

Ray Brock put together a V8 Day Tour that was both fun and interesting.

He made sure the weather was perfect for the ride all over the back country of narrow roads, over the rolling mountains and beautiful meadows.

About half way to Ramona we met up with V8 and Model A folks at an arranged meeting spot. Ray had called ahead as we were approaching the group. they all pulled out , joining us. _____ One of the

group heard there was a traffic jam ahead on our path, so he knew another way and we all followed his advice, Lucky we did, as the Traffic problem would have been about a hour delay, so we missed it all together and arrived on time at the Camel Dairy.

The Dairy was our first stop. It's about 25 miles east of Ramona. We pulled into the farm and were met by smiling Nancy, she and her husband own the place. She led us to parking and introduced herself while fitting a portable mike around her neck and telling jokes about her own clumsiness.

The 120 acre farm has a long history and is in very good condition. Nancy really enjoys teaching groups, adults and kids, all about the Sheep, Birds and Camels that live on the farm. Once she took over, we spent about 2 hours, first hearing all about her background of her traveling show with big birds trained to perform. And about meeting her husband on the road, She was very good at ad-libbing and spontaneous jokes. She showed us big birds first, Cockatiels-Parrot style Birds, but much bigger, who have a voice you can hear in Milwaukee. Then a short walk to a fence where a herd of young sheep were happily ready to eat out of our hands. Nancy and husband raise sheep to sell.

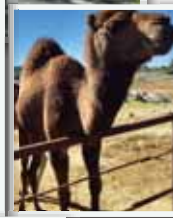
Finally to the Camels.

In the Zoo, Camels have a reputation for spitting on people. Well, they learned that from daily abuse the Humans gave them They are born to be good neighbors. And are easily taught good manners. Our guide spent time petting the Camels she was talking about. We all had a chance to pet and feed apples to the ones that gathered at the fence. She has a name for each Camel and they come running when she talks with them. Those tall furry guys with the hump that you see in the movies actually have personalities. We asked

about the hump... turns out that's where they store Fat, Camels are very strong. They can walk 10 hours in 135 degree heat, carrying a big load, Rest for the night and do the same over and over for a week,

We left the Camels for lunch a half hour late. But it was OK at the Kountry Kitchen in Ramona..They held our Tables & had plenty of food. ---

NEXT STOP-
Kumeyaay Tribe Museum
Pg 5





PREZ SEZ
Joe Valentino

**Announcing the 2024
All Ford Picnic!!
Circle the date on your
calendar!**

**SUNDAY, MAY 5th, 2024,
08:00AM – 2:00PM.
Santee Lakes Park (9310
Fanita Parkway, Santee CA 92071)
Gazebo #1**

The event will be at the same location as last year. The reservation has been confirmed and paid; the planning has started!

If you haven't been to this location, it is a perfect spot to meet other Ford owners in a park setting beside a beautiful lake.

It will be another Great All Ford Picnic, Great Cars, Great People, Great Food, Raffle Prizes, 50/50 Raffle and who knows what else!

This email is advance notice so that you can circle the date on your calendar. If you received this email from me, you will be receiving more information regarding the event as details are worked out.

If you have any questions, give me a call.

Volunteers will be needed in several areas; Barbeque cooks and servers (You can put together a team!), Parking assistants, set up and clean up, Raffle Table executives, and more. Please call me if you would like to help.

——-Joe Valentino
(619) 300-4280

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- Monthly- Car Club Council**
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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. Photos & article submissions are welcome, Please send materials to Ford Fan % Tim Shortt at 1211 5th st, Coronado, Ca 92118. The Ford Fan of the Early Ford V8 Club to use materials provided The Ford Fan is credited as the source. Send Change of address to Paula Pifer Membership Chair. 3558 Bentley Dr. Spring Valley, Ca 91977



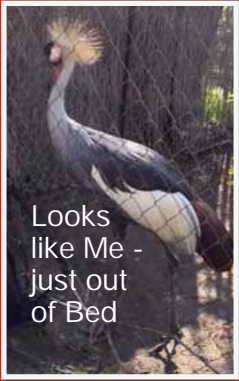
Rare footage of my parents on their way to school

