



THE



FAN



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

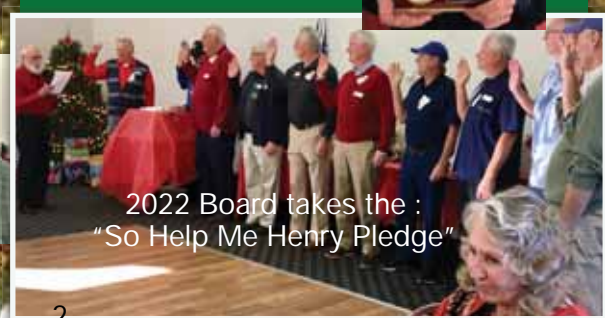
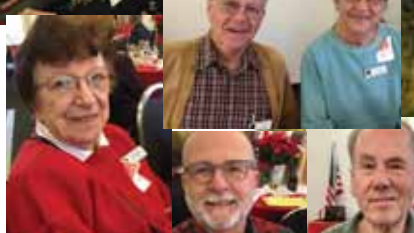
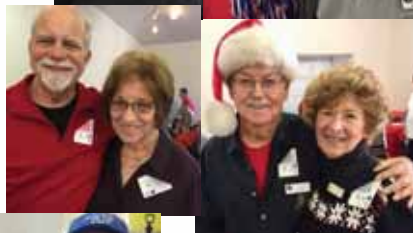


At the Annual V8 Christmas Party Prez Joe Valentino and Historian Suzan Valentino put on one heck of a party. Everybody was ready to have a good time.

Joe delivered a terrific summation of the last couple of years... stressful times of Pandemic worries,

cancellations of events and glimmers of hope. The V8 Club has survived and is moving forward. But, of course, our plans depend on the latest menace- the Omicron Variant. Bob Hargrave read a note from Dan Prager who could not make the party. After a delicious lunch, Joe named the members on the 20/22 Board and then, passed the Gavel from his left hand to his right hand, to remain President.

He recognized members who had done so much to keep the club going. In Particular Jerry Windle, who has just retired after 25 years as V8 Times Editor and who played a vital role on the National Board in building the V8 National Museum. Barbara Martin took over the entertainment and Card Match game. Suzan Valentino fired up some Christmas Dance Music and got Carl Atkinson and a few others out on the dance floor.



2022 Board takes the :
"So Help Me Henry Pledge"



PREZ SEZ

Seasons' Greetings & Happy New Year, Early Ford V8ers!

December was a momentous month for the Club!

Our annual New Officer & Board of Directors Installation Luncheon & Christmas Party was a hit, based on

comments I heard from some of the 61 members in attendance. The location of the party was quite nice. Thanks to the table decorations provided by Barbara Martin, the Poinsettias donated by Walter Anderson, and Christmas tree decorations by Susan Valentino, the room looked down-right festive! The food service was good. I thought all the dishes were tasty and I saw members going back for seconds, a good indicator! A big thanks goes out to those that helped clean up afterwards, we got our cleaning deposit returned!

Joe Pifer presided over the solemn duty of swearing in of the 2022 Officers and Board members. The 2022 Board has the same members as in 2021, but we are fortunate to have added Paul Alvarado and John Davison as new members of the Board. They are great additions, and I thank them for volunteering!

At the Christmas party we had the opportunity to say, "Thank You!" to our Club member, Jerry Windle, as he retires from his 25 years as the Editor of the V-8 Times magazine. Jerry has made a tremendously positive impact on the Club which members around the world have acknowledged. The standing ovation that Jerry was given at the party reflected the respect and admiration the San Diego members have for him.

December also brought new members to the Club: Ray & Sylvia Cavins, and Brad Nelson and Heather Wiggins. Welcome to all of them!

