to pursue work as an illustrator taking pretty much whatever job the employment agency threw at him when, in 1965, the agency offered him a gig as an art director for [Ed Roth](#).

"Could this have been an act of divine providence?" Williams wrote in the foreword to Pat Ganahl's [Ed 'Big Daddy' Roth: His Life, Times, Cars, and Art](#). "In that instant I grabbed the phone and accepted the job."

Williams said his primary job at Roth's studio "was to come up with sheer imagination," and he participated in the creation of several [Roth cars](#). He also handled the artwork for Roth studios, which not long after became "extremely graphic and sometimes violent," Ganahl wrote. Regardless, he remained with Roth until the studio folded in 1969.

While constantly referenced the pulpy, violent, and fantastical aesthetic of comic books (that is, "Tales From the Crypt" comics rather than Superman comics) in his illustrations and in his oil paintings, he also frequently incorporated hot rods in his work as well, pulling inspiration both from the Montgomery drive-in and from his days of delinquency. "His canvases are, in effect, like pages from a comic book with all the panels removed," [The Guardian](#) wrote ahead of the same show the [Los Angeles Times](#) wrote about.

That comics-influenced approach formed the basis of his next venture, the Zap Comix collective formed with Robert Crumb and a number of other underground and anti-establishment artists. It wasn't until the 1980s, however, with the ascendancy of punk rock and underground 'zines, that his artwork began to find a wider audience beyond comics readers. He began to place some of his work in galleries and published his first book, *The Lowbrow Art of Robt.*

Williams, the title of which gave rise to that catch-all descriptor for subversive and anti-social fringe art. He built on that success in 1994 when he founded Juxtapoz magazine.

Throughout it all, he remained dedicated to hot rods. Not the sanitized fairgrounds cruisers that began to appear in the mid-1970s with the street-rod movement, but the dirty and cheap stripped-down racers that featured prominently in his youth and in his artwork. Greg Sharp, curator of the [NHRA Motorsports Museum](#), has called Williams' primed 1932 Ford coupe "the first rat rod."

Most of the hot-rodding world, however, didn't get its introduction to Williams until Gray Baskerville [sat down with the artist for a profile](#) in the December 1998 issue of *Hot Rod*.

NHRA Museum to fete hot rod artist Robert Williams

[Daniel Strohl](#)-Images courtesy Wally Parks NHRA Motorsports Museum.



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

**Next Meeting : Wed, Sept 19, 2018,-
Auto Museum, Balboa Park**

Ford V8 Swap Corner...

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

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

'39 Deluxe Coupe. Good shape, runs good. Fresh interior and more. In storage. \$22,500. **Also several Large Metal signs and gas pumps Dixie 619-677-8922**

'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

'59 Edsel Ranger. All original, green & white, 4 dr, Needs TLC. \$1900-Cheap. **Rick 619-512-7058**

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

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

'37 Fordor. Good shape. New V8 60 Motor, radiator & everything else under hood. Solid body, good interior, WWW tires. Runs & drives great. \$29,900-OBO **619-829-1678**



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Side-mounts, Luggage Rack. Runs great. \$92k OBO. **Dixie, 619-677-8922**



'35 Ford Pumper Fire Truck. 21 Stud Orig Flathead. Runs, needs TLC. Body, paint, Lyle Fisk gold leaf pin striping all good. \$15k OBO-Rick Carlton 619-512-7058



'32 Tudor. ready to go hot rod. Real Nice Car. \$28k.Or close offer **Tom Cook 619-200-8114**



'36 Coupe Hot Rod- Proven Tour Car. Best Offer. Extra set new running Boards \$400. **Tom Cook 619-200-8114**

Wanted: '49-'51 Ford Tudor Basket Case.



'48 Ford Deluxe Bus Coupe. New motor. Everything else NOS. \$16,500 OBO Norm Burke 619-462-8956

'37 Ford —Good Gas Tank, Radiator, Front Seat, Box of extra V8 stuff-Take All for \$300. -Joe Silva 619-224-2645

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

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



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

'37 Ford Tudor Fastback, All Steel Hot Rod. Beautiful. **Karen Renberg 619-413-5054**

50 ford flathead V8 engine equipped with rebuilt 5speed trans. Also included: new water pumps, radiator, MSD ignition, 12v coil, ceramic coated headers new plugs and plug wires. The engine has good compression, no oil leaks or smoke. I drove the car from San Diego to Colorado with no problems. I have paperwork on the transmission. I'm asking \$2,900 OBO for everything. **Call 619 339 0902**

First WHATABURGER Opened 1950 in Corpus Christt, Texas





The famous
HOLLYWOOD sign
we are all familiar with
originally said,
“HOLLYWOODLAND.”

The last four letters were
removed in 1949.

Sept/18



1947
San Diego's
Finest had
quite a
collection of
dependable
ready-to-go
Ford Patrol
Cars .