V8
Bdays
2/21
Annette
Castaned
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V8 Feb
Annivers
aries
2/04Jose
& Vivian
Serrano

Club Anniversaries #of years in Club

Mike & Lois Pierson 41 yrs
Dave & Maryellen Huhn 26 yrs
Tim & Sandy Shortt 21 yrs
Dennis Bailey 19 yrs
Candaus Greene 13 yrs
Bill & Sue Houlihan 12 yrs
David & Mary Cuzick 6 yrs
Cal & Cheryl Westra 5 yrs
Jerry Adams&Brenda Mullen 2 yrs



Looks like Me - just out of Bed

**San Diego Early Ford VB Club
General Meeting Minutes,
Jan 17, 2024**

The meeting began at 10:00 a.m. with President Joe Valentino leading the flag salute.

Presidents report: Joe provided an update for several upcoming issues: Christmas party went well. The Same venue is available at the same price for 2024. No action taken. Thanks to those who helped. Thanks to Ray Brock for the January road tour to the camel farm and Indian museum. Please pay your club dues. The All-Ford picnic is on for May 4th. Volunteers and raffle items are needed. Tim Shortt still has the hard luck trophy.

Vice Presidents report: Thanks to those who drove EFV8's on January road tour.

Secretary report: The Christmas party was the December meeting. No minutes were taken. The minutes from the November general meeting were published in the Fan. They were accepted and approved.

Treasurer report: Ken read the financials; they were accepted and approved.

Membership: Paula reported several members have not paid their annual local dues.

Sunshine report: Judy reports no known health issues.

Fan editor report: Tim reports, "everything is coming along just fine."

Accessories: Rick reported that the club received a check for \$100 for posting a towing company's advertisement on our website. He made an inventory report of 18 polo shirts, 18 hats, 3 t-shirts, and 7 license plate toppers.

Car Club Council: Paul reports car show season kickoff on Sunday the 21st at the Broken Yolk Café in Santee, GNRS 1st weekend in February, show coming up at Kearny High School, Santee swap meet has moved to North Island Credit Union, Good Guys first weekend in April, several fliers are available. Go to the San Diego Association of Car Clubs website for more information.

Historian: Susan read the article about the February 2015 chicken farm tour.

Tours: Ray collected an excess of \$155 for the camel farm tour which was donated to the Ollie Smith Fund. A February 24 Hawk tour is planned.

Programs: Joe played a video featuring the life story of Hellé Nice, a former stripper turned race car driver and known as the Bugatti Queen. The story had a sad ending with Hellé being accused, with no apparent evidence, of being a Nazi collaborator during WWII. After the war she died in poverty.

Old business: none

New business: Paula reported that we used to have an ice cream social and volunteered to put together another one sometime.

Name tag drawing: No winner.

50/50 drawing: Bill Lewis won \$65.

Meeting Adjourned: 11:30 a.m. Minutes submitted by Brad Nelson.



Get Up- Time for Breakfast!





V8 Treasurer and Lemon Grove Lions Club President Ken Burke featured...

