


THE

FAN


DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1963 FORD MOTOR CAR COMPANY VEHICLES



John was hanging around with this creepy Green Guy.



After Party, Bob tripped and Broke his leg—no alcohol involved.

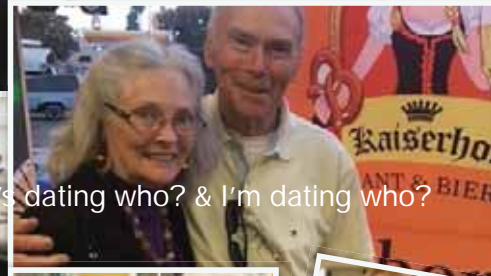


New Record: Joe still in charge Five years +



Match Cards Winners

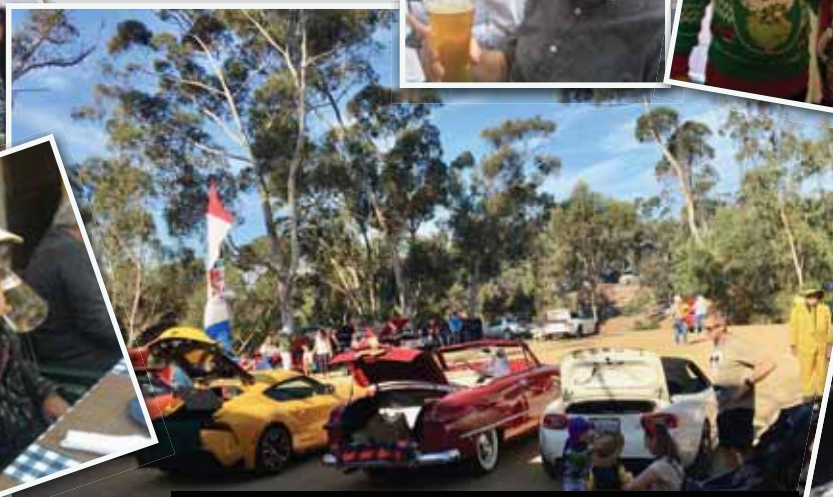
The Christmas party was a sellout. Everyone was there having a good time. Volunteers handed out playing cards, The 2025 Directors were introduced. Joe Pifer read the pledge. Historian Susan presented most of the awards with a laugh, smile and hug. -Contd...



Dan brought his grand Daughter



Wait- Sandy's dating who? & I'm dating who?



TOYS FOR TOTS in Trunk—@ Museum Day





Joe Pifer leads New/Old Directors Taking the Pledge





PREZ SEZ

Happy New Year V8ers!

I hope you all have a happy holiday season and a Merry Christmas! We now roll into 2025, and days will start to get longer giving us more time to enjoy being outside and driving our cars.

On December 7th the Club had an excellent Christmas party. 57 Club members attended and enjoyed the holiday spirit. Some of the tables had more spirit than others, but they all had a good time! Brad Nelson, Dan Prager, and George Lusk won the three door prizes: congratulations! Tim Shortt, Ray Brock, and Paula Pifer were all recognized for their continued outstanding support of the Club; a big thanks to the three of them!

Corporal Jack, of the USMC, joined us for the party and delivered the toys that Club members generously donated for Toys for Tots back to Camp Pendleton. Rumor has it that Corporal Jack deserves a Meritorious Service medal for showing up at the party after spending the night robustly celebrating the graduation of a fellow Marine. He did appear a bit peaked, but we were glad he was still able to attend. Bob Brown won the 50/50 and graciously gifted the winnings to Corporal Jack.

It was great to see some of our long-time members attending the party. We had the pleasure of enjoying the company of Dan Prager, Carl Atkinson, and Louise Croff along with others. It was wonderful to see everyone there.

The 2025 Directors and Officers were sworn in at the party. The list and their responsibility are: Joe Valentino (President), Dennis Bailey (Vice President and Tour Coordinator), Brad Nelson (Secretary), Tim Shortt (Ford Fan and Meeting Refreshment Coordinator), Bob Hargrave, Mike Petermann, Bill Dorr (Meeting Program Coordinator), Ken Burke (Treasurer), Rick Carlton (Web Administrator), Russ Ries (Meeting Room Setup), Paul Alvarado (Raffle Ticket Sales). I am thankful that these members are volunteering their time and managing various aspects of keeping the Club running smoothly.

The December breakfast was enjoyable as usual, but it went off with a hitch! We had 10 Club members RSVP that they would be attending but more than 16 came. Please RSVP if you plan to attend so we can avoid sub-par seating arrangements, Thanks! The next Club breakfast is on January 8th at the Mission Valley Broken Yolk.

