



The Ford Fan



Russ Ries, President



I am hoping that the typical San Diego great Fall weather begins soon. The current extended Summer heat is getting tiring. In addition, I hope that all of you who were able to take trips this summer had much fun.

During August, our monthly breakfast was well attended. The best news was that Mike Petermann has recovered from his surgery and attended both the breakfast and the meeting. During the meeting, Mike performed his duty and provided the informative program involving the Early Ford V8 Foundation Museum in Auburn, Indiana.

Unfortunately, Marty and I were traveling and were not able to attend the "Ice Cream Social" hosted by Dennis Bailey and Maureen Colvin. It will be covered in detail by JoeyV within this "Ford Fan". JoeyV sent an email invitation to an August 29 lunch at the Classic Malt Shop on Midway. Nearly twenty of us attended. Dave Huhn brought along and introduced an acquaintance who he has known for years and who works on early Fords on site. He will attend a meeting and discuss his abilities. As we all know, it is getting increasingly difficult for us at our age to crawl around our V8's to keep them running.

A new Save The Date. Our site at the Santee Lakes for the "**All-Ford Picnic**" has been reserved for **JUNE 26, 2027**.

A quick reminder.....Many of you have participated in the "The Greatest Show on Turf". It is scheduled for September 12. In the past, the Club participants have met early in the Clairemont High School parking lot and entered the show together. It is my understanding that this procedure will be followed again this year. More info to come.

I hope to see all of you at the September 9 breakfast and the September 16 meeting.



In this issue of the *Ford Fan*, you'll find stories about our Club Breakfast, the Classic Malt Shop meet-up, the Ice Cream Social, a helpful Tech Tip, another installment of the *Historian's Glovebox*, a delicious recipe, the story of Sir Malcom Campbell, upcoming Club events, the Car Club Council's September calendar of events, our members' milestone dates, a little about Dolly you might not know, this and that, and the latest classified ads. We hope you enjoy this issue!



The Ford Fan



Monthly Club Breakfast

Breakfast, V-8s and a Beautiful San Diego Morning

Seventeen V-8ers gathered at the Mission Valley Broken Yolk on August 12 for our monthly Club breakfast, and Mother Nature provided us with another beautiful San Diego morning.

As usual, the parking lot was nearly as much a part of the event as breakfast itself. Several members brought out their Early Fords, giving everyone something to admire and talk about before heading inside. Dennis arrived in his **1934 Tudor**, Russ brought his **1936 Cabriolet**, Joe cruised in with his **1941 Mercury Coupe**, and Janet Voinov joined the lineup with her **1934 Coupe**.

With four Early Fords in the parking lot, there was plenty of conversation before breakfast and, of course, plenty more once everyone moved inside. Seventeen members filled the tables with the usual mixture of car talk, Club news, and good-natured banter.

The Broken Yolk once again treated us well. The food was excellent, the service was equally good, and no one seemed to be in much of a hurry to bring the morning to an end.

Good cars, good food, good weather and, most importantly, good friends. That's a pretty good recipe for a Wednesday morning in San Diego!





The Ford Fan



Pie, Ice Cream & Early Fords Enthusiasts!

On Saturday, August 22, twenty-seven members of the San Diego Early Ford V-8 Club converged on the Cobb Place estate of Dennis Bailey and Maureen Colvin. The mission? To partake in one of the Club's traditions—**Pie and Ice Cream!** Yes, it was time once again for our annual ***Ice Cream Social***.

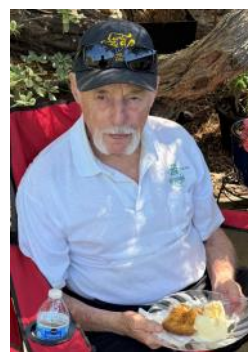
For those of you who missed it, you missed a wonderful afternoon with Club members who share an appreciation for four of life's finer things: **old Fords, good company, and pie and ice cream.**

Our gracious hosts, Dennis and Maureen, were joined by Mike and Sue, Rick and Sheryl, Joe and Paula, Bob and Raphael, Janet Voinov, Liz and John, Bill and Sue, Brad and Heather, Bob and Liz Brown, Dave and Maryellen, Joe and Susan V., Tim and Sandy, and Greg and Debbie.