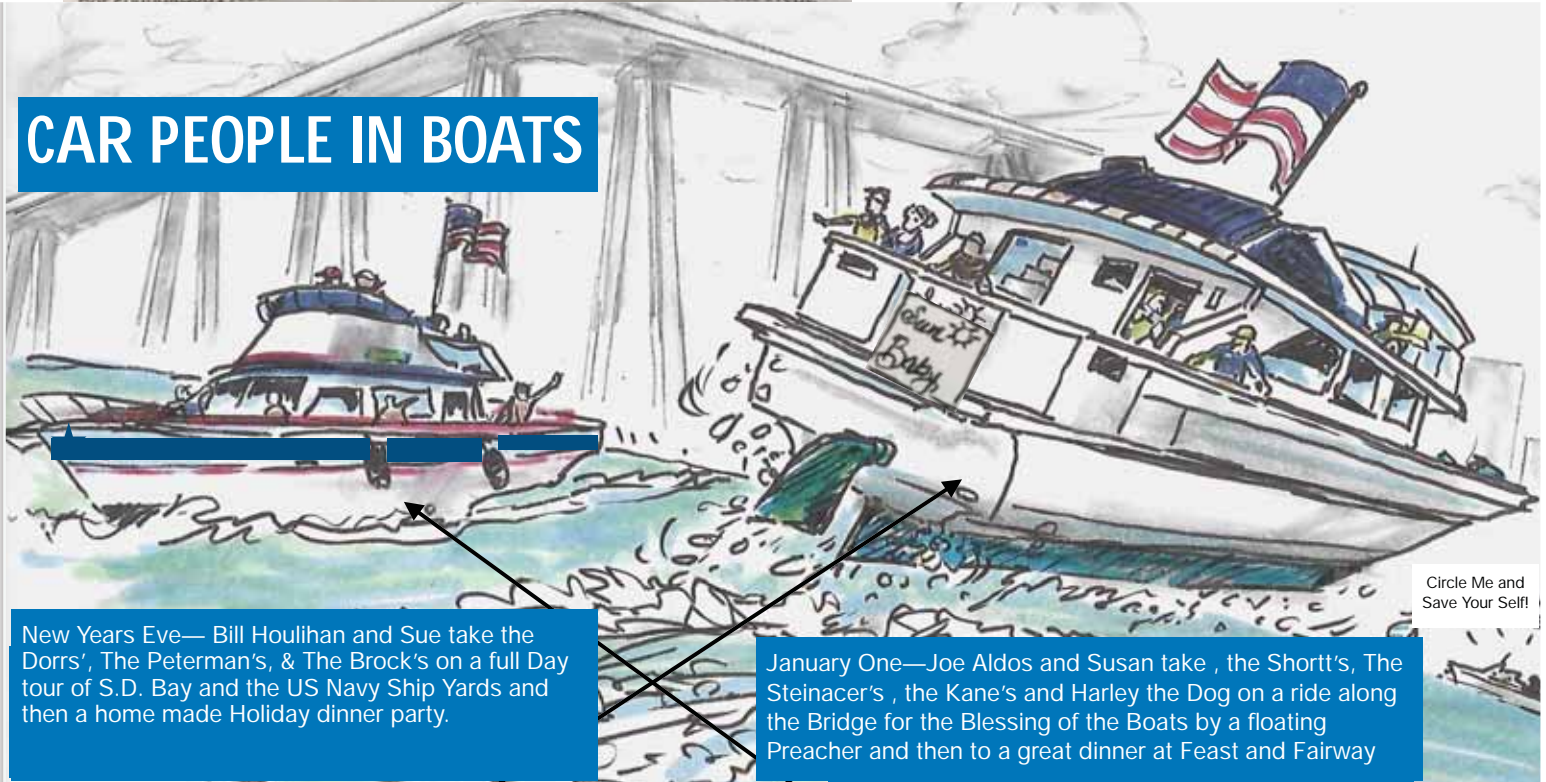
V8 Treasurer and Lemon Grove Lions Club President Ken Burke featured in Union Tribune. story about Fundraising event featuring Corn Hole competition held at Santee Brewery. Event to benefit Warrior Foundation Freedom Station.

The article shared the paper with stories like finding a 7 foot long Prehistoric Tusk in a mine in North Dakota,

122 Fishermen rescued from floating iceberg in Lake Michigan.

Illegal Fireworks show in Huntington Beach, and the Obituaries featuring local dead

CAR PEOPLE IN BOATS



New Years Eve— Bill Houlihan and Sue take the Dorrs', The Peterman's, & The Brock's on a full Day tour of S.D. Bay and the US Navy Ship Yards and then a home made Holiday dinner party.

January One—Joe Aldos and Susan take , the Shortt's, The Steinacer's , the Kane's and Harley the Dog on a ride along the Bridge for the Blessing of the Boats by a floating Preacher and then to a great dinner at Feast and Fairway

Circle Me and Save Your Self!



Kumeyaay Tribe Museum



The Kumeyaay Tribe, also known as Tipai-Ipai, or by their historical Spanish name Diegueno, is a tribe of indigenous peoples of the Americas who live at the northern border of Baja California in Mexico and the Southern border of California in the United States.