Do not forget, the Club meetings in January, April, July, and October are at **10AM**. If Club meetings are not your cup of tea, join us for the Club's monthly breakfasts.

Any additional January tours or events will be sent to you via email.

That is all for this month. I wish you all a happy and healthy New Year! Now get out there and drive that old V-8!

Joe V

SDEFV8 CLUB——Page 3

- President **Joe Valentino** 619-300-4281
- V.P. **Dennis Bailey**- 619-954-8646
- Secretary -**Brad Nelson** -571-357-8981
- Treasurer—**Ken Burke** 619-469-7350
- Directors— **Joe Valentino**- 619-275-1255
- V8 Historian- **Susan Valentino** 619-275- 1255
- Mike Petermann** -916-479-3665
- 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
- Fan Editor Tim Shortt**- 619-435 9013—619-851-8927
- Rick Carlton**-619-512-7058
- Pres Pro Tem- John Davison**-619-729-7252 -
- Paul Alvarado**-619-741-9458
- Other Chairperson-: **50/50**
- Name Tag Drawing Volunteer**
- Monthly- Car Club Council**
- Paula Pifer**-619-461-5445 Membership Programs
- Volunteers- **Tour Co-ordinator / Barbecue**
- Meetings Monthly- **Car Club Council**
- Paul Alvarado** 619-846-7012
- Web Master- **Rick Carlton** 619-512-7058
- Ford Fan **Tim Shortt** 619-435-9013-Cell 619-851-8927
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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



12/18 **Every Wednesday** Wednesday Breakfast Group, El Cajon, 8 am **Bonny's Café** 596 Broadway gotta drive em

Every Wednesday El Cajon Classic Cruise 5pm-7:30pm, Main & Magnolia - Downtown El Cajon (Address for GPS is 200 E Main St. El Cajon 92020), Info: [619-201-8207](tel:619-201-8207) Finished Fall, 2024, restart Spring 2025

Every Thursday La Mesa Car Show-Cruzin La Mesa finished till Fall 2024, restart Spring 2025

Every Friday Cruin' Grand in Escondido, 2024 Season: finished Fall 2024. Finished Fall, restart Spring 2025

12/20 **Every Friday** Cars on Main Street Off Season Shows, In front of American Retro 245 E. Main St. El Cajon, Car Gathering, Bring your chairs. Free to all makes & Models, Park, Cars Eat, Talk Friday Nights Start 3PM, Sun Mornings, Start 7am November thru June Gotta drive em

1/4 **First Saturday** In-n-Out Burger, Poway, 1030AM to 1:00PM

Poway Cruisers Cruise In
Off Scripps Poway Pkwy & Community Rd, 12890 Gregg Ct
All makes, models, years and everyone welcome
Info: Shawn Hodgetts shodgetts@cox.net _ gotta drive em

12/28 **Fourth Saturday** Cars & Coffee Event, El Cajon, 8:30am
Foothills Church 365 W. Bradley Ave. gotta drive em

12/21 **Every Saturday** Donut Derelicts, Huntington Beach, 6:30am
Adams Ave. Donuts @ Magnolia
Info info@rodshows.com gotta drive em

12/21 **Every Saturday** "Rods & Relics", Bonsal, 7am
Z Café Hwy 76 & Mission Road gotta drive em

12/21 **Every Saturday** "Dunkers & Clunkers", Bonita, 7am
Bonita Donuts 4414 Bonita Rd "Behind B of A and Arco Station" Info [619-426-1882](tel:619-426-1882) gotta drive em

12/21 **Every Saturday** Oceanside Cruisers Breakfast, Oceanside, 8:30am

Start Fresh Cafe 1034 S. Coast Hwy. gotta drive em
Outlets of San Clemente South West corner

1/5 **First Sunday** Mary's Donuts, 8959 Carlton Hills Blvd. in Santee from 7 to 9 am.
Open to east county cars

1/19 **3rd Sunday** Cars and Coffee, La Mesa, 7am
La Mesa Blvd. between Spring and 4th gotta drive em



Important Websites

[Bill Jansen's Australian Hot Rodding Website](#)

[OVERDRIVE HOT ROD NEWS](#)

[Big 3 Parts Exchange](#)

[Barona Dragstrip](#)

[San Diego Car Club Council Calendar](#)

[Over The Hill Gang San Diego](#)

[Prowlers](#)

[Poway Cruisers](#)

[East County Cruisers Car Club](#)

[HeartbeatClassicsCar Club](#)

[StreetMasters Car Club](#)

[South Bay Cruisers Car Club](#)

[West Coast Willys Club](#)

