November 2026

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

The Ford Fan

Prez Sez



For me, October was primarily a non-car month. Marty and I were out-of-town for a family member wedding. Following the wedding, we had very close friends as guests from Paris, France. And finally, we spent a week in New York City with a group from the Old Globe Theatre. A very busy month. I greatly appreciate that Dennis Bailey took the reins and conducted the October 21 meeting. November is a new month. In addition to the 11th breakfast and the 18th meeting, the Club has two tours. On the 7th, we have a tour of the Auto Museum IGNITE facility. On the 12th, Paul Alvarado will conduct a tour of the USS Midway. This will be a fun month. Hope to see each of you at all of the events.

Happy Thanksgiving!



Letter from the Editor

In this edition of the Ford Fan you will find stories about Broctorberfest, the story behind Veteran's Day, Ford Motor Company's contribution to World War II, Claimer Races at Cajon Raceway, Carl Atkinson's look back at Old School Racing, A tech Tip, The Historian's Glovebox story and recipe, Classified Ads and information regarding important car dates.

Enjoy!

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Brocktoberfest — A Tradition Worth Celebrating



On October 9, some 30 members of the San Diego Early Ford V-8 Club gathered at Kaiserhof Restaurant in Ocean Beach for Brocktoberfest, an annual tradition that combines good food, friendship and fond memories of a very special Club member.

Brocktoberfest was the brainchild of our late friend Ray Brock, who took great pride in his German heritage and loved sharing the Oktoberfest tradition with his fellow Club members.

Although Ray passed away last year, his spirit lives on in this annual gathering. While the German food and festive atmosphere are certainly part of the attraction, Brocktoberfest has become something more meaningful—an opportunity to remember Ray's warm smile, generosity and the friendship he shared with so many of us.

This year's celebration was especially memorable as Ray's daughters, Wendy and Vicki, were in San Diego and joined us for the festivities. Together, we enjoyed delicious German fare, raised a glass or two and shared memories of a friend who is dearly missed.

Speaking of raising a glass, the adult libations were generously provided by the dynamic duo of Ric Carlton and Dennis Bailey, two gentlemen who certainly know a thing or two about the subject! Ray would have loved it. Prost!











Ray Brock in action! Left to Right: John Davison, Ray, Tim Shortt, Paul Alvarado



Brocktoberfest Continued on next page

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Brocktoberfest Continued







Club Breakfast at the Broken Yolk

On the second Wednesday of October, Club members gathered at the Broken Yolk Restaurant in Mission Valley for another enjoyable morning of good food, lively conversation and great company.

If you haven't joined us for breakfast lately, you're missing out! Come on down to the Broken Yolk on Wednesday, November 11, at 9:00 a.m. You're guaranteed a warm welcome, a hearty breakfast and plenty of friendly conversation!













Hi Brad!

I would like to RSVP for the Club breakfast on November 11th, I can not wait! I know all the cool V8ers will be there!

See you there, hon!

Bye-bye for now!

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Veterans Day – A Day to Remember and Honor

The History Behind November 11

Every November 11, Americans pause to honor the men and women who have served in our nation's armed forces. But have you ever wondered why Veterans Day falls on November 11, or how this important national observance came to be?

The story begins more than a century ago, in the closing days of World War I.

The Eleventh Hour of the Eleventh Day

World War I, known at the time as "The Great War," was one of the deadliest conflicts the world had ever experienced. After more than four years of fighting, an armistice between Germany and the Allied nations took effect at precisely 11:00 a.m. on November 11, 1918 — ***the eleventh hour of the eleventh day of the eleventh month***.

Although the Treaty of Versailles would not officially end the state of war between Germany and the Allied powers until June 1919, November 11, 1918, marked the end of the fighting on the Western Front.

For millions of soldiers and their families, it was a day of tremendous relief and celebration.

From Armistice Day to Veterans Day

In 1919, President Woodrow Wilson proclaimed November 11 as the first Armistice Day, a day to remember those who had served and sacrificed during World War I.

In 1938, Congress made Armistice Day a legal federal holiday, dedicated primarily to honoring the veterans of World War I and the cause of world peace.

World War II brought another generation of Americans into military service, followed by the Korean War. By the early 1950s, it became apparent that honoring only the veterans of World War I no longer reflected the sacrifices made by millions of Americans.

In 1954, following a campaign led by veterans' organizations, Congress officially changed the name from ***Armistice Day*** to ***Veterans Day***. President Dwight D. Eisenhower signed the legislation on June 1, 1954.

The holiday would now honor American veterans of all wars, not just World War I.

A Holiday That Almost Lost Its Date

Here's an interesting bit of history that many people may not remember.

In 1968, Congress passed legislation moving several federal holidays to Mondays, creating three-day weekends for federal employees. As a result, Veterans Day was moved to the fourth Monday in October, beginning in 1971.

The change proved unpopular. Veterans' organizations and many Americans believed November 11 held special historical significance and should remain the day of observance.

In 1975, President Gerald Ford signed legislation returning ***Veterans Day to November 1***1, effective in 1978.

And that's where it has remained ever since.

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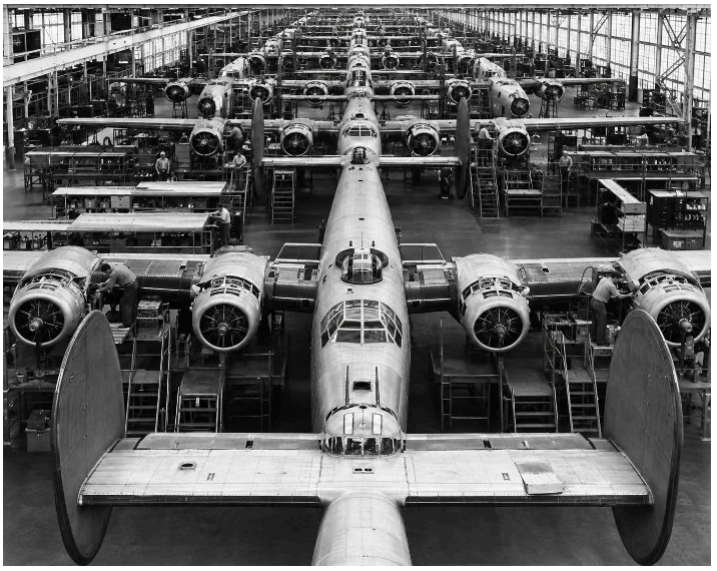
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Ford Motor Company's Contributions to World War II

When America entered World War II, Ford Motor Company transformed its factories from producing automobiles to manufacturing equipment for the military. Here are five interesting facts about Ford's remarkable wartime contributions.

1. **A Bomber Every Hour!**



At its peak, Ford's massive Willow Run plant in Michigan produced a B-24 Liberator bomber approximately every 63 minutes. Each four-engine bomber contained roughly 1.2 million parts! Ford ultimately built 8,685 B-24 bombers at Willow Run.

