



The Ford Fan



Russ Ries, President

During March, Club members participated in three events. The monthly breakfast was a fun time by all except George and Laura Lusk. On their way to the breakfast, their flathead experienced a radiator hose failure on an on-ramp to the I-805 freeway. They had to wait an hour for a tow truck. Obviously they did not make it to the breakfast. Good news is that George found the replacement at NAPA.

The monthly meeting location was back to the Ray Brock Hall of Fame. The museum has upgraded the room with new paint, display cases, and couches. These improvements have elevated the tribute to Ray to an even higher level.

Late in the month, over thirty members attended a personalized tour of the Allen Airways Flying Museum at Gillespie Field in El Cajon. Bill Allen, creator / owner, of the Museum gave a two hour guided tour describing the many collections of early flight memorabilia that he has amassed. These collections include not only aircraft but also personal items previously owned by such individuals as Charles Lindbergh, Howard Hughes, Roland Garros, and many others. Following the tour, we had lunch at the Gillespie Field Café. Based upon the comments I heard, everyone had a good time.

Club tours are always good times for all. I suggest that if you have an idea for a tour event, please contact Dennis Bailey, tour coordinator. He would greatly appreciate your input.

Dan Prager, a 39-year member of the San Diego Early Ford V-8 Club, passed away on March 17. Dan was a dedicated and enthusiastic member who remained active well into his 90s. At his 90th birthday celebration, he hopped into his 1940 Mercury convertible and drove it out of his garage, his face glowing with joy—a perfect reflection of his love for his Mercurys and for the hobby we all share.

Dan was known for his warm smile, his gift of gab, and the unmistakable twinkle in his eye. He was loved by all the dogs in his neighborhood. Early in the morning Dan would frequently sit outside with a bunch of dog treats. Dogs walking by knew to stop and greet him! He will be greatly missed by all who had the pleasure of knowing him.



Dan's 90th Birthday celebration

The family is planning a celebration of life, likely to be held in August. We will share additional details as they become available. Rest in peace, Dan.

In this issue of the Ford Fan you will find remembrances of Dan Prager, the story and pictures from the Allen Airways Tour, a look back to April 1933, a glimpse at the Poway Cruisers In-N-Out Burger gathering, a Tech page on the topic of water pumps, important dates, milestones and classified ads. Enjoy!



The Fan



DAN (Daniel) PRAGER 1932 – 2026

On St. Patrick's Day, I lost my best friend and fellow V-8er – Dan Prager. I first met him shortly after we moved into our “new” house in 1970. We shared the driveway with our neighbor. I didn't know that neighbor was Dan's mother. He had grown up in that house.

Every once in a while, I'd see him in the driveway when he came to visit her. That all changed when I brought home a 1948 Ford Coupe I was restoring.

Dan saw the car in my backyard and came over and told me he had a 1947 Mercury Coupe he restored. He even added a “Hoover High School” sticker on the rear window. He was proud to be a Hoover High Alumni.

We instantly bonded with our love of the Ford/Mercury V-8s.

Dan was proud of his car but then he wanted more. He was a “Mercury Man”. He found his “treasure” - a 1940 Mercury Fordor Convertible. He loved that car.

The restoration of our cars turned into a competition. I worked an early shift and was able to work on my car after work. Dan would stop by on the way home from work to see what I had done on my car and tell me what he had done to his. It was a friendly competition.

Eventually, we finished the cars; now it was time to drive them. And we did.

We went to car shows, drove in parades and toured with the San Diego Regional Group of the Early Ford V-8 Club of America. We drove to National Meets included Bend, OR; Reno, NV; Dana Point, CA; Temecula, CA and one in Colorado.

I became a National Director of the Early Ford V-8 Club and President (1991-1992). That meant I traveled to National Meets all over the United States and Canada. I asked if he wanted to go along. He eagerly agreed. Naturally, he made many “new” friends at every meet.

When I was a director, all California directors HAD to attend in person. These board meetings were mostly held in Northern California. That worked perfectly for me for I was also involved with the Early Ford V-8 Foundation.

The Foundation had been invited to bring “display ready” items to put in the California Auto Museum in Sacramento. That was great, but how was I going to get these things there. That included engines, engine stands, neon signs and more.





