

July 2026

The Newsletter of the San Diego Early Ford V-8 Club Regional Group 19 * Established 1969 *



The Fan



Russ Ries, President



This past June was a busy month. Club members participated in a number of fun events including El Cajon Cruise Night, Candy Greene's neighborhood extravaganza, Early Ford Night at Cruisin' Grand in Escondido, Drive Your V8 Day meet-up at the Classic Malt Shop on Midway Drive, and the All Ford Picnic at Santee Lakes Park.

The Club sponsored 2026 All Ford Picnic was a resounding success. Joe and Susan Valentino organized another great event. Many of our fellow V8'ers participated. In addition both the Model T and Model A clubs had many members sharing their vintage cars. A few T-Birds and Mustangs were also present.

Many thanks to the ladies and gentlemen who created the raffle items. Each item was spectacular. Susan revised the method of voting for each individual item by providing a can to hold individual raffle tickets associated with each item. It seems that everyone picked a favorite or two items and were anxious to win that item.

From my vantage point, it appeared to me that, with one exception, everyone was having a fun day. That one exception is Ric Bonnoront. Ric is the new recipient of the "Hard Luck" award. After arriving in the parking lot, his beautiful 1939 Deluxe Convertible's engine stalled and would not restart. At the end of the day, Rick had a tow truck appear and transport the Ford to his house. We also witnessed another near negative event. After most of the attendees had left the Park, the clean-up crew was waiting for the Park Ranger to appear and approve the cleanliness of the site. Following approval, we all began to leave when John Davison was having great difficulty starting his 1935 sedan. We approached his car to give aid when John suddenly discovered that he had forgotten to turn-on the ignition switch. Surprise, the engine immediately fired-up. Since I believe that John has had some experience in starting a vintage Ford, we should blame this occurrence to fatigue resulting from his hours along side a hot BBQ flipping hamburgers. John did a phenomenal job with the burgers.

Congratulations to Bob Newsome. His exquisite 1934 Roadster received second place in the "Peoples Choice" awards.

Hope to see all of you at July's breakfast and meeting. Remember that July's meeting is at 10:00am.

Russ Ries, President

In this issue of the Ford Fan you will find A recap of the June Club meeting, articles about The Club's monthly breakfast, the Drive Your V8 Day Malt Shop Meet-up, NASCAR on NASNI, The All-Ford Picnic, Bob Brown's Big Adventure, the Ford and Friends Car and Cruisin' Grand Shows, a Tech tip, an installment of the Historian's Glovebox, Club event dates, Club member milestone dates, Club History and the classified ads, Enjoy! ~ Joe V ~

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Editor's Note—Happy 4th of July!!!

June was an exceptionally busy month, providing plenty of opportunities to enjoy our Early Fords—and ourselves—at a wide variety of events. Whether driving our cars or simply attending as spectators, there was something for everyone. Unfortunately, some members missed a few outstanding events, especially the All Ford Picnic.

For those who couldn't attend, I've tried to capture the spirit of each event and share what made them special. While nothing can quite replace being there in person, I hope these stories help you feel like you were part of the fun.

This month also marks the 57th anniversary of our Club's charter. Although we don't have a special event planned to commemorate the occasion, I hope you'll celebrate in the best way possible—by taking your Early Ford out for a drive and enjoying it just as its first owner did when it rolled out of the showroom.

Thank you to Bob Brown, Paul Alvarado and Bill Dorr for the stories and pictures used in this edition!

Finally, I hope this longer-than-usual edition of the Ford Fan doesn't make your eyes glaze over or lull you to sleep! Thank you for reading, and I hope you enjoy the July issue.

~ Joe Valentino ~



On June 10 the Club held it's monthly breakfast at the Broken Yolk in Mission Valley. Once again the group of 24 old Ford and breakfast enthusiasts were lively, the food excellent and the conversation stimulating. Out in the parking lot, Janet Voinov thrilled us all as she arrived in her stunning 1934 hot rod! She makes quite an entrance!

If you haven't joined us for a club breakfast, make it a point to come out—you won't be disappointed. We gather on the second Wednesday of each month at the Broken Yolk in Mission Valley. Great car talk, food and camaraderie!



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Drive Your V-8 Day at the Classics Malt Shop

June 20 was another picture-perfect San Diego day, with clear blue skies and temperatures in the low 70s. Members of the San Diego Regional Group #19 of the Early Ford V-8 Club celebrated the Club's annual Drive Your V-8 Day with a cruise to the appropriately named **Classics Malt Shop**.

Seven Early Fords rolled into the parking lot, turning heads and drawing plenty of admiring glances from shoppers more accustomed to the styling of modern automobiles. It's always fun to watch people stop, smile, and take a closer look at these rolling pieces of automotive history.

Owner Jeff and his cousin Faris have created more than just a great restaurant—they've created a place where customers are treated like guests. It's not unusual to place your order only to be told, "Go have a seat and relax—we'll bring your food to you." That kind of hospitality, combined with some of the best burgers, fries, and hand-spun shakes in town, keeps car clubs coming back.

After a delicious lunch, Club members began heading home. As Brad and Heather Nelson pulled out of the parking lot, a driver of a \$250,000 BMW flagged Brad down and asked if he could take a photograph of Brad's car next to the Waymo self-driving vehicle. Since Waymo has not yet begun operating in San Diego, it was an unusual sight to see one of its futuristic vehicles cruising our streets. The resulting photo looked like something straight out of a science fiction movie—a visitor from the future stopping to admire a car from 1941... or perhaps it was the other way around!

With great food, great friends, beautiful weather, and seven vintage Fords that all performed flawlessly on the drive and looked spectacular lined up in the parking lot, it was the perfect way to celebrate Drive Your V-8 Day.



(Drive Your V-8 Day at the Classics Malt Shop continued on next page)



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(Drive Your V-8 Day at the Classics Malt Shop continued)



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From the Historian's Glovebox

Let's turn the key and step into July, 1936.