The tribe is still together and determined to stay a Tribe even when they move with the weather four times a year.

They honor the Stars and depend on them as guidance for time to plant, harvest and move..



This Retro Model T V8 Roadster Captures the Spirit of Salt Racing-

Brandan Gillogly



255 cu Flathead V8



You'll run into all sorts of interesting cars in Wendover during Bonneville Speed Week. Naturally, [there are race cars of every shape and size on the salt](#), but nearly as many [interesting hot rods show up in town](#), their drivers there to pay respect to the hallowed racing ground nearby. We spotted this eye-catching Track T at a Speed Week car show and had to wait in

line to talk to the car's caretaker, Benny Bennett, to get the story on the race-inspired ride.

In the early 2000s, members of the [Slo Poks Car Club](#), in Vancouver, Washington, helped fellow member and accomplished drag racer Nick Nicholson gather up the parts necessary to build the car. The concept was to create a

street-driving version of the race car that Nicholson would have loved to have campaigned in the late 1950s or early '60s, given the chance. The late land speed racer Bruce Geisler, a staple of Southern California Timing Association (SCTA) events for decades, was one of many who helped secure the right speed parts and decals to fit the late '50s vibe. Eventually, Nicholson retired from racing his other cars, and the roadster, which had been sitting for years, was difficult to climb into, anyway. Bennett told Nicholson that he'd relish the opportunity to be the car's "caregiver" and ensured him it would stay true to his vision. Bennett, a 24-year member of the Slo Poks himself, took over that role in 2018. "I absolutely loved the car, the way it sits, how it looks," Bennett explains. He's not alone, as the roadster constantly had a group clustered around it in Wendover, admiring the details and asking questions. After purchasing the car, Bennett spent several months going through it and making it roadworthy.

Perhaps the roadster's biggest draw is what's under the hood. It wouldn't be strange to see a 255-cube flathead V-8 powering a salt racer of the era, but this vintage flathead goes above and beyond with its induction and its cooling. A crank-driven 4-71 blower is mounted on its side in the nose of the car, where you'd normally expect to find a radiator. Driven 1:1 off the crankshaft, the blower pulls air through two Stromberg carbs on the driver's side and pushes air and fuel out the passenger side and into a plenum that has two tubes, one feeding each cylinder bank of the V-8. The flathead uses an Isky cam and a set of ported Edelbrock heads to make better use of the booster.

—Continued next Page



Continued—

Of course, with no radiator up front, Nicholson had to get crafty with the cooling system. The V-8's water pumps are turned around to move water to the back of the car, where a trunk-mounted aluminum radiator kicks out the heat. From there, an electric pump pushes water forward to the engine. Even with 14 gallons of coolant in the system and a more modern radiator, the arrangement isn't perfect, but Bennett has modified it to be more effective than its original iteration, which was what led to the car sitting for so long before his acquisition.

Now that the bugs have been worked out, Bennett can drive the roadster, even in the Arizona heat of Lake Havasu City, where he has relocated since the purchase. In the summer, the car can reach 185 degrees. "It's pretty warm for a flathead," Bennett admits. "This one's been cooked a couple of times." When he takes the car out, its racy nature naturally has onlookers asking how fast it is, but Bennett isn't concerned with finding that answer. Rather, he's more interested in "holding onto a piece of my car brotherhood history." Besides that, the powerful flathead would probably get itself into overheating trouble if it were asked to go wide-open for miles at a time. "I don't drive it like I stole it," Bennett says. That doesn't mean that it's not fun, however. "It's very visceral and straightforward. Lots of feedback."

