



The Ford Fan



It was great to see everyone who attended the February 18 meeting in our temporary meeting room. Our March 18 meeting should be in our normal meeting room, the Ray Brock Hall of Fame. During our February meeting, Tour Director Dennis discussed our March 23 tour to the Allen Airways Flying Museum with a following lunch at the Gillespie Café at the airport. For those of you who have not been there, the Museum is very special. Bill Allen is the Museum owner and creator. In addition to his vintage airplanes, leather helmets, and posters, the Museum has a beautiful 1936 Ford cabriolet which he drove it in this year's San Diego Excursion. NOTE: The address on the flyer for the museum is incorrect. The address is 2020 North Marshall Ave, not 2015".

Also, during the last meeting, new member Bob Newsome mentioned that he was having trouble starting his 1934 roadster. I volunteered to help. We were successful. I have to say that his roadster is exceptional. I am looking forward to his attendance with his Ford at future breakfasts and tour events.

REMINDER.....SAVE-THE-DATE.....our annual All Ford Picnic at Santee Lakes Park is June 27. I hope to see all of you at the Club's March eventsBreakfast, Club Meeting, and the Allen Airways Museum Tour!

Russ Ries, President

What do those handsome fellows pictured below all have in common? Why, when they stroll down the street, people turn and say, "Hey there, handsome car guy!" If you guessed it's the very cool San Diego Early Ford V8 Club apparel, you're absolutely right. It's a tradition that began more than 50 years ago and continues today. From hats and shirts to license plate toppers and other must-have club gear, we've got just the thing to show your San Diego Early Ford V8 Club pride. All items are available at our club meetings. Just see George Lusk and he'll set you up with whatever you need. Bring cash—and you too can earn the title of **Señor** (or **Señorita**) **Swanky!**



In this issue of the Ford Fan you will find the story and pictures of the The Pate Swap meet, The Race of Gentleman, The true story of the origin of Saint Patrick's day, a new column "from the Historian's Glovebox", A flyer for the March 23 tour at Bill Allen's hanger, the Club's membership form, the flyer for the 2026 All Ford Picnic, Cool Cars and parts for sale and dates of the Club's upcoming events. Enjoy!



The Ford Fan



The Entirely True Origins of St. Patrick's Day

Historians will tell you that St. Patrick's Day commemorates the arrival of Christianity in Ireland and the driving out of snakes. What they will not tell you—because the parchment was lost for centuries inside a tool roll beneath the seat of a 1932 Ford roadster—is what really happened began with a '32 roadster.

In the fifth century (or thereabouts), the High King of Tara grew weary of gloomy Februarys. "We need a holiday," he declared, "something with color, music, jubilation, and possibly horsepower." Unfortunately, horsepower had not yet been invented, at least not the flathead V8 variety.



Enter Patrick, who arrived in a flash of miraculous emerald lightning behind the wheel of a flamed British Racing Green '32 Ford with a properly warmed-over flathead V8.

The "snakes," it turns out, weren't reptiles at all—They were dour fellows who refused to celebrate anything; they preferring off-brand engines and to sit about muttering and drinking lukewarm ale. Patrick fired up the roadster, and the burble of that Flathead V8 improved morale so dramatically the snakes vanished, some to England, others into better dispositions.

As Patrick cruised along a coastal road—top down, naturally—he encountered a mischievous leprechaun named Seamus O'Crankshaft, who was guarding a stash of rare Ford NOS parts and not a pot of gold. One ride in the roadster and Seamus declared it the finest machine ever to grace the Emerald Isle. Word spread quickly.

Soon, the hills were dotted not only with shamrocks but with admiring villagers, including a remarkable assembly of busty Irish redheaded women whose laughter carried farther than cathedral bells. They admired the shine of the chrome, and the rumble of the flathead V8. They insisted the holiday must include early Fords - preferably the 1932 to 1953 variety, parades, music, and men who understood the importance of proper timing. Timing, they said, was very important!

(continued on next page)



The Fan



The Entirely True and Slightly Polished Origins of St. Patrick's Day *(continued)*

Centuries later, a Mercury convertible joined the celebration, cementing the tradition of open-top motoring every March 17! Thus, were born the customs we know today:

- Green attire recalls the paint of Patrick's miraculous roadster.
- Parades commemorate that first jubilant cruise across Ireland.
- Music and dancing originated when the Mercury convertible's radio picked up a particularly lively fiddle tune and no one could sit still.
- The leprechaun imagery honors Seamus, who had that stash of NOS parts.