In January we will continue with our Club breakfast on the 2nd Wednesday of the month at the Broken Yolk in Mission Valley. The food and company have been excellent at the breakfasts! Our next breakfast is January 12th. **We will meet in the parking lot at 09:00 to chat and walk into the restaurant at 09:30.** If you have not been to a breakfast, try coming to one. We order off the menu, and we get separate checks. The only obligation you have, if you plan to come, is to **RSVP!!** The restaurant sets up tables to accommodate the number of people they are told to expect. If you don't RSVP and show up, the restaurant must scramble to get additional seats and a Club member who RSVP'd may be standing looking for a place to sit. Not cool! An email will go out as the date approaches with a reminder. See you there!

That is all for this month.

Don't forget to make New Year's resolutions and to drive that old Ford!

Happy New Year! —Joe Valentino

President - **Joe Valentino** - 619-275-1255
 V.P. - **Dennis Bailey** - 619-954-8646
 Secretary - **Bob Hargrave** - 619-283-4111
 Treasurer - **Ken Burke** - 619-469-7350
 Directors:
Mike Petermann - Prez Pro Tem - 916-479-3665
Bill Dorr - 619-884-4188
Dennis Bailey - 619-954-8646
Bob Hargrave - 619-283-4111
Ken Burke - 619-469-7350
Paul Alvarado - 619-846-7012
Ray Brock - 619-993-9190
Tim Shortt - 619-435-9013-619-851-8927
John Davison - 619-729-7252
Rick Carlton - 619-512-7058
Joe Valentino - 619-275-1255
Other Chairpersons:
 50/50: **Carl Atkinson** - 619-593-1514
 Membership - **Paula Pifer** - 619-464-5445
 Programs - **Bill Dorr** - 619-884-4188
 Tour Co-ordinator - **Monthly**
 Car Club Council - **Paul Alvarado** - 619-846-7012
 Web Master - **Rick Carlton** - 619-512-7058
 Lady 8ers - **TBD**
 Accessories - **Bob Symonds** - 619-993-7225
 Ford Fan - **Tim Shortt** - 619-435-9013 Cell 619-851-8927
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 Refreshments - **Volunteers**
 Sunshine - **Judy Grobbel** - 619-435-2932
 V8 eblasts - **Sandy Shortt** - shortsandy@mac.com 619-851-7878

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 % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair, 3558 Bentley Drive, Spring Valley, CA 91977.



Check out these V8 Best Wishes and Thank You cards to Long Time V8 Times Editor, Jerry Windle:

Dear Jerry, Upon reading about your retirement, I wanted to reach out and thank you for the years of work and contributions to the V8

Club. This magazine was my first encounter to our club and what caused me to join. Thank you again for writing and editorial skills will be missed.

- *Jeff Rodeffer*

Dear Jerry, As V8 Times Editor, your writing style and skills have added a touch of class to the magazine, which has made it a world class publication in the automobile field. More than anything else, the V8 Times will be your legacy.

The Jan/Feb 2009 issue featured a cover story on my '34 Ford celebrating its 75th Anniversary.

Best of luck and tons of good wishes.- Your pal,
Mike Gavin



Before we got home-this illustration & photo appeared on *Coronado Happenings Facebook Page*.

—You can't get away with anything in this town.



"Let's take the woodie over to the Del and check out the light Show."

After a Taco dinner all we decided to head to the Del. We drove right up the spanking new entrance. There was hardly anyone around, so the Parking guy says "Leave it right in front. I'll keep an eye on it". Sandy and I, Ray and Judy and Rich and Margaret Steinacher wandered all over the place— went in to see the million dollar lobby tree and all the decorations, the shops and out to the lawn in the middle to see all the Christmas stuff. Out there the music was going and the snow making machine was blowing soapy bubbles all over everybody. Came back out front just in time for the Grand light show in the 200 foot trees out front. The multi-colored hanging strings of lights blinking to the music reminded us of the skyscrapers in NY City.



