



BROCK TOBER FEST



EARLY FORD V8 CLUB TOUR FLYER

EVENT: "BROCK" TOBERFEST
DATE: FRIDAY OCTOBER 10TH 2025
TIME: 2:30 PM
VENUE: KAISERHOFF RESTURANT
2253 SUNSET CLIFFS BLVD
OCEAN BEACH CA 92117

Please join us for an early dinner in the Biergarten at the Kaiserhoff to toast our dear friend Ray Brock. Ray had hosted this event for many years and we have decided to make this an Annual Event in his honor.

Rick Carlton and I will be hosting Beer and Wine for this event. We will be also requiring RSVP's for this event as we will be limited to 30 people.

There is limited parking so if you can car-pool it would be good.

RSVP by 10/6/25 to:

Dennis Bailey—619-954-8646



Prez Joe Sez—Happy October V8ers!

September brought us a couple of events to take our cars to. I know members went to "The Greatest Show on Turf." I heard that the Wavecrest event was a good one this year, with many woodys and great prizes given away.

At our September Club meeting we were treated to a presentation by Ahna Holder who, along with her daughter, participated in the 2025 Great Race. Ahna's

presentation showed how several of her friends had mechanical issues and how they overcame those challenges. The race absolutely is not for the faint of heart. It looks very demanding, requiring constant concentration and nerves of steel. Ahna also said it was hotter than heck the entire race.

In October we will celebrate the annual "Brock-toberfest" in honor of our late Club member and friend Ray Brock. It is held at Kaiserhoff in Ocean Beach and this year the event is **sold out!** Sign up early next year when it is announced so you can join in.

At the October Club meeting I will read the names of the members in good standing who have volunteered to be on San Diego Regional Group's Board of Directors. It is not too late for you to be part of the Board, just give me a call before our October 15th Club meeting.

In the November Club meeting I will ask Club members to vote yay or nay to accept the names listed as Board member candidates.

In the December BOD meeting Directors will decide who the officers will be for 2026. The 2026 officers will be sworn in at the December 6th Holiday party.

Here are dates to remember:

October 8th – Is the Club's next breakfast at the Mission Valley Broken Yolk. RSVP is necessary! That will enable me to let the restaurant know how many V8ers will be showing up.

October 15th – The October Club meeting is at 10 AM at the Auto Museum in the Ray Brock Hall of Fame room. There will not be a meeting at 7pm.

December 6th, 2025 - The Club's annual Christmas / Holiday / New Board Member Installation Luncheon. It will be held at the Marina Village Conference Center (same place as last year) in the Coral Room (a different room from last year). More details to follow in October.

June 27th, 2026 – The 2026 All-Ford Picnic at Santee Lakes Park

That is all for this month. Stay happy and healthy! Pray for our members that are recovering from ailments.

I am looking forward to cooler weather, and so are my flatheads. Now get out there and drive that old V-8!

Cheers! —Joe V

PRES Joe Valentino 619-300 4281
 V.P. /Tour Director **Dennis Bailey**
 619-954-8646 —Secretary **Brad Nelson** -571-357-8981 Treasurer-**Ken Burke** -619-469-7350 Directors— **Joe Valentino**- 619-275-1255 V8 Historian **Susan Valentino** 619-275- 1255
Mike Petermann -916-479-3665
Bill Dorr-619-884 4188
Dennis Bailey 619-954-8646
Bob Hargrave 619-283-4111
Ken Burke-619-469-7350
Fan Editor Tim Shortt 619-851-8927
Rick Carlton-619-512-7058 -**Pres Pro Tem**, **John Davison**-619-729-7252 -
Paul Alvarado-619-741-9458
George Lusk-Club Jackets. Hats, shirts,etc 619-370-5230



Paula Pifer-619-461-5445
Membership Programs Volunteers-
 Tour Co-ordinator / Barbecue Meetings
 Monthly- Car Club Council **Paul Alvarado** 619-846-7012 Web Master
Rick Carlton 619-512-7058
Volunteers- Step Up Sunshine- V8 e-blast **Sandy Shortt** 619-851-8927 619-shortsandy@mac.com 619-507-9205
Paula Pifer-619-461-5445 Membership Programs Volunteers- Tour Co-ordinator / Barbecue-Meetings
 Monthly- Car Club Council **Paul Alvarado** 619-846-7012 Web Master
Rick Carlton 619 846-7012 619-512-7058 **Volunteers**
 Speak Up **Sunshine** - Everybody V8 e-blast **Sandy Shortt**
 shortsandy@mac.com 619-507-9205

The Ford FAN is published by the Early Ford V8 Club of San Diego Regional Group of THE EARLY FORD V8 CLUB

Hey V8ers!