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Dan stepped up again generously offered his van! That worked out well. We'd travel to the museum for a day and deliver Foundation items and then travel to the board meeting. We did this so many times we made friends with a waitress at a truck stop. She would remember us, especially Dan.

It took 10 hours to drive to Sacramento. We started around 6 am. This meant we'd hit big Traffic in Los Angeles. Then we tried leaving about 10 pm and driving all night, arriving at the museum before they opened and we could unload the Foundation stuff and install displays.

One time we drove a U-Haul truck to Sacramento and got a rental car for the return trip. Dan was driving. (He he always did the driving. I just rented the car and handed him the keys.)

When we got to the hotel, Dan out of the car he closed the door locking the keys inside!

The hotel valet saw what happened and told us not to worry. He reached behind his stand and pulled out a box of tools designed to open locked car doors. He quickly unlocked the door. Dan was "off the hook"!

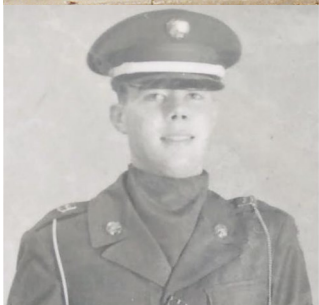
I could tell more stories about our experiences over the 50+ years that we were friends.

Dan was a great guy. He'll be remembered by all that met him. I know I will.

~ Jerry Windle ~



Sea Breeze





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Dan really enjoyed the Christmas holidays. He looked forward to it. He would put on his custom Santa costume, acquire many boxes and candy canes and beard and visit people he did business with – the barber, the local garage, the local Rite Aid, etc. Since he couldn't drive when he was Santa, I'd often drove him around to places becoming a "Reindeer".

One special place was the local elementary school to visit the first and second graders who greeted him with a Christmas song. After that he would take the stage and spoke to EACH one asking what they wanted for Christmas.

Unfortunately that stopped when Santa and Christmas became politically incorrect.

He even went to private and business Christmas parties without charging a fee for his visit.

As I said he loved becoming Santa once a year. ~ Jerry Windle ~



Dan's wife Loni is behind the steering wheel

For many years, Dan dressed up as Santa Clause and participated in parades, his company parties, V8 Club Christmas parties and handed out candy gifts to local merchants and neighbors.

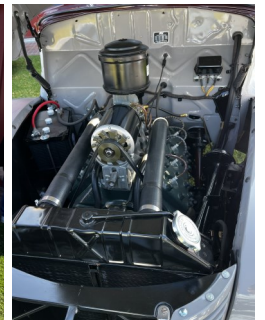
Another fun memory I'll always remember is, he would call me every week or two to come over and adjust the carburetor on one of his Mercurys and make it run smoother. What it really needed was to warm up. I think it was partly an excuse to go to lunch afterwards. He will truly be missed. ~ Bob Hargrave ~



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On Monday March 23 Club members were delighted to participate in arguably the best tour of the year, that of Bill Allen’s Hanger at Gillespie field. Several members met up at the Broken Yolk restaurant in Mission Valley; Maureen Colvin and her sidekick Dennis Bailey , Bill Dorr, Heather Wiggins with Brad Nelson, Susan and me (Joe V), Rick and Sheryl Carlton and Bob Brown. The weather was beautiful and the drive was trouble free. When we arrived at Gillespie Field we were met by President Russ Ries who had the controller for the entrance gate to allow us in and keep scoundrels out. When we motored over to Bill’s hanger we saw that we were not the first group to arrive; there were a dozen or so members already there. A treat for me was seeing Dan Esposito’s immaculately restored 1940 Ford Coupe, which was restored to stock condition. It was such a beautiful restoration that Dennis Bailey openly admired. Another treat, before entering the hanger was seeing Bob Newsome’s gorgeous 1934 roadster. It is immaculate and a beautiful car. Also parked on the lawn in front of the hanger was Russ Ries’ exquisite 36 Cabriolet, Dennis’ beautiful 35, Bill D’s perfect 37, Brad’s much coveted 63 Galaxie, Joe P’s 46, Paul’s 40 Merc Coupe (he didn’t win a trophy today), Rick’s 56 Pickup and my 40 Mercury convertible.





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We were greeted by Bill Allen and his employee, Wes. Wes may look young, but he is an accomplished pilot and flight instructor. He and Bill fly around the country as casually as most of us drive to Costco.