[GoodGuys](#)

[NSRAREcommended Vendors](#)

[Chariots of Fire San Diego](#)

Brian Nebergal, SoCal Classic Autoglass Connection, Escondido, Ca, [760-807-8968](tel:760-807-8968) or email

at socalclassicautoglassconnection@msn.com

[Steering Wheel Restorations San Diego](#) [E-Mail Dennis Crooks](#)

Holley Carburetor Restoration/Rebuilding, Custom, US Holley Guru on Ford

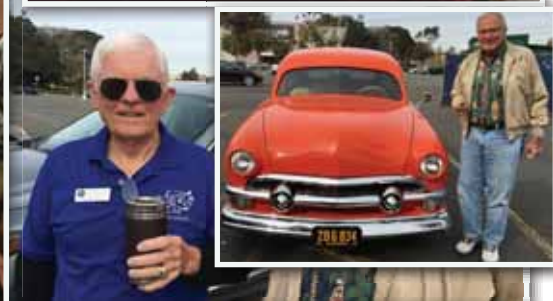
Multiple Carburetor Setups-6V/8V/4V

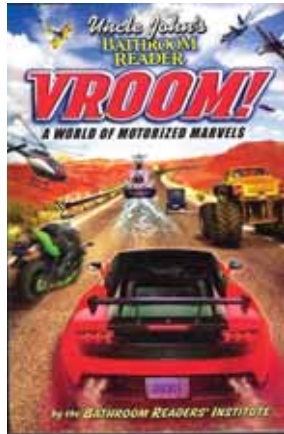
[Joe Bunetic 618 402-5062-Contact vis](#)

[Cell/Text only, No Email Fairview](#)



Prez Joe and Liz were having a what you might call a delightful conversation as Candy pulled her *Corvette* into the last parking spot. Ray had just arrived on his new Power Scooter. and proudly described how good it is was. Dennis bragged he had lost 60 pounds so far, He'll soon be running up the stairs. Rich went to sit down and found himself stuck in the overhead ceiling light. —Another normal Day.





GIMME A BRAKE!

Early automaking focused on making vehicles go. Making them stop was an afterthought.

SOLE POWER

In 1885 Carl Benz gave the first demonstration of his gasoline-powered tricycle to a gathering of curious spectators outside his Mannheim, Germany, workshop. As Benz and his wife Bertha, rode his new invention around in circles, the crowd marveled at all the technological wonders the tricycle had: electrical ignition, carburetor, water cooling system, rack-and-pinion steering, and rear springs. What it didn't have was brakes. Benz lost control of the vehicle and plowed into a brick wall. Both riders were uninjured in what may well have been the first automobile accident.

Henry Ford's first horseless carriage, the Quadricycle, didn't have brakes, either. The two-speed automobile, introduced in 1896, featured a wooden frame, a single seat, and four bicycle tires. The two-cylinder engine had a top speed of nearly 18 mph. When Ford wanted to stop his car, he had to put it in neutral and rub the sole of his shoe against the rear tire, Fred Flintstone style.

PULL THE LEVER

Brakes were soon standard equipment on new cars, but automakers relied on systems like those used on horse-drawn carriages. Most incorporated a lever that, when pulled, jammed a pad against the solid rubber tire. The heat from the friction quickly ground tires down to the rim. In 1899 Gottlieb Daimler came up with a rudimentary drum brake. He strapped a cable to the chassis and wound the other end around a drum on the rear axle. As the vehicle moved forward, the cable tightened, making it easier for the driver to pull the lever when it came time to engage the brakes. That same year the Columbia Automobile Company introduced dual rear braking system, complete with a bell that rang when the vehicle came to a full stop. None of these efforts could disguise the fact that these brake systems were scant improvement over Henry Ford's shoe.

DRUMROLL, PLEASE

In 1902 Louis Renault came up with the idea of using a lever-activated brake pad (or shoe), which would press against a wheel-mounted drum to stop the vehicle. The modern brake was born! Later that year, American automaker Ransom E. Olds decided to test his own new external braking system against a Columbia Victoria car with the Renault-style drum brakes and a horse-drawn carriage with the old-fashioned tire brake. The brake on the Olds consisted of a single flexible stainless-steel band wrapped around a drum on the rear axle. When pressure was applied with a pedal, the band contracted around the drum, causing the vehicle to stop.

In the test, Olds's car went from 14 mph to a stop in 21.5 feet. It took the Victoria with the Renault brakes 37 feet to achieve the same results. As for the carriage, it took the driver 77.5 feet to come to a halt. Olds's design had its drawbacks, though. When stopped on a hill, the band tended to unwind, causing the vehicle to roll backward, so drivers had to carry wheel chocks. Also, since the system was exposed to the elements, it rusted out quickly, requiring a brake overhaul every 200 to 300 miles.

