

I'm proud to be the 2023 President of the Early Ford V-8 club of San Diego.

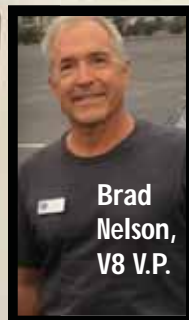
Born in Victorville ca. my parents moved to San Diego in 1959 where I grew up and reside currently. The son of a building contractor I was exposed to building and working with my hands from a very young age (1yr old). I grew up working on early Fords, my fathers first restoration (aprox. 1967) was a Ford model coupe with a rumble seat, dark green, black running boards.

This was the beginning of Real Bobs Ford Obsession. My senior year in high school Bob bought a wire welder and gifted it to me, I was so proud to be the only high school senior with a mig welder, and the sole welder for the Real Kar Co. This is how it all began and why I continue today to be an avid Ford guy.

My Father instilled in me the desire, willingness and fortitude to preserve the Early Fords as they were originally built. This is why I joined the Early Ford V-8 club and continue to promote this passion within our club. As it may not be possible for some due to lack of knowledge, tools, equipment, and or physical limitations, I will continue to support and promote SHOP Day where members can get together to assist others in this endeavor. My doors are always open to fellow V-8ers.

Always remember Flat Heads Rule, others drool

### Congratulats V8 Prez John Davison



I grew up in North Carolina, home of Junior Johnson, Richard Petty, and Ricky Bobby, and was a gear head long before I could drive. One of my earliest car memories is, as a young kid, sitting in the driver's seat of a brand new 1965 Shelby

Mustang in the Town & Country Ford showroom just 14 miles from the Charlotte Motor Speedway. Later, as a cash-strapped teenager, my ability to fund a car hobby was essentially non-existent so instead, I grew up, went to college, and became a Navy submariner. Completing my service obligation, I moved to Washington DC, met my wife Heather, got a real job, had bills to pay and it wasn't until 2008 that I eventually bought a classic car. I'm sorry, but it was a Chevrolet. On the other hand, I did see the Hot Rod TV episode, "Flatheads

Forever" that first aired on April 11, 2009 and decided right then that my NEXT classic car would be a flathead Ford, they're so cool! Moving to California in 2019 (after a three-year detour through Indiana) was a big life change in a lot of ways and I sold my hot rod Chevy thinking that I was done with cars. That didn't last for long. Less than a year later I was looking for another car and eventually ended up with, of course, a flathead V8 enclosed by a 1941 Ford Special Business Coupe. I immediately found the San Diego Early Ford V8 Club and joined. The club is much more active and much more fun than I could have hoped for: breakfasts, tours, car shows, picnics, regular meetings, other activities, a wealth of flathead knowledge, and of course, "The Fan." With that in mind, I waged a spirited campaign, and won out over dozens of competitors (no hard feelings!) to become the club's new Vice President. I look forward to working with John to keep doing the things that make this a great club!

### Job Well Done! Joe and Susan Valentino

Joe signed up for one year four years ago. Led the Club through the Pandemic, organised Zoom meetings and Local Car Cruises, V8 Breakfasts and eventually Evening meetings again. Also joined with The Palomar V8 and The V8 National.

Now he becomes President Pro Tem and Susan ( Lucky for us) stays on as V8 Historian and Club Motivator.





## PREZ SEZ

Happy Holidays Early V-8 ers!

As we enter into a New Year , with new experiences ahead , I will strive to live up to the standards my predecessor has set.

Thank You Joe and Susan for all that you have contributed to the club over the last 4 years. As a club it takes participation of its members to keep the club energized , exciting and most of all fun filled . I will always Be open to new ideas, programs, cruises, events for our enjoyment and Promotion of our club and its membership. Participation is key to a successful club.

Always remember FLAT HEADERS live on. Please check out our new line up of board members and directors ,we encourage club members to volunteer for Board and Director positions .

The Club Breakfast will be January 11th . Broken Yolk Cafe, Mission Valley We meet @ 9:00 am in the parking lot , @ 9:30 we will meander into breakfast .

Please RSVP with Susan Valentino @ 619-861-4630 or EM-srjv@pacbell.net

Our January Club meeting will be held @ 10 am, 3rd Wednesday , @ the San Diego Auto Museum. The April, July and October meetings will occur @ this same place and time .

All other monthly meetings will occur @ 7pm , 3rd Wednesday of the month.

I want to Thank all those that contributed to Wreaths Across America , several club members volunteered to place Wreaths @ our Veterans grave sites. I found it to be very heart warming and emotional act to call out the Name of the Veteran and place the wreath to show appreciation for their Service to Protect and keep our Democracy Free. I plan to continue the Clubs participation in the future.