Our Club's very own Bob Brown left on an Honor Flight to Washington DC on September 25th. Honor Flights took veterans to Washington, D.C. to visit the memorials that honor their service. The flight that Bob was on had 90 Korean and Vietnam War veterans.

Bob had a long career in the Navy on various ships, a part of which was on a swift boat in Vietnam. If you wished to greet Bob the flight arrived back in San Diego, at Lindbergh Field, Sunday , September 28, at 1:15 p.m. at Terminal 2 baggage claim. There wasn't a Club coordinated event to greet Bob. But if you wished to do

so, you headed down to Lindberg Field on Sunday.

See the attachment for flight information and details, Joe V.



Honor Flight San Diego Homecoming

For 90 WWII, Korean War, and Vietnam War Veterans!

Sunday, Sept. 28, 2025 - arrive by NOON

(Follow our Alaska Airlines Flight #9677 scheduled for 1:15 p.m.)



Show your support by wearing patriotic colors and bringing American flags and signs. **Military in uniform can be part of the "honor detail" and be the first to greet the veterans.** *Find the person with the microphone to get access to the stairs*

For questions, email Info@HonorFlightSanDiego.org or call (800) 655-6997



Follow us on social media @HonorFlightSanDiego and check our website www.HonorFlightSanDiego.org



A Bittersweet Moment

On September 27th, the San Diego Auto Museum (SDAM) held it's fifth annual fundraiser "The Party in the Park. This is the primary fundraiser for SDAM's ambitious goals of expanding the museum into a world class venue and support IGNITE, SDAM's Academy for automotive education in Santee. This is not your ordinary fundraiser; it sells out every year at 400 guests and will raise on average \$750,000 during the evening.

"The Gala", as it is commonly called, is high energy, catering to every guest's needs through attention to detail. As the old adage goes, "You have to spend money to make money." And SDAM treats it's attendees very well. But the heart of the evening is to raise money. It starts with a silent auction while patrons enjoy cocktails, followed by a live individual donation drive just prior to dinner and culminates with the live auction of exotic trips and automotive experiences around the globe.

Each year over the last four years, Ray Brock attended these fundraisers not just as a patron but as a major benefactor to the SDAM's goals. In his understated manner, he was a driving force behind the museum's mission. There are other, perhaps more well known, public figures who lend their name and financial support to the cause. And each year, SDAM selects a few for formal recognition at the Gala. This

year it was our friend and fellow EFV8 club member Ray Brock (in loving memory) along with Ernest Rady, founder of Rady's Children's Hospital and Paula Abdul, multiple winner of the American Music awards, Emmy Awards for her singing, directing and choreography. Each recipient received a "Titan of Philanthropy Medal"

Prior to awarding the medals, each recipient, came to the podium while a history of their work and philanthropy was presented, after which the honoree spoke. Ray's daughter, Wendy (Brock) Armstrong accepted the award on her dad's behalf and gave a beautiful, heartfelt acceptance to the 400 plus audience. I know each of us was a good friend of Ray and Judy. The moment would make us all very proud to hold that distinction.

God bless you, Ray Brock. Rest in peace. You are still with us in so many ways.





The 1935 Ford panel truck stands ready with the rescue dory at the Solana Beach headquarters. Lifeguards used the rescue dories into the 1950s, when they were replaced by motor rescue skiffs. (Courtesy of City of Solana Beach Lifeguard Service.)



Knox Harris stands beside his patrol truck. When it was originally implemented, the San Diego County Lifeguard Service was placed under the authority of the sheriff's department. Later it was transferred to the parks and recreation department. (Courtesy of City of Solana Beach Lifeguard Service.)