2. **Goodbye Cars, Hello Jeeps!**

Ford stopped civilian automobile production in early 1942 and began manufacturing military equipment. During the war, Ford built approximately 278,000 military Jeeps, helping transport American troops across battlefields around the world.

3. **Ford Built Aircraft Engines, Too!**



Ford manufactured more than 57,000 Pratt & Whitney R-2800 aircraft engines during World War II. These powerful 18-cylinder radial engines were used in aircraft such as the P-47 Thunderbolt fighter.

4. **Women Helped Keep Ford's Factories Running**

With millions of American men serving overseas, women entered industrial jobs in unprecedented numbers. At Willow Run, thousands of women helped build B-24 bombers, becoming part of the legendary "Rosie the Riveter" generation.



5. **The Return of the Ford V-8!**

With the war ending in 1945, Ford resumed civilian automobile production. The first postwar Ford passenger car rolled off the assembly line on July 3, 1945, as a 1946 model. Americans were eager for new automobiles after nearly four years without civilian car production.

From building flathead V-8 automobiles to producing bombers, Jeeps, and aircraft engines, Ford Motor Company played an important role in America's victory in World War II.

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Claimer Races - A bygone racing world

Racing started at **Balboa Stadium** in 1938 with the Midget race cars & later Jalopies, Motocycle, Stock Cars & Modified Sportsman cars.

Opening night for **Cajon Speedway** in El Cajon was July 15, 1961. That was just 11 days after Balboa Stadium closed for racing. They started racing on the new dirt oval with $150 claiming stocks. By 1964 the track was enlarged from a 1/4-mile to 3/8-mile. Two years later it was paved. Higher dollar stock cars were now the featured attraction.

Claimer races were a popular form of low-budget stock car racing in the 1960s and 1970s, and Cajon Speedway featured them.

The idea was simple: You could race an inexpensive car, but you had to be willing to sell it for a predetermined price if another eligible competitor claimed it.

How Claimer Racing Worked

The rules varied from track to track, but the general concept was:

1. **Inexpensive cars:** Competitors raced older, relatively inexpensive production automobiles, often with limited modifications.
2. **A claiming price:** The track established a fixed price for which an eligible competitor could purchase another competitor's race car.
3. **Claiming another car:** Following a race, a competitor could submit a claim and the required payment to acquire another driver's car, subject to the track's rules.
4. **Preventing expensive modifications:** The claiming rule discouraged competitors from spending thousands of dollars building engines or modifying their cars because they risked losing their investment.
5. **Affordable competition:** The goal was to give ordinary people an opportunity to race without spending a fortune.

Claimer racing was particularly appealing because someone with modest mechanical skills could purchase an old automobile, prepare it for racing, and compete against other local enthusiasts.







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The Banana Car and Old School Racing - Story by Carl Atkinson

In 1962 George Tripes put an ad in the paper San Diego newspaper advertising racing at Cajon Speedway. Rules were $200 claimer. Anyone in the association could claim any main event car. Cars must have a roll bar seat belt and a shoulder harness. The seat belts and the harness did not go with the car if claimed. We raced every Saturday night for about 6 months. By 1963 we had 200 cars in the pits. I did not drive, I didn't have what it took to drive a race car, but I could build one.

One night someone claimed my car. I claimed a different one. That night 8 cars changed hands. Other teams would give us about 3 weeks to get a car sorted out and then they would claim our car. We went through eight cars in one year, most of these were 1963 or 1964 Ford cars. One guy raced a Packard sedan. When he got sideways in the turn no one could pass him. The track was a quarter mile dirt track, originally built at a high school facility. A few years after it was built, they lengthened it to 3/8 of a mile track. A few years later they paved it. They had to sell the water truck and the grater to pay for the paving.

Most of our cars were wrecking yard cars. We never blew an engine. Two cans of STP kept them running. One car burned so much oil if there was a red flag in the main event we would add a quart of oil during the stoppage. For the longer main event we added a 2 gallon can for oil mounted on the firewall with a hose with a shutoff valve leading to the engine's valley.



About three years later Superstock racing was added. I was on the board and the board decided we needed no rules. My partner Jim McCormack was the owner of the **E Street Auto Wrecking**. We decided to build a car to show what could be done. We took a 57 Ford coupe, bent the frame at both ends. The main body cab was 3 inches off the ground. Both ends of the frame were about 12 to 15 inches off the ground. We had to move the roof 6 inches to improve its looks when installed. The back end was too high, so we removed about 6 inches to make it look right. We set the engine back 24 inches. The carburetor was in the middle of the windshield. The car was painted yellow with the sway back making it look like a banana. So, it was named the banana boat. After that, the board created some rules. The rules were written against my cars; no bent frames, no offset engines.

When we were running South Bay Speedway which was 1/2-mile distance, I built a Nova with the engine set 7 inches to the left side of the frame. The spark plugs were outside of the frame and it handled real good. My exhaust sounded different than the other cars. When they began the race, we were in tenth position to start the race. When we got on the throttle, we would be in first place before the lead car had driven past the infield.

The Banana Car and Old School Racing - continued next page

The Ford Fan

In the early 1970s we took about 3 or 4 cars to auto shops in high schools (yes, they had auto shops in high schools then). We would arrive at the parking lot with race cars on trailers before the school day started. We would unload the race cars, which had no mufflers and drive them around the school to the auto shop. When we did this, everyone knew we were there. The auto shop teacher would turn the shop over to us and we would talk about racing, car set up, driving and everything related to racing. We would invite the students to come out to the track and join us in the pits.



It is not the same in racing these days. Back then there were two groups involved in racing, the car driver, and the crew. There was also an association. If you have a problem with your car, the other crews would help you. It was a big family. For instance, we dropped a valve in heat race. One of the other drivers said take the head off my car and put it on your car, we were in the lead at that point of the race. We changed heads in about two hours we ran the main event. This helped us to stay in first place. When I pulled the head off all the valves were hitting the pistons. We got him all new valves including a three-angle valve job. The three angle valve job gave his car much smoother flow of the incoming gas.

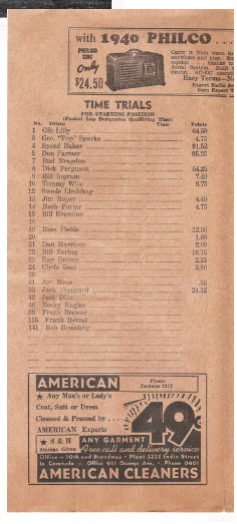


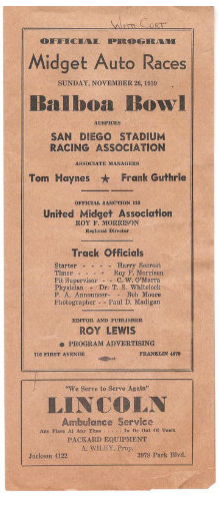
EP-5 BarbaraBaxter , (Trophy King) Wes Kilcrease
Holly Stahl , Mac Huntington , Cajon POWDER PUFF



RA-54

"Judging by these photographs, Cajon Speedway took great care in selecting its beautiful Trophy Queens. When it came to the Trophy Kings, however, apparently just showing up was qualification enough!"