As stories were swapped and jokes made the rounds, everyone gathered around the lovely pool, sitting in the shade, and got down to the serious business of dessert. On the menu were old-fashioned crumb-top apple pie and crumb-top peach pie, generously topped with vanilla or vanilla-peach-swirl ice cream. Heaven on earth!

It was a tough assignment, but somehow we managed. Some of us managed twice!

A beautiful setting, delicious desserts, plenty of laughs, and an afternoon spent with good friends—what more could you ask for? Many thanks to Dennis and Maureen for opening their home and once again hosting a wonderful San Diego Early Ford V-8 Club Ice Cream Social! It was a great day!





The Ford Fan



Pie, Ice Cream & Early Fords Enthusiasts!



Board of Directors

Russ Ries - President

Dennis Bailey—VP

Brad Nelson—Secretary

Ken Burke—Treasurer

George Lusk—Accessory Sales

Bob Hargrave—Everything else

Joe Valentino—Fan Editor

Ric Carlton—Web Master

Mike Petermann —Programs



The Ford Fan



Malcolm Campbell: Five Miles a Minute

When Sir Malcolm Campbell died in 1948, he left behind an extraordinary record. He had broken the world land speed record nine times and had also become the world's fastest man on water. Yet despite bringing considerable glory to Britain, Campbell was never quite the beloved national hero one might expect.

By many accounts, Campbell could be difficult. He was said to have little sense of humor—although he admitted to enjoying Laurel and Hardy—and possessed no shortage of self-confidence. The walls of his home were reportedly covered with photographs of himself and reminders of his accomplishments. While other drivers sometimes avoided reporters and photographers, Campbell seldom passed up an opportunity to step before a camera or microphone. He even wrote books in which one of his favorite subjects was, not surprisingly, Malcolm Campbell.



But perhaps Campbell had some justification for that enormous self-confidence. Whatever his personality, there was no questioning his courage, determination or ability behind the wheel. When it came to making automobiles go faster than anyone had gone before, Campbell was one of the very best.

Between 1924 and 1935, Campbell raised the world land speed record from **146.16 mph** to **301.13 mph**—more than doubling it.

His first record came at Pendine Sands, Wales, in 1924, driving a 350-hp Sunbeam at 146.16 mph. From there the speeds climbed relentlessly: 150.86 mph in 1925, 174.88 in 1927, 246.09 in 1931, 253.97 in 1932, 272.46 in 1933 and 276.82 in early 1935.

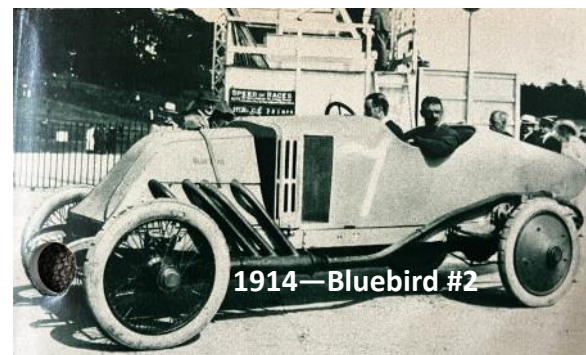
Then, at Utah's Bonneville Salt Flats on September 3, 1935, Campbell finally achieved the goal that had obsessed him: **300 mph**. His massive Rolls-Royce-powered Blue Bird averaged **301.13 mph**, making Campbell the first person to drive an automobile more than five miles per minute.

The numbers are impressive. The stories of how he survived long enough to achieve them are even better.

1924 — Fanoe Island, Denmark: At approximately 140 mph, both rear tire casings ripped apart. Campbell fought the violently skidding Sunbeam to a stop, fitted new tires—and tried again. On the next attempt the car skidded and a front tire flew completely off the rim, landing hundreds of yards away.



1924—350 HP Sunbeam



1914—Bluebird #2

Malcolm Campbell: Five Miles a Minute - continued on next page



The Ford Fan



Malcolm Campbell: Five Miles a Minute—continued

1927 — Pendine Sands: Chasing three miles a minute a 630-hp Napier-powered Blue Bird, Campbell hit a water-soaked patch of sand at about 170 mph. The car spun wildly, mowing down a long row of course markers before finally stopping with a badly slashed tire.



