

L.A. ON FIRE

CLASSIC CARS BURN





Prez Sez...

Happy February V8ers!

Valentines' Day approaches and love is in the air! Better yet, the days are getting longer to allow for more daylight driving of our cars!

There was a great driving event on January 12, "The San Diego Excursion (AKA the Point Loma Race Reenactment of the 1915 Exposition)", sponsored by the Horseless Carriage Club and the Auto Museum. You can read about it in this Fan. Just announced; there will be a repeat of this event on January 11, 2026; get ready for it, put it on your calendar!

The return of the Fabulous All-Ford Picnic is scheduled for Saturday June 21 at Santee Lakes Park. June 21 is also designated as "National Drive Your V-8 Day". It will be another great Club get-together. Once again, we will need members to help provide raffle prizes. Put the date on your calendar!

Do not forget, the February Club meeting is on the 19th at 7:00 pm and the Club Breakfast is on February 12th at 9:00 am at the Broken Yolk in Mission Valley.

If there are any February tours or events, notification will be sent to you via email.

That is all for this month. Stay Happy and Healthy and do not forget to acknowledge that special someone on February 14th!

Now get out there and drive that old V-8! Cheers!

Joe V

February Birthdays

2/21 Annette Castaneda

February # 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
Cal & Cheryl Westra	5 yrs
Jerry Adams&Brenda Mullen	2 yrs

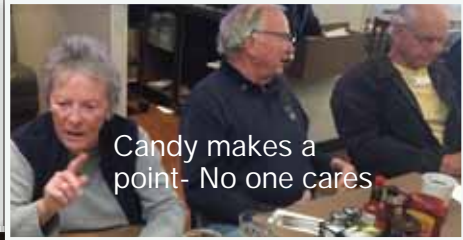
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- V8 Historian- **Susan Valentino** 619-275- 1255
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- Monthly- Car Club Council**
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- Volunteers- Tour Co-ordinator / Barbecue
- Meetings Monthly- Car Club Council
- Paul Alvarado** 619-846-7012
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Great family dinner in Balboa Park last night. Ray Brock had some pain around his heart, so off to the hospital. Doctors discovered problems and admitted Ray. He expects to stay a few days. We all wish him well.



Out of the Early Morning shadows comes hungry V8ers- 26 Of Us- ready to Meet, Eat and Hang Out.



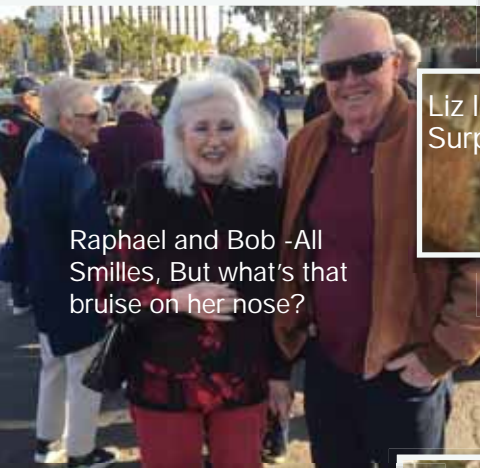
Candy makes a point- No one cares



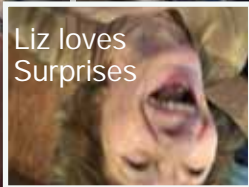
Prez Joe comes in Top Down



V8ers All Over the place.



Raphael and Bob -All Smiles, But what's that bruise on her nose?



Liz loves Surprises



Historian and Prez in love.



Paula speaks, Joe listens



Bob , Bill discuss-Stuff. Others don't care



Mike waves to Lois ?



I listen, hoping to pick up a story

LA FIRES and
ONE LUCKY VW
BUS.

Confirmed- The
BUS somehow
SURVIVED-



San Diego Early Ford VB Club General Meeting Minutes, January 15, 2025

President Joe Valentino called the meeting to order and led the club in the pledge of allegiance.

Presidents report: The president welcomed new member Orvill Greenfield, owner of a 1936 Ford "humpback" with a flathead V8.