Russ Ries - President
Dennis Bailey —VP
Brad Nelson —Secretary
Ken Burke —Treasurer
Paula Pifer -Membership
George Lusk—Accessory Sales
Bob Hargrave —Everything else
Joe Valentino —Fan Editor
Ric Carlton —Web Master
Mike Petermann —Programs
Susan Valentino -Historian & Sunshine

HISTORIAN'S GLOVEBOX

November 1940: Which Thanksgiving Are You Celebrating?

It's Thanksgiving, November 1940. Everyone's getting dressed, someone is looking for a missing shoe, and Mother is making sure the pie stays level as the family piles into the Ford. With a little Glenn Miller on the radio, you're off to Grandma's.

But before heading over the river and through the woods, there's one important question:

"Which Thursday are we coming?"

In November 1940, that was a perfectly reasonable question. Some Americans were celebrating Thanksgiving on November 21. Others were holding firmly to November 28.

How did we get ourselves into this?

The trouble started the year before, when the traditional last Thursday in November fell on November 30. Merchants worried that it left too little time for Christmas shopping. In those days, stores were generally closed on Sundays, and Christmas displays waited their turn until after Thanksgiving. No tinsel crowding out the turkey!

If only we'd kept that tradition.

With the country still feeling the effects of the Depression, an extra week of business sounded promising. President Franklin D. Roosevelt agreed to move Thanksgiving up a week, to November 23.

This was a problem! Calendars were already printed, football games scheduled, and family plans made. Some states followed the president's new date; others kept the old one. Soon the country had two Thanksgivings, and the earlier celebration had acquired a nickname: "Franksgiving."

San Diego joined the fuss. The Union newspaper editorialized against the change, and although California followed Roosevelt's earlier date in 1939, the local Men's Republican League waited another week to gather at the U.S. Grant Hotel—a familiar downtown landmark.

At that gathering, E. E. Scranton pointed out why an extra shopping week might not accomplish much: "It is a well-known fact that men always do their shopping on Christmas Eve anyway."

By November 1940, families were going through the whole business again. Was Thanksgiving the president's Thursday or the following Thursday? Before deciding who would bring the pie, relatives across state lines might first need to compare calendars.

Burns and Allen and Jack Benny had a wonderful time with it. A couple of years later, the movie Holiday Inn captured the confusion with an animated turkey moving back and forth between Thursdays on a November calendar before finally giving up with a shrug.

(HISTORIAN'S GLOVEBOX continued Next Page)

(HISTORIAN'S GLOVEBOX continued)

If you've seen that scene and wondered what the turkey was doing, now you're in on the joke.

As for the extra shopping week, it didn't produce the boost in sales its supporters had hoped for. The divided observances continued through Thanksgiving 1941. Finally, Congress settled the federal date, and a law signed that December established the fourth Thursday in November as Thanksgiving, beginning in 1942.

But that's still ahead of us. Today, it's November 1940, and we have somewhere to be.

At last, your Ford joins the other cars outside Grandma's house. She's waiting on the porch in her apron, and everyone piles out, ready for hugs and Thanksgiving dinner. Someone carefully takes the pie, and the smell drifting from the kitchen reminds you just how hungry you are.

The Ford could get you to Grandma's. Just make sure you check the date!

Sources: National Archives; John Wilkens, San Diego Union-Tribune, November 26, 2020.

THANKSGIVING, SAN DIEGO STYLE—1940

While Americans debated which Thursday to celebrate, San Diego's military cooks had about 30,000 Thanksgiving appetites to satisfy.

At the Marine Corps Base, the menu featured roast turkey with oyster dressing, cranberry sauce, "snowflake" mashed potatoes, candied sweet potatoes, mince pie, fruitcake, and ice cream.

But a thousand men dining at the destroyer base had voted for something different: pork loin, baby lima beans, half an avocado, and strawberry shortcake.

The finishing touch? Cigars and cigarettes. *From the Los Angeles Times, November 21, 1940, p. 33.*

DJ's Fruitcake — A Little November Holiday Baking

Fruitcake. You either love it or you don't. And I have always stood firmly in the love it camp!

Years ago, when Joe and I were dating, I decided to make Mrs. Maus's famous fruitcake recipe, shared by Martha Stewart, who had grown up next door to the Maus family in New Jersey. Mrs. Maus and her husband were retired professional bakers, and Martha had learned their treasured recipe as a child.

Somewhere in the middle of measuring, chopping, and mixing, I realized the ingredients had grown beyond the capacity of the largest mixing bowl I owned. So I called Joe. "May I please come over with my half-made fruitcake and all the remaining ingredients and finish mixing everything in your big pasta pot?"

He laughed and, of course, said yes. So I loaded everything up in my car and drove from my place in Pacific Beach to his house in Ocean Beach.

Together we finished mixing that enormous batch, filled a collection of little loaf pans, and baked our fruitcakes. Once they had cooled, we wrapped them in cheesecloth, gave them a generous dose of rum, and tucked them into aluminum foil.

We lined them all up on a shelf in Joe's kitchen, where they would receive their weekly baptism of rum until Christmas.

(DJ's Fruitcake continued next page)

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(DJ's Fruitcake continued)

Joe's father, who lived on Long Island, New York, stood just as firmly in the fruitcake-loving camp as I did. He was already looking forward to receiving one when they were properly aged. We would chat on the phone, and I would assure him that his fruitcake was being faithfully anointed each week.

Then Joe and I decided to paint his kitchen. We carefully removed all the fruitcakes from their shelf and set them in the living room. Since the paint was still wet, we didn't put the shelf back up.

That evening, we walked down to enjoy the annual Ocean Beach Christmas Parade.

When we returned home, we discovered little bits of silver foil scattered everywhere. The floor looked as though someone had thrown a party and forgotten to sweep up the confetti.

What on earth had happened? Then I found a few crumbs. They smelled unmistakably of rum.

And that's when we discovered that DJ, Joe's boxer, had eaten not one, not two, but every single fruitcake!

Every. Last. One. And DJ was so drunk he could barely stand up. In a panic, I called the emergency veterinarian.

"My dog ate all the boozy fruitcakes! I think he's going to die!" The veterinarian put down the telephone. I could hear him talking to someone, and then, unmistakably, laughter coming from the background.

Finally, he returned to the phone. "He'll be all right. He just needs to sleep it off."

Poor DJ had a terrible night. And by morning, the backyard told the rest of the story. There were boozy piles of fruitcake everywhere, evidence that his digestive system had been working overtime—from both ends!