Also please plan to participate in the Clubs Memorial Day Cruise to the Fort Rosecrans National Cemetary , more info forth coming .

—————John

PS—  
Just back in town and look-,  
Something followed me home...



President - **John Davison -619-729-7252**

V.P. -**Brad Nelson 517-357-8981**

Secretary - **Bob Hargrave - 619-283-4111**

Treasurer - **Ken Burke - 619-469-7350**

Directors: **Joe Valentino - Prez Pro Tem-619-275-1255**

V8 Historian- **Susan Valentino- 619-275-1255**

**Bill Dorr -619-884-4188**

**Dennis Bailey - 619-954-8646**

**Bob Hargrave - 619-283-4111**

**Ken Burke - 619-469-7350**

**Ray Brock - 619-993-9190**

**Tim Shortt - 619-435-9013-619-851-8927**

**Rick Carlton - 619-512-7058**

**Joe Valentino - 619-275-1255**

**John Davison - 619-729-7252**

**Paul Alvarado - 619-749-9458**

**Other Chairpersons: 50/50:**

**Carl Atkinson - 619-593-1514 Name Tag Drawing**

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

**Volunteers 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 tashortt@me.com

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.

First ride with Dad- One year old. In the Ford Tractor







## WREATHS ACROSS AMERICA 2022

Sat, Dec 17- Members of the general public  
take part in laying of the Wreaths



The Wreath event was very moving experience, large crowd arrived for the 10:30 wreath laying, Bill and Sue Dorr, along with Paul Alvarado, Laura Gaurd, and myself were representing our V8 club.

Laura placed a wreath at a long time family friend Navy Warrant Officer Steave Hankins who passed away last year

When you lay a memorial wreath on the grave of a person you don't know personally, a person who actually served their country on behalf of you and every other citizen, a person who is buried just below you whose epitaph is inscribed in a limited number of letters the process takes on a more solemn meaning.

In the mid morning of December 17th, EFV8 members gathered at Miramar National Cemetery to participate in Wreaths Across America. Miramar was teaming with workers to direct and handle the flow of people laying the wreaths. There were people of every age, ethnicity and background all with the same purpose - to pay their respects. We were directed through the cemetery to a designated parking area. From there we walked to a section where hundreds of large cardboard containers containing the wreaths were located. We could take one or two, an armful or a whole carton. It did not matter as long as at the end of the day every last grave received the memorial wreath.

Once we each gathered the wreaths we could handle, we headed to separate sections of the cemetery. As you approach a grave marker, you are compelled to read what is written. It begins with the name, then dates of birth and death, Branch of service, war service, rank and awards. At the very bottom of the marker is a short quote by the deceased or a relative. As you read and absorb the information, for example: what did they look like? Did they have any children or family? All questions with no immediate answers. You stand there and reflect a short while. Then perhaps you say a short prayer and finally an audible "Thank You".

In the time we were allotted, we collectively placed wreaths on a couple hundred grave sites. You depart feeling good about taking the time to pay homage to these individuals, who you never met, yet who dedicated a portion of their life, if not their life itself, to protect and serve.

-----Bill Dorr





**January Anniversaries**

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

**January Birthdays**

1/02 Bob Brown  
1/02 Ignacio Castaneda  
1/07 Judy Gladden  
1/07 Marty Ries  
1/09 Dennis Bailey  
1/10 Maureen Colvin  
1/10 Jerry Adams  
1/19 Raphael Hargrave

**January Club Anniversaries**

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

**Sunshine Report :**

Carl Atkinson recovering from bad fall.

Bill Lewis recovering from Heart Problem.

Bill Dorr recovering from Shoulder Surgery



**93,046**

**Toys Distributed 78,000**

**42,000 Children Supported**

The mission of the U.S. Marine Corps & Toys for Tots Program is to collect new, unwrapped toys during October, November and December each year, and distribute those toys as Christmas gifts to less fortunate children in the community. And the San Diego Early Ford V8 Club is always happy to contribute.







**Dec 16, 2022, Harris  
Tour to "Only  
Yesterday" Auto  
Museum.**

I'm sure some of you have been to this place before, but it's definitely worth another visit. The knowledgeable docents take you through the history of every car, why it is important and where it came from. Also some background on the owner, Chuck Spielman. Chuck learned to love cars while riding around in his dad's new '60 Corvette and thought he could make a career of buying and selling Classics.

But his Dad insisted that he first try a Career in N.Y. Real Estate. Chuck was a fast learner and soon was doing very well. During this time **he actually owned the Empire State Building!** Eventually he decided the cars were still a passion for him and moved to San Diego to open **"Only Yesterday"**.