And the spirited presence of redheaded women in festive attire? Let us simply say that no holiday survives without proper enthusiasm and a good sense of humor.

So, when you see a '32 roadster, a Mercury convertible or any Early Ford V8 gleaming in the sun or braving a San Diego Coastal Eddy, remember the real lesson of St. Patrick's Day:

Drive boldly.

Celebrate loudly.

And never underestimate the morale-boosting power of a Ford flathead V8.

Sláinte—and check your timing before the parade.



WILL ROGER SAYS . . .



- I know worrying works, because none of the stuff I worried about ever happened.
- There are men running governments who shouldn't be allowed to play with matches.
- After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him . . . The moral: When you're full of bull, keep your mouth shut.
- Even if you are on the right track, you'll get run over if you just sit there
- There are three kind of Men
 - * The one that learns by reading.
 - * The few who learn by observation
 - * The rest of them have to pee on the electric fence for themselves



The Fan



From the Historian's Glovebox

(a new Ford Fan Column)

I Grew Up in a Rumble Seat

Before we step back through the years, you should know something about the woman writing this column.

I grew up in a rumble seat.

As an only child, my father took me everywhere — car shows, races, junkyards, swap meets — often, I suspect, to give my mother's ears a rest. In the predawn light, he would leave me to mind our booth while he peeled back tarps or visited friends.

He cooked breakfast on a Coleman stove — Canadian bacon sizzling — and I am convinced the smell drew half the parking lot to our stall.

I have waved in parades. Cheered from the stands at El Cajon Speedway. Wandered the pits and declared I would one day be a race car driver.

Somewhere along the way, I rode in the rumble seat down Highway 163 to Balboa Park with neighborhood children. I do not remember that particular ride — but my friends do. What they remember most is my father laughing.

The first time Joe took me to his house, he picked me up in a Porsche. But when we arrived and I saw a 1956 Chevy backed into the garage, I asked only one question:

“Are you going to restore it?”

He said yes.

I smiled inwardly — wrong brand, perhaps, but it was a start.

Joe works under the hood.

I ride shotgun — and sometimes drive. I also name our cars. Someone has to.

The cars matter.

But what stays with us — long after the engines cool — is the joy around them. The laughter on a stretch of highway. The scent of breakfast in the morning air. The steady confidence of a car ready to start.

And when this column appears in the Ford Fan, I hope it feels like that — not simply about automobiles, but about the belonging gathered around them.

Until next month,

Polish the chrome — and the memories.

— From the Historian's Glovebox —





The Fan



From the Historian's Glovebox

March, 1932 — A Sensible St. Patrick's Supper

Let us turn the key and step into March of 1932.

The country is deep in the Great Depression. Money is counted carefully. Nothing is wasted. And yet St. Patrick's Day still arrives — even here in San Diego, where the Pacific shines as if unaware of Wall Street or bank failures. Celebration in 1932 would not have been extravagant. But it would have been warm.

A practical housekeeper might begin early in the day by placing a 3–4 pound corned beef brisket into a large kettle, covering it well with water and adding a teaspoon of whole peppercorns — perhaps a bay leaf if one happened to be in the cupboard.

The pot would be brought slowly to a boil, then reduced to a steady simmer and cooked gently for about 3 hours, until fork-tender.

In the final 45 minutes, peeled potatoes and carrots would be added to the pot. Cabbage wedges would go in during the last 20–30 minutes, only long enough to soften while still holding their shape.

The broth, of course, would not be discarded. A sensible cook would already be planning tomorrow's hash — diced corned beef browned with leftover potatoes in a cast iron skillet over medium heat for 10–15 minutes, turning occasionally until crisp at the edges. A fried egg on top makes it finer still.

On the sideboard might rest a simple soda bread — two cups flour sifted with one teaspoon baking soda and one teaspoon salt, stirred with one cup buttermilk just until soft, shaped into a round loaf and baked at 375 degrees for 30–40 minutes until lightly browned.