Passersby are naturally drawn to the engine, but Nicholson also put some ingenious engineering into the suspension. Both front and rear use torsion bars, pirated from a pair of Mopars. The torsion bars make for compact packaging and would have been cutting edge for the early '60s racer this car was built to embody. The torsion bar connects to the radius rods, and you can spot it in the photo above; it's the polished rectangular bar

Bennett says that the car was an expensive paperweight for a few years, that it puked out all its coolant on the mile-long drive to his home after he bought it, and that even after some tinkering and problem-solving, it can be temperamental. Still, he has no regrets. "I want to tell the story," Bennett says, and be a good steward while it's in his possession. "A lot of times, cars like this get sold and the mission is lost. Nick's goal was for people to look at the car and be

able to reminisce on that era of racing," says Bennett. It has succeeded in that regard. Although he's had offers to purchase the car, he's still enjoying being its caretaker, but eventually he hopes to pass it along to someone who shares the passion for preserving this homage to land speed racing's past. Until then, Bennett will keep [bringing the roadster to Speed Week](#), where he hopes to get out on the racing surface this year, get some salt in his teeth, and enjoy the car as it was meant to be.

Massive Crowds Gather For The First Woodstock, 1969



Woodstock 1969

The first Woodstock concert in 1969, officially known as the "Woodstock Music and Art Fair", was actually on a farm field in Bethel, NY, nearly 50 miles from Woodstock

Sandy and I owned a half finished Cabin near the town of Woodstock , just 90 miles from our real home Hastings on Hudson. We were in Woodstock that weekend, but the traffic reports were horrific. Driving to the Concert became impossible. Hundreds of cars were abandoned along the road and the die- hards walked the last 6 miles or piled on any vehicle that was able to move, including Police cars. At the time we owned a hard working '65 VW 17 window Bus with Pull-Back canvas top.-It was the family Jeep, wagon & lumber carrier for the new Cabin during construction. That thing would go anywhere.

Our 5 year old Daughter and 2 yr old Son loved that Bus. The Middle Seat was left home to make way for supplies and sleeping in the Bus. The kids liked the small space over the motor, known by us as the WAY BACK. And no seat belts back then.

We listened to the concert reports on the radio, including the Druggies and Rain storm reports .Sounded like a wild party, But not an event for a family..

A few months after the Concert we finished the cabin we were there nearly every weekend for the next 5 years. We had 3 wooded acres of our

own mixed with other cabins on the mountain side around us and a shared river and swimming pond with a waterfall and plenty of swimming room. And a river with miles of rapids for the riding was just 3 miles away,. I managed to work on my old Fords evenings during the work week because the weekends were all about Woodstock. But, I did find some vintage wrecking yards up there and bought much needed parts. It was about 2 years before I drove one of my old Fords up to the cabin.





Before the 1949 Ford, cars looked and were styled differently. But those were sober times, while the 1949 Ford came in an age when America was awakening from World War II as the undisputed leader of the world, and rapid social change and a sense of buoyancy came to define the age. Evidently, this was reflected in the design of the 1949 Ford, which was modern, revolutionary and more practical than previous models. Moreover, the different body styles, four-door sedan, two-door sedan, club coupe offered options for different consumer segments.

The Smart "Kids" That Saved Ford

Under Henry Ford II's guidance, the automotive company embarked on a new trajectory. Ford II understood that in order to succeed, he needed to revamp the company and restructure it completely. Unsurprisingly, Ford II came in not only with a new vision for the company but also a brand-new design and executive team. As such, he recruited some very talented youngsters, which came from the ranks of the Air Force. These people had top management and leadership experience, so they could lead the company out of crisis and bringing it back to profit.

Charles B. "Tex" Thornton led the veterans that were dubbed Ford's "Whiz Kids". Another famous team member was Robert

S. McNamara, which later became the president of Ford Motor Company, and then the United States Secretary of Defense, and in 1968, the President of the World Bank. Ben D. Mills, Arjay Miller, George Moore, W. R. Anderson, C. E. Bosworth, J. E. Lundy, Francis C. Reith and James O. Wright were also on the team. Needless to say that thanks to them, the business was saved, and Ford inaugurated the 1949 model, which became an instant success and emblem of the company's rebranding efforts.

The elderly Henry Ford had become a controversial figure with his anti-war and anti-union views, at a time when everything around him was changing fast. Despite his earlier successes, Ford was ready to retire and leave the helm of the company to the young Harry Bennett, his right-hand man. But Clara and Eleanor Ford had other plans for the company, so in 1945, the two Ford ladies got together to pressure the elderly Henry Ford to abandon his idea of bringing someone from outside the family to the helm of the company.