Tours and Stuff

*Next V8 Breakfast- 9am- Broken Yolk,
Mission Valley

January Anniversaries

1/04 Ignacio & Annette Castenada
1/26 Al & Stephanie Tarkington

January Birthdays

1/02 Don Pettee
1/02 Bob Brown
1/02 Ignacio Castaneda
1/05 Augustin Martinez
1/07 Judy Gladden
1/07 Marty Ries
1/09 Dennis Bailey
1/10 Maureen Colvin
1/19 Raphael Hargrave
1/20 Ken Tibbot
1/21 Webb Smith
1/23 Lois Pierson
1/23 Sheryl Carlton

January Club Anniversaries

Dick & Barbara Martin 22 yrs
Walter Anderson 8 yrs
Ron Shedd 3 yrs
Duane Edwards 2 yrs

Sunshine Judy

Several V8 members have had a rough time this
year. Please keep them in mind

Jerry Windle
Dan Prager
Mary Ellen Huhn
Bill Lewis
Dick Martin
Ken Tibbot
Mike Petermann



Winner!
Check Out This
Trophy!

Thanks to you V8ers for participating in the Veteran's Day Boat Parade. Your enthusiasm and flag waving contributed to our success, and it was a lot of fun.

We were pleased that the trophy was more than a little plaque. And we were able to spend some time with the head of Fleet Week in San Diego.

*Thanks again.
Bill & Sue Houlihan*





The other morning, 28 V8ers piled into The Broken Yolk and ate everything in sight...kind of a smash and grab situation...—
Contd...



Broken Yolk.





New Ride for the

New Ride for David and Mary Cuzick...



Ray snuck Carl & John in in his trunk



...look what Cusick's found in the back seat



Bob just sat on an ice cube



27 hungry V8ers in first wave ...



Bill Dorr pretends to be reading...



Susan asks "What's a Waffle Sandwich?"



Bill doesn't know Joe is talking about him...



Calvin & Shirley showed up in Style...



Oldest V8er, Carl & Newest V8er, Brad

Pretty Sure, this doesn't happen very often.

V8er Historian Susan Valentino—First Prize-'46 Ford Station Wagon.

V8er Prez Joe Valentino—First Prize- '41 Merc Coupe.



2021 VIRTUAL CAR SHOW RESULTS

RESTORED POST WAR FORD 1946-1953

1ST



1946 FORD
STATION WAGON
SUSAN JOHNS VALENTINO

2ND



1947 FORD
SPORTSMAN
ANDREW LAURENO

3RD



1946 FORD
SUPER DELUXE
CONVERTIBLE
LOU & DEBI
BOUSQUET



RESTORED MERCURY 1939-1953

1ST



1941 MERCURY
8 COUPE
JOE VALENTINO

2ND



1953 MERCURY MONTEREY
CONVERTIBLE
ROY & BRENDA LANGE

V-8 TIMES MAGAZINE



Holiday Parade, Coronado-Dec 3.

Seems there were millions of parade lovers happily waving to the Cheer Leaders, Walkers, Car Clubs, Bands, Girl Scouts, Boy Scouts, Firemen and Dance Groups...all happily marching down Orange Ave waving Christmas stuff. (Shows you how badly people want to get back to normal...)

I joined in with my '52 Chevy hot rod Pick Up, hauling the smiling Kobs family in the back. We were sporting signs for the upcoming Motor Cars on Main Street Car Show planned for May 1, 2022.

Driving the one vehicle that has never broken down, I was confident nothing could go wrong - Wrong.

All was OK for the first 1/2 hour, then... the temp gauge pegged at 250 degrees.

I pulled to the side and shut her off to cool.