The Fourth of July in 1936 was not a quiet affair. It was a gathering — of family, of neighbors, and very often, of Fords lined up proudly along the road or in the yard.

By late morning, the house and grounds would be full. One could count several motorcars — a Model A here, perhaps a '34 or '35 Ford just beyond — each one carrying another branch of the family tree. Doors opened, picnic baskets emerged, and voices rose to meet one another in the warm summer air.

Out back, the barbecue would already be going. Nothing fancy — just good, hearty food cooked over flame. Ears of corn might be set along the edge of the grill, the husks pulled back just enough, and perhaps green beans gathered from the garden that very morning. The scent alone was enough to draw everyone outside.

Children had no intention of sitting still.

They ran — everywhere at once — through the yard, around the cars, up the steps and back down again, entirely “amok” as the grown-ups would say, though not one of them truly minded.

And then, inevitably, someone produced the watermelon.

Slices were passed around, juices running down wrists, laughter already building — because everyone knew what came next.

A watermelon seed spitting contest.

No rules spoken, none needed. Children lined up, took aim, and let fly, each determined to outdistance the last. Cheers erupted, friendly disputes followed, and for a few minutes, nothing mattered beyond who could send a seed the farthest across the summer grass.

Meanwhile, the adults settled in.

On the front porch, chairs filled one by one — a gentle rocking here, a glass in hand there. Conversation drifted easily. Someone might bring out a guitar or a harmonica, and music found its way into the afternoon without ceremony.

It was not a performance. It was simply part of being together.

As the sun lowered, the pace softened. The children slowed at last, drawn back toward food and family. The cars, which had arrived in cheerful procession, now stood quietly at rest, their presence a reminder of journeys made and those yet to come.

One can easily imagine a line of Fords waiting patiently, ready to carry everyone home once the last spark of the day had faded.

For some among us, this is not distant history. It is memory.

(“From the Historian's Glovebox” continued next page)

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("From the Historian's Glovebox continued")

4th of July celebration in 1936



Dates to Remember

July 13: San Diego Early Ford V8 Club 57th Anniversary! —RG19 Charter Date 1969

August 22: *Ice Cream Social*—RSVP to Dennis Bailey

September 20: *The Greatest Show on Turf* — Registration Required

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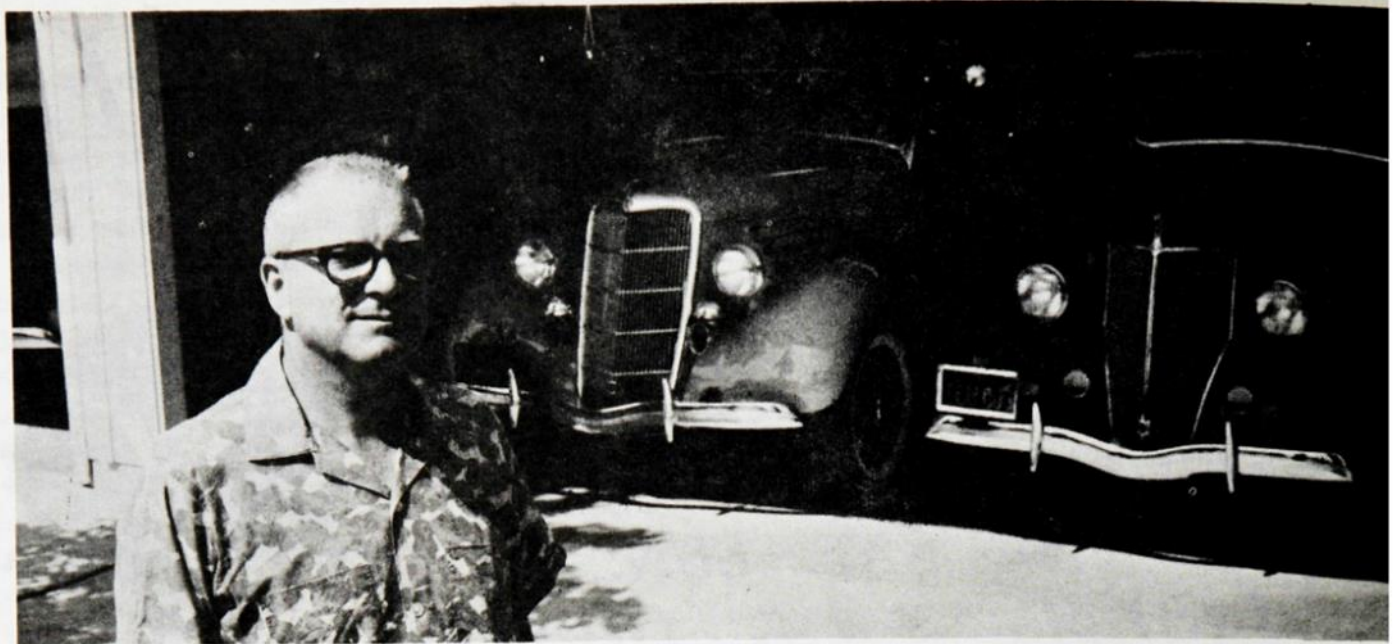
Club History

An article from the July / August 1969 edition of the V8 Times

OVERHEARD AT THE BOARD MEETING The club's National Board of Directors met July 13th at the home of Secretary Lloyd Derickson in Pleasant Hill, California. Among items discussed were the granting of Regional Group charters to San Diego, California, and Davidsville, Pennsylvania. San Diego was approved and Davidsville was shelved pending boundary approval.

The first meeting of the San Diego Early Ford V8 Club Regional Group 19 was on June 18, 1969. The Charter for RG19 was approved on July 13 by the National Board of Directors. The Official date of the Charter is recorded as July 17, 1969.

From the July / August 1969 edition of the V8



OLLIE SMITH

It looks like the club's new San Diego chapter voted in the right man as President. That's Ollie Smith of La Mesa, California standing in front of his garage which houses a '36 Convertible Sedan w/ trunk, a '35 Phaeton and a '37 Phaeton, for a pretty good V-8 collection. Helping Ollie with the chapter will be Larry Parker as Vice Pres. and Leigh Bernstein as Sec. & Treasurer.