According to his wife and Edsel's widow, either Henry Ford would leave the leadership of the company to his grandson or Eleanor would auction her stake in the company. Evidently, the older Ford agreed, and the ladies got rid of Bennet and throned the younger, visionary Henry Ford II as the new leader of the company. This was a key moment for the American automotive company.

The 1949 Ford Broke Sales Records

It didn't take too long and Henry Ford II and his new team understood that the cars on the market were outdated, so they proposed a vehicle with an original design. This new car highlighted the company's aerodynamic efforts. Contrarily to the sizable vehicles that were on the road back then, Ford came out with a body style that looked lighter and more compact. The spinner-nose grille and fenders became some of the most iconic features of the vehicle, giving it a rebellious look. According to Motor Cities, News Week magazine even claimed "The new car was certainly, as advertised, Ford's most radical face-lifting since the Model A. It was definitely modern and definitely slinky".

Unsurprisingly, when Ford exhibited the vehicle at the Waldorf- Astoria Hotel in New York City on June 10, 1948, the public went crazy for it. Not only that, but the Fashion Academy Award also honored Ford for its design efforts, and in the end, it gave the 1949 model the first prize for overall styling. In the upcoming months, Ford continued to sell the highly popular car, breaking sale record after sale record. In the end, more than 1.1 million 1949 Ford cars were built, proving to the world that with determination, the best management practices, and a great team, organizations can grow and innovate. Today, industry experts consider the 1949 Ford, the model that saved the legendary company.



1930s—Ford V8 Trucks

The Ford Motor Company proved its ability to adapt during the difficult post-Depression years of the 1930s. The innovative Ford trucks and cars made during this time managed to remain fairly priced -- an act of flexibility that helped Ford survive the decade.

The Thirties dawned in a dismal state as the Great Depression took hold. People were out of work, standing in breadlines, and money to buy anything -- let alone new cars and trucks -was scarce. Profits made during the Roaring Twenties seemed to disappear overnight, and many automakers didn't weather the financial storm.

Ford managed to survive, of course, partly due to its sheer size and depth of resources. But the company helped its own cause by not resting on its laurels, instead bringing out better-looking, better-performing vehicles offered in a greater variety of models. And steady price cuts didn't hurt, either.

Styling changes to the 1930 and 1931 Model A cars and Model AA trucks made them look fresh, and several special models were added to widen the make's appeal. But this turned out to be just a warm-up for what was soon to come.

During these years, chief rival Chevrolet, offered a six-cylinder engine, which was considered a competitive advantage over the four-cylinder found in the Model A. So when Henry Ford began brainstorming a successor to the A, he decided to trump Chevrolet with a V-8 engine. The Ford trucks of the 30s also featured revised styling and sleek looks.





Santee Drive is shutting down. The Tribune paper wrote a very nice story about the history of the Drive In, about the families with young children who went to see a movie, play on the swings and slide, have popcorn and a great time. But my memories go a little darker. As a teenager I was looking to sneak into the movies. First off, it was putting 3 friends

in the trunk. Or lights out, creeping in reverse into the exit gate, finding a spot and scattering, trying to avoid the employees who's only job was to chase a criminal car out of there.

Then came the realization that a Date would be good company, didn't matter what the movie was, no one planned to watch. Cars were our apartments we couldn't afford. They were freedom and independence, responsibility and looniness. We lived in them, loved in them, depended on them, cursed them, and always wanted faster and flashier models.

In the 50s and 60's it seemed Drive Ins were everywhere, restaurants, churches, banks, and, of course, **Movies.**

Five bucks would buy the tickets, the gas and popcorn for a full evening. But many a monster movie went unwatched as a couple put the moves on each other down low in the seats. It wasn't unusual to see bare body parts pressed up against the fogged up glass.



What To Do when stuck in Flood Waters

Driving through flooded roadways is highly discouraged. Just six inches of moving water can knock a person down, and one foot of moving water can sweep many vehicles away. Two feet of water can sweep away larger vehicles, such as SUVs and pickup trucks.