Three excited volunteers jumped out of the crowd and began pushing us along, pumping their fists to the crowd that was cheering them on. Finally we were able pull onto a side street so the rest of the Parade could pass. We cooled our heels for a 1/2 hour,

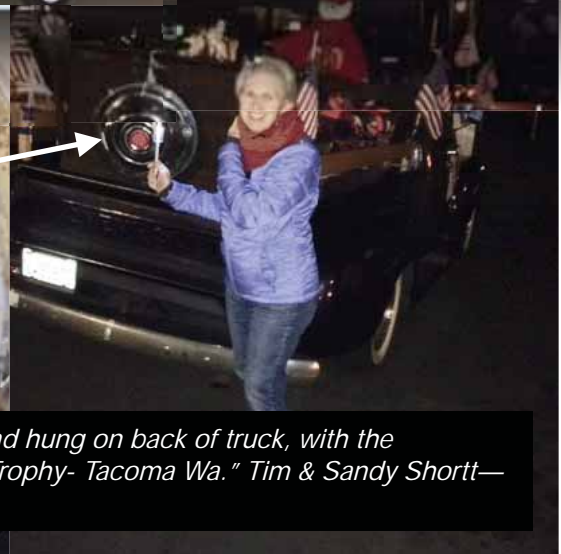
while I checked for leaks and made sure the coolant was full (it was). No leaks found.

Once cooled, she started right up.

But we weren't done yet. The Cops still had Orange Ave locked down, so we had nowhere to go for another 20 minutes, while the parade ended. That is until a

motorcycle cop showed up with a key. Finally released, we were back home in 10 minutes. Next morning I changed the Thermostat. All good.

—Tim



Sandy points out old hubcap I had hung on back of truck, with the inscription "2006 V8 Hard Luck Trophy- Tacoma Wa." Tim & Sandy Shortt—See? It Was Written...



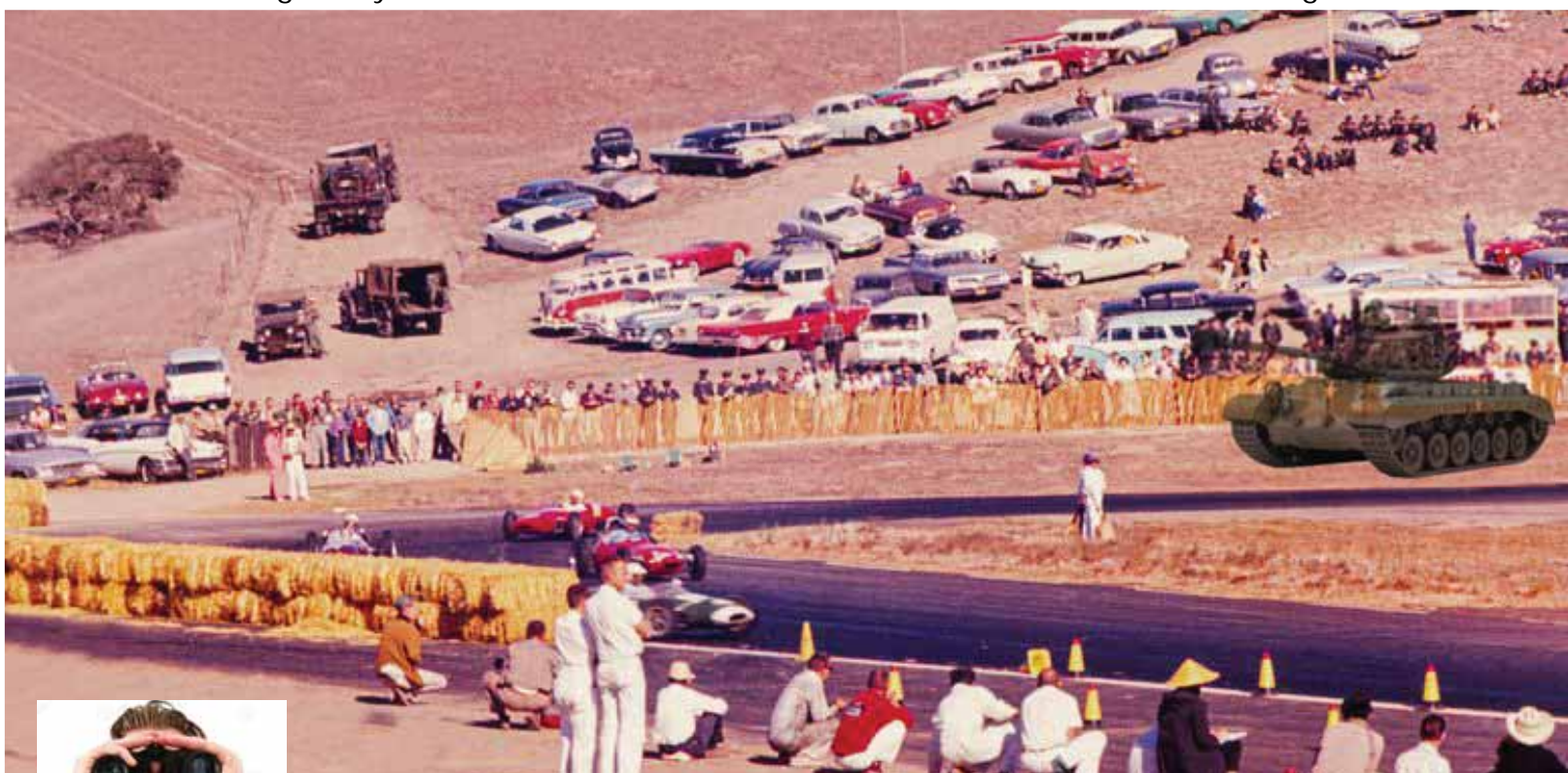
With the Jeep's design having been standardized as that of the Willys MB, a second source of supply was sought. Ford was licensed to build copies of the Willys design, to which Ford assigned its model designation GPW. Again, G meant government contract vehicle, P indicated it was an 80-inch wheelbase reconnaissance car and, the W suffix referred to the Willys engine.