We were especially fortunate to be given a personal tour by Bill himself. Many in his position might delegate that role, but not Bill. He was a gracious and engaging host, guiding us through what can hardly be described as just a “hangar.” The space serves not only as home to his rare and beautifully restored aircraft—and others in various stages of restoration—but also, in part, as an aviation art gallery. Just off the main floor is an L-shaped room filled with exceptionally rare and unique posters from early aviation and air show history.



Bill kept us thoroughly entertained with a steady stream of stories—each one more fascinating than the last—as he pointed out artifacts in display cases. Among them were a piece of the Hindenburg, Howard Hughes’ fedora, a fuel can used for the *Spirit of St. Louis*, letters from Charles Lindbergh following his historic flight, a leather helmet worn by a pioneering female pilot, and a rare Pratt & Whitney R-1340 Snap-Cap engine. He even showed us what he believes to be the only photograph of Lindbergh hand-propping the *Spirit of St. Louis*. Nearby sat an exquisitely restored World War II-era Fairey Firefly fighter plane. In the center of the room sat a 1936 Ford roadster. Bill said was it restored by a chap in Bonita with whom he had a most enjoyable time working. That chap in Bonita is our club member, Web Smith!

Bill also led us through the bar room just off the hangar—an inviting space filled with artwork, photographs, and very large model aircraft suspended overhead, along with a beautifully appointed bar and furnishings designed for hosting friends and distinguished guests. He shared stories of conversations with Wally Schirra and other recognizable names in the aviation world, as well as encounters tied to remarkable moments in aeronautical history. Each story was delivered in a matter-of-fact way, without a hint of bragging—simply the recollections of a man who has experienced extraordinary things. As Walt Whitman is often quoted, “If you done it, it ain’t bragging.” That sentiment fit the day perfectly. There was no boastfulness—just a remarkable collection, shared generously by a man who has lived a truly remarkable life.

Once the tour concluded, the group headed over to the Gillespie Field Café for lunch. It’s an iconic spot, with planes and helicopters taking off and landing on the runways just beyond the patio. The weather was classic San Diego—sunny, warm, and clear.

I made a quick round of the tables to check in with our members, and the reviews were unanimous: thumbs up all around. As for me, I found the food surprisingly better than expected—always a pleasant bonus to an already great outing.

The pictures that follow provide a taste of the experience for those that were unable to attend the day.

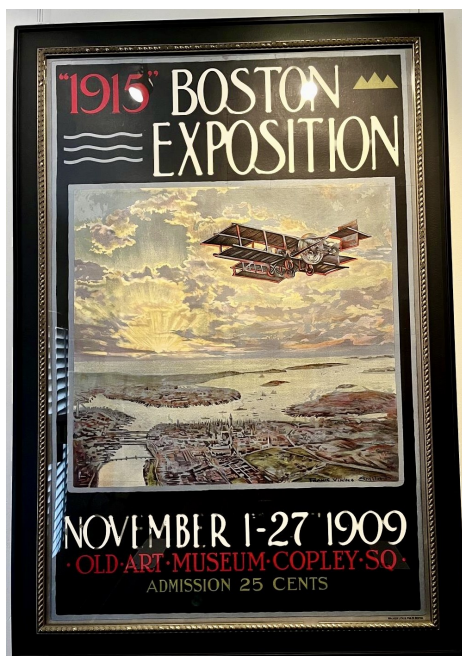
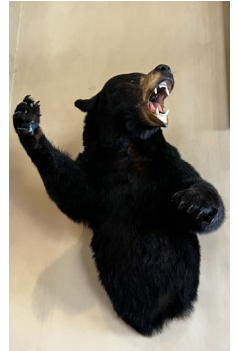


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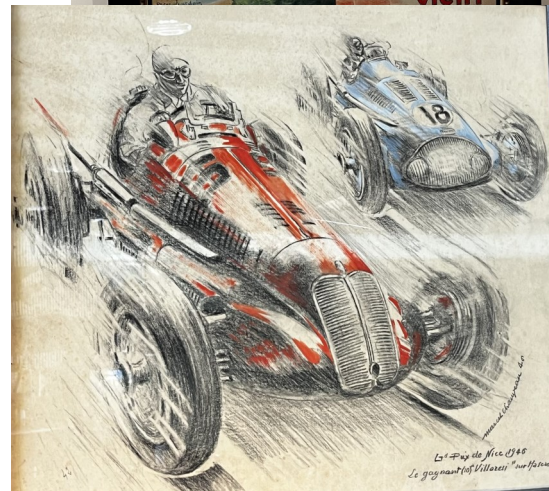