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A page from the September / October 1969 V8 Times



SAN DIEGO REGIONAL GROUP



Bill Fullmer's 1939 Fordor DeLuxe Sedan

The San Diego R.G. held its first tour August 17th at Otay Lake in San Diego County. Eleven early Ford V-8's turned out for the event as they toured to Otay, over 28 miles of country driving, passing over bridges, past ranches, herds of cattle and even passing by a small airport for gliders. The day was sunny, breezy and warm and after the picnic had been consumed, at Otay, a clever guessing game was arranged. Ladies in the group were asked to identify (by feel only) various Ford parts wrapped in cloth, and three of the members were blindfolded and challenged to identify some of the cars by touch alone.

Eleven cars at the first tour is an excellent showing for a chapter with only 28 members.



George Stoddart's 1934 Roadster



Charles Kitchell endeavors to identify year, body style and model of Carl Burnett's 1932 V-8 3-window coupe.

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San Diego Early Ford V8 Club Historical document circa 1969

SAN DIEGO REGIONAL GROUP
EARLY FORD V-8 CLUB OF AMERICA

"Dedicated to the preservation and restoration of the Ford V-8 automobile from 1932 to 1940."

The Early Ford V-8 Club of America is a non-profit club and was founded on August 8, 1963 in Northern California. It was incorporated under the laws of California on March 9, 1966.

Membership dues are \$5.00 per year and commence on January 1st or date paid and expire on December 31st. Dues paid between October 1st and December 31st are valid for the remainder of the year in which paid plus the following year.

The club has made available several accessories for members. Among these are: club jackets, decals, cloth emblems, tie tacks, plaques, official club calling cards, pictorial register, and name badges. A bi-monthly magazine called "V-8 Times" is mailed to all members as is a membership roster listing the names and addresses of the 1,000 plus members. Fourteen regional groups have been formed.

The Western National Early Ford V-8 Convention is held in the fall of each year. This year it will be hosted by the Southern California Regional Group from Los Angeles area and will be October 3, 4, and 5th at the Charter House Hotel, 1700 South Harbor Blvd., directly across the street from the main entrance to Disneyland. This is a date to diary on your calendar and you will hear more concerning the details at a future date, either from our own group or from the LA group and National.

Dues for the San Diego Regional Group are also \$5.00. Membership in the national club is required to establish eligibility for the regional group. Dues may be sent directly to them or may be presented to the regional group for forwarding. Ownership of an early Ford V-8 is not required. Fords earlier or later than 1932 through 1940 cannot compete in National Club sponsored tours but are welcome on a local level.

OLLIE SMITH

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NASCAR San Diego Style by Bill Dorr

June 19 -21 was the opportunity to see a unique brand of NASCAR racing. Through a partnership with the U.S. Navy and NASCAR, a weekend festival of racing and entertainment was held at the Naval Air Station North Island ((NASNI) in Coronado. I was fortunate to attend Sunday with friends and family as was EFV8 Club Prez and First Lady Russ and Marti Ries.

An estimated 100,000+ people attended this inaugural event and the first-time stock cars have raced on an active military base. Each day offered its own special format with Friday holding the Craftsman Truck Series Race; Saturday held the qualifying races for Sunday's Cup Series together with the O'Reilly Auto Parts Race that afternoon; and Sunday's premier was the NASCAR Cup Series Street Race. I hope you noticed the term "Street Race."

For the uninitiated, NASCAR is no longer just a big oval track, banked turns, trading paint, drafting, and slingshots. Neither is it one long race with no interruptions except caution flags. Starting in 2017, NASCAR introduced stage racing. Generally speaking, the total laps for each race is divided into 3 stages. The first and second stages each run 25% of the total laps with the final stage is the remaining 50%. The break between stages lasts 10 to 15 minutes Teams are allowed to make damage repairs, mechanical and aerodynamic adjustments or simply fuel up and change tires. It also allows drivers, who may be way back in the field, the opportunity to restart the next stage in the same order they ended the previous stage but are now back on the bumper of all the other cars, Then in 2023, NASCAR reintroduced "street racing" to complement the traditional oval courses.

The NASNI course raced across active helicopter tarmacs, runways, and base streets. The 3.4 mile, 19 turn course is the longest track on the Cup Series circuit. The race cars had unusual difficulty with tires and brakes. Similarly, the course went from wide open areas to narrow slots, bringing on additional challenges and strategy. Drivers dealt with heavy bumps at top speeds while fighting to keep the cars stable. An incredible sharp blind turn was nestled right between two massive aircraft carrier docking slips. Near the base housing, drivers had to navigate a steep street drainage ditch. And after the "Coronado Chicane" drivers could blast out of the neighborhood streets and onto the wide-open airfield. It was pretty demanding and crazy to watch. In Sunday's race, there was one incident involving 23 cars that ended up taking out the top three leaders of the race.

As with any first-time event, not everything went smoothly. On the unfavorable side, getting across the bridge and onto the base was not for the impatient. It was easily an hour drive time to go the four miles from the San Diego side of the bridge to the base entrance. Then the traffic really slowed. It was about 45 minutes to and hour to go from the base entrance to the assigned parking lots.

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(NASCAR San Diego Style Continued)

That was easy compared to the problems encountered trying to leave the base after the races ended. Then there were the food vendors. Every food vendor had at least an hour's wait, bar none. NASCAR allowed many local restaurants to have a food booth.

Every line was 20 to 50 people deep. Unfortunately, they prepped food like they were in their restaurant; starting the cooking process only when the order was received. No pre-prepped done in advance of the crowds

On the positive side, the beer pavilions were quick, easy and line free. Start to finish, two minutes to get your favorite beverage. And there was much to see and do with manufacturers displays, memorabilia sites, military equipment on display, precision marching and rifle juggling (with bayonets) and race car driver open mic discussions on various stages. And of course, the thrill of sitting trackside creates an excitement deep in your soul, as 39 race cars, piloted by the best in the world pulled by 750 hp, go flying by every 2 minutes. Couple that with the sweet aroma of burning rubber and spent fuel, then you have the magic formula that will always be NASCAR.