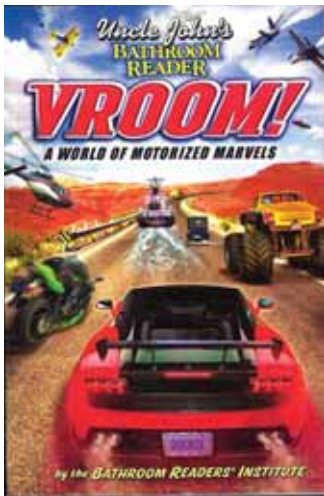
DEADLY DISCS

Over in Great Britain, F. W. Lanchester patented a spot disc braking system in 1902 quite similar to those in use today. However, when the copper brake linings came in contact with the metal discs, they made a piercing squeal that annoyed people for blocks around. Another Englishman, Herbert Froad, solved the metal-to-metal problem of Lanchester's disc brakes in 1907 by replacing the copper linings with asbestos pads. Asbestos was strong, sound absorbent, and heat resistant. Now motorists could drive 10,000 miles between brake jobs.

Automakers and motorists were delighted. Unfortunately, asbestos was later found to be a carcinogen responsible for several diseases including lung cancer. Despite this, it wasn't until 1988 that asbestos brake pads were phased out in favor of Kevlar and other modern materials.

FLUID MECHANICS

Shortly after the end of World War I in 1918, Malcolm Lockheed (then Loughheed) became the first person to adapt hydraulics to



...Continued

brakes. When the pedal was pushed, fluid pressure was transferred from a cylinder through a tube to the shoes, which in turn pushed against brake drums. Hydraulic brakes removed the effort often associated with braking, making them easier to use for a fast-growing part of the new automobile market—women. In 1921 the Duesenberg Model A became the first passenger car to be equipped with four-wheel hydraulic brakes. It took another full decade for other manufacturers to get onboard with the new technology, which has changed little over the years. In 1939 Ford became the last major manufacturer to switch over to the superior hydraulic brakes.

BRAKE INNOVATION TIMELINE

- The 1950s brought more braking innovations, including vacuum assist (power) brakes, self-adjusting drum brakes, and brake booster disc brakes.
- In 1962 the Studebaker Avanti became the first American car to exclusively feature disc brakes, although they had been popular for years in Europe.
- In 1966, an anti-lock (anti-skid) braking system (ABS), first developed by Great Britain's Road Research Laboratories in 1958, was used in a production car for the first time—a Jensen FF sports sedan. The system used a series of valves to control how much pressure each brake received from the master cylinder, and when. A new and improved ABS, including electronic sensors, became standard on most cars in the 1990s.

* * *

Look for VAROOM! Its filled with interesting Car Stories



NEW
Dennis

**You might not
recognize this
handsome, built
like a Marine Tank
Guy ...**

IT'S DENNIS!

**Yup, 60 pounds
lighter and ready
to rumble!**



OLD
Dennis

2024 RIDE THE LIGHTS



Annual Christmas Night Ride in Coronado attracts thousands of riders on Decorated Bikes



Cops set course and bikes swarm the neighborhoods and back to the Park for a party.



...And it's Fun



Dick Dalik of Freehold, NJ has always been infatuated with late 1960s muscle cars. When the opportunity arose to check out a stunning, survivor 1967 Mercury Cougar that his son found on the internet, he was game from the start. What he found was a pony car that was still wearing most of its factory Inverness Green paint and running on its original 289 four-barrel V-8. However, there was something else about the Cougar that really set this one apart from the rest.

The Mercury Cougar was marketed as an upscale pony car and catered to the consumer that wanted a little luxury in their new vehicle. **So, the inclusion of the nine-inch Philco-branded television set, which plugs into the cigarette lighter for power, makes sense. In 1961 Ford had purchased Philco, which was at one time the leader in radio and television production. They were also pioneers in battery design and transistor use in electronics equipment. So, marketing something such as a television to consumers seemed like a good strategy.**

Dick bought the Cougar and started bringing it around to local shows. The Cougar was an immediate home run with the local car connoisseurs. "The car itself was a big hit. There's not that many survivors left out there, of any make or model, and this one shows particularly well. Even the interior is in excellent shape. But once they get a peek at the TV, well, that starts the conversation flowing.—



Came with a back seat 9" Philco TV WOW!

Reader:-SONOFROYROGERS

Rolled 4 times in one, in 1969, coming back from Tampa to Saint Leo's College one night, 40 miles north.