The first 25,808 MBs had what is now known as a "slat grille." This was a welded assembly of heavy bar stock. Vehicles produced after June 1942 used the now familiar lightweight stamped-steel grille (now the registered trademark of Jeep). The stamped grille was not only lighter, but also reportedly could be produced for about one third the cost of the fabricated unit it replaced. The early models had "Willys" embossed in the rear body panel and are known as "script" Jeeps. Add 20% to the value for script and/or slat grille jeeps. Like the MB, Ford's earliest models had the maker's name embossed in script on the rear panel. The grille was of fabricated steel construction until Jan. 6, 1942. Then Ford introduced the stamped steel grille, which was later ironically registered as a trademark for Chrysler's Jeep.

Bill Mauldin's Army



Bill Mauldin's Greatest World War II Cartoons



Carspotting: Laguna Seca, 1960

By [Daniel Strohl](#) —Hemmings

Track was on Old Fort Ord. While pulling guard duty back in the day, I could hear the cars off in the distance.—**Don**

I started going to Laguna Seca in '67 when Fort Ord was still operational. We used to go in though the East Garrison gate and I'll never forget seeing the "tank crossing" signs. We saw them come across the road several times over the years and it was pretty impressive. In the early morning hours you had to drive slow with the windows down and listen carefully since the tanks had right of way and most of the crossings were blind. It was clear that if they came through and made a pancake out of you, it was your own fault.—**Steve**

There's a white over light blue '55 Country Sedan this side of a dark circa '62 Lark sedan. Ahead of the Lark on the right is a '58 Ford. Ahead of the Country Sedan on the right is a '61 Cadillac (looks to be a Sedan DeVille). A '55 Series 62 coupe across from them pointing at a '59 Pontiac (Star Chief or Catalina) with a white and black ragtop Alfa Romeo Giulietta to the right. A red '56 Bel Air convertible behind. A '48 Studebaker Champion is to the Bel Air's left. To its right, a white MGA followed by a '58-'61 Corvette. The Pontiac is at a slight angle behind a white Corvair Greenbriar. A red '61 Sunliner to the left. A couple down along the line is a steely blue '51 Styleline Deluxe sedan; a '54 Olds; a white on red early '60's VW 23 window microbus with a red MGA convertible behind.—**Dave**