- The president reviewed a list of club members' birthdays, wedding anniversaries, and club membership anniversaries.
- The Christmas party was a success, thanks to those who helped pull it together. The club collected a significant number of toys for "Toys for Tots." The club even made a small profit.
- January 12, 2025 was the reenactment of the 1915 Point Loma Road Race. Several SD EFV8 members participated. The route was lined with enthusiastic spectators.
- SD EFV8 club, Regional Group 19 won 1st place for the best EFV8 club website.
- Joe noted the following dates:
 - o February 12: club breakfast at Mission Valley Broken Yolk restaurant
 - o February 19: regular club meeting 7:00 pm
 - o June 21: All-Ford picnic coinciding with Drive Your V8 Day. It was moved from an earlier date to deconflict w/ the Coronado Motorcars on Mainstreet show.

Vice Presidents report: no report

Secretary report: Since the Christmas party was the December meeting, no minutes were taken of the party.

Treasurer report: The treasurer's report was presented, a motion was made and seconded and it was approved.

Accessories: It's a new year, buy stuff.

Web: A1 Towing declined to renew their sponsorship and their name was removed from the site.

Sunshine: Dennis Bailey is out sick. Dotty Fritz fell and broke her hip. Rod Wilkens passed away.

Fan editor report: "It's coming along pretty good."

Car Club Council: There are few fliers on the table. This coming Monday, swap meet at Pechanga Arena.

Grand National Roadster Show in Pomona January 31 – February 2. February 8 car show at Kearny Mesa High School. El Cajon cruise plans are up in the air.

Historian: Susan Valentino read the President's message from the January 1975 newsletter. The theme was "drive your V8."

Presentation: this was a continuation of the 1960's video, "America's Love of Cars." It included advertising and car sales themes from the era.

Hard Luck Trophy: It's a new year and the trophy is up for grabs.

New Business: Greg Henkles reported that the Pasadena Horseless Carriage Tour went through an area two weeks ago that has since burned in the great Los Angeles fire. The Over the Hill Gang will host the Streak 52 car show May 9-10 at Campland by the bay.