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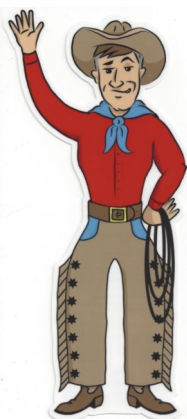




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WILL ROGER SAYS . . .



- "Never miss a good chance to shut up."
- "If there are no dogs in Heaven, then when I die, I want to go where they went."
- "Too many people spend money they haven't earned, to buy things they don't want, to impress people that they don't like."
- "There are two theories to arguing with a woman. Neither works."
- "All I know is just what I read in the papers, and that's an alibi for my ignorance."



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From the Historian's Glovebox

April, 1933

Easter Eggs and Easter Bonnets

Let us turn the key and step into April of 1933.

Spring arrives gently in San Diego. Church doors stand open to the mild air. Gloves are brushed clean. Shoes are polished.

An Easter bonnet in 1933 was rarely purchased outright.

It was refreshed.

A practical woman might unpin fading trim, turn the ribbon, steam the brim back into shape, and declare it ready for another season. A small cluster of fresh flowers — if the garden cooperated — could be pinned in place that morning for a bit of fragrance and color.

Even today, I find that a real blossom tucked into a hat feels far more cheerful than silk. Joe is very patient about pinning them securely — a task that requires steadier hands than mine.

A hatpin secured everything properly — especially if one intended to sit in an automobile with the windows down.

And on many tables that Easter Sunday, eggs appeared — not only dyed in soft pastels for children, but properly dressed for supper.

A sensible cook knew how to make an egg feel festive.

Hard-boiled and cooled, then halved neatly. The yolks mashed with a spoonful of mustard and a dash of vinegar. Salt to taste. A sprinkle of paprika if one had it. Returned to their whites and arranged carefully on a platter, they looked far grander than their cost.

Ham, if affordable, might anchor the table. Potatoes and early spring vegetables filled out the meal.

Nothing extravagant. But cheerful.

After church, families might take a short Sunday drive — perhaps toward the bay or out toward Point Loma. Not far. Just enough to enjoy the day.

One can imagine a lady adjusting her bonnet before settling into the passenger seat, careful not to brush it against the doorframe.

The Ford at the curb was not flashy. But it was polished. And that, too, mattered.

In a year when recovery still felt fragile, Easter offered something steady — renewal, thrift, and a touch of beauty fashioned by hand.

Until next month,

Polish the chrome — and the memories.

— ***From the Historian's Glovebox*** —



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TECH TALK

FORD WATER PUMPS

The following is the official explanation as to why Ford relocated the water pumps on the 1937 V-8 engines as taken from the Sales man Handbook for 1937.

"The two water pumps are now located in the bottom of the two cylinder banks instead of in the cylinder heads." While this might not appear to be an important change, it provides several advantages. This pump position, for both the 85 and 60 H.P. engines, makes all engines produced by the Ford and Lincoln organizations consistent in their design practice. As to the water pump location, when the pumps are located at the bottom of the cylinder banks, they both receive the coolest water from the radiator, and force rather than "suck" it through the cylinder blocks. The pumps always receive water, not water-vapor mixed with water, and therefore circulation is assured no matter how hot the water is or whether or not it has been permitted to become low in the radiator. The reason for this is that a centrifugal pump does not "work" unless it is pumping water. When any measurable amount of vapor or steam is present, circulation stops until it is dissipated. Since the pumps are located at the bottom, it is impossible for them to receive anything but relatively cool water, free from vapor or steam. Another result of the low pump location is that since both pumps handle the cooler water from the bottom of the radiator, this water not having been expanded by heat, they can pump a greater weight of water. It is the weight pumped rather than the volume put through the system that is more important when cooling efficiency is considered. In addition to this, the pumps are slightly larger than formerly, so that the circulation is more rapid, thus more heat can be carried away from the engine to the radiator. The greater the capacity of the pumps and a new fan and location have permitted making a decrease in the number of tubes in the radiator without affecting cooling efficiency. The new water pumps are also important from a maintenance standpoint. By ingenious design they have been made self-lubricating as well as self sealing, requiring no re-packing to prevent leakage. They are now made to lubricate automatically by the excess oil thrown by the timing gears of the engine. The design is such that neither oil from the engine can get into the cooling water, nor the water get into and mix with the oil." V-8 Fordist, So. Calif. R.G 1970