After supper, perhaps a short drive along the bay. Not far. Just far enough to feel the ocean breeze and hear the steady rhythm of the flathead beneath the hood.

Hard times did not cancel celebration. They simply made it quieter.

Until next month, Polish the chrome — and the memories.

— *From the Historian's Glovebox*



The Ford Fan



Club Dates to Remember

March 11th: Club Breakfast is on that Wednesday at the Broken Yolk

March 18th: EFV8 Club meeting at the Automotive Museum in Balboa Park—**7:00 PM!**

March 23rd: ** Allen Airways Museum Tour @ Gillespie Field—RSVP to Dennis Bailey

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

September: Ice Cream Social Date To Be Announced

Who is this cool young man? =====>>>>

Do his parents know he is out hot rodding? Is he a some kind of hooligan?

Could he possibly grow up and get a real job and make something of himself?

What do you think?





The Ford Fan



The Race of Gentlemen (TROG)

There was a time when racing wasn't polished, corporate, or wrapped in sponsorship banners. Drivers and riders would roll up to a lonely salt flat, a quiet back road, or a wide stretch of beach, unload their garage-built machines, and run flat out for nothing more than bragging rights.



The Race of Gentlemen — known to insiders simply as TROG — is a modern-day return to that raw and dangerous era. Held on the beach at Wildwood, New Jersey, TROG delivers a weekend of no-frills, heads-up racing that feels like stepping straight back into the early days of hot rodding.

Only period-correct machinery is allowed. Competing cars must have been produced before 1935, and no parts newer than 1953 are permitted. Motorcycles must predate 1947 and retain era-specific features such as tank shifters and "suicide clutches." Authenticity isn't optional — it's the whole point.

Competition is divided into three classes:

1. Four-cylinder "banger" cars
2. Flathead V8 powered cars
3. Vintage motorcycles

Races are run one-on-one over a one-eighth-mile stretch of sand. The sound of the ocean, engine noises, and smell of salt and petro fill the air.

No trophies. No payouts. Just hard-earned bragging rights.

Participants wear period driving and riding attire. The staging boss appears in a tuxedo and top hat, and racers are greeted at the finish line by a flag official who has become something of a TROG tradition.

The event began in 2012 when The Oilers Car Club / Motorcycle Club — whose history dates back to 1947 — revived the idea of organized beach racing for those bold enough to run wide open on the sand. Notably, The Oilers were also co-founders of the National Hot Rod Association in 1949, bringing plenty of experience and tradition to the event.

For anyone who appreciates early iron, flatheads, and the spirit of grassroots competition, TROG is as close as it gets to reliving racing's rough-and-ready beginnings.





The Fan



Do you have an itch that the Big 3 Swap meet used to scratch, but since that swap meet's demise you have not adequately had that itch scratched? Well the solution to that problem may well be the Pate Swap meet in the great state of Texas!

The Pate Swap Meet now located at the Texas Motor Speedway (3545 Lone Star Cir, Fort Worth, TX 76177), started out as the South Central Swap Meet in 1972 when several car clubs in Texas decided that it was too much to keep going all the way up to Pennsylvania to Hershey when we could have a swap meet here in Texas. Among the starting members were

Dr. Aggie Pate, Russ Gruenwald, Barney Calvert and others from the Gulf Coast Region AACA, car club in Houston.

The "Pate" name is a tribute to Dr. Aggie Pate, founder of the Pate Museum of Transportation near Cresson, original home of this annual rite of spring. Pate, president of the Texas Refinery Company that owned an employee recreation ranch southwest of Fort Worth, housed his private automobile collection in the museum. The inaugural swap meet was held in a rough semi-circle under trees across from the museum with about 350 vendors.

The Pate Swap Meet Association now consists of the 14 largest vintage car clubs in Texas, with the event serving the car restoration hobby and the collection of antique, vintage, and notable automobiles and hot rods. Pate Swap Meet is the largest event of its type in the Southwest and second largest in the United States. Operations of the Pate Swap Meet have been located at Texas Motor Speedway since 1998.