However, accidents and unexpected situations can occur.

If you find yourself trapped in flood waters, here are some tips to follow:

- Remain as calm as possible. You'll need to think clearly and quickly during this situation.
- Turn your headlights and hazards on. This will help first responders to locate you.
- If flood waters rise around your car, but the water is not moving, abandon the car and move to higher ground. Do not leave the car when moving water is around your vehicle. The water may sweep you away.
- Lower your window slowly. Most electric windows should work unless the car is completely submerged in water. Breaking your car side windows should only be used as a last resort.
- If you can lower the windows, climb out. Get to high ground and call 911.



Tim Shortt- Editor—1211 5th st,
Coronado, Ca 92118- 619-851-8927

1941 Ford Coupe: Engine overhauled several years ago but never installed. Most all the parts are there but in boxes. \$5000 neg. Gary Werner, 303-808-3519, calls only, no text or email.



1936 Fordor—Great Condition.
Fresh rebuild on the 59AB motor with 800 miles on it.
\$26,000 or?, Loren, 720-289-2019,
lorenhelfenbein@gmail.com for more.



'38
Ford-302,
AOD,
9" Rear, Ne
w Brakes
Interior.
Great
Driver.
\$32,500 or
Best.
Frank
619-987-
5280



1956 Ford Victoria, restored to factory specks. For details and price, call **Clarence Haven, 770-286-7777**

For Sale



Beautiful '47 Club Coupe and a '46 Convertible Coupe. Both restored to factory specs. For more info call **Ray or Barbara Allen at 678-884-6575**

I'm reducing the price on my Toolboxes and Tools to **\$8500**. Most of the tools are Snap On and so is one of the toolboxes and the Tool Cart. I'm not selling individual tolls and I cannot provide delivery. I'm located at Lake Cuyamaca about 7 miles south of Downtown Julian.

I'm also separately selling a 1/2" Snap On Air Impact Gun with swivel air hose adapter for \$150.



SanDiegoCarGuys@brattland.org
<http://www.brattland.org/mailman/listinfo/sandiegocarguys>



FOR SALE / WANTED



For Sale \$11,000 obo selling as is. This belonged to club member Louis Seimore who past away a few years ago. It's a 39 Ford Deluxe convertible top, forest green color, halfway done being built. We have most original parts and there are new parts.
Contact Cecibel at 817-706-5501, or Jose 216-357-8298



FOR SALE

1941 Ford Super Deluxe Coupe. Complete rotisserie style restoration was completed several years ago. The car is absolutely flawless with nothing overlooked. The frame/suspension and drivetrain was either powder coated or nicely painted. Has a flathead V8 with 3 speed, Columbia Overdrive rear end, MSD Electronic ignition that is still 6V. The upholstery is perfect with no tears or stains, brand new tires, all stainless trim is polished and in great shape. The body and paint are a 10 out 10. Comes with skirts that need to be painted the color of the car. The trunk is complete with matching spare tire, trunk mat and side panel.

**\$30,000-
Alex Ramires
619-952-0044**



FOR SALE

Completely restored 1949 Mercury 2 door coupe.. Rebuilt flathead with performance speed equipment, Fenton headers and 12V electronic ignition, 3 speed. Excellent upholstery **\$39,500**
**Alex Ramires
619-952-0044**





Jan 17, 2024, V8 Meeting Auto Museum
Joe Valentino looked ready to go as he opened the first meeting of the new year —Happened to be a Day Meeting and Russ Reese had brought in a load of fresh DONUTS for everybody. The donuts didn't have a chance.. The most pressing topic on the Agenda was getting a vote to making the successful **Ford Picnic** a regular event on our V8 Calendar...

It was unanimous!—DONE!

Joe also had a terrific Film to watch- Featuring the most winning Female Driver in History.

Helle Nice, The Bugatti Queen (From Stripper to Racing Driver)



V8 Fan Newsletter- Tim Shortt Editor 1211 5th st, Coronado, Ca 92118



V8 Tour Lunch at Kountry Kitchen, Ramona



Nice shot of V8 for Foundation News Cover Jul-