He was one very sick boxer, and the cleanup was something neither Joe nor I would ever forget.

To be perfectly honest, after that experience, none of us could face another slice of fruitcake for quite some time.

I still remember Joe laughing over that enormous pasta pot, those little loaves lined up on the kitchen shelf, and poor DJ, who apparently decided Christmas had arrived early.

But as they say, time heals all wounds. And after several decades, I think it's time to get back on that horse.

So, if you're with me in the fruitcake-loving camp, let's get busy! Start the fruitcakes early. They have important drinking to do. And whatever you do, keep them away from the dog!

Editor's note: DJ was extraordinarily lucky. Raisins and alcohol can be life-threatening to dogs. If a dog eats fruitcake, contact an emergency veterinarian immediately.

From the Recipe Box… **DJ's Christmas Fruitcake**

Inspired by Mrs. Maus's famous fruitcake — a smaller batch for the home baker

Makes: Approximately 6 mini loaves (5¾ × 3¼-inch pans)

Preparation: 30 minutes, plus soaking

Baking: 50–70 minutes

Aging: 3–5 weeks

(From the Recipe Box continued next page)



(From the Recipe Box continued)

Ingredients

Fruit and nuts

- 1 cup raisins
- ½ cup golden raisins
- ½ cup chopped dates
- ¾ cup chopped candied cherries
- ½ cup chopped candied orange peel
- 1 cup chopped pecans or walnuts
- ¼ cup dark rum

Cake batter

- 1¾ cups all-purpose flour
- 1 teaspoon baking powder
- ½ teaspoon salt
- 1 teaspoon cinnamon
- ½ teaspoon nutmeg
- ¼ teaspoon ground cloves
- ½ cup butter, softened
- ¾ cup packed brown sugar
- 3 large eggs
- ¼ cup molasses
- ¼ cup orange juice
- 1 teaspoon vanilla extract

For aging

- ½–1 cup additional dark rum, as needed
- Clean cheesecloth
- Plastic wrap
- Airtight containers

Let's Get Baking!

1. Soak the fruit. Combine the raisins, dates, cherries, and candied orange peel with ¼ cup rum. Cover and let stand overnight. Stir in the nuts before baking.

2. Prepare the pans. Preheat oven to 300°F. Grease six mini loaf pans and line with parchment paper.

3. Make the batter. Whisk together flour, baking powder, salt, and spices. In a separate large bowl, cream butter and brown sugar. Beat in eggs one at a time, followed by molasses, orange juice, and vanilla. Gradually add dry ingredients. Fold in the fruit and nuts. The batter will be thick.

4. Bake. Divide batter among pans, filling each approximately two-thirds full. Bake 50–70 minutes, checking at 45 minutes. Smaller pans may finish sooner. A toothpick inserted into the cake portion should come out without wet batter. Cool completely.

The Important Drinking Begins!

Brush each cooled cake with about 1 tablespoon of dark rum. Wrap in cheesecloth lightly moistened with rum, then wrap securely in plastic wrap and place in an airtight container in the refrigerator.

Once a week, unwrap and brush with another 1–2 teaspoons of rum, as needed. Rewrap and refrigerate.

Continue for 3–5 weeks, keeping the cakes moist but never soggy. Discard any cake showing mold or spoilage.

Christmas at Last!

Remove the wrappings, slice thinly, and serve at room temperature with coffee or tea. A little whipped cream or sharp cheddar cheese makes a lovely accompaniment.

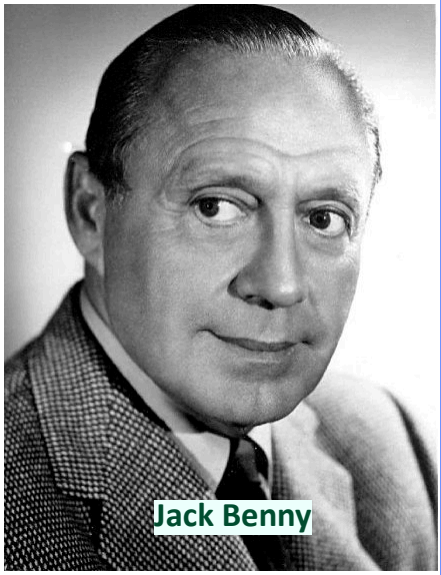
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Bad Joke of the Month

- "My wife Mary and I have been married for forty-seven years and not once have we had an argument serious enough to consider divorce; murder, yes, but divorce, never."
- "Last time I got a standing ovation was in England when I played with the London Philharmonic. I played the Wieniawski Concerto, and when I finished, the whole audience stood up — and walked out!"
- "Any man who would walk five miles through the snow, barefoot, just to return a library book so he could save three cents — that's my kind of guy."
- "I don't deserve this award, but I have arthritis and I don't deserve that either."
- "Give me golf clubs, fresh air and a beautiful partner, and you can keep the clubs and the fresh air."



Jack Benny

Important Club Dates

November 7	Ignite Academy Tour
November 11	Veteran's Day
November 11	**Breakfast at the Broken Yolk**
November 12	Midway Museum Tour
November 18	Club Meeting at the Automotive Museum
November 26	Thanksgiving
December 5	San Diego Early Ford V8 Club **Christmas party**
December 13	**Swift Boat Bay Cruise**
June 26, 2027	All Ford picnic at Santee Lakes Park

November Events Around Town

SUN. November 1st - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404

SAT. November 7th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK

SAT. November 7th - East County Cruisers Holiday Toy Drive & Car Show | 9a-2p | 15954 Woods Valley Rd 92082 | 619-201-8207

SAT. November 7th - Poway Cruisers In-N-Out Cruise In | 10:30a-1:30p | 12890 Gregg Court. Poway, CA 92064 | Every 1st Saturday | billpersonius@gmail.com SUN. November 1st - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404

SUN. November 8th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404

SAT. November 14th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK

SUN. November 15th - SD Automotive Museum Cars & Coffee | 6:30a-8a | 2080 Pan American Plaza 92101 | Every 3rd SUN | Brandi@sdautomuseum.org

SUN. November 15th - Cars and Coffee La Mesa | 7a-9a | 8332 La Mesa Blvd. La Mesa, CA 91942 | Every 3rd Sunday | INSTAGRAM

SUN. November 15th - Super Chevy Sunday | 7a-3p | 1750 Wildcat Canyon Rd Lakeside Ca 92040 | Superchevysunday@gmail.com

SUN. November 15th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404

SUN. November 15th - Spar Customs Monthly Car/Music/Bike Show | 12p-4p | 890 Palomar rd, Carlsbad Ca 92011 | dabbles@sparcustoms.com

SAT. November 21st - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK

Escondido, CA 92025 | EVERY SUNDAY | 619-253-0524

SUN. November 22nd - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404

SUN. November 22nd - Black Angus Steakhouse Car Show | 10:30a-1:30p | 707 E St. 91910 | Every 4th Sunday | 619-778-1395