Seems I owned most of the cars pictured at one time or another. I did my Army Basic at Ft Ord in '64 and remember stories about close calls at the deadly Tank Crossings at the East gate from new troops. I could hear the race engines call from the track, which made me miss my '50 Ford at home even more. A year later, my Reserve Unit, became a M48 Tank Unit based on Kearny Mesa with no room to drive the tanks. So we went to Pendelton to drive the beasts. The Marines loved to mess with reservists- they stripped the tanks of all the communications. So a crew had to set up feet to shoulders CO up top, Loader next, Gunner next and Driver last. Off trail In high grass or bushes the driver (Me) could not see anything— only follow foot-kick directions. We took out a few fences. **Tim**

Candy's Car show on the Lane



My neighbors across the lane invited me to a taco truck yard party to celebrate their son's graduation from high school. I was working in the yard when I remembered. Thought about working on but reconsidered. Brushed off. Made a plan. I would be sure to let them know I was there, have a couple of tacos, and disappear back home. Part 1 and 2 of the plan went smoothly. I just needed to sit inconspicuously and eat my tacos. But, heading towards a seat at a table, a voice boomed out "Oh my gosh! Look who's here. Candy, where did you come from?" I must have looked like a deer in the headlights. I had no idea who this guy was! There was a seat next to him. I was stuck. Had to walk to his table. Thankfully, he called his wife over. I recognized her from high school reunions she attended with him. I looked back at my classmate and said "Ted! Good to see you." Second question he asked was did I still have the Vette. He proceeded to tell the whole group about it.

Well, it turns out that the whole family builds cars. Their list included trucks, t-birds, muscle cars, and rat rods. An hour later I did return home smiling.

I planned a 4th of July meet and greet party for my neighbors a week later. The "across the lane" neighbors were having an afternoon party of their own so wouldn't be attending. I walked into my office, opened the blinds, and looked directly at a '58 T-Bird sitting across from my driveway. Well! I thought. I'll just go get my Vette and park it in my driveway. And while I'm at it, I'll issue a challenge. Let's see who can gather the most cars. I created a flyer, walked over, and low and behold, there was my friend, Ted, again. I asked him to see that my neighbor was given the flyer. He read it, laughed, and passed it around the table. Suddenly all the men at the table were talking about going home to get their cars.

I called the other neighbors attending my party starting at 6pm and asked them to bring their cars. Shortly after 6pm, the neighborhood started to rumble. Super Sports, Novas, Jeeps, dune buggies, trucks and Vettes started arriving. A mini car show happening.

And then... We had such a good time that we decided to do it again. We expanded the "neighborhood" and had 19 cars show up. VW's to a Fisker Karma. The "Car Show on the Lane" will continue and you'll be invited!

—V8er Candaus L Greene





With the club money I purchased a little over \$400 of toys for the Marine Corps Toys for Tots yearly toy drive. I was able to purchase several backpacks, sports balls, games and stuffed animals. We filled Dennis Bailey's 35 Ford with the toys donated at the Christmas party and our 47 Ford with the toys Joe and I purchased. On Monday after the party we met up with Dennis and Maureen and Bob Brown at the Marine Corps Reserve Center at Miramar. We loaded some of the toys in Bob's car and proceeded to get clearance to enter the facility to drop off the toys. What a difference we saw there this year! Last year there were only 3 people there to help with the toys and it appeared they did not have as many toys as usual. This year there were several Marines, including the Tallest Marine in the Corps, and a lot of volunteers very busy sorting all the toys they had collected and they had a lot of toys! In addition to sorting all the toys they were also filling trucks for people that were there to pick up the toys they had requested for their organization parties for the needy kids.