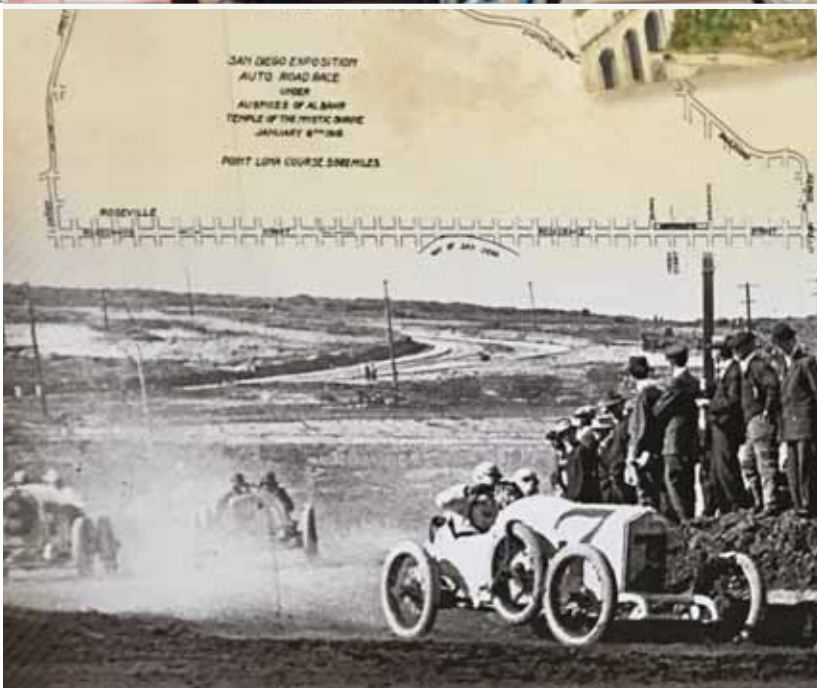
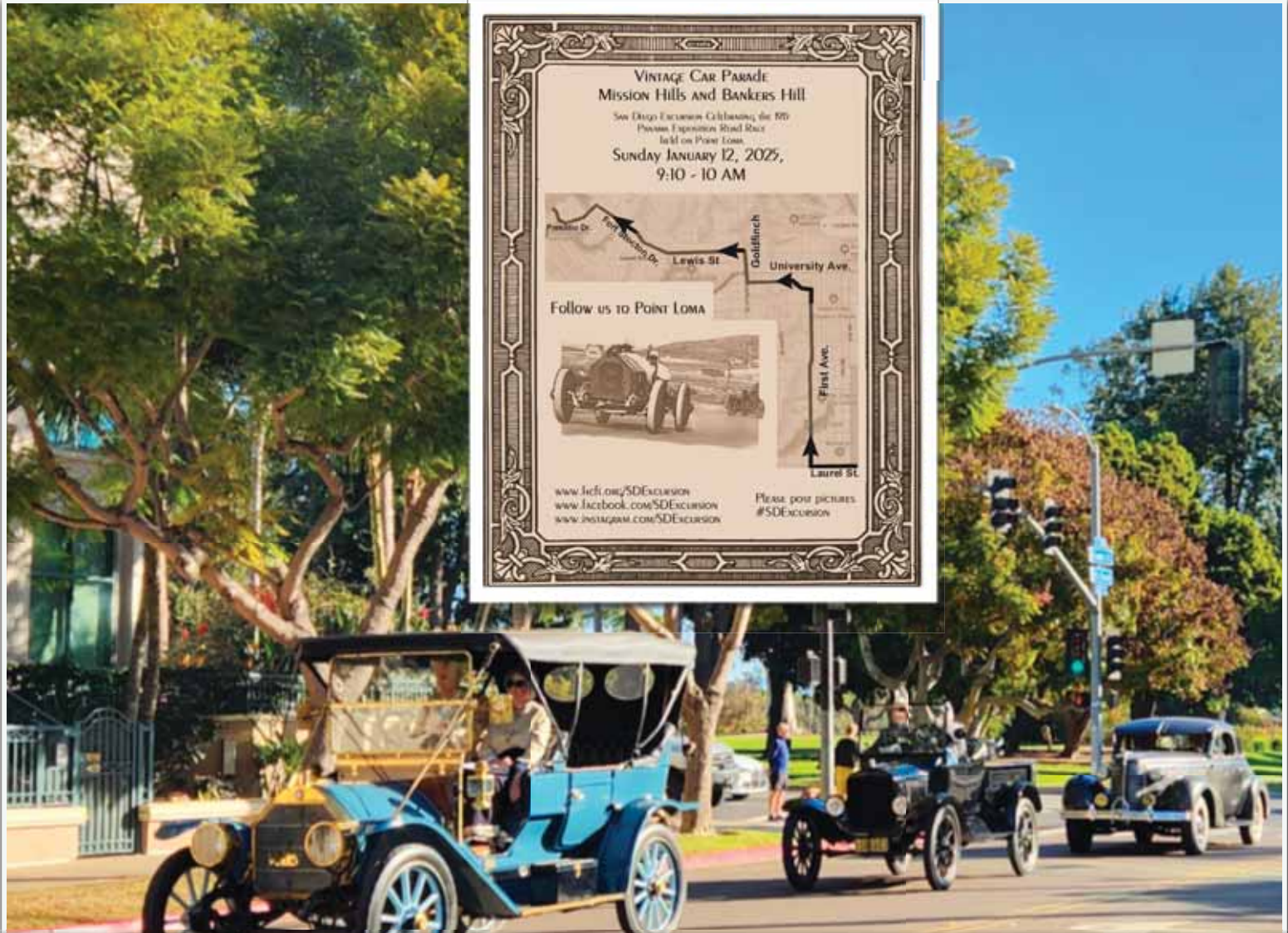
Old Business: none

50/50 Drawing: Liz Dow won \$39.

Name tag drawing: No winner.

Meeting Adjourned: 11:39 a.m.

Minutes submitted by Brad Nelson.



On the morning of the great race an estimated 50,000 people spread out along the course to watch the spectacle. "It was the greatest throng ever seen at one event in San Diego," proclaimed the *Union*, "except perhaps, the opening of the exposition." Out of eighteen starters only five drivers would finish the grueling race. Earl Cooper, driving a Stutz, took the lead at lap 24 and never gave it up, completing the 51 laps around the circuit in 4 hours and 40 minutes, with an average speed of 65.3 miles per hour.