SAT. November 28th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | FACEBOOK

SAT. November 28th - Santee Cars & Coffee | 7a-10a | 9608 Carlton Hills Blvd. Santee, CA 92071 | Every 4th Saturday | 619-253-0524

SUN. November 29th - Escondido Cars & Coffee(MOPAR vs. FORD vs. CHEVY) | 8a | Kit Carson Park - 3333 Bear Valley

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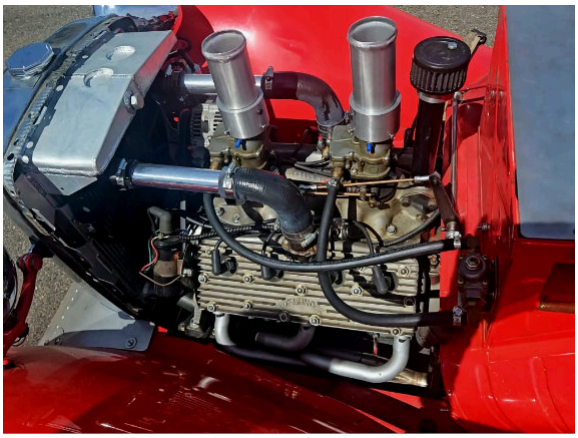
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Interesting Online Auctions

Flathead Powered 1949 MG TC







In the early days of racing in North America, MG TCs were one of the most popular cars. Lightweight, nimble, fast (for the time) and most importantly within financial reach of the average guy. As technology moved forward and the American cars went to bigger and bigger displacement, people started shoehorning V8 engines into the TC to keep it competitive throughout the 50's and 60's. Many of these "specials" were either wrecked, parted out or just thrown away at the end of their lives. For that reason, you very rarely see a surviving example. This car may be one of a very small group of original surviving hot-rodded V8 TC race cars from the So Cal hot rodding era. Certainly not a car for the average TC aficionado but an interesting example of "what they did" back in the day. Sold for $15,000

Radio Flyer Wagon-Style, 350-Powered Custom Roadster









This custom vehicle is modeled after the iconic Radio Flyer "little red wagon." Based on a shortened 1999 GMC Sonoma chassis, it features wood stakes, a removable handle, and steel bodywork that pivots upward on hydraulic pistons. Power comes from a 350ci Chevrolet V8 linked to a TH350 three-speed automatic transmission, and the vehicle rides on 15" wheels with an independent front suspension, a four-link rear setup, power steering, and front disc brakes. It sold for $75,000.

November 2026

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

The Ford Fan

Tech Tip **!940 Glass Bowl Fuel Pump Repair**

The mechanical fuel pump on my 1940 Mercury had developed a leak. Not a major leak, but enough that I could smell gasoline inside the car. Fortunately, I had a couple of fuel pump rebuild kits on hand that I had previously purchased from ***C&G Ford Parts***. I removed the pump and went to work rebuilding it. For the most part, everything went smoothly, with a couple of exceptions.

The first challenge involved the fuel pump valves (part #9352). These valves are pressed into the pump body, and there is no access from underneath to drive them out and install the replacements supplied with the rebuild kit. I'm sure there's a way to remove them if absolutely necessary, but since the original valves appeared to be functioning properly, I decided to leave well enough alone.

With the rebuild completed, I reinstalled the pump on the engine, expecting to be back on the road in no time. Disappointment! The engine wasn't getting any fuel.

I suspected that the fuel pump operating lever wasn't properly positioned over the push rod. As it turned out, I was right. I removed the pump again and briefly turned the engine over until the push rod reached its lowest position. With the push rod out of the way, I was able to reinstall the pump correctly. Success! The pump worked perfectly, and the Mercury was back in business.

As is often the case with my automotive repair adventures, what should have been a relatively simple job stretched into two days. Day one was spent rebuilding and installing a pump that wouldn't pump. Day two was spent figuring out why and correcting the problem. At least I didn't have to take it apart a third time!

Between day one and day two, I decided to check with some of our favorite Ford parts suppliers to see what a new fuel pump would cost and whether one was readily available, just in case.

To my surprise, C&G Ford Parts and several other vendors did not have the correct pump in stock. However, ***Third Gen Automotive*** in Tennessee had a good supply of Carter glass-bowl fuel pumps. I decided to purchase two to keep on the shelf for future use. The new Carter pumps arrived, and they look great!

A word of advice: If you think you might need a replacement fuel pump in the future, you might want to consider purchasing one while they're still available, or at least a rebuild kit. As we're all discovering, finding certain replacement parts for our old Fords and Mercurys isn't getting any easier!

Here are a few pictures and information from this adventure in keeping the old Mercury on the road.



<< This is the contents of the Rebuild kit

The new Fuel Pump >> from Third Gen Parts.

Beautiful!!



November 2026

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The Ford Fan

Tech Tip: Mechanical Fuel Pump Installation Instructions

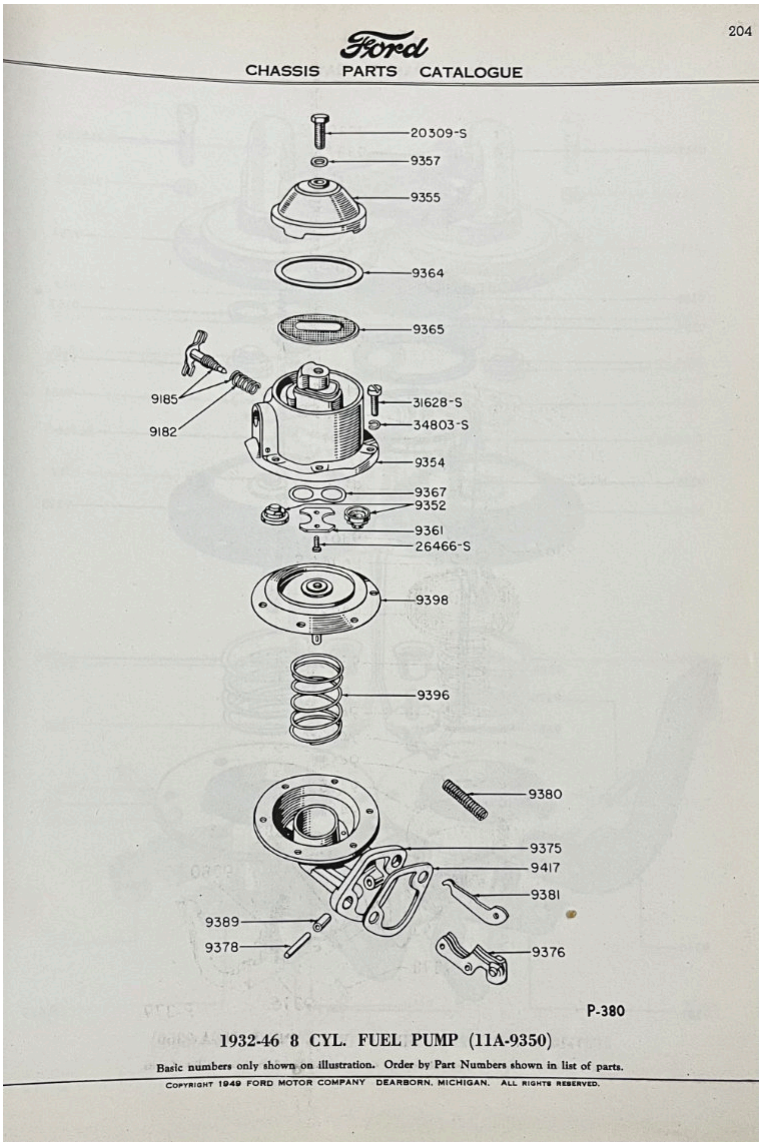
CAUTION: When fuel is involved, work in a well-ventilated area away from sparks and open flames. To eliminate the risk of fire and personal injury, the fuel lines should be plugged or capped upon removal. Have a Class (B) fire extinguisher nearby.