The Blizzard of 1888

Beginning on March 12, 1888, the Blizzard of 1888 dumped up to 58 inches of snow in parts of New Jersey, New York, Massachusetts, Rhode Island and Connecticut, while winds of 45 mph produced snowdrifts 50 feet high. (One covered a three-story building in Brooklyn.) In New York City, some 15,000 people were stranded on the city's elevated trains, while aboveground telegraph lines, water mains and gas lines were devastated. The transportation gridlock would lead to the creation of the city's first subway line, opening in 1904, which would grow into the NYC subway system. The city also began burying telegraph, telephone, and water and gas lines underground. ([History.com](https://www.history.com). Photo of men standing amidst downed wires and a lamppost in Greenwich Village courtesy the [New York Historical Society](https://www.nyhistorical.org).) - submitted by T. Shortt





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Club Dates to Remember

April 8th: Club Breakfast is on that Wednesday at the Broken Yolk

April 11 & 12: Good Guys Car Show at Del Mar Fairgrounds

April 15th: **EFV8 Club meeting @ Automotive Museum in Balboa Park—10:00 AM!**

May 3rd: Motor Cars on Mainstreet 1050 Orange Ave. Coronado

May 8 & 9: The Streak Car show and optional camping at Mission Bay

May 13th: Club Breakfast is on that Wednesday at the Broken Yolk

May 20th: EFV8 Club meeting at the Automotive Museum in Balboa Park—**7:00 PM!**

June 12: Cruisin' Grand in Escondido— The day's theme is "Early Ford Night!! C&G will have a booth there. C&G is a regular sponsor of the "All Ford Picnic". Stop in and say hello to them!

June 27: ** All Ford Picnic at Santee Lakes Regional Park & Drive Your V8 Day

September: Ice Cream Social Date To Be Announced



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Car events around Town—April