Vendor-wise, the event is organized by street and block and space, allowing visitors to readily locate folks eager to deal inventories of the following: New Old Stock (NOS) car parts, Genuine Old Rusty car parts, complete (and typically grease-covered) V8 engines, front clips, hoods, grilles, tires, wheels, tools, steering wheels, antique and reproduction signs and gas pumps, license plates, emblems, manuals, diecast collectibles, assorted clothing and homemade Americana yard art. Motorcycles of various makes, and their parts, occupy their own space in the Pate landscape.

Just think that from a humble 350 vendors and 500 spaces to now 2000 vendors and 9900 spaces in just 53 years is quite an accomplishment. We have increased our vendor spaces every year we have had the swap meet. We started out with just 4 car clubs putting on the meet to now 14 clubs of volunteers to keep this running. We have only missed one year since starting and that was 2020 and we all know what caused that.

A good friend of the Early Ford V8 Club, the late Lou Mraz, told me that everyone needs to go to the Pate swap meet at least once in your lifetime. He said it was an amazing swap meet. Lou knew!





The Ford Fan



TECH TALK

A LONG CLUTCH

Not a *long* clutch, but a LONG clutch. That is the manufacturer's name of the Ford clutch. Webster's dictionary describes clutch: (1) To grasp, seize or take with a hand or claw. (2) A mechanical device, as in an automobile, for engaging and disengaging the engine. (3) A critical situation or emergency, as *in a clutch*. We'll go with the number (2) description.

The Long clutch used in the 1935-'53 Ford cars is a **semi-centrifugal** clutch design. The clutch members consist of a pressure plate and a clutch disk. The pressure plate design is the reason for the centrifugal name; there are weights built into the release levers that swing outwards as RPM increases. The swing-out action forces the levers to exert more pressure on the pressure plate. Therefore, more pressure is applied to the disk which drives the transmission shaft.

At slow RPM the pressure at the clutch is relatively low. This allows easier clutch pedal operation for the driver. But, as RPM increases when driving the car, the weights on the release fingers move by centrifugal force. This added pressure holds the clutch tighter and reduces any slipping action. A maximum pressure is obtained at about 4000 RPM. You can feel this action in the driveway by slightly accelerating an idling engine while holding your hand on the clutch pedal; the play will reduce as the RPM goes up. This is why there *must* be proper free play adjusted into the clutch linkage. The free play reduces with speed because the release fingers move by the weight action. The release fingers (three of them) are located immediately near the throwout bearing where the free play is required.

The clutch disk features coiled damper springs in the hub or center area. These strong springs (8 of them) allow a smoother clutch engagement and load take-up when the car starts to move. The springs compress upon car take-off and also compress in the opposite direction upon deceleration when the rear axle drives against the engine. We don't always think of that last action. These same springs will cause chattering (take-off) and clunking (slow-down) when worn and loose. The disk lining area features cushion springs or wave type springs, too, to help smoothness of operation. The clutch must be operating mechanically correct to be smooth and, um, well... it works hard against our abuse sometimes. Come on, now, you know what I mean. You accelerated fast away from the stoplight a time or two!

What about the clutches in the 1932-'34 cars? The clutch design was different. The disk had no damper springs and the pressure plate did not have centrifugal weights. It had 12 springs for good pressure; the later clutch had 6 or 9 springs. Remember, the centrifugal action pushes against the disk for more pressure, so the earlier clutch without this feature needed more initial pressure.

Remember what happened at the drag races when your Flathead Ford raced against that Chevy six? When going down the strip at high engine RPM the clutch pedal was VERY hard to push for an upshift, say at about 4 or 5000 RPM. Why? You know why. That is the reason independent clutch manufactures offered racing clutches WITHOUT THE CENTRIFUGAL WEIGHTS. Now you could shift faster with no weights pushing against your clutch foot. But, we don't drive that way anymore. Do we? We do? OK. Maybe in a clutch. As in number 3 above.

The Board of Directors and Officers of the National Early Ford V8 Club are meeting in San Diego at the Best Western Plus Hacienda Hotel Old Town at 4041 Harney Street, San Diego. The meetings are on Thursday March 5th - 8:00 am to 5:00 pm & Friday March 6th - 8:00 am to 1:00 pm.

All Club members are invited to attend! No RSVP needed, just drop in!