But he didn't just focus on cars, it was also Military History, especially WWII. So he dedicated one third of the Museum to honor those who served and died for this country. No photos in this room filled with personal histories from the war. The docent was very careful to point out the personal nature on the display. Letters home and Awards given are featured. Details of the biggest invasion ever put together to throw the Germans out of all the countries they had raided. And to make sure that they were held accountable for their War Crimes.







*I'm thinking someone added a pick-me-up to the coffee...*

## The V8 Breakfast of Champions

All good as usual. But this time when the Tab arrived it contained a line for gratuity of 20% and another service charge for 20%? So at first blush it looked like 40% added to the bill. But as usual, Ray Brock scanned it over and determined it was just one charge of 20%. No one could figure out why the other "service charge" was even listed. As I exited, Detective Liz put on her NY Attitude and was

at work at the cash register getting to the bottom of this enigma. We look forward to her report. -

— Bill Dorr  
On the scene



*Rich & Margaret ate all they could.*



*Newly installed VP Brad Nelson Confers with Pres Pro Tem Joe Valentino*



*Candy Green has disappeared from my radar. Call Tim and report!*







The V8 Christmas Party was so much fun Joe had to yell to get some attention.

We had business to take care of. He began by listing the activities and accomplishments over the last 4 years, the tours, the meetings, the parties, the Pandemic and the rebound. Also, experimenting with a morning meeting and the very successful V8 breakfasts. And finally back to the third Wednesday at 7 pm. meetings we are all used to. He also joined the NORTH CO GROUP AND GOT BUSY WITH THE NATIONAL V8

For a guy who was reluctant at first, to being The Prez, Joe has had an amazingly good four Terms. Thank you Joe!

From there he moved to announcing the change in leadership: John Davison becomes PREZ and Brad Nelson becomes V8 VP.







Dan  
Prager-  
Best  
Dressed



Barbara Martin- Decorations



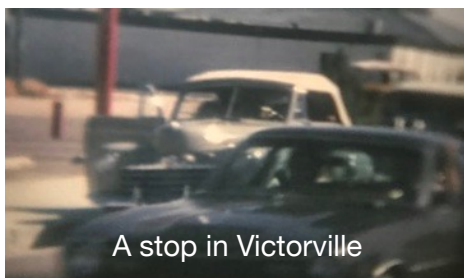








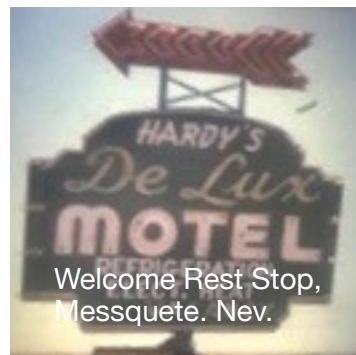
On the road over the Cajon Pass



A stop in Victorville



Generator trouble in Barstow



Welcome Rest Stop,  
Mesquite, Nev.



Waiting for  
Barbieris,  
South of St.  
George.

At Last- Here they  
Come

## HARRIS TOUR NUMBER TWO TO THE WESTERN NATIONAL MEET ESTES PARK, COLORADO – JULY 22-25, 1975

Two years had passed since the inaugural HARRIS TOUR in 1972. The first Grand National Meet was held in Dearborn in 1973, and in 1974 the San Diego Regional Group hosted that year's Western National Meet at the Bahia Hotel. Ollie Smith and Jay Harris were co-chairmen. Suddenly it was 1975 and we were looking forward to the WNM in Colorado. The Stanley Hotel in Estes Park was chosen as the meet hotel, a beautiful, historic structure indeed! The HARRIS TOUR planning began late in 1974.

Although a roster of attendees was not recorded in those early days of the TOUR, memory recalls that Ollie and Jean Smith, Jim and Ella Carnahan, Jay and Judy Harris, Ralph and Linda Hubbard, Len and JoAnn Barbieri, Al Hammersley, and Carl Burnett were among those who signed up for the 4 day drive to Colorado. And lest we not forget, most participant's Early V8s were not only packed with luggage and spare parts, but also the kids!