REMOVAL: Your new replacement fuel pump may differ slightly from the original equipment fuel pump found on the vehicle. These minor

modifications will not alter or change operation once mounted to the engine.

- Mark the position of the old pump before removal from the engine.
- Replace all fuel lines that show signs of swelling, cracks, aging or leaks.
- Remove fuel pump to engine bolts and properly dispose of pump, or set aside to rebuild it.
- Remove the old mounting gasket from the engine block and clean the surface.
- Inspect spacer for cracks (if required) between pump and engine block.
- Some models may use a push rod to activate the pump. Clean and inspect the push rod for wear or replace as needed.
- INSTALLATION: Install gasket and spacer (if required) and mount fuel pump to the engine. A misaligned pump lever to push rod may

  damage the pump or the push rod.
- Install the mounting bolts and tighten them alternately until seated.
- Torque the bolts to the manufacturers recommended specification.
- Install all the hoses or lines and securely tighten clamps or nuts properly.
- Start the engine and inspect for engine oil and fuel leaks. If leaks occur, immediately stop the engine and repair all leaks.



CAUTION: If the old pump had a ruptured diaphragm, fuel may have leaked into the crankcase (oil pan). Inspect and change oil as necessary to prevent engine damage

The Ford Fan

It is time to renew your Earlty Ford V8 Club membership. You must also be a member of the National Club to be a member of the San Diego Regional Group. San Diego EFV8 Club membership must be renewed by Decemer 31. National Club Dues depend on the month you joined. You can check on the National EFV8 Club Website, or call Cornerstone Registration at (763) 420-7829, or simply send two checks to Paula and she will forward it National Check to the National Club. You can join the National for as little as 10 Bucks.



EARLY FORD V8 CLUB of AMERICA

San Diego Regional Group #19

Dedicated to The Restoration and Preservation of
1932 – 1953 Ford Motor Company Vehicles

Name _____ **Spouse/Joint Member**_____

Birthday (month/day)_____ **Birthday (month/day)**_____

Street _____ **City** _____ **State** _____

Zip Code_____ **(Phone)home**_____**work**_____**cell**_____

Wedding Anniversary _____ **e-mail address** _____

Early V8's	**Year**	**Body Style**	**Condition**
_____		_____	_____
_____		_____	_____

List Others on Reverse

The San Diego Regional Group is a Chapter of the Early Ford V8 Club of America. Ownership of a 1932-1953 vehicle is not required for membership. ***In accordance with local and National By-Laws, members of the San Diego Regional Group must also maintain membership in the Early Ford V8 Club of America.***

Dues for the San Diego Regional Group are $30 per calendar year ($34 if Joint Membership).

If you are not a National member, simply include National dues as listed below and the San Diego Regional Group will forward your National dues for you. If you are currently a National member, payment of dues will automatically extend your National dues expiration date by one year from your current expiration date.

(National dues are on a "cycle" basis, meaning renewal date is based on when you join, not the calendar year)

_____
Applicant's Signature

By signature hereon, applicant does hereby release and hold harmless the San Diego Regional Group of the Early Ford V8 Club of America from any liability or responsibility for any damage or injury to applicant's vehicle arising from any function or activity of the organization.

San Diego Regional Group Dues:

$30 - SAN DIEGO (single) _____
$34 – SAN DIEGO (joint) _____

National V8 Club Dues:

***$45 Regular w/V8 Times (single)**_____
***$50 Regular w/V8 Times (joint)** _____
$10 Membership/No V8 Times _____
**** $25 Digital Membership** _____

*** Also Includes FREE Access to the Digital Format Magazine & Annual Roster**
**** NEW: Digital Format for Both Magazine and Annual Roster**
(digital version link emailed to you, no magazine or roster in the mail)
Annual Digital Membership Regular Digital Membership $25

Today's Date:_____ **National Member Number**_____

Send This Form With Payment To: **Paula Pifer, 3558 Bentley Dr., Spring Valley, CA 91977**

Make Checks Payable to: EARLY FORD V8 CLUB

********** TWO CHECKS REQUIRED **********
(ONE for REGIONAL DUES and ONE for NATIONAL DUES)**



We know you have the Dough!

November 2026

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

The Ford Fan



ATTENTION!! The Ford Fan is a collection of stories, information, and occasional nonsense that I hope our Club members find interesting and entertaining. But here's the problem: I need YOUR stories!

Tell us about your car! Where did you find it? What made you buy it? Why is it sitting in your garage collecting dust instead of being driven? Does your spouse or significant other share your enthusiasm for your old Ford, or merely tolerate it because you occasionally agree to participate in activities you'd rather avoid?

You don't have to be a writer. Send me a rough draft or even some reasonably legible notes (emphasis on legible), and I'll be happy to organize, polish, and format your story for the newsletter.

I'd also welcome your feedback and suggestions. What would you enjoy seeing in future issues? More technical articles? Member profiles? Club history? Restoration adventures? Let me know!.

Remember, the Ford Fan is YOUR newsletter, and its success depends on contributions from our members. And one final warning: If your editor is left to dream up all the content himself, future issues may feature fascinating articles on the wonderful world of quadratic equations, the history of paper clips, or the mating habits of the South American tree frog,. Trust me, nobody wants that.