The Ford Fan



Car events around Town—March

- 1 **SUN. March 1st - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- 2 [SAT. March 7th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK](#)
- 3 **SAT. March 7th - Poway Cruisers In-N-Out Cruise In | 10:30a-1:30p | 12890 Gregg Court. Poway, CA 92064 | Every 1st Saturday | billpersonius@gmail.com**
- 4 **SUN. March 8th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- 5 **SUN. March 8th - Kearny High Alumni Car Show | 9a-2p | 6401 Linda Vista Rd, San Diego, CA 92111 | 619-201-8207**
- 6 [SAT. March 14th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK](#)
- 7 **SAT. March 14th - Poway High Auto Club Annual Car Show | 9a-1p | 15500 Espola Rd, Poway, CA 92064 | powayhighauto-club@gmail.com**
- 8 **SUN. March 15th - SD Automotive Museum Cars & Coffee | 6:30a-8a | 2080 Pan American Plaza 92101 | Every 3rd SUN | Brandi@sautomuseum.org**
- 9 [SUN. March 15th - Cars and Coffee La Mesa | 7a-9a | 8332 La Mesa Blvd. La Mesa, CA 91942 | Every 3rd Sunday | INSTAGRAM](#)
- 10 **SUN. March 15th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- 11 **SUN. March 15th - Motors4Music Car Show Fundraiser | 9a-12:30p | 1615 W. San Marcos Blvd, San Marcos 92078 | motors4music@sanmarcosbands.org**
- 12 [SAT. March 21st - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK](#)
- 13 **SAT. March 21st - Sunrunners Car Club Carne Asada Run Car Show | 10a-3p | Eager Park - 10th & G St. Imperial, Ca 92251 | 760-356-0627**
- 14 **SAT. March 21st - West Coast International Car & Bike Show | 10a-3p | 621 El Cajon Blvd. El Cajon, CA 92020 | 619-201-8207**
- 15 **SUN. March 22nd - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- 16 **SUN. March 22nd - Black Angus Steakhouse Car Show | 10:30a-1:30p | 707 E St. 91910 | Every 4th Sunday | 619-778-1395**
- 17 [SAT. March 28th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK](#)
- 18 **SAT. March 28th - Santee Cars & Coffee | 7a-10a | 9608 Carlton Hills Blvd. Santee, CA 92071 | Every 4th Saturday | 619-253-0524**
- 19 **SAT. march 28th - It's The Summer Fling It's a Car Show Thing | 9a-1p | 3605 Clairemont Dr. San Diego 92117 | 619-201-8207**
- 20 **SU+B4:B42N. March 29th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**



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

3/02 Brad Nelson & Heather Wiggins

3/11 Rick & Sheryl Carlton



Club Anniversaries — Years

Russell & Marty Ries 26



Birthdays

** 2/11 Les Hilgers **

3/05 Ferol Henkels

3/08 Richard Steinacher

3/13 Louise Croff

3/15 Sue Houlihan

3/25 Bob Hargrave

3/23 Alex Ramirez

3/25 Carl Atkinson

3/29 Ric Bonnoront

** Omitted last month—Happy 80th, Les!!

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, February 18, 2026

President Russ Ries called the meeting to order at 7:10 pm and led the club in the pledge of allegiance.

Presidents report:

Parking. After this meeting, there will be free parking after 6:00 pm in the paved front lot. You will still need to pay for parking in the front lot for the 10:00 am April meeting. You can park in the dirt lot behind the museum with the dated parking passes emailed to members on January 21. You must print it out and place it on your dash. The pass is not valid for parking in the asphalt parking lot in front of the museum. As of March 1, handicapped parking is free anywhere, not only in handicapped spaces.

The president reviewed a list of club members' birthdays, wedding anniversaries, and club membership anniversaries.

Secretary report: The Secretary emailed the January minutes to the club and did not receive any comments or corrections. A motion was made, seconded and approved to accept the minutes.

Treasurer report: Ken Burke presented the monthly treasurer's report. A motion was made, seconded and approved to roll over the CD. The club has approximately \$7500 in cash outside the CD.

Membership report: 10 people haven't paid, 5 of them said they will. We have 23 single and 30 joint paid members.

Accessories: If you're desperate to spend money, George will open the store.

Website: The website is up to date. Rick made a couple of updates suggested by Brad.

Sunshine report: Notes were sent out to Paula Pifer and Dan Praeger. A card was sent to Gary Walcher. A note was sent to Judy Grobble. The buyer of Ray Brocks "root beer" car passed suddenly and the car is for sale again.