1	SAT. April 4th - Bonita Cars & Coffee 6a-9a 4414 Bonita Road, Bonita, CA 91902 Every Saturday FACEBOOK
2	SAT. April 4th - Poway Cruisers In-N-Out Cruise In 10:30a-1:30p 12890 Gregg Court. Poway, CA 92064 Every 1st Saturday billpersonius@gmail.com
3	SUN. April 5th - Escondido Cars & Coffee 8a Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 EVERY SUNDAY 858-342-6404
4	TUE. April 7th - SDACC of Car Clubs Meetup 5p-7p 1588 E Main St, El Cajon 92021 1st Tues in apr, june, aug, oct 619-201-8207
5	FRI. April 10th - Goodguys Meguiar's Del Mar Nationals 8a-5p 2260 Jimmy Durante Blvd, Del Mar, CA 92014 (800) 777-1258
6	SAT. April 11th - Bonita Cars & Coffee 6a-9a 4414 Bonita Road, Bonita, CA 91902 Every Saturday FACEBOOK
7	SAT. April 11th - Goodguys Meguiar's Del Mar Nationals 8a-5p 2260 Jimmy Durante Blvd, Del Mar, CA 92014 (800) 777-1258
8	SAT. April 11th - Day of the Child Car Show 10a-3p 373 Park Way, Chula Vista 91910 619 227-4588
9	SUN. April 12th - Escondido Cars & Coffee 8a Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 EVERY SUNDAY 858-342-6404
10	SUN. April 12th - Goodguys Meguiar's Del Mar Nationals 8a-3p 2260 Jimmy Durante Blvd, Del Mar, CA 92014 (800) 777-1258
11	SAT. April 18th - Bonita Cars & Coffee 6a-9a 4414 Bonita Road, Bonita, CA 91902 Every Saturday FACEBOOK
12	SAT. April 18th - Revved Up & Re-Loved Vintage Pop Up 9a-2p 1725 Hillside Rd., El Cajon, CA 92019 619-253-0524
13	SAT. April 18th - Ramona Senior Center Car Show 10a-2p 1234 Barger Pl. Ramona, CA 92065 619-980-3647
14	SAT. April 18th - Boogie At The Barn 10a-3p 1952 Sycamore Dr San Marcos, Ca 92069 slsautoevents@gmail.com
15	SUN. April 19th - SD Automotive Museum Cars & Coffee 6:30a-8a 2080 Pan American Plaza 92101 Every 3rd SUN Brandi@sdautomuseum.org
16	SUN. April 19th - Cars and Coffee La Mesa 7a-9a 8332 La Mesa Blvd. La Mesa, CA 91942 Every 3rd Sunday INSTAGRAM
17	SUN. April 19th - Escondido Cars & Coffee 8a Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 EVERY SUNDAY 858-342-6404
18	SUN. April 19th - True Line Car Show 8a-1p 210 W Bradley Ave, El Cajon, CA 92020 619-258-1800
19	SUN. April 19th - San Diego Rolling British Car Day & Picnic 9:30a-4p Ends Bates Nut Farm, starts Carlsbad Windmill & Parkway Plaza 619-933-1877
20	FRI. April 24th - La Jolla Concours d'Elegance 9a-4p 1100 Coast Blvd, La Jolla, CA 92037 619-233-5008
21	SAT. April 25th - Bonita Cars & Coffee 6a-9a 4414 Bonita Road, Bonita, CA 91902 Every Saturday FACEBOOK
22	SAT. April 25th - Santee Cars & Coffee 7a-10a 9608 Carlton Hills Blvd. Santee, CA 92071 Every 4th Saturday 619-253-0524
23	SAT. April 25th - La Jolla Concours d'Elegance 9a-4p 1100 Coast Blvd, La Jolla, CA 92037 619-233-5008
24	SUN. April 26th - Escondido Cars & Coffee 8a Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 EVERY SUNDAY 858-342-6404
25	SUN. April 26th - The XXVI Heartbeat Happenings 9a-2p 15954 Woods Valley Rd. Valley Center, CA 92082 619-201-8207
26	SUN. April 26th - La Jolla Concours d'Elegance 9a-4p 1100 Coast Blvd, La Jolla, CA 92037 619-233-5008
27	SUN. April 26th - Black Angus Steakhouse Car Show 10:30a-1:30p 707 E St. 91910 Every 4th Sunday 619-778-1395



The Ford Fan



I need your story for the Ford Fan!

Tell us a little about yourself. What are you driving? What makes it special? Did you build it—or were you smart enough to buy it finished? Was it previously inhabited by non-human life forms? (Mine was.)

Were you an only child or one of thirteen? Parochial school... or reform school? Have you had an audience with the Pope (not the current one—the good one)? When did your car habit begin? Were you a wild youth? A high school cheerleader? (Ladies only, please.) How many cars have you owned? Any spectacular wrecks you care to confess? Were you a young hottie (women or men can submit, pictures help)!

Did you start out on Harleys and run with the Hells Angels—or the Mongols? Have you set speed records at El Mirage or Bonneville? Are you secretly a lowrider? In the witness protection program? (Anonymous submissions accepted.) Related to a movie star or sports legend?

Your fellow inquisitive (and slightly nosy) club members want to know!

Send me a draft, and I'll format and polish it for publication.

Member's Milestone Dates

Wedding Anniversaries

- 4/10 Joe & Paula Pifer
- 4/13 Bill & Sue Houlihan
- 4/16 Bob & Liz Brown
- 4/25 Calvin & Shirley King

Club Anniversaries — Years

- Richard and Margaret Steinacher - 4

Birthdays

- 4/01 Bill Lewis
- 4/01 Janet Harris
- 4/10 Karen Walcher
- 4/15 Joe Pifer
- 4/29 Liz Dow



On occasion a Member's milestone date may accidentally be omitted or incorrect. If that happens to you, you can email the Fan editor and your Milestone will be included in the next Fan.



The Fan



San Diego Early Ford V8 Club General Meeting Minutes, March 18, 2026

President Russ Ries called the meeting to order at 7:06 pm and led the club in the pledge of allegiance.