Being the captain did not make Bill Rumsey immune to the day-to-day chores of equipment maintenance. Here the captain knocks the salt deposits off the San Diego County Sheriff's 1935 Ford panel truck. (Courtesy of City of Solana Beach Lifeguard Service.)



Japanese immigrants came to San Diego to look for work during the boom years of the 1880s and created successful businesses. From left to right, Kubo Kichita, Shima Hyonosuke, Suzuki Tokujiro, and Imamura Shigenobu stand in front of their cooperative, Nippon Company, formerly the location of Till Burnes' Acme Saloon. (CSDHS, #13721-11)



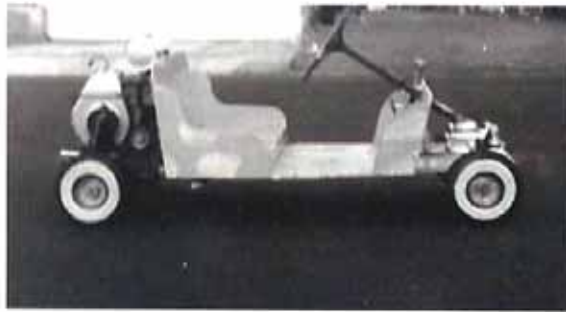
As with many immigrants, Japanese workers found little acceptance and formed Vegetable Growers Market to sell produce because Caucasian brokers refused their products. They called Isei Cooperatives; Isei refers to the generation of Japanese natives who immigrated to the United States. Many Isei were farmers or owned grocery stores along lower Fifth Street, and contributed much to the economy and dinner tables of San Diego. (CSDHS, #13721-25)

46

Old Fords- Still saving Lives all over the Beaches

First Car, 1951

Scooter Motor-
Belt Drive.
Wood Frame
bounced seat loose
while racing in
Sears Parking Lot



1946 Ford
Steering and
Juice Brakes.
Did 30 MPH-
felt like 60!

\$15 '34 Ford 4 dr. Painted WW made \$75.-

\$75 '31 Model A PU

\$50 '46. VW Hit bumper-was TOTALED

'50 Plym
Hand me
down
Family
Car-
Rolled it-
In Julian



H. S.
Chick
Magnet
Owned 4
years &
several Girl
friends.

'40
Dodge;
Sold it in
two days-



\$100 '37,
\$25 '41
\$ 50
Model A

'41
chopped
coupe
- Sold
before I
put a
motor in.



'46
Woodie
College'
Bought &
went to
Mission
Beach.
-Sold in.
one Hour



Borrowed'
51 Ply.
Had Flat
Tire in the
freezing
Julian
snow

Dad's 37 Flat Back drove through a redwood
tree on a family vacation..



THE BEGINNING OF ROUTE 66

While legislation for public highways first appeared in 1916, with revisions in 1921, it was not until Congress enacted an even more comprehensive version of the act in 1925 that the government executed its plan for national highway construction.

Officially, the numerical designation 66 was assigned to the Chicago-to-Los Angeles route in the summer of 1926. With that designation came its acknowledgment as one of the nation's principal east-west arteries.

From the outset, public road planners intended U.S. 66 to connect the main streets of rural and urban communities along its course for the most practical of reasons: most small towns had no prior access to a major national thoroughfare.

THE FORMATIVE YEARS

Route 66 was a highway spawned by the demands of a rapidly changing America. Contrasted with the Lincoln, the Dixie, and other highways of its day, route 66 did not follow a traditionally linear course. Its diagonal course linked hundreds of predominantly rural communities in Illinois, Missouri, and Kansas to Chicago; thus enabling farmers to transport grain and produce for redistribution. The diagonal configuration of Route 66 was particularly significant to the trucking industry, which by 1930 had come to rival the railroad for preeminence in the American shipping industry. The abbreviated route between Chicago and the Pacific coast traversed essentially flat prairie lands and enjoyed a more temperate climate than northern highways, which made it especially appealing to truckers.



THE DEPRESSION YEARS AND THE WAR

In his famous social commentary, *The Grapes of Wrath*, John Steinbeck proclaimed U. S. Highway 66 the “Mother Road.” Steinbeck’s classic 1939 novel, combined with the 1940 film recreation of the epic odyssey, served to immortalize Route 66 in the American consciousness. An estimated 210,000 people migrated to California to escape the despair of the Dust Bowl. Certainly in the minds of those who endured that particularly painful experience, and in the view of generations of children to whom they recounted their story, Route 66 symbolized the “road to opportunity.”