My thanks to the club and our members for their generous donations and to Dennis, Maureen and Bob Brown for helping us deliver the toys and to Bob for taking pictures.— Thanks again to all of you and HAPPY HOLIDAYS!!! Paula

PS Look who just had a new V8 Member! Ignacio and Annette Castenada with baby, Luke, born November 15, 8 lbs. 2 oz.—Luke wants a '36... Tudor.





Cape May's Two Mile Beach looks serene today, but it was once a hotbed of early automotive activity.



New Jersey's Cape May Was Once a Racing Mecca Where More Than One Speed Record Was Set

By [Matt Litwin-Hemmings](#)

Beach racing in Cape May County, New Jersey, may seem like a relatively recent phenomenon thanks to TROG (The Race of Gentlemen). In truth, auto racing has a brief-but-rich history on the state's southernmost shores; a little remembered fact I accidentally rediscovered while researching another project.

A single, tantalizing paragraph in the Cape May Herald stated that Mrs. C.C. Fitler entered her 1905 Packard Model N in two beach races held in Cape May on August 26, 1905. During the first race, Mrs. Fitler set a speed of 47.62 mph on her way to a win; a feat replicated in the second race when she crossed the finish line first with a speed of 49.31 mph. That was good enough to set a new record for the category she was competing in. No other mention of the races or record could be found at the time (nor was it critical to my research) so I tabled the thought of investigating further.

Since then, I've passed through and have stayed within Cape May County several times. On one such occasion, I set aside part of my day to conduct a little overdue research at the Cape May County Library. With the aid of the Library's welcoming staff, we were able

to piece together the remaining pieces to this early racing puzzle.

Dated Thursday, July 27, the Cape May Herald announced that the beach races would be held on July 29 after heavy rain on July 22 forced the event's postponement. At the bottom is a picture of noted racer Walter Christie at the helm of his "Blue Flyer." Image courtesy of the Cape May County Library.

It turns out that as the sport of racing developed in conjunction with the automobile, the hard-packed sands of Cape May were the place to set speed records. The shore was held in the same high regard as the similar conditions discovered in Ormond Beach, Florida. Organized by the Cape May Auto Club, the first races on the Jersey Shore were run on July 29th on a stretch of sand referenced as Two-Mile Beach. A substantial gathering witnessed much of the day's racing. The highly anticipated attempt by Walter Christie to break the world speed record aboard his "Blue Flyer" did not take place as scheduled, however, due to heavy rain that moved in, according to an article in the August 3 edition of the Cape May Herald. Nevertheless, the overall success prompted the Cape May Auto Club to schedule another series of races that were to be held on August 25-26.

As early as August 17, according to the Herald, Louis Chevrolet had announced his intention to race at the beach and attempt to break Christie's previous record: "Chevrolet will drive the 120-horsepower Fiat car, which finished second in the recent Gordon Bennett race in France. The car has been shipped from Italy for the Vanderbilt Cup race, but it is expected here in ample time for the Cape May races." The same article offered that, "Barney Oldfield and Guy Vaughn, the racing men, will shortly be matched for a big race, best two in three heats, to be held on the beach at Cape May." "Great Speed Expected," according to an article printed in the Cape May Herald on Thursday, August 24. Not only were Louis Chevrolet and Walter Christie scheduled to attend, but so, too, were Henry Ford and A.L. Campbell. The races also drew in a number of amateurs, including Mrs. Fitler. Image courtesy of Cape May County Library.