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Bob Brown's Big Adventure!

At our last Club meeting, Mike Petermann showed a video about the Early Ford V-8 Foundation Museum in Auburn, Indiana. Following the video, we had an interesting discussion about the museum, Joe Floyd—the man whose remarkable collection became the foundation of the museum—and the important role our own Club member, Jerry Windle, played in helping get the museum started.

During the discussion, Bob Brown mentioned that he had visited the museum as part of a cross-country tour. I asked Bob if he would send me a few photos from the trip, and he kindly did. After looking through them, I asked if he could provide a little more background so I could share the story in the Ford Fan.

Bob responded with the story below, along with links to photos from his journey. I decided to leave everything exactly as he wrote it because both his story and his photographs are exceptional. As I looked through the photos in the second link, I felt as though I was traveling right alongside him.

I hope you enjoy Bob's story and photos as much as I did.

From Bob:

Well, the trip to Auburn was just a little side trip from a much larger solo trip I took in the early fall of 2018. I think the total mileage for the trip was a shade over 8,000 miles in the old 57 Bel Air.

I had heard quite a bit about a big event every year on the Gulf Coast called, "Cruisin the Coast". It is an absolutely huge 3-4 day event that encompasses more than 25 miles of the Mississippi Gulf Coast from Pass Christian west of Gulfport to Ocean Springs east of Biloxi. Participants cruise all week between those two points, and scattered along the way are various car shows wherever you look, local burnout contests, lots of swap meets, daily road rallies, etc., etc. I think the year I was there, there were around 9,000 cars registered. Now they are well north of 10k. The event takes place every October and I'm thinking it's a great time for a road trip as it should be well past the summer heat. Here's a link to the event:

<https://cruisinthecoast.com/>

I mapped out my route by heading east on Route 66 to OK, then SE to AR and on down to Gulfport where I had reservations at the Navy Lodge. Just after crossing the Mighty Mississippi about a 100 miles north of Vicksburg, I noticed a change in the sound of my engine and knew I had dropped a cylinder. I stopped and checked the usual stuff like plug wires, etc., but couldn't see anything wrong. Good luck finding a shop open on a Saturday afternoon! I finally found one in a little farm town and the old mechanic determined it was #6 cylinder. We took off the valve cover and the rocker post for the intake valve was laying on its side, cleanly broken off. He couldn't fix it, so I drove on to my planned night's stay in Vicksburg. The repair of my 57 in Vicksburg is a great story, but too long for this note so I'll save it for another time.

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(Bob Brown's Big Adventure! Continued)

After the event, I drove north to my home town of Lyons, IN via a stop in Bowling Green, KY to visit the National Corvette Museum. After visiting friends and family in Lyons, it was time to head home. My plan was to return home by Route 66 so I had to travel about 300 north to Chicago. I took a couple of detours to visit some family near Purdue, and to visit the museums in Auburn.

Here is the complete trip in photos:

<https://photos.app.goo.gl/LgtNi8oA7fJtotLG7>

Most photos have captions (or there is a written description in the info box), so if you have a bit of patience, just scroll through the pics and you have my story. The Early Ford V8 Museum had just opened not long before my visit, so it was still pretty sparse inside.

Hope I didn't inundate you with too much info.

Bob



Bob Enjoying the Gulf Coast

Tour Director Dennis Bailey's Tour schedule for 2026

MONTH	SCHEDULED EVENT	DATE	POSSIBLE EVENTS	DATE
JULY				
AUGUST	ICE CREAM SOCIAL	8/22/2026	POSSIBLE EVENTS	DATE
SEPTEMBER	GREATEST SHOW ON TURF	9/20/2026	EL CAJON CRUISE NITE	TBD
	REGISTRATION REQUIRED		MINITURE MUSEUM (CARLSBAD)	TBD
			MUSIC MUSEUM (CARLSBAD)	TBD
OCTOBER	BROCK'TOBERFEST	10/9/2026	DAN ESPOSITO'S SHOP (RAMONA)	TBD
	RSVP (36 PERSON LIMIT)		CAMEL DAIRY (RAMONA)	TBD
			USS MIDWAY TOUR	TBD
NOVEMBER				
DECEMBER	CHRISTMAS PARTY	12/5/2026		
	RSVP			

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All Ford Picnic

The morning began beneath a blanket of gray skies. As the first volunteers arrived at the gazebo at Santee Lakes Park, they were greeted by an unexpected roadblock—a flock of geese standing squarely in the road, refusing to budge. After a little horn honking and inching the cars ever closer, the geese finally surrendered and waddled out of the way. They did, however, get their revenge later in the day by "peppering" a couple of cars with their payload. Could this be an omen of how the day would unfold?



Fortunately, it wasn't.

The picnic volunteers were the first to arrive. A 1946 Ford Station Wagon, loaded to its wood-slatted roof with tables, food, raffle baskets, and supplies, rolled into the park. Close behind came a 1936 Ford Roadster with Susan Valentino at the wheel, driving the '36 for the very first time. A little nervous? You bet. White knuckles? Absolutely. But she arrived smiling.



Within minutes, volunteers descended on the arriving cars like a well-rehearsed pit crew. Tables were unloaded, supplies organized, and the gazebo quickly began its transformation into the center of another memorable All Ford Picnic.



Tables were arranged for the barbecue crew while coolers packed with food, ice, beverages, and boxes of buns were wheeled into place. Tomatoes, lettuce, onions, condiments, and all the fixings were carefully staged within easy reach of the food preparation team.



Across the gazebo, the raffle area came together. More than forty raffle prizes filled the display tables, each accompanied by its own numbered can awaiting hopeful tickets. The raffle displays became so extensive that the registration table had to be relocated to make room.