1928 — Daytona Beach: Campbell later called this “the worst experience of my life.” His now 900-hp Blue Bird struck a bump at roughly 200 mph and began fishtailing violently. Campbell was thrown about nine inches out of his seat, while the wind ripped the goggles from his face and exposed his eyes to the flying sand. Somehow, the tires remained on the rims and Campbell remained in the car.

1929 — Verneuk Pan, South Africa: After failing to beat Henry Segrave’s 231.44-mph record, Campbell decided to try again despite warnings that his tires had already exceeded their expected life. During his runs, the tread was stripped from all four tires. He fitted another set and went again with roughly 1,000 hp at his disposal. One tire began losing its tread before he was even out of low gear. Campbell kept his foot down and went on to break the five-mile record at 211 mph.

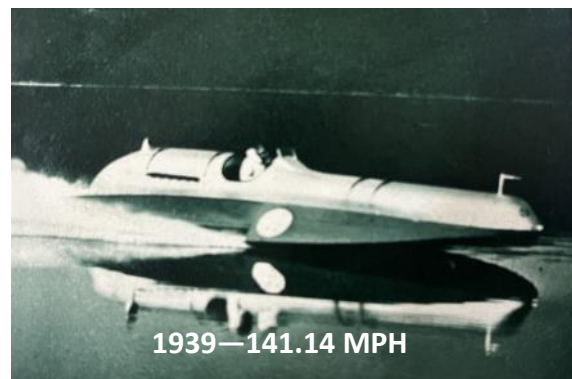
1933 — Daytona Beach: Campbell entered this attempt with his left arm practically useless after injuring it wrestling with the gearshift during practice. Doctors advised him not to run. He ran anyway. At full speed the engine and gearing indicated the equivalent of 328 mph, but wheelspin was so severe that his actual timed speed was 272.46 mph—roughly **56 mph worth of wheel slippage**. He set another world record while essentially driving one-handed.

1935 — Daytona Beach: At approximately 280 mph, Blue Bird struck a ridge in the sand and reportedly became airborne for about 30 feet. It slammed back onto the beach with such force that the tread was stripped from all four tires simultaneously.

And Campbell kept racing.

Later that same year he went to Bonneville and finally broke the seemingly impossible 300-mph barrier. Having accomplished his goal, he retired from land speed record attempts and turned his attention to water, where he continued setting records in his Blue Bird boats.

Campbell survived a plane crash
traveling to Capetown—1929



Malcolm Campbell: Five Miles a Minute—continued on next page



The Ford Fan



Malcolm Campbell: Five Miles a Minute—continued

There is a final irony to Campbell's story. He survived exploding tires, violent spins, a plane crash, 200-mph fishtails, airborne race cars and countless other close calls during an era when a serious accident usually offered little protection to the driver.

Sir Malcolm Campbell died in 1948 at age 63 following a series of strokes.

After spending much of his life trying to become the fastest man alive—and repeatedly coming remarkably close to becoming a dead one—**Malcolm Campbell became one of the comparatively few great land speed record holders of his era to die of natural causes.**



From the Ford Fan's "You can't say that today" Department

* September 1951 *Mechanix Illustrated* Magazine Stutz Bearcat article *

With its big, barrel-size fuel tank just behind the two bucket seats, with its waist-high wooden spoke wheels and its wide-open construction that made you feel you were riding Man O' War on wheels, the Stutz Bearcat was the stuff that dreams are made of. To the choicest babes of that day, these fire-snorting, thunderous, four-wheeled demons were the 20th century's answer to how the contemporary Galahad in shining armor should be mounted. No Knight of King Arthur's Round Table ever had a charger so big, fast and powerful. The gay blade who owned one of these cars, even though he had a puss like a ring-tailed monkey, could take his pick of any gal in town. You young fry in your Detroit mechanized bathtubs have no idea how a real smooch-wagon like the Bearcat could separate the dolls from the droops that cluttered up your front seat.





The Fan



From the Historian's Glovebox

September 1938 — One Last Trip to Del Mar

Summer was slipping away, but we weren't quite ready to let it go.

So let's turn the key, point our Ford north, and take one last summer drive to Del Mar.

There are four of us today, two young couples, with one lucky pair tucked