I was NOT driving but asleep in the middle of the back seat.

As I woke up with the sliding that would result in overturning, I braced my two arms against the roof, securing the two guys sleeping on either side of me.

When we stopped rolling, down an embankment, the only injury was a forehead bruise sustained by the passenger, the result of (thankfully) of the "pop out" windshield, maybe the first year they were required?

I did not drink and did not know there was a case of beer in the trunk.

We all 5 emerged, silent and amazed.

As the police approached one guy, breaking that silence, said, "I hope they don't find the beer".

We all laughed, breaking the drama.

I did open the trunk to see if my long necked BACON 5 string Banjo was not damaged. It wasn't even out of tune.

I played a song for the two Cops who loved it, ignored the beer and drove us home.

(Same COLOR TOO!)



1934 Lincoln



Global Grand Finale

It's a Ford. No kidding.

This wild custom car resembles a vehicle that Batman would be proud to drive. Nicknamed "La Liebre," Spanish for "The Hare," this wild custom car won the 2024 Hot Wheels Global Legends Tour, hands down, and it will be immortalized in a 1:64 scale Hot Wheels diecast model sold worldwide.

Described by the die-cast toy-maker as "The world's largest travelling car show," the 2024 Hot Wheels Global Legends Tour travelled through 13 countries, including the United States, the United Arab Emirates, and Colombia before an overall winner was chosen.

Owned and built by Giuseppe Casagrande and Maurizio Moschini, also the founders of Cars & Coffee in Chile, South America, La Liebre attended the Hot Wheels Legends virtual finale on November 16th and was declared the global winner. The build was a team effort that began as a way to promote Cars & Coffee events with an aim to foster car culture and community in Chile. The car is now inspiring enthusiasts worldwide.

Based off a Ford Falcon, La Liebre was built on a rip-off tube chassis and custom-made fiberglass panels for weight savings and strength. The overall design kept aerodynamics in mind. Even with its specially-built V8 engine, which is paired with a five-speed manual transmission that transfers 600-horsepower to the rear wheels, the custom racer weighs in at just 900 kg (around 1,984 lbs.) Its impressive power-to-weight ratio beats out supercars like the Ferrari SF90 XX Stradale and the Porsche 911 GT3 RS.





Going to the beach in 1916—I grew up in California . I know this beach, it's STILL crowded—



MODEL T'S STILL TRAVEL ACROSS THE COUNTRY TO GET TO THE BEACHES, NOW IT'S A RACE—NEW YORK TO SAN FRANCISCO TAKES TWO WEEKS.





If I were you, I'd take a different path...just sayin'.....



Thanks V8ers for all the notes re ‘Dealing With My Not Driving’—

We have a Golf Cart for us to drive in Coronado, plus free city carts and old car friends that are willing to drive us to Club Events. Sandy is trying to get me on HER better Brain Diet, which seems to have slowed the memory loss she was going through. AND I went to the Barrio today on the CITY BUS.—(I’ve done this many times), but today the driver almost missed me at the stop... so, after he screeched to a stop, he let me ride **NO CHARGE!**

AND BIG NEWS—After 6 months- The **BIG BOY BUICK** has been sold!

Today, two very happy Amigos headed south out of Coronado taking up two lanes, down the strand,. They called from their home 45 minutes later to say **“WE MADE IT!”**

SOUTH





NO TRADES !!
 1965 Ford Mustang Convertible ,
 Factory 289 V8 Engine , Automatic Transmission , Power Steering , Power
 Top , Four Barrel Carburetor, Dual Exhaust, GT Rally Wheels, New
 White Wall Tires , Bucket Seats , GT Stripes , Nice Interior, Nice Paint
 With a Few Flaws , Original California Car ! **NO RUST**
CLEAN TITLE
\$26,000 CASH NO TRADESCALL — 951) 505 -5682



'41 all apart,
 Motor ran
 when pulled.
 Lots of
 parts.
 -SD Craigs
 LIST



1959 Ford Panel F150 Truck delivery van -
PROJECT -LOTS EXTRA PARTS AS - IS- 6cyl,
stick—SD CRAIGS LIST
 Can trade for coin collections, Gold, Silver etc etc..
 “Metal work is needed, rust on top of truck and other
 places but great project.



1956 Ford 2 dr
 wagon- Project -
 Craigs List



1953 2-door Ford 6
 cyl Customline 2 dr
 Sedan - \$16,000
 (Hidden Meadows -
 North Escondido
 -Craigs List



SDEFV8CLUB——Care of Tim Shortt, 1211 5th St, Coronado, Ca 92118



Hold On—Fords coming through