From 1933 to 1938 thousands of unemployed male youths from virtually every state were put to work as laborers on road gangs to pave the final stretches of the road. As a result of this monumental effort, the Chicago-to-Los Angeles highway was reported as “continuously paved” in 1938.

Completion of this all-weather capability on the eve of World War II was particularly significant to the nation’s war effort. The experience of a young Army captain, Dwight D. Eisenhower, who found his command bogged down in spring mud near Ft. Riley, Kansas, while on a coast-to-coast maneuver, left an indelible impression. The War Department needed improved highways for rapid mobilization during wartime and to promote national defense during peacetime. At the outset of American involvement in World War II, the War Department singled out the West as ideal for military training bases in part because of its geographic isolation and especially because it offered consistently dry weather for air and field maneuvers.

Route 66 helped to facilitate the single greatest wartime manpower mobilization in the history of the nation.

Between 1941 and 1945 the government invested approximately \$70 billion in capital

projects throughout California, a large portion of which were in the Los Angeles-San Diego area. This enormous capital outlay served to

underwrite entirely new industries that created thousands of civilian jobs



*Historic
Route 66
Association*

of California, of Chicago, the West. Again,

THE POSTWAR YEARS

After the war, Americans were more mobile than ever before. Thousands of soldiers, sailors, and airmen who received military training in Arizona, New Mexico, Oklahoma, and Texas abandoned the harsh winters of New York City, and Boston for the “barbecue culture” of the Southwest and for many, Route 66 facilitated their relocation.

One such emigrant was Robert William Troup, Jr., of Harrisburg, Pennsylvania. Bobby Troup, former pianist with the Tommy Dorsey band and ex-Marine captain, penned a lyrical road map of the now famous cross-country road in which the words, “get your kicks on Route 66” became a catch phrase for countless motorists who moved back and forth between Chicago and the Pacific Coast. The popular recording was released in 1946 by Nat King Cole one week after Troup’s arrival in Los Angeles.

Store owners, motel managers, and gas station attendants recognized early on that even the poorest travelers required food, automobile maintenance, and adequate lodging. Just as New Deal work relief programs provided employment with the construction and the maintenance of Route 66, the appearance of countless tourist courts, garages, and diners promised sustained economic growth after the road’s completion. If military use of the highway during wartime ensured the early success of roadside businesses, the demands of the new tourism industry in the postwar decades gave rise to modern facilities that guaranteed long-term prosperity.





Not a FORD



Martin Aircraft Company was well known for their China Clippers, and for their successful World War II bombers, but their entry into automotive production is generally not known at all. Yet, here is a one-off "Aerodynamic Auto" that they built in 1928 for the famous flyer, Billy Mitchell.

The exact reasons for its being built have been lost to history, but perhaps Martin and other loyal supporters offered it as consolation after Mitchell's treatment by the War Department in 1926. In any event, the result was this cozy machine, unusual in its appearance; a real traffic stopper and crowd pleaser, in its day.

As one might expect, the construction is more aircraft than automobile, with aluminum panels formed over a wood framework; a full belly pan under the vehicle; engine and transmission in the rear, operated by cables and rods; aircraft suspension with elastic straps attached to the shock absorbers; and one door to enter the cabin.

Apparently side protection was as important then as it is today, for the bumpers give new meaning to the word "wrap-around." Although the front and rear bumpers are sturdy steel, the side bumpers are wood filled, with just a layer of aluminum over them. The car has very little chrome trim, only the door handle, the windshield frame, headlight rings, taillight, and exhaust screen in the rear. Although unusual looking today, it is hard for us to put ourselves back in time to 1928, when this car was new. We have to erase the Aerodynamic Cadillac of 1933, the Chrysler Airflows of the mid-thirties, the Pierce-Arrow Silver Arrow, and the post-war Nash from our memories, to even begin to imagine the impact of seeing such a car on the streets of 1928.