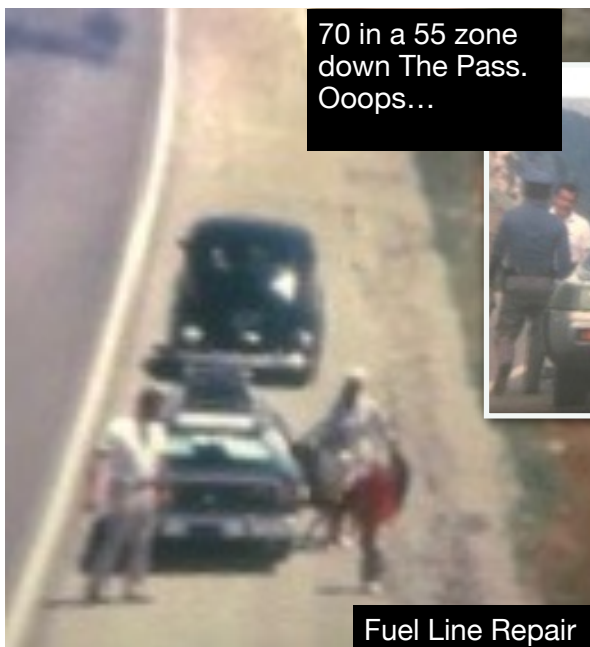
Finally, Friday, July 18th arrived, and the excited group of V8ers gathered at the visitor's center in San Diego's Mission Bay for an 8:00 am departure. Our destination for the night was Las Vegas, and all but two cars on the tour were Early V8s. We stopped for one or more of the usual reasons – gas, rest, food, etc. in Colton, Victorville, Barstow, and Baker. In Barstow Ollie Smith was having generator problems, so the requisite look under the hood of his '46 Ford Sportsman was called for. The problem was solved in short order, and off we went to Las Vegas for our first night's stop.

Day two started off just fine, with a stop in Mesquite planned. It was a good thing, as Len and Jo Ann were experiencing over heating and vapor lock problems with their '38 Ford Fordor. An overpass was chosen to provide mid-day shade as a couple of us pulled over down the road to wait for them. It wasn't long, however, until Len had the Ford running smoothly again, and we all re-grouped in St George, Utah. Our next destination was the beautiful Zion National Park, where a lunch stop was planned at the iconic Zion Lodge. We parked our Fords on the circle driveway right in front of the lodge and enjoyed a picnic lunch on the spacious front lawn. Plenty of time had been planned to enjoy this magnificent park, and we all did just that!

But alas, it was finally time to go, so we headed up the steep, winding road leading to the Zion –Mt Carmel tunnel, a 1.1 mile engineering marvel completed in 1930, and proceeded east to Mt Carmel junction. From there it was only 46 miles to our second night's stop at the Best Western New Bryce Motel in 'downtown' Hatch. The owner proudly displayed his neon sign reading "Welcome Early Ford V8 Club", and he, indeed, lived up to the word 'welcome'. He couldn't stop talking about our Fords.

The rest of the trip went well as we cruised into Estes Park and settled in for a wonderful Western National Meet. — *Contd*





70 in a 55 zone  
down The Pass.  
Ooops...



Harris Tour 1975 *Contd* ...2 of 3

Along the higher portions of this mountainous Colorado terrain, I stopped to make a brief roadside repair. Once under way again I was so excited at how well the car was performing that I was soon doing 70 mph in what was probably at 55 mph zone. The next thing I saw were the blinking red lights of a Colorado Highway Patrol vehicle right behind me. I presumed he wanted to talk to me about my car. Ha Ha! (To clarify the following story – on the vapor lock stop we sent the rest of the tour on ahead, and Ralph Hubbard

got in the '46 with me, and wife Judy joined Linda Hubbard and kids in the Hubbard's Pinto station wagon behind us). As a result, Judy put our 8 MM movie camera to work capturing the stop). Ralph was employed by the Los Angeles Police Dept at that time and instructed me to remain in the car while he had a little 'chat' with the Colorado patrolman. Whatever Ralph said, whatever their little 'chat' yielded, I was relieved to see the patrolman get in his vehicle and speed off – no citation, no lecture! THANKYOU RALPH!