Race winner Earl Cooper in Stutz No. 8



The morning of January 12th was downright chilly for we San Diego folks. 41 degrees is comparable to -12 in Buffalo New York. Susan bundled herself up in her faux fur coat, which is aptly named "Miss Kitty." The racing goggles on her baseball cap completed the gear necessary for the day. I put on my old motorcycle jacket and my Stetson "Open Road" hat in preparation for the chilly drive. We wore gloves hoping to keep our hands from getting numb from the cold air blowing by us as we drove to the Automotive Museum at Balboa Park from the coast in our 31 Model A Roadster, "Thelma". Today was the day of the much anticipated "1915 Point Loma Road Race Recreation" also referred to as "the San Diego Excursion". The last email I received from the coordinator stated that the expectation was there would be 80 or so cars participating in the event.



In the past, Thelma had been a remarkably reliable car, and she would be dependable again today. Thelma is beige with black fenders, a typical color combination of the Model A era. For laughs I ordered a racing meatball, with the number 69 on it. Thelma looked much faster with the number on her.

We left for Balboa Park at about 08:00, drove south on Pacific Highway and then west on Laurel Street. We drove into the Park from its west side, over the bridge from Sixth Avenue. We did not see any other old cars as we drove through the park, and just a couple of folks walking. We started to wonder if we had come at the wrong time or to the wrong place. We drove past all the Old Globe theater and the museums on the west side, and did not see any other old cars. As we drove through the stop sign by the Houses of Hospitality and veered to the right, it was not until we reached the stop sign just before the Automotive Museum that we saw the mass of cars! We could see a crowd of people in front of and around the registration pop-up tent. The parking lot was packed! We carefully drove past where registration packets and maps were being handed out to those that were pre-registered for the event. Looking over to the registration table we could see boxes of doughnuts and containers of coffee. That explained the size of that crowd! Susan hopped out of Thelma to pick up our packet and I turned left and found a parking spot in the front row, which I backed into. This later turned out to be a prime parking spot because when cars began to leave for the start of the drive, they would all pass in front of Thelma for our viewing enjoyment. I hopped out and found Susan in the crowd and we started to walk around to see as many of the cars as possible before the drive began. A friend of ours was there with his 1938 station wagon hotrod. We walked back to where we saw his car when we were driving in, but he was not there, never found him in the crowd. Instead, we found Brad Nelson, Paul Alvarado, Rick Carlson, Tim Shortt and Bill Dorr chatting. That was almost enough Directors of the Board to have a Directors meeting. In fact, they were talking about Club business. You must admire the dedication of our Directors. We also chatted with Club member Greg Henkels who carpooled with Brad in Brad's red 63 Galaxy muscle car,





and Bob McGehee. Bob brought his beautifully restored Washington Blue 38 and drove it the entire course enjoying the beautiful day with which we had been gifted. We walked around and saw our friend Ahna Holder with her "Great Race" pedigree red Model A. There were more than a dozen members of the Model A Club, many dressed in period correct clothing, as were many of those at the event. Ahna looked like she was wearing Fay Dunaway's outfit from the Bonnie and Clyde Movie. Fred Crone looked fabulous in his raccoon coat and straw hat and Judy Jo Beardsley looked like they had stepped out of the 1920s.

While looking at some of the amazing cars in the lot, we could hear a call for Drivers to go to the registration tent for instructions. Newell Booth, the Horseless Carriage Honcho, was there in period-correct splendor. Newell briefed us on the route to where we would gather on Shelter Island, the "race course," rules and courtesy considerations we drivers should make to modern cars and spectators. The Horseless Carriage Club had excellent Tour books with maps that they gave out to registrants. We found out that the cost of the books was paid for by the owner of the "Good Point Gas Station," located at the corner of Canon and Rosecrans Street. The Plan was for the lead car to be a red Chalmers touring car, with cars of that vintage to follow, then newer cars to follow those Brass era and period race cars.

Once cars started to depart, they pulled out in front of where Thelma was parked. Susan and I sat, waiting for an appropriate time for a 1931 Ford to slip into the line.