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(All Ford Picnic Continued)

As everything came into place, Dennis Bailey's 34 Tudor rolled in with Krispy Kreme doughnuts for the volunteers working to assemble the venue to enjoy

This year brought another change. Rather than volunteers walking from car to car distributing dash plaques and information packets, attendees were asked to stop by the registration table. There they received a welcome packet containing a dash plaque, windshield sign, pen, and People's Choice ballot, while also providing information that made identifying the People's Choice winners much easier once the ballots were counted.

Nearby, George and Laura Lusk set up the Club merchandise table featuring shirts, hats, and accessories, including several new designs and sizes. Tablecloths soon covered every table, giving the entire gazebo a polished and welcoming appearance.

Meanwhile, the gray skies gradually gave way to sunshine as a steady stream of automobiles rolled into the park.

John Davison, Bob Hargrave, and Mike Petermann assembled the cooking area with military precision, making certain everything was in place before firing up the grill.

Soon the park was filled with Early Fords—some exactly as Henry Ford built them, others thoughtfully personalized by their owners. Twenty-two Model A Fords, many from the San Diego Model A Club, were parked together in a display that looked as though someone had transported an entire city park from 1931. Their smiling grilles seemed to welcome every visitor who walked by—and the visitors smiled right back.

By day's end, 56 vehicle owners had officially registered and received welcome packets. It is estimated that another 15 vehicles joined the festivities without registering, simply coming to enjoy the day. Those numbers made this year's All Ford Picnic probably the largest in the event's history—a testament to the hard work of the many volunteers who made the day possible.



(All Ford Picnic Continued on next Page)

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(All Ford Picnic Continued)

While Fords of every vintage dominated the field—from early Model Ts to modern Shelby Mustangs—everyone was welcome. A wood-bodied Oldsmobile station wagon, a pair of Chevrolet pickups, a 1960s Nova, and several other non-Fords joined the fun. After all, this is the **All Ford Picnic**, where everyone is invited to enjoy great cars and great company.

The raffle team soon took over one corner of the gazebo. Laura Lusk, Susan Valentino, Sue Dorr, Sheryl Carlton and Maureen Colvin organized the growing display of prizes, while Susan Graves arrived just in time to lend a hand. Throughout the day, Maureen, Laura, Sue, and the two Susans kept the raffle running smoothly while politely fend-ing off eager shoppers who couldn't wait for ticket sales to begin.

Paul Alvarado, Rick Carlton, Sue Dorr, and George Lusk handled raffle ticket sales.

The raffle table was especially attractive this year thanks to the creativity and generosity of many Club members. Beautiful gift baskets were assembled by Maureen Colvin, Sue Dorr, Susan Graves, Laura Lusk, Susan Valentino, Mar-ti Ries, Marilyn Alvarado, and Tina Weisenseel of the San Diego Model A Club.

Additional prizes included beautifully restored 1930s railroad lanterns and a vintage tele- phone donated by Dave Kelson, Midway Museum gift packages provided by Paul Alvarado, gift cards from C&G Early Ford Parts donated by Dorothy Bangiola, gift certificates from C.W. Moss Ford Parts, and many other generous contributions. If I've unintentionally overlooked anyone, please accept my sincere thanks. The raffle was one of the highlights of the day be- cause of your generosity.

Once the grill reached cooking temperature and the aroma of hamburgers drifted across the parking lot, hungry car enthusiasts naturally gravitated toward the gazebo.



(All Ford Picnic Continued on next Page)

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(All Ford Picnic Continued)

Meanwhile, Maureen, Marti, and Ken whipped the food preparation table into shape, putting those Ginsu knives to work slicing tomatoes and onions, preparing lettuce, and laying out cheese that would soon find its way onto dozens of burgers.

Head Chef John Davison, assisted by Mike Petermann and Bob Hargrave, kept burgers and hot dogs coming off the grill at a steady pace. Before reaching the serving line, guests were greeted by Russ Ries, who welcomed attendees, identified their car clubs, and cheerfully accepted their donations for lunch.

The food was excellent, the conversations were lively, and no one left hungry.

At noon, Maureen Colvin, Sue Dorr and Susan Graves began the much-anticipated raffle drawing.

As winning numbers appeared on the easel, the crowd quickly gathered around, each person comparing a fistful of tickets against the growing list of winning numbers. The anticipation was almost tangible—you could have cut it with one of the Ginsu knives from the food preparation table. Dyslexic ticket holders notwithstanding, Maureen, Sue and Susan handled the organized chaos with smiles and efficiency as prize after prize found a happy new owner.

With the excitement of the raffle behind us, attention turned to the People's Choice Awards.

Paul Alvarado, who once again secured the beautiful trophies, served as Master of Ceremonies and announced this year's winners.

Third Place went to **Judith and Guy McElroy** for their outstanding **1928 Ford 1½-Ton Model AA Flatbed Truck**.

Second Place was awarded to **Bob Newsome** for his beautifully restored **1934 Ford Roadster**.

First Place honors went to **Pete Seaney** for his magnificent **1917 Model T**, a true rolling time capsule.

In many ways, the winners perfectly reflected the spirit of the All Ford Picnic. The People's Choice Awards recognized three distinct eras of Ford history—a **Model T**, a **Model A**, and an **Early Ford V-8**—a fitting tribute to the rich heritage we all enjoy celebrating.





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- The End -

Until Next Year!



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TECH TALK

*** Copied from the June Crankshaft from the Peach State RG #160 ***

Repairing Early Fuel Tank Filler Leaks By Ken Bounds

This week I noticed a thread on the Fordbarn where the poster tracked down a problem he was having with gas fumes. The fumes were leaking from the connection of the filler pipe to the gas tank on his '33 Station Wagon. I thought it might be a good time to repeat a column we presented in the April 2009 Road Chatter. At our January 2009 meeting I did a presentation on the subject and wanted to pass along the specifics to everyone. We have several newer members who may be able to use this information, plus I have an update.