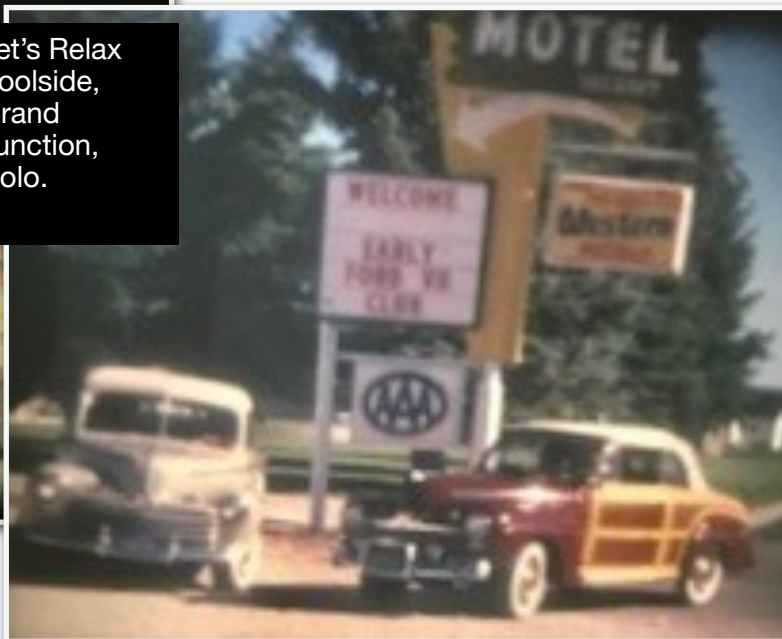
Fuel Line Repair  
to Len's '48

To begin day three Ollie and I parked our '46 Fords adjacent to the personalized welcome sign for a photo op, and then it was time to hit the road north on US 89. The plan was to proceed north to intersect the yet to be completed I-70, then turn east toward Colorado, with stops in Green River, Utah, and a planned overnight stay in Grand Junction. The new interstate had replaced old US 6 in many places, and we thoroughly enjoyed the magnificent scenery as we rode parallel to the Colorado River. By the time we reached Green River it was time for a lunch stop, gas, and a general break from driving. Since we only had

about 100 miles to go to reach Grand Junction we took time to sightsee and relax. The afternoon ride to Grand Junction involved switching back and forth between the new I-70 and US 6. Needless to say, it was scenic splendor at it's best. — — —  
*Condt...*



Let's Relax  
Poolside,  
Grand  
Junction,  
Colo.



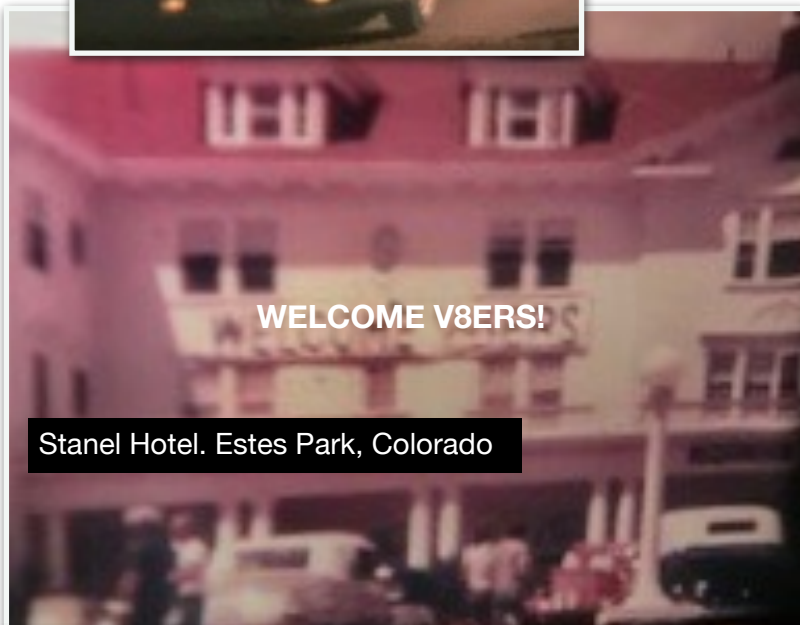


Harris Tour 1975 Pg 3 of 3

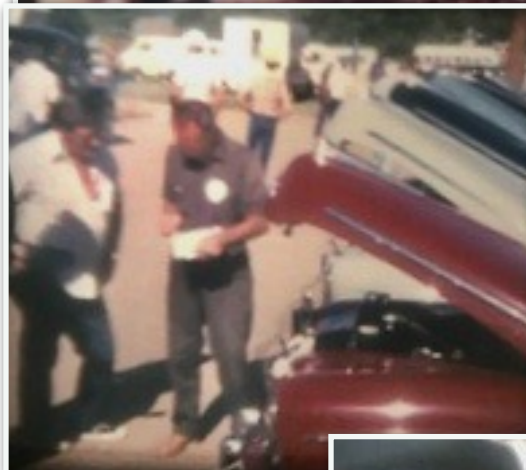


Upon reaching Glenwood Springs we visited the world's largest naturally heated outdoor swimming pool, gassed up at a local gas station, and then set our sights on the mountain town of Vail. Vail pass is 10,666 ft, and the V8s struggled to reach the summit. However, sightseeing in Vail was our reward, and we all enjoyed the break. Then it was back to I-70 and the famed Eisenhower Memorial