Club Anniversary	Years
Bob & Raphael Hargrave	41 yrs
Jim Hallsted	34 yrs
Ric Bonnoront	26yrs
Jake & Tiffany Murrell	20 yrs
Ken & JoAnne Burke	18 yrs
Carl Atkinson	17 yrs
Bill & Sue Dorr	16 yrs
Joe & Susan Valentino	14 yr
Janet Voinov	7 yrs
Brad Nelson & Heather Wiggins	5 yrs
Robert Newsome & Marj Hughes	1 yr



Wedding Anniversary

11/08 Jim & Cindy Hallsted
11/20 Cal & Cheryl Westra
11/21 Dan & Lani Prager
11/25 Norm & Phyllis Burke
11/25 Jerry & Sidney Windle



Birthday

11/02 Vincent Geroche
11/05 Donald Gladden
11/12 Calvin King
11/12 Tiffany Murrell
11/16 Barbara Martin
11/17 John Dow
11/21 Walter Andersen
11/27 Robert Newsome
11/29 David Huhn



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

The Ford Fan

San Diego Early Ford V8 Club
General Meeting Minutes, October 21, 2026

Vice President Dennis Bailey called the meeting to order at 10:14 pm and led the club in the pledge of allegiance.

Presidents report:

- Membership dues due by December 31.
- The October breakfast was a success.
- We had an awesome afternoon at the Malt Shop.
- The Bocktoberfest was amazing.
- Trunk or Treat at the San Diego Auto Museum October 24, 10:00- 1:00.
- Christmas party is December 5th.
- **All Ford picnic is June 26, 2027**
- Dennis read a list of anniversaries and birthdays.
- Breakfast at the Broken Yolk November 11th.
- Next club meeting the 18th of November at 7:00pm.

Car Club Council: Car Shows are winding down. See the fliers in the back.
VP report: Dennis has license plates done for his '63 Nova.
Secretary report: The minutes of the September meeting were published in the Fan. 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 a vote taken to approve the report.
Membership report: 26 single and 32 joint members for a total of 58.
Accessories: **Today only! Prepare for Christmas sale.**
Website: will be updated this afternoon.
Fan: It's just coming along
Sunshine Report: sent 4 cards, to Sheryl Carlton, Bob Brown, Laura Lusk and Walter Anderson.
Historian: Susan reported on the San Diego Regional Group's news in the V8 times from Sept/Oct 1980.
Tours: Ignite tour November 7th 9:30-12:00, 8-10 people. Midway tour 12 November. Swift boat tour December 13 at noon.
Program: A video was presented on the impact on how the Ford flathead V8 instigated the hot rod culture. The origin of the phrase "hot rod" is unknown.
Tech Problems: none
Old Business: none
New Business: none
50/50 Drawing: George Lusk won $31.
Name tag drawing: no winner.
Adjournment: A motion was made seconded and approved to adjourn at 10:37 am.

October 2026

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

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What do these remarkably well-appointed characters have in common? Good looks? Irresistible charm? An uncanny ability to attract admirers? Perhaps. But their real secret is San Diego Early Ford V-8 Club apparel!

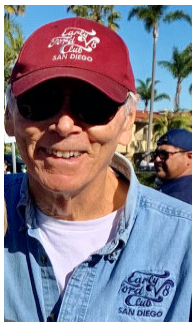


From shirts and hats to license plate toppers and custom embroidery, George Lusk can outfit you with everything you need to look like a distinguished Early Ford V-8 enthusiast. Special orders? Just ask George!

Bring cash to our next club meeting and prepare for your transformation!

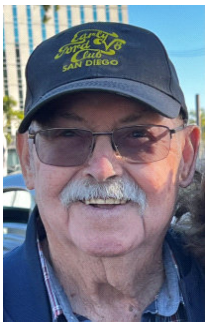
Disclaimer: Results may vary. The club assumes no responsibility for unsolicited admiration, jealous spouses, or sudden increases in popularity. But judging by these photographs, anything is possible!











New Club Merchandise Alert!



George has procured new Pocket Tees,Club shirts, hats,in several colors as well as sizes. He also has license plate frames and more! Prices are down right reasonable. Get them before they are gone! See George at breakfast or at a Club meeting or give him a call!

3rd Wednesday Meeting Schedule	
~ 2026 ~	
Date	**Time**
Wednesday, November 18, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, December 16, 2026	**No Meeting**
~ 2027 ~	
Date	**Time**
Wednesday, January 20, 2027	10:00 A.M. – 1:00 P.M.
Wednesday, February 17, 2027	7:00 P.M. – 9:00 P.M.
Wednesday, March 17, 2027	7:00 P.M. – 9:00 P.M.

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



For sale-- 4 1932 ***Original*** Hubcaps. Not Repop! $200 for the Set. Contact Jerry Worthington at 719.276.1992. dw81212@gmail.com





1950 Ford Convertible 1953 Mercury engine. Air conditioning, overdrive, recent paint and top, radiator, brakes, tune -up and tires. $16,000. 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 260, 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 leave a message or email: 747akw@gmail.com $28,000 or best offer







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 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. Johns daughter is asking $20,000 for the car. (it is a bargain!)

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. Alex (619) 952-0044





Place you "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!!

For Sale

1956 Ford Convertible

Ron Long

Call, Message, E-Mail

612-505-8351 V83756@comcast.net

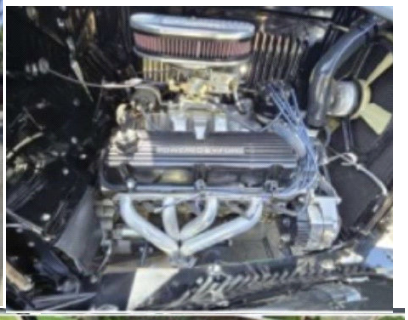
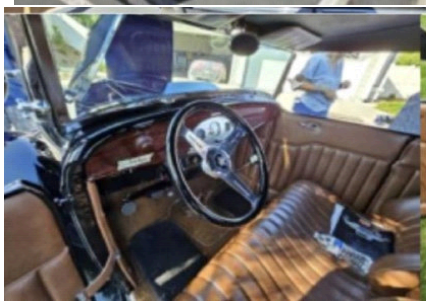


1932 Ford Roadster Hot Rod

All Steel Brookville body 1932 Ford Roadster with exposed hinges, cowl vent, exterior door handles, trunk lid. 20 louver hood. Original 32 grill & insert. 32 frame with VIN shell. It has about 4,400 miles since being completed.

Early Mustang rebuilt 302 V8 with mild cam – runs strong; Snow White shorty water pump set-up; 1968 Mustang 3-speed manual transmission with Jeep shifter tower dropped axle, front discs; 8" rear.

Asking $42,000. Contact Ron Shed. (858)-776-6508


* **Borg-Warner T-10 Transmission (T10H7A Tail Housing: Falcon) $500**
* **Ford 9 inch (62 inches wide) $400**
* **1940 Ford: Original Convertible Top Pneumatic Cylinders (Pair) - $150.00**
* **1941 Ford: Original Heater - $250.00**
* **1941 - 1948: New Deck Lid Handle - $300.00**
* **1946 - 1948: Original Radio - $80.00**

Please Call Charlie Ricotta @ (714) 334-2201

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The Ford Fan





Wanted: looking for an old car (preferably a truck) to plant in my yard (call it art) will consider all varieties.