Its current owner, Tommy Protsman, keeps it in his most entertaining "Stone Mountain Antique Car & Treasure Museum," at Stone Mountain, Georgia. More than just an automobile museum, it is a treasure-trove of toys, jukeboxes, player pianos, Tiffany lamps, clocks, pedal cars, Lionel trains, and more. It is well worth a visit, and you won't be disappointed. Tommy and his son, Bob, are usually there to greet visitors, and if you get Tommy started talking about the old days, that's worth the visit, alone. He sang on the stage, in commercials, and in the movies; starting out in 1935 on the same program with Red Skelton at Lakewood Park in Atlanta. His memorabilia from Hollywood is on display, and is fascinating. Tommy's experience driving the Martin is probably typical of all of the owners. He and his wife decided to take it on a Glidden Tour, a few years back, so he got it running, boiled out the radiator and gas tank, checked the mechanical brakes, and generally put everything in order.

After a few miles of jouncing along in the cramped driver's seat, he was relieved to find that the engine was overheating and they would be forced to turn back. He switched their luggage to a different car to finish the tour, and that was the Martin's last outing, until he and Bob so kindly rolled it out for our photo session.



Ford called these One Quarter Ton Reconnaissance Cars. They built 94,000 of them.

Dollars & Cents

Median sales price, new home – \$7,500
 Median yearly salary – \$2,424
 Portable lawn mower – \$87.95
 Man's Illinois Clothing Manufacturing suit – \$27
 Crème oil hair permanent – \$6.50
 Woman's four-button slip-on leather gloves – \$4.50
 Sears, Roebuck Chinese Checkers game – \$0.95
 Butter – \$0.51/pound
 Federal minimum wage – \$0.40
 Coffee – \$0.31/pound
 Residential electricity, per kWh – \$0.034
 First class stamp – \$0.03

A Ford in Your Future

Henry Ford's famous assembly lines begin to hum with production of civilian Ford cars on July 3, 1945, more than a month before the Japanese will surrender. These first new cars are little changed from 1942 models, sporting a new horizontal-bar grille with decorative red stripes and modified rear decklid trim. The 100hp Mercury 239.4-cu.in. V-8 replaces the old 85hp, 221-cu.in. V-8 in the lineup. These new Fords make their public debut on October 26, 1945.



A Different Kind of Cadillac

Cadillac has been one of General Motors' highest-producing divisions during WWII, and their M-24 "Chaffee" light tank and M-19 anti-aircraft motor carriage are built in 1945. The M-24 is powered by twin Cadillac 34 Hydra-Matic transaxles and twin Cadillac 34 1/2" caliber machine guns. The M-19 is built on August 24,



The Independents Are Back

Like their contemporaries at Studebaker, Nash and Packard, Hudson re-enters civilian car production as quickly as possible, in this case on August 30, 1945. Despite having to deal with the remaining rationing of sheet steel and other building materials, Hudson is able to kick off post-war production with a pale green Super Six coupe powered by the automaker's famous 102hp, 212-cu.in. straight-six engine and sporting a redesigned recessed grille.



Nothing Stops the Jeep

Willys and Ford continue to produce their Jeeps for use in Europe and on the Pacific front, and the chassis numbers of the Willys MBs built in 1945 range from MB 402 335 to MB 459 851. These vehicles are powered by a 60hp, 134.2-cu.in. L-head four-cylinder engine combined with a three-speed Warner gearbox. Jeeps are crucial in the liberation of Paris, Alsace, Italy and many German cities, and are used as troop carriers, postal carriers and ambulances.



Year at a Glance

January

- President Franklin D. Roosevelt is inaugurated for a fourth term.

February

- The War Labor Board institutes a 55-cent minimum hourly wage for textile workers.

March

- Strikes close down 10 Chrysler and Briggs plants in Detroit.

April

- FDR dies of a cerebral hemorrhage at age 63; Adolf Hitler commits suicide.

May

- After five years, eight months and six days of war, Germany surrenders unconditionally.

June

- The United Nations is chartered.

July

- Japan refuses the Allied surrender ultimatum.

August

- Japanese cities of Hiroshima and Nagasaki are destroyed by atomic bombs.

September

- Japanese delegates sign an unconditional surrender onboard the USS Missouri.