The next three paragraphs are a portion of the original "It Worked for Me" article, with reference to work being done on Joe Kozmic's '37:

Ford's fuel tanks through early '37 used a threaded filler tube with a lead seal between the tank and the flange on the tube. Later tanks had a much easier-to-seal arrangement of a hose connecting the filler tube to a tube on the tank. Leaks on the early fuel tanks are apparently pretty common as I have the same problem on my '36 and I know of a few others who do as well. The lead seal is available from the typical parts suppliers for about \$8. You need a special spanner wrench to remove the filler pipe. I bought one from Sears for \$15. (Armstrong model 34-219).



Filler tube, lead seal on right, spanner wrench above

On Joe's car we sprayed penetrating oil on the threads where the filler tube enters the fuel tank. Removing a fender support bracket provided easier access to the tube. The pin on the spanner wrench is inserted in the holes on the filler tube, which is then just screwed off. The entire assembly is then removed through the filler hole in the fender. I suspected the lead seal may have been missing, but one was there. Perhaps it was distorted and not sealing properly. We cleaned up all surfaces, inserted the new lead seal into the opening in the fuel tank, and screwed the filler pipe back in, tightening it securely with the spanner wrench.

Now for the leak test. We drove to the gas station and pumped about 6 gallons into the tank. The gas gauge now read about $\frac{3}{4}$ or better full. No leaks yet! We are hoping the problem is solved, but so far, so good.

Update: After publishing the above article, I also replaced the lead seal on my '36 Roadster using the same procedure. Everything seemed fine for a short time. Unfortunately, for both Joe's '37 and my '36, the leak returned. After trying a new seal and some other "fixes," I finally learned that the solution was simple. I just wasn't getting the connection tight enough with the short handle on the spanner wrench to compress the lead washer and make a good seal. If you install a lead washer with this same wrench, you need to get a length of pipe or other suitable extender so you can put a little more torque into the connection. With the fine threads of the filler pipe, I was surprised how many more turns I could make before the connection seemed really tight.

I completed my "final fix" to this problem several years ago now - no leaks since. I also fully tightened Joe's filler and he has seen no leaks either. Spanner wrenches similar to the 2 1/2" model shown above are available from various suppliers, including Amazon for under \$25. Be sure to get the version with the round pin. The lead seals, part number 46-9051 are available for about \$10 from one of our advertisers, Third Gen Automotive, and other suppliers.

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July's Events Around Town

- **WED. July 1st - Cajon Cruise Celebrating America's 250th with American Muscle | 5p-7:30p | DO NOT ARRIVE BEFORE 3PM | Main St & Magnolia Ave. Downtown El Cajon | Every Wed May 6-Aug 26 | 619-995-5219**
- **THU. July 2nd - America On Wheels | 5p-7:30p | 9310 Fanita Parkway, Santee, CA 92071 | Lake 5 | 619-201-8207**
- **THU. July 2nd - La Mesa Classic Car Show | 5p-8p | 4th St. and Spring St. in La Mesa 91941 | Every Thurs June 4-Aug 27 | 619-343-2460**
- **SAT. July 4th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- **SAT. July 4th - Poway Cruisers In-N-Out Cruise In | 10:30a-1:30p | 12890 Gregg Court. Poway, CA 92064 | Every 1st Saturday | billpersonius@gmail.com**
- **SUN. July 5th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **WED. July 8th - Cajon Cruise Mopar Jungle | 5p-7:30p | DO NOT ARRIVE BEFORE 3PM | Main St & Magnolia Ave. Downtown El Cajon | Every Wed May 6-Aug 26 | 619-995-5219**
- **THU. July 9th - La Mesa Classic Car Show | 5p-8p | 4th St. and Spring St. in La Mesa 91941 | Every Thurs June 4-Aug 27 | 619-343-2460**
- **SAT. July 11th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- **SAT. July 11th - Serra Mesa Block Party | 1p-7p | 2721 Greyling Dr, San Diego, CA 92123 | 619-980-2821**
- **SUN. July 12th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **WED. July 15th - Cajon Cruise El Cajon Harley-Davidson's Bike Night | 5p-7:30p | DO NOT ARRIVE BEFORE 3PM | Main St & Magnolia Ave. Downtown El Cajon | Every Wed May 6-Aug 26 | 619-995-5219**
- **THU. July 16th - La Mesa Classic Car Show | 5p-8p | 4th St. and Spring St. in La Mesa 91941 | Every Thurs June 4-Aug 27 | 619-343-2460**
- **THU. July 16th - Encinitas Cruise Night | 5:30p-7:30p | S Coast Hwy 101 From D Street to K Street | Every 3rd Thurs. May-Sept | 760-943-1950**
- **SAT. July 18th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**

(July's Events Around Town continued next page)

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(July's Events Around Town continued)

- **SUN. July 19th - SD Automotive Museum Cars & Coffee | 6:30a-8a | 2080 Pan American Plaza 92101 | Every 3rd SUN | Brandi@sdautomuseum.org**
- **SUN. July 19th - Cars and Coffee La Mesa | 7a-9a | 8332 La Mesa Blvd. La Mesa, CA 91942 | Every 3rd Sunday | [INSTAGRAM](#)**
- **SUN. July 19th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **WED. July 22nd - Cajon Cruise VW Mania | 5p-7:30p | DO NOT ARRIVE BEFORE 3PM | Main St & Magnolia Ave. Downtown El Cajon | Every Wed May 6-Aug 26 | 619-995-5219**
- **THU. July 23rd - La Mesa Classic Car Show | 5p-8p | 4th St. and Spring St. in La Mesa 91941 | Every Thurs June 4-Aug 27 | 619-343-2460**
- **SAT. July 25th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- **SAT. July 25th - Santee Cars & Coffee | 7a-10a | 9608 Carlton Hills Blvd. Santee, CA 92071 | Every 4th Saturday | 619-253-0524**
- **SAT. July 25th - Vista Optimist Club Car Show | 9a-1p | 600 Optimist Way, Vista CA 92083 | 760-622-9999**
- **SUN. July 26th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **SUN. July 26th - Mt. Miguel High School Car Show | 9a-2p | 8585 Blossom Ln, Spring Valley, CA 91977 | 619-469-7350**
- **SUN. July 26th - Black Angus Steakhouse Car Show | 10:30a-1:30p | 707 E St. 91910 | Every 4th Sunday | 619-778-1395**
- **WED. July 29th - Cajon Cruise Convertible Cluster | 5p-7:30p | DO NOT ARRIVE BEFORE 3PM | Main St & Magnolia Ave. Downtown El Cajon | Every Wed May 6-Aug 26 | 619-995-5219**
- **THU. July 30th - La Mesa Classic Car Show | 5p-8p | 4th St. and Spring St. in La Mesa 91941 | Every Thurs June 4-Aug 27 | 619-343-2460**