Fan editor report: "coming along fine." It won't go to press until we get Dennis's March outing news

Car Club Council: There are a bunch of fliers on the table. The El Cajon Classic is back on May 6 – August 26.

The CCC will have its first official meeting of the year next month.

Historian: The V8 Times of January 1970 described a San Diego County back country tour. What do the B-17 bomber and the EFV8 have in common? The ash tray.

Vice Presidents report and tours: Dennis reports that the Gillespie Air Field tour will be on Monday March 23 from 10:00 am – noon. Lunch will be at the airport café. There will be a meetup at the Mission Valley Broken Yolk to drive to the air field. Lots of memorabilia will be on display.

Bill Dorr: Bill read his poem from this Christmas Party honoring the club service of Joe and Susan Valentino.

Program: Two videos were shown. One was about Edsel Ford as the forgotten genius behind the Model A. The second was about what saved the Lincoln, money or genius.

50/50 Drawing: Bill Dorr won \$36 and donated it to the Ollie Smith fund.

Name tag drawing: no winner.

Tech Issues: New member Bob Newsom, who lives in La Jolla, reported start/run issues with his '34 V8. Russ Ries also lives in La Jolla and promised to get together with him.

Old Business: none

Adjournment: A motion was made seconded and approved to adjourn at 8:30 pm.



The Ford Fan



The Official San Diego Early Ford V8 Club March Tour

EARLY FORD V8 CLUB TOUR FLYER



EVENT: ALLEN AIRWAYS FLYING MUSEUM TOUR

DATE: MONDAY MARCH 23, 2026

TIME: 10:00 AM

VENUE: ALLAN AIRWAYS FLYING MUSEUM

ADDRESS: GILLESPIE FIELD
2020 220 NORTH MARSHALL AVE.
EL CAJON, CA 92020



Please join us for a tour of the Allen Airways Museum, the tour will last approximately 2 Hours and we will be having lunch after the tour at the Gillespie Café.

We will be meeting at the Broken Yoke in Mission Valley at 9:15 and will be departing @ 9:30.

For those coming from East County you can drive directly to the Airport and be there before 10:00.

Russ Ries will be at the Airport before we get there to direct us to the parking and the Museum.

Please drive your V8 weather permitting to this event if possible.



RSVP BY 3/13/2026 TO:

Dennis Bailey
Email. dennis_bailey @ hotmail.com
Cell: 619-954-8646





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/48cWXNc>



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 passing of Ed Iskenderian



One of the auto hobby industry's most influential and longest-serving champions has passed away at the remarkable age of 104. Ed was a racer, an innovator, and a true marketing visionary. In his early years, he was a familiar presence on the Southern California dry lakes racing scene.

During World War II, Ed served in the Army Air Corps—now the United States Air Force—flying transport missions to and from Asia. After the war, he returned to what he loved most: racing Flathead-powered cars on the dry lakes and salt flats.



The story of how his company began says it all. After being told he would have to wait five weeks for a reground camshaft, Ed decided there had to be a better way. He purchased his own cam-grinding machine, learned to operate it, and from that moment on, history was set in motion.

Ed was the first to use computers to design and test camshaft lobe profiles. Beyond camshafts, he developed advanced valve springs, the first High-Density Chilled Iron lifters for Top Fuel applications, anti-pump-up hydraulic lifters, and was among the first to market cams, lifters, and springs as matched, engineered sets. A small-block Chevy equipped with one of his cams was the first to exceed one horsepower per cubic inch.



With his ever-present smile and trademark cigar clenched between his teeth, Ed was a fixture at automotive events throughout Southern California and a lasting icon in the high-performance world.

Rest in peace, Ed.

Sad News:

John Popenhagen, who joined the San Diego Early Ford V8 Club after purchasing Ray Brock's '51 Victoria, passed away suddenly in January.

Rick Carlton and I had the opportunity to visit with John at the recent car show at National City's Dixieline Lumber. He was an affable and enthusiastic gentleman who purchased Ray's Victoria because it reminded him of one he owned in his youth.

John would have been a wonderful addition to our Club, and he will be missed.

Rest in peace, John.





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. 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 Fan



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