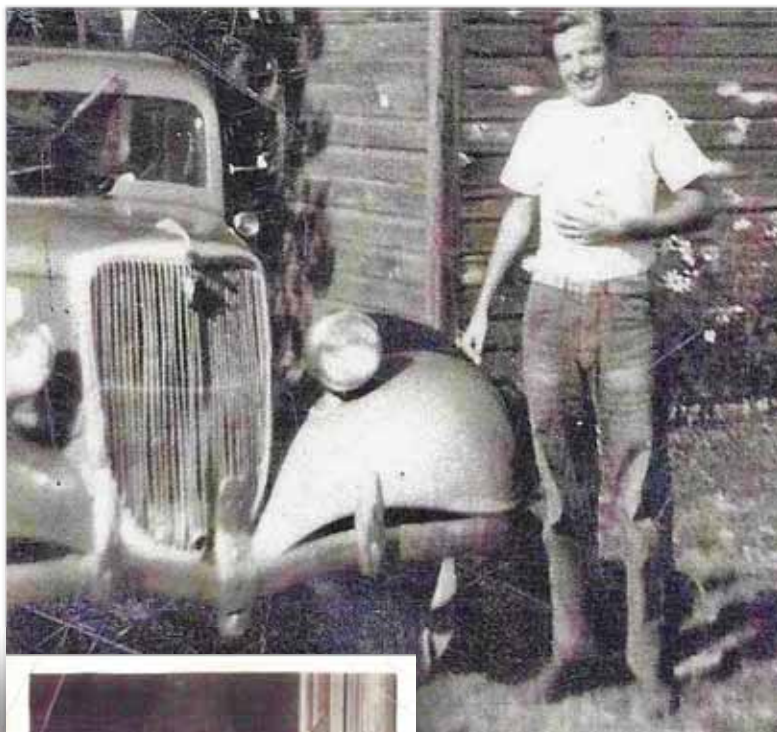
Tunnel, which, when completed, eliminated the need to traverse 11,992 foot Loveland Pass. In 1975 the tunnel was only half completed – that is, the road through the tunnel was only two lanes wide – the side destined to be the westbound lanes when completed. We traversed the eastbound lane and marveled at this truly exceptional example of highway engineering as we slowly ascended the summit just west of Georgetown. Soon it was time to turn north at Golden, with our sights set on Estes Park, only about 60 miles away. The rest of the trip was uneventful as we cruised into Estes Park and settled in for a wonderful Western National Meet — and...uh, oh... RAIN!



Stanel Hotel. Estes Park, Colorado







## Elmer Liimatta's 1934 Ford

Elmer's little car helped him get through the lean postwar years

[Editor's Note: Elmer Liimatta sent in this story of his first (full-size) car

. I grew up in Detroit, Michigan. My dad, with only a fifth-grade education, was a good mechanic and had a job at Packard Motor Company. During World War II, Packard had contract work building Rolls-Royce engines for the North American P-51 Mustang fighter planes and PT boats—more than 9,000 of those engines. During that time, we rebuilt used cars because the production of new civilian vehicles had ceased. It was something we still did afterwards; believe it or not, cars were still scarce in 1949. It was a problem, as I was 17 years old and had thoughts about a car of my own.

One day, my cousin—who was “bird-doggin,” or spotting cars for dealers—came over and said, “Elmer, I have a car for you.” That Sunday afternoon we went to his house, which was about 10 miles away. There sat a 1934 Ford Victoria. It was hard to miss with that front end, and it had doors that opened from the front. The car had been used as a paint truck by a previous owner and it had big hooks on the left side that were used to hold ladders between jobs. Someone had made a wood floor in the back that covered the factory recessed floor.

The Ford looked good, but it was tired. I was able to buy it for \$50. When I drove it home there was a cloud of blue smoke billowing from the exhaust. Its engine had used all the oil by the time I got home. During lunch that Monday I took three buddies for a ride. Unfortunately, it didn't last long because the engine stalled, and it was so worn it would not start. We pushed it home.