Once we pulled into the line, we started to drive past the building that used to be the “Hall of Champions” to cheers of the people lined up on the sidewalk. Cars were able to drive through the park together in a line as a group. Once we drove over the Park’s bridge over the 163 and reached the light at 6th Avenue, the large group began to break into smaller groups of five or six cars. We were at the mercy of a traffic light that was longer red than green. The number of cars in a single group depended on how many could make it through the light, and if they were able to catch up to the group ahead. There always seemed to be a group of cars within sight not too far away both ahead and behind as we drove. Once we exited the Park, we encountered people standing on both sides of the street. Some were clearly anticipating the cars; others had a look of surprise to see all the cars in a line. A woman on the sidewalk called out “are you all cars from the Museum?” Susan yelled back and told her it was an event that had 92 cars participating. Her eyes opened wide and she “wowed” through a big smile. As we drove through Mission Hills there were groups of people on both sides of the street cheering as the cars passed by. It was a pleasant drive through Mission Hills and as we reached its west side we drove through Presidio Park and down to Barnett Street where the cars turned and drove through Liberty Station, where people looked at the cars with amazement, cheered and gave thumbs up. After driving through Liberty Station the course took us to Shelter Island where the cars drove to the west end, looped around the traffic circle and drove to park by the boat ramp. We were there for roughly 45 minutes. That gave everyone an opportunity to look at cars, chat and marvel at the number

of amazing cars in one location, outside of a museum. Talking to folks about their cars is always fun. As we walked down the line of cars we came upon a Model A Fordor with original paint and patina. It had a mattress and what appeared to be the worldly possessions of an itinerant family. It turned out to be the car of the Early Ford V-8 Club's very own Jim Croff and his grandkids, all dressed as Oakies fleeing the dust bowl to California.





Once the cars departed from Shelter Island, the cars made their way to Rosecrans Street, and the "race" was on! Heading North, just past Liberty Station a left turn was made and the cars drove up Lytton Street towards Catalina Street. As we drove up Catalina Street there were spectators sprinkled along the sides of the street. Some were on the sidewalks cheering. Others stood on the edge of the road, or sat on tailgates of their trucks or SUVs.







On our second lap, as we made our way down Canon Street from Catalina, we recalled that Newell Booth had said that the owner of the gas station at the corner of Canon and Rosecrans paid for all the maps and handout materials given to the people at the event. His only request was for cars to stop at his gas station so he could take some photos. We did stop at the gas station and that was another highlight of the day! The "Good Point" Gas Station is a locally owned and probably one of the only independent gas stations in San Diego. The owner, Stan Miller, purchased the property from Ohio Wesleyan University in

2009 while living in Hong Kong where he was V.P. of real estate development for Chase International Banking. The property had a 76 station on it at the time, but when he purchased it, there suddenly was a "compliance issue" and the station was no longer able to sell gas. Instead of contracting with another big oil corporation, Stan decided to run the station himself. He and his wife and children came up with the name Good Point Gas and decided to keep the station's retro look. He and his family are hands-on and run the business, and if you are down that way, stop in and fill up!

The Good Point Gas station turned out to be a great spot to see many of the Brass Cars as they stopped in to say hello to Stan. Besides the Brass cars, period correct race cars, some with significant provenance, such as the 1910 Fiat S-61 Grand Prix Race Car (it finished 3rd in first Indy 500) was there to admire. That was our last stop of the day before heading home. It was an unforgettable day, and hopefully not the only event of this type we have the opportunity to witness!!





Happy Motoring!



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 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 TRADES CALL- 951 505 -5682

For Sale
1940 Ford pickup. Has 350 Chevy engine, automatic, PS, and PB. Cab is good but not perfect, bed sides look great. The drive train is intact, cab and bed are sitting on chassis, front clip is off. It's a project but a good start to a nice resto-rod truck. \$6,500 obo. **Richard Grace 404-944-2724**
For Sale
 1936 Ford grills, 2 original, 1 aftermarket.



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

1951 Ford Victoria For Sale
 239 V8. 3 Speed, Overdrive. Mostly Original. \$25 K.
 Roger Abbott 817-282-2386



1953 2-
 door Ford 6
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 Customline 2
 dr Sedan -
 \$16,000
 (Hidden
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