Presidents report:

- Dan Praeger passed away on St. Patrick's Day at 2:30 a.m.
- The president reviewed a list of club members' birthdays, wedding anniversaries, and club membership anniversaries.
- The April meeting is a morning meeting. To park for free you will need to print out place on your dashboard one of the red parking passes Russ emailed to club members. It's good for the dirt parking lot in the rear of the building but not the paved parking in front.

Vice Presidents report: Dennis reported that he completed his taxes and will do Maureen's tomorrow.

Sunshine report: Nothing except the passing of Dan Praeger.

Fan editor report: "well, you know." If anyone has anything to sell or stories to tell, let Joe know. There's a '48 Ford coming up for sale in the next issue.

Secretary report: The February minutes were published in the Fan. A motion was made, seconded and approved to accept the minutes. Brad also let members know that there's a set of new unused head gaskets up for grabs at the merchandise table (free, no cost.) They're for a 24 stud, 221 cid flathead.

Tours: Dennis confirmed the Bill Allen will provide the club with a Gillespie Air Field museum tour on Monday March 23 from 10:00 am – noon. There will be a meetup at the Mission Valley Broken Yolk at 9:15 to drive to the air field at 9:30. There will be a multicultural fare with a parade in Linda Vista on April 25. Contact Rick.

Treasurer report: Ken Burke presented the monthly treasurer's report. A motion was made, seconded and a vote taken to approve the report

Hard Luck Trophy: George and Laura suffered a burst radiator hose on the way to the last breakfast on the busy off-ramp of one of the local highways. Some commuters were not pleased. He will be awarded the Hard Luck Trophy next month.

Program: Tonight's program will be a video about the cars of the Perry Mason Show.

Membership report: Five people haven't paid club dues.

New Business: Jerry Windle recommended taking a look at the police cars on display in the Auto Museum and noted that he restored the 1948 Ford.

50/50 Drawing: Joe Valentino won \$30.

Name tag drawing: no winner.

Adjournment: A motion was made seconded and approved to adjourn at 7:59 pm.



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Poway Cruiser's In-N-Out Burger Cruise

The Poway Cruisers host a monthly get-together on the first Saturday of each month at the Poway In-N-Out Burger. It's free to attend, and Susan, Cannoli the Poodle, and I made our first visit. We were impressed with how well organized the event was, including an optional registration for raffle prizes and People's Choice awards.

It was another beautiful San Diego day, filled with great cars and even better people. We had the pleasure of running into EFV8 Club member Bob Brown—cool as a cucumber, as always—with his black '32 coupe. We also spent some time chatting with Pete Aardema, who brought his hand-formed, scratch-built '34 coupe, powered by a custom-built overhead cam engine that can only be described as a monster. If you haven't already, check Pete out online or on YouTube.

We also made the acquaintance of another Bob—known to many as "Cobra Bob"—who owns a genuine 1965 Shelby Cobra. Like Bob Brown, he is a Vietnam veteran, having flown 80 missions over North Vietnam. A well-deserved hat tip to both Bobs.

Hilton Vail of the Over-the-Hill Gang was also there with his amazing coupe. As for Cannoli, sporting his driving goggles, he may have been the biggest attraction of the day—easily outshining the '40 Mercury, as expected.

All in all, it was a perfect San Diego afternoon, with the aroma of freshly grilled burgers and fries wafting through the gathering—and, not to be overlooked, In-N-Out's reliably clean facilities helping round out a great day.





The Ford Fan



Brought to you by The Early Ford V-8 Club of San Diego

All Ford Picnic

June 27, 2026 8:00AM—2:00PM

Santee Lakes Regional Park

Model T • Model A • Early Ford • Thunderbird • Mustang • Pickups • All Fords

Cars-Food-Music

Hamburgers and Hot Dogs sold
50/50 Raffle
People's Choice Awards
Raffle Prizes

Registration is Free! To Register for the All-Ford Picnic go to:

<https://bit.ly/4kE6AKJ>



There is no fee to be part of the picnic, but the Park charges \$7 per car.
For more information email => AllFordPicnic@Gmail.com <=> or call (619) 300-4280



The Ford Fan



The Swap meet — For Sale, Trade, Give-Aways & Miscellaneous

1950 Ford Convertible 1953 Mercury engine. Air conditioning, overdrive, recent paint and top, radiator, brakes, tune-up and tires. \$18,000. Firm Tim Shortt—(619) 851-8927



Rebuilt 32-36 Flathead. Built for a 34 . Completely machined. All new parts. .30 dome pistons. New Clutch. New Reproduction 1934 Heads.