Reports indicated 20,000 spectators lined two miles of boardwalk to witness the first day of racing, including the main event between Chevrolet, Christie, Henry Ford, and A.L. Campbell. Unfortunately, Ford never arrived to the starting line in his modified Model K dubbed "Beach Skimmer," Christie's car wasn't in perfect running order, and Chevrolet's car was faltering worse than Christie's. That left

Campbell in a solo sprint behind the helm of his "Red Devil," an 80-hp Darracq, done so in part to delight the large crowd. He traveled a kilometer of sand in 25.8 seconds, equating to 86.51 mph, on the first run, which was followed by a time of 25.2 seconds (88.57 mph), which fell short of Christie's record by just one-fifth of a second.—*Contd*



**SDEFV8 General Meetings-3rd Wed 7pm
Auto Museum**

Ford V8 Swap Corner...

SDEFV8 Club c/o

Tim Shortt, 1211 5th St, Coronado, Ca 92118 -619-851-8927

1936 Ford Standard 5 Window Coupe
4 time Emeritus Winner.
Black with Tan LeBaron Bonney Interior. Trunk model with roll down back window. Aluminum Heads, Ford Script Battery. **\$39,000 OBO Ron Shedd 858- 776-6508.**



**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

**1932 Fender Gloves-covers complete fenders. No scratch padding inside and Naugahide outside.
Carl Atkinson 619-892-0222**

**1930 Model A Roadster all rebuilt Great Condition with O drive tranny asking 20k
Contact Frank @ [619-987-5289](tel:619-987-5289)**



**'50 TransWorks good, T5 Trans 5 speed \$600 OBO-
714-490-0613-cell
714-906-1644**

1936 Ford 5 window coupe-Columbia rear - LeBaron Bonnie interior RB trans-Clock-Radio All Ford steel Beige body. Brown fenders LB engine **\$33,000 or best Tom 714-998-4528**

Enclosed 28' Car Trailer-with toilet, sink and wood interior. **\$3,000 Sheila Rabbell 619-977-3152**

'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver-needs minor stuff. **\$20 Ken Van**

1935 Ford 5 window deluxe 5 window - LaBarron Bonney Interior and Rumble seat - Dearborn Blue with Tacoma Cream Wheels and Pin Striping. Excellent Chrome - completely stock \$32,500 Bonney Interior and Rumble seat - Dearborn Blue with Tacoma Cream Wheels and Pin Striping. Excellent Chrome - completely stock \$32,500

**Joe Valentino
619-300-4280**



Jerry Windle is cleaning out his garage...



**1952/53 FORD: Have lots of parts for 1952/53 Fords - Hood, \$50; driver's side door, complete, \$ 50; front bench seat, complete with folding back cushion, metal end pieces and hardware, need new upholstery, \$100; NOS front fenders pair, \$450; 1952/53 three-speed transmission w/OD, used, 200; Rebuilt three-speed transmission w/OD, \$400; restored hot water heater system, complete, \$400; hub caps, trim rings, etc. Too many parts to list. Come see what "I've got. Prices negotiable.
V-8 MECHANICAL HONEY HOLE! Cleaning out my garage. Everything must go. Have three 8BA blocks with valves still installed, four cranks including a Mercury 4-inch crank. Complete 59A engine, possibly for a truck. Several intake and exhaust manifolds, heads, engine stands and more! Would like to sell everything for one price. Make me an offer I can't refuse! **JERRY WINDLE (619) 283-8117 jwwindle@cox.net (CA)****



Pair of YOM CA 1934 Plates. Also with SHELL Travel Badge. Good Shape- Tim 619-851-8927



Thanks to everyone who came out. Mary and I had a very successful Pottery Sale and Show. December 4-5,—Campo Rd, in Spring Valley. Thanks, David Cuzick-V8 Members, @ <http://www.cuzickpottery.com/>



'37 rust free- v860 Fordor. New paint, chrome, interior. New motor. Tires, brakes Very clean. **\$19k OBO -Dr. Tom Sytko 619-829-1678**

SDEFV8Club, % Tim Shortt 1211 5th st, Coronado, Ca 92118



HAPPY NEW YEAR
Get Your Vaccine