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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

Club Anniversaries — Years

Jerry Windle	56 yrs
Penny Williamson	53 yrs
Bob & Liz Brown	9 yrs
Gregory & Ferol Henkels	4 yrs

Wedding Anniversaries

7/07 Joe & Susan Valentino
7/08 Gary & Karen Walcher

Birthdays

7/09 Orival Greenfield
7/12 Marj Hughes
7/18 John Davison
7/19 Penny Williamson
7/21 Shirley King
7/24 Laura Lusk
7/26 Heather Wiggins
7/28 Sue Dorr
7/29 Cal Westra



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.

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GENERAL MEETING MINUTES, JUNE 17, 2026

PRESIDENT RUSS RIES CALLED THE MEETING TO ORDER AT 7:08 P.M. AND LED THE

CLUB IN THE PLEDGE OF ALLEGIANCE. THERE WERE NO VISITORS, BUT A NEW MEMBER WAS ANNOUNCED: JIM CROFF, SON OF JIM AND LOUISE CROFF.

PRESIDENT REPORT: RUSS REVIEWED A LIST OF CLUB MEMBERS BIRTHDAYS, WEDDING ANNIVERSARIES AND CLUB MEMBERSHIP ANNIVERSARIES. HE ALSO MENTIONED THE UP-COMING ALL FORD PICNIC. WE STILL NEED MORE RAFFLE PRIZES.

VICE PRESIDENT REPORT: DENNIS BAILEY GAVE A REPORT ON CANDY'S CAR SHOW:

"GOOD FOOD, BUT REALLY HOT WEATHER". A GOOD TURNOUT WITH LOTS OF CARS.

SECRETARY REPORT: LAST MONTH'S MINUTES WERE PUBLISHED IN THE FAN. A MOTION

WAS MADE, SECONDED, AND VOTED ON TO ACCEPT THE MINUTES.

TREASURER REPORT: KEN BURKE READ THE MONTHLY REPORT. A MOTION WAS MADE AND A VOTE WAS TAKEN TO APPROVE IT.

MEMBERSHIP REPORT: JOE VALENTINO REPORTED 26 SINGLE AND 32 JOINT MEMBERSHIPS.

ACCESSORIES: GEORGE LUSK REPORTS PLENTY OF SHIRTS AND HATS, AND WILL HAVE POCKET T-SHIRTS AT THE ALL FORD PICNIC.

WEB REPORT: RICK CARLTON REPORTED "WEB OK AND WILL UPDATE TOMORROW".

SUNSHINE REPORT: SUSAN VALENTINO REPORTED, "EVERYONE IS WELL", AND WE CELEBRATED SHERYL CARLTON'S RECOVERY FROM SHOULDER SURGERY.

FORD FAN: JOE IS WORKING ON THE NEWSLETTER, AND "IT'S COMING ALONG JUST FINE".

HISTORIAN: SUSAN VALENTINO RECALLED THE CLUB'S 50TH ANNIVERSARY HELD ON JULY 15TH, 2019, WITH A CATERED PICNIC BEHIND THE AUTOMOTIVE MUSEUM.

TOURS: DENNIS BAILEY REPORTED ON THE ICE CREAM SOCIAL FOR AUGUST 22ND, THE OCTOBER FEST ON OCTOBER 9TH, AND ANOTHER POSSIBLE SWIFT BOAT TOUR.

CAR CLUBB COUNCIL: PAUL ALVARADO READ A LIST OF UPCOMING EVENTS AND BROUGHT FLYERS FOR MORE THAN A DOZEN OF THEM.

HARD LUCK TROPHY: DID NOT CHANGE HANDS; STILL IN GEORGE LUSK'S POSSESSION.

PROGRAM: MIKE PETERMAN SHOWED A VIDEO ON THE EARLY FORD V8 FOUNDATION MUSEUM IN AUBURN, INDIANA

OLD BUSINESS: NONE REPORTED.

NEW BUSINESS: NONE REPORTED.

50/50 DRAWING: \$44 WON BY LIZ DOW.

NAME TAG DRAWING: NO WINNER

MEETING ADJOURNED AT 8:20 P.M.

MINUTES SUBMITTED BY BOB HARGRAVE

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The Bad Joke of the Month—A new Ford Fan Feature ... (Maybe)

A man walked into a bar, sat down, and ordered a beer. As he sipped the beer, he heard a soothing voice say “nice tie!” Looking around, he noticed that the bar was empty except for himself and the bartender at the end of the bar. A few sips later, the voice said “beautiful shirt“. At this, the man called the bartender over. “Hey...I must be losing my mind,” he told the bartender. “I keep hearing these voices saying nice things, and there’s not a soul in here but us.” “It’s the peanuts,” answered the bartender. “Say what?” “You heard me,” said the bar-keep. “It’s the peanuts ... they’re complimentary.”

Pick-Ups Limited's 37th Annual Fords & Friends Car Show

June 13 was a beautiful Southern California day for the **37th Annual Fords & Friends Car Show**, hosted by **Pick-Ups Limited of San Diego** at their new venue, **NTC Park at Liberty Station**. The spacious park proved to be an excellent location, with plenty of large shade trees that allowed many participants to park their vehicles out of the sun while enjoying the day's activities.