Call Tim Krehbiel (213) 215-3011

1941 Mercury Coupe - 284cu. in. Flathead with Stroker kit...Polished Navarro heads & intake manifold, 2 New Stromberg's, (from England) Electronic Ignition, Scheider Cam 260f, good idle! Red's Ceramic Headers, Stainless Exhaust, Dan Krehbiel built Columbia Rear. The car was repainted The Original Capri Blue by a previous owner. The last four owners have all been Early Ford V8 members. This 41 Mercury has been to 6 Early Ford National meets...as far west as Auburn, IN (From Long Island) Al Wintermyer (631) 445-8582



Two 1952/1953 Ford Three-speed transmissions with overdrive, One was rebuilt some years ago, never installed – still in crate. Asking \$200. The other one has not been rebuilt, \$100. BOTH \$250. Pickup Jerry Windle (619) 316-4962



Do you have a car or parts lying around taking up space? Turn that stuff into petty cash! Send a photo and description to:

Joeyv@pacbell.net !

Please let me know when your item is sold—Thanks!

The newsletter editor reserves the right to accept, edit, or decline any advertisements or submissions.



The Ford Fan



The Swap meet— For Sale, Trade, Give-Aways & Miscellaneous (continued)

Ray Brock's 51 Ford Victoria was purchased by John Poppenhagen last year, but it is up for sale again. If you were kicking yourself for not buying it last time, here is your chance! John put another \$5,000 into the car replacing all of the suspension parts and mufflers. He is asking \$30,000 for the car. The car has power steering and A/C. It is Bullet proof and you can drive it anywhere! Call Tracy 408-709-0789 Email: tpopenha@gmail.com



Here is your chance to buy an unmolested 1950 Mercury Coupe. Flathead with overdrive. These are hard to find in this condition. Club member Alex Ramirez is willing to part with it for \$22,500. Act quickly before Alex changes his mind or I buy it!



1951 8ba engine complete & running \$500. Contact Jay Harris 760-310-9530

Want a discount on a car Battery? Try "Powerstride Battery Co. Inc." 3486 Kurtz St. Suite 101 (619) 260-1211

Tell them you are a member of the San Diego Early Ford V-8 Club



The Ford Fan



1948 Ford Super Deluxe - 302,PS,PB,AC. \$33,000

Greg Williams 619-857-4193

If you have been with the EFV8 Club for a while you will remember this car as the car Rick Storr built. I saw it when Rick had it...beautiful!

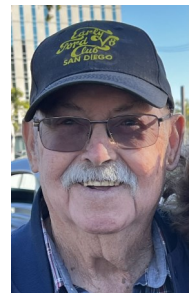


Do you have a car or parts lying around taking up space? Turn that stuff into petty cash!

Send a photo and description to:

Joeyv@pacbell.net

What's the secret behind the undeniable charm of the well-dressed individuals featured below? It's not just good looks—it's wardrobe strategy. That's right, they've discovered that nothing turns heads faster than San Diego Early Ford V8 Club gear worn with confidence and just a hint of swagger. Decades of tradition have proven that a proper club hat or shirt adds immensely to your stature as a car aficionado. From sharp-looking shirts & hats to essential accessories, we've got everything you need to upgrade from "nice car" to "now *that's* a car person." Supplies are available at our meetings & special orders are possible—just track down George Lusk, bring a little cash, and prepare to join the ranks of the fashion-forward elite... also known as Señor (or Señorita) Swanky. **~Established 1969~**



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Early Ford V8 Club of San Diego 3rd Wednesday Meeting Schedule

~ 2026 ~

Date	Time
Wednesday, March 18, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, April 15, 2026	10:00 A.M. – 1:00 P.M.
Wednesday, May 20, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, June 17, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, July 15, 2026	10:00 A.M. – 1:00 P.M.
Wednesday, August 19, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, September 16, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, October 21, 2026	10:00 A.M. – 1:00 P.M.
Wednesday, November 18, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, December 16, 2026	No Meeting