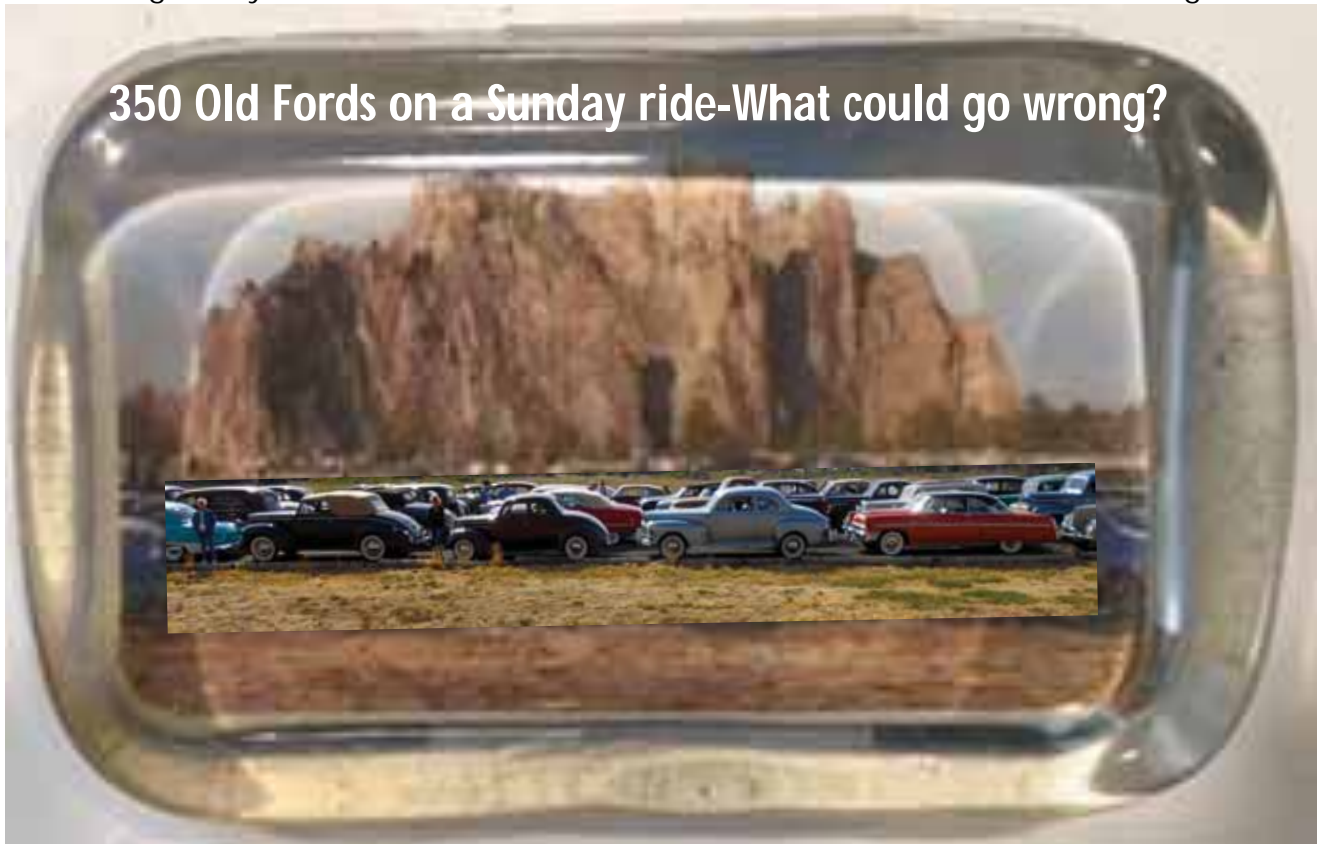
The solution was to rebuild the engine. While we were at it, we made our own dual exhaust system using 1.50-inch diameter flexible tubing. My Ford had a nice snap to it. Later, I put two Smithy mufflers on it. But now that it sounded good, it needed to look good. We found a pair of doors at Ford Salvage over in Highland Park and bought a can of metallic blue (a silver-blue) paint. Dad took the compressor from an old refrigerator, and an old army surplus air tank, and put them together to create his own air compressor. To make it portable, he made a little cart with casters. It worked well enough that we painted the Ford's 17-inch spoke wheels yellow. That summer a friend and I made a 1,500-mile trip to northern Michigan to visit our grandparents. When I faster than over 49 mph, water would squirt out from under the radiator cap; my friend suggested my mother arranged that. During one trip, I was pulled over in Hancock, Michigan, and given a ticket for illegal horn blowing. I had a wolf whistle mounted on the intake manifold; the vacuum operated the whistle when I hit the switch. The fine cost me \$4.25, plus \$1 in court costs. I borrowed the money from my grandmother. I picked up three brunettes that summer, too, one of whom called it, “Elmer's little car.” One eventually worked for—and retired from—Dodge Truck where she ran a paint computer in Warren, Michigan. Ford said the Victoria was a four-passenger car, but I was able to pack six or seven friends into it.

After a few months I sold my Ford for \$275 because we were building a new house and dad needed money to help secure a mortgage. I was eventually able to buy a 1935 Ford Fordor for \$100. I blew a couple of engines while I owned it, maybe because I loved to wind it up in second gear. I miss the three-on-the-floor. After a while I could pull the engine in 45 minutes.