Although the show is sponsored by Pick-Ups Limited, it welcomes **all makes and models** of cars, trucks, motorcycles, and specialty vehicles. The event serves a greater purpose than simply displaying beautiful automobiles, with proceeds benefiting **Meals on Wheels San Diego, the Armed Services YMCA, and The Gary Sinise Foundation**.

The show field featured an impressive variety of vehicles, and numerous trophies were presented throughout the afternoon to recognize outstanding entries. The coveted **Best of Show** award went to a beautifully restored **blue and white 1960s Ford pickup**, an eye-catching truck that was a deserving recipient of the event's top honor.

Adding to the festive atmosphere, rugby teams competed on the fields adjacent to the show, providing plenty of action for spectators while car enthusiasts admired the impressive collection of vehicles. With beautiful weather, a wonderful venue, and a worthy charitable mission, the 37th Annual Fords & Friends Car Show was another successful event and one well worth attending.



New Club Merchandise Alert!!

George has procured new Pocket Tees, Club shirts, hats, in several colors as well as License Plate frames and more. The prices are down right reasonable. Get them before they are gone! See George at a meeting or breakfast or give him a call!

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Board of Directors

Russ Ries - President

Bob Hargrave

Dennis Bailey—VP

Joe Valentino—Fan Editor

Brad Nelson—Secretary

Ric Carlton—Web Master

Ken Burke—Treasurer

Mike Petermann = Programs

George Lusk—Accessory Sales

Cruising Grand - Escondido

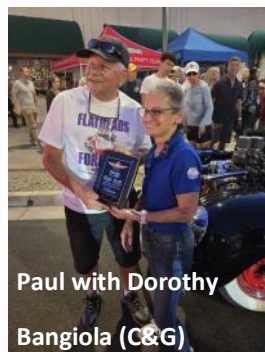
Cruisin' Grand is one of the premier car shows in San Diego County. The event showcases 1973 and earlier American-made classics, customs, vintage cars, muscle cars, and hot rods, with many of the vehicles cruising up and down Grand Avenue throughout the evening.

Participants park along Grand Avenue and the surrounding side streets, creating a nostalgic atmosphere that captures the charm of a 1950s downtown. Five outstanding vehicles are recognized with awards each week, and best of all, there is no pre-registration required.

If you've never attended Cruisin' Grand, be sure to put it on your calendar—it's a terrific show and well worth the trip. I was especially pleased to see two of our Club members recognized with awards at the recent event: Paul Alvarado and Bob Brown. Congratulations to both!



Winner—Paul



Paul with Dorothy
Bangiola (C&G)



Winner—Bob



Not a Winner—Joe



Bob Payne (Palomar RG)



Calvin's X-Vette



Something for everybody!

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

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.

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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 \$28,000 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! (619) 952-0044



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

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1948 Ford Super Deluxe - 302,PS,PB,AC. \$25,000

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!



Place your "For Sale" Advertisement here!

Get rid of stuff you will never use!

Increase the usable space in your garage!

Make money so you can buy more stuff!!

1932 Ford Parts for Sale—Many Parts at a fair prices. Front and rear axles with wishbones. front spring, back frame cross piece. spare tire mount, instrument housing with gauges, steering wheel, five wire wheels, Seat, bottom and back, rumble seat => Call Dave Ness 619-988-1046



Want Ads

I'm looking for an old car (preferably truck) to plant in my yard. I call it ART. No requirements. Will consider all varieties. Call Candy Green (619) 994-3357



EDITOR'S SUGGESTIONS




Want a discount on a car Battery?

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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

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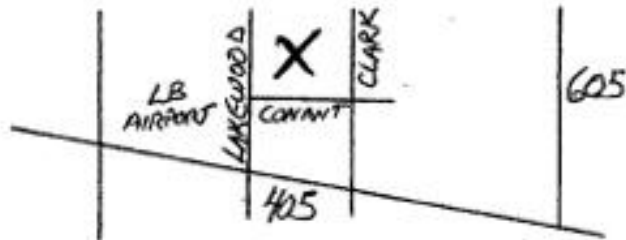
Long Beach Model T Club 72nd Annual Parts Exchange

Since 1955 the best OLD CAR & OLD FORD

SWAP MEET in the WEST

SATURDAY, JULY 18, 2026 Rain or Shine

Open 7:00AM Admission: \$5.00 Free Parking



Long Beach City College Veteran's Stadium

5000 Lew Davis St. Long Beach, CA. 90808

Enter from **Conant St.** between **Lakewood Bl.** and **Clark St.**

Just a mile and a half north of the 405 on Lakewood Bl.

Spaces are Available: **20 ft. Wide by 16 ft. Deep**

Spaces are **\$40** each or **3 for \$100**

\$50 each Day of Event

Call Jeff Hood 562-597-5936

www.lbmtc.com moemechanic@aol.com

Open to all Makes and Models Automotive
and hobby related items only

NO Dogs NO Guns NO Weapons

• This event is **NOT** the monthly Vets Hi-Po swap meet •

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13th Annual So-Cal Early Ford V-8 Club Inter-Regional

*Giant...
Collector Car*

Swap Meet

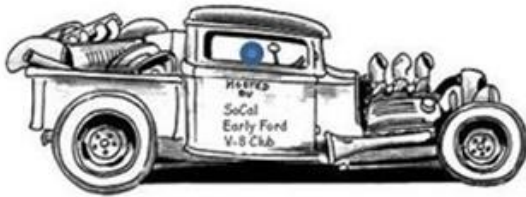
*Lots of Ford
Flathead Stuff*

Saturday, August 8, 2026

The only place that you're going to find Early Ford stuff is at a swap meet like this - put on by Early Ford V-8 Club folks
Car & Truck Parts - Accessories - Tools - Literature, Books & much more

7212 Melrose Ave, Buena Park

At the Elks Club Lodge



*The Early Pickers
Get the Best Deals*

•BUY •SELL
•SWAP

All Makes & Models

EFV8 SWAP MEET LOCATION
Elks Lodge - Buena Park
7212 Melrose Ave.



Dealer
Set-up
7:00 AM

Open to
the Public
8:00 AM