October

- The Detroit Tigers defeat the Chicago Cubs to win the World Series.

November

- Meat and butter rationing ends in America.

December

- General George S. Patton, 60, dies from complications after a car accident.



-Remember us? 6 or 7 years ago. We met for lunch at the Golf Course.
Then a windy day at the Grand Canyon where we all lost our hats.
Some v8ers and my '34 Ford are no longer with us.

***** This email is going to all members of the
San Diego Early Ford V-8 Club *****

Jerry Windle has these items for sale. He asked me to send this out to the San Diego Early Ford V-8 Club. If you want mor information, please contact Jerry at [619-283-8117](tel:619-283-8117) (Home)
or
[619 316-4962](tel:619-316-4962) (Cell).





BOARD MEETING, SEPTEMBER 03, 2025

A ZOOM MEETING WAS HELD AND BEGAN AT 5:00 P.M.. THERE WERE TEN MEMBERS PRESENT: JOE VALENTINO, BRAD NELSON, MIKE PETERMAN, RUSS RIES, KEN BURKE, RICK CARLTON, BILL DORR, , DENNIS BAILEY, AND BOB HARGRAVE. GEORGE LUSK, ACCESSORIES CHAIRMAN WAS ALSO PRESENT.

PRESIDENT REPORT:

- DENNIS AND MAUREEN HOSTED A GREAT ICE CREAM SOCIAL.
- AT THE OCTOBER GENERAL MEETING WE'LL IDENTIFY POTENTIAL BOD MEMBERS. IN NOVEMBER WE'LL PRESENT THE SLATE OF MEMBERS. DECEMBER BOD WILL IDENTIFY CLUB OFFICERS AND PRESENT AT THE CHRISTMAS PARTY.
- THE NATIONAL CLUB HAS ONLY ONE CANDIDATE EACH FOR REGIONAL DIRECTORS. THE CLUB MAY CHANGE THE BYLAWS TO AVOID THE EXPENSE OF VOTING WHEN ONLY A SINGLE CANDIDATE IS RUNNING.
- THE ALL-FORD PICNID HAS BEEN MOVED TO JUNE 27 FROM JUNE 20. SENDING A NOTE TO THE CCC TO GET IT ON THE CALENDAR.
- CHRISTMAS PARTY IS 95 DAYS AWAY. THERE ARE NO OBJECTIONS TO USING LAST YEAR'S CATERER. JOE WILL SEND MENU TO THE BOD. WE'LL HAVE TO FIGURE OUT DECORATIONS AND TABLE CLOTHS.
- SPEAK UP IF ANYONE HAS THOUGHTS ABOUT A SOCIAL EFV8 NATIONAL MEET.
- CLUB BREAKFAST SEPTEMBER 10TH.
- REGULAR CLUB MEETING SEPTEMBER 17TH.
- SUNDAY IS THE GREATEST SHOW ON TURF. IF YOU WANT TO MEETUP, BE AT CLAIREMONT HIGH SCHOOL AT 7:30.
- NEED RSVP'S FOR BROCKTOBERFEST, THERE'S A LIMIT OF 30.

SECRETARY REPORT: AUGUST BOD MINUTES WERE MAILED OUT. A MOTION WAS MADE AND SECONDED TO ACCEPT THE MINUTES.

TREASURER REPORT: THE TREASURER SENT OUT THE REPORT. EL CAJON CRUISE IS BACK ON; DO NOT ARRIVE BEFORE 3:00PM. A MOTION WAS MADE SECONDED AND APPROVED TO ACCEPT THE REPORT.

WEBSITE: UP TO DATE EXCEPT FOR THE FORD FAN.

ACCESSORIES: HOPING FOR A CALL ABOUT THE SHIRTS.