Today I'm still into these cars. I'm currently building a 1932 Ford with '35 Ford wheels, the only year they had 16-inch, 30-spoke steel wheels. I just need a Brookville pickup roadster body to go with the chassis.—Thanks *Hemmings Motor News*



## 350 Old Fords on a Sunday ride-What could go wrong?



Paperweight Souvenir (3 1/2" long) from the 2012 Western National Meet in Remond, Oregon.  
350 Fords visiting Smith Rock. (My Red '50 Convertible seen near middle of pack.)

The line up of cars required several Highway Patrol car escorts at every turn and intersection.  
Can't remember why I was picked to say a few words, but there I am (Below) .

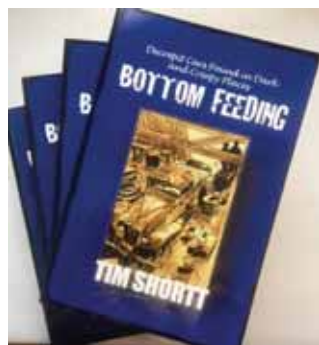




Early Ford V8 Club of San Diego Meeting Schedule	
~ 2022 ~	
Date	Time
Wednesday, November 16, 2022	7:00 P.M. – 9:00 P.M.
Wednesday, December 21, 2022	No Meeting
~ 2023 ~	
Date	Time
Wednesday, January 18, 2023	10:00 A.M. – 1:00 P.M.
Wednesday, February 15, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, March 15, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, April 19, 2023	10:00 A.M. – 1:00 P.M.
Wednesday, May 17, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, June 21, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, July 19, 2023	10:00 A.M. – 1:00 P.M.
Wednesday, August 16, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, September 20, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, October 18, 2023	10:00 A.M. – 1:00 P.M.
Wednesday, November 15, 2023	7:00 P.M. – 9:00 P.M.
Wednesday, December 20, 2023	No Meeting

SDEFV8- Meetings See Schedule-above

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



**My Book**  
**\$15-**  
**Plenty of**  
**laughs**

**FREE**  
**Stuff-**  
**\$49.54**  
**Ford**

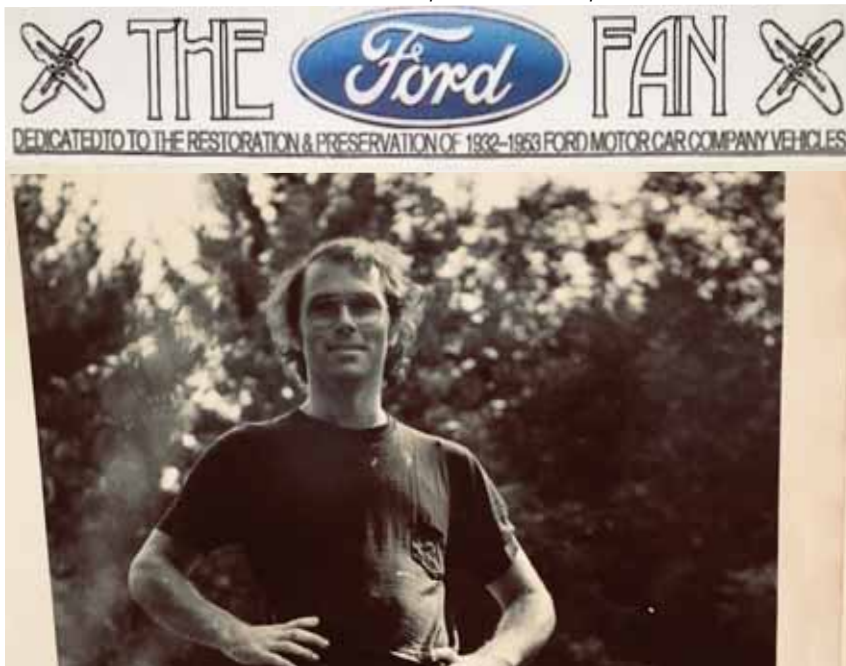
Heaters, Brakes, Hitch, Ignition,  
Horns, Door rubber, Much more  
from a Friend who had a Flea  
Market Business All FREE!



1940 FORD PICKUP FOR SALE  
\$33,500.00  
JACK CLEGG'S BODY OFF  
RESTORATION  
ALL METAL- LESS THAN 500 MILES  
ON SMALL BLOCK CHEVY  
3 ON THE FLOOR- SOLID TRUCK  
JIM THOMAS [jsthoras35@gmail.com](mailto:jsthoras35@gmail.com)  
619-669-9990



SDEFV8Club 1211 5th st, Coronado, Ca 92118



Pretty Sure that's Hair on my head 45 years ago.



Featured in Coronado Magazine:  
Fireworks at The Del and my  
'49 woody in the drive