Email Candy Green (cndgrn3@att.net)



FORD HYDRAULIC BRAKE PARTS

Wanted: 1946–48 Ford passenger-car brake parts, preferably complete original assemblies:

- Front and rear hydraulic backing plates
- Front and rear hubs
- 5-on-5½-inch Ford wheels

Contact: Joe V (619) 300-4280 or joeyv@pacbell.net

EDITOR'S SUGGESTIONS



C.W. MOSS
FORD PARTS

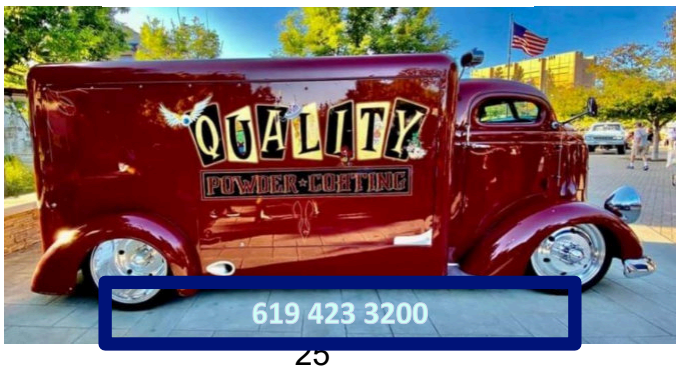
POWERSTRIDE BATTERY

Want a discount on a car battery?
Try PowerStride Battery INC

3486 Kurtz St. Suite 101

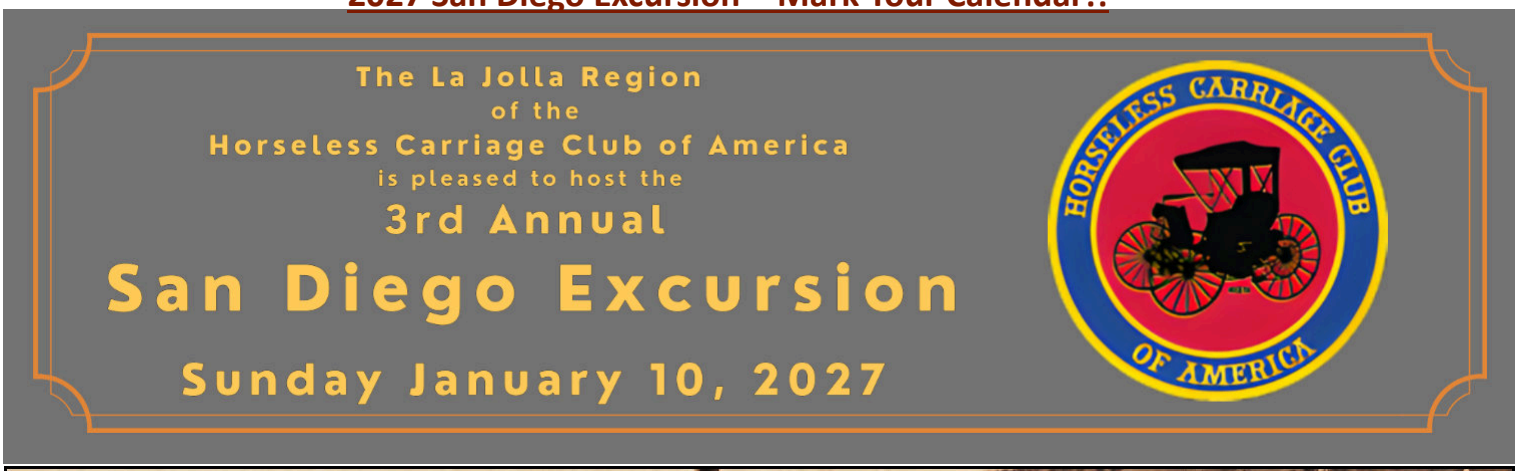
(619) 260-1211

Tell them that you are a member of the Early Ford V8 Club



The Ford Fan

2027 San Diego Excursion - Mark Your Calendar!!





This outstanding event continues to grow. In 2025, 88 cars participated, followed by 108 cars in 2026. How many will we see in 2027? Let's work together to make this the best San Diego Excursion yet!

Sign Up: **https://www.hcfi.org/sdexcursion/signup**

Driver Information:
https://www.hcfi.org/sdexcursion/driver-information

Hotel Option:
A special rate has been arranged at the Handlery Hotel in Mission Valley for $165 per night, including truck and trailer parking. At that price, even some North County participants are considering spending the night. Participants can drive from the hotel to the Excursion, return afterward, and load up their trailers for an afternoon departure at no additional charge.

Optional Monday Run
Coming from out of town? Consider arriving Saturday afternoon and staying through Monday. A smaller, optional Monday Run is being planned, with details to follow.

2026 SD Excursion Book
A special book commemorating the 2026 San Diego Excursion is available for a modest $20 donation plus shipping. All proceeds help keep the San Diego Excursion free for drivers, participants, and the general public. If you would like a copy, please contact the event organizer by email.

Questions about the event are always welcome. Please contact the organizer by email or at the phone number listed below.

Steve Ness
858 218 6281
2027 SD Excursion - Driver Communications

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

The Ford Fan

Put 2027 All Ford Picnic on your calendar! Save the date!



SAN DIEGO EARLY FORD V-8 CLUB

Annual Holiday Party!



— CELEBRATE THE HOLIDAYS —
— and the —
CLUB MEMBERS
THAT YOU RARELY SEE DURING THE YEAR



Mark Your Calendar!

DECEMBER 5TH

1:00 PM – 4:00 PM

EARLY FORD V8 CLUB ANNUAL HOLIDAY PARTY

There will be delicious catered food, *menu TBD*

— We look forward to celebrating with you! —

3rd Wednesday Meeting Schedule	
~ 2026 ~	
Date	**Time**
Wednesday, November 18, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, December 16, 2026	**No Meeting**
~ 2027 ~	
Date	**Time**
Wednesday, January 20, 2027	10:00 A.M. – 1:00 P.M.
Wednesday, February 17, 2027	7:00 P.M. – 9:00 P.M.
Wednesday, March 17, 2027	7:00 P.M. – 9:00 P.M.
Wednesday, April 21, 2027	10:00 A.M. – 1:00 P.M.
Wednesday, May 19, 2027	7:00 P.M. – 9:00 P.M.
Wednesday, June 16, 2027	7:00 P.M. – 9:00 P.M.
Wednesday, July 21, 2027	10:00 A.M. – 1:00 P.M.
Wednesday, August 18, 2027	7:00 P.M. – 9:00 P.M.
Wednesday, September 15, 2027	7:00 P.M. – 9:00 P.M.
Wednesday, October 20, 2027	10:00 A.M. – 1:00 P.M.
Wednesday, November 17, 2027	7:00 P.M. – 9:00 P.M.
Wednesday, December 15, 2027	**No Meeting**