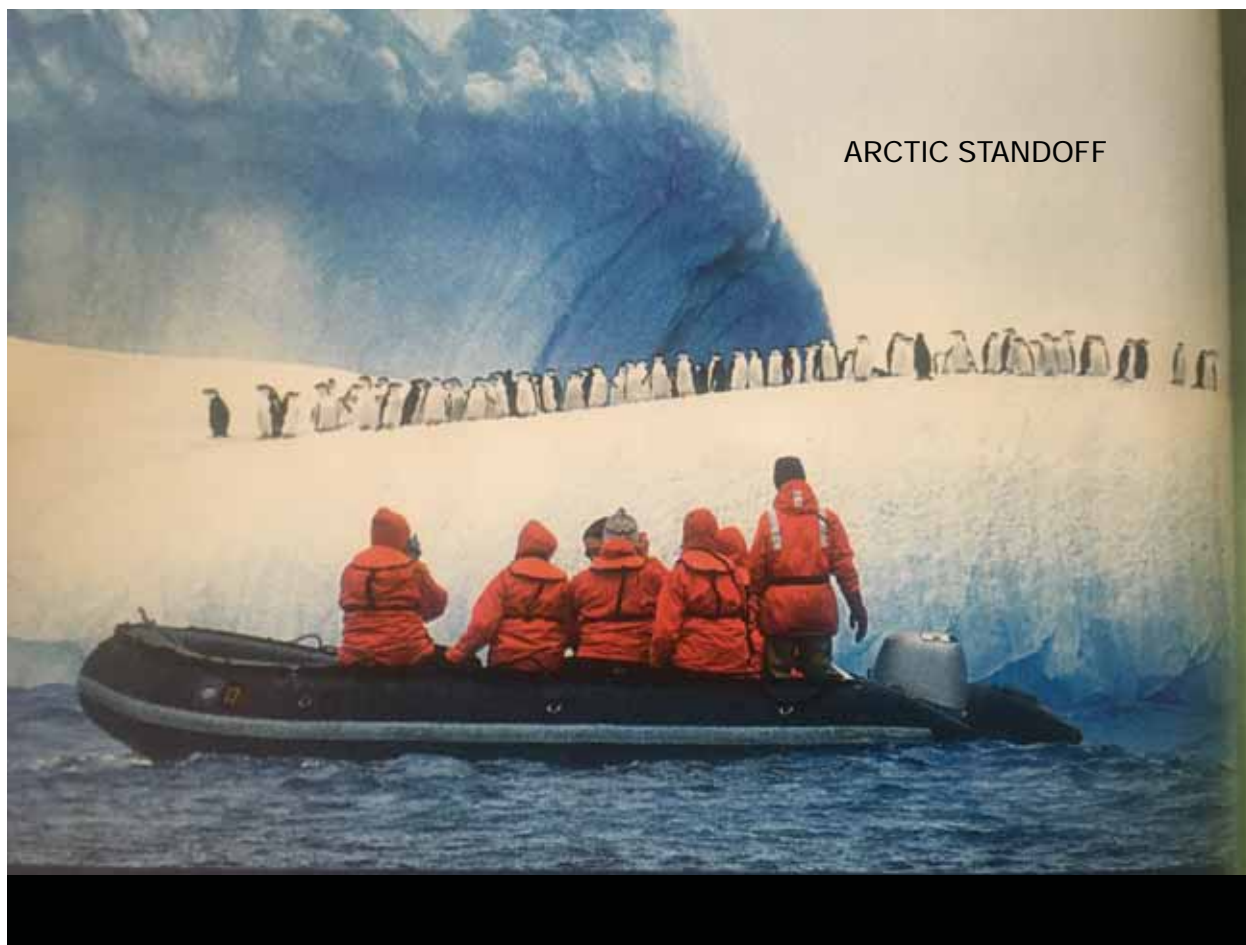
TOURS: GILLESPIE FIELD TOUR ORIGINALLY SCHEDULED FOR SEPTEMBER WILL BE RESCHEDULED. RUSS AND DENNIS WILL PROPOSE NEW DATES.

PROGRAMS: BILL DORR WILL HAVE A PROGRAM FOR THE SEPTEMBER MEETING.

CAR CLUB COUNCIL: SAN DIEGO BAY SHOW SEPTEMBER 14TH. COPS AND RODDERS THE 28TH.

MEETING ADJOURNED AT 5:33.

VICE PRESIDENT REPORT: "MAUREEN AND I ARE HAPPY YOU ALL CAME OUT" FOR THE ICE CREAM SOCIAL.





1939 Dodge Coupe- Modified



Nick Murrell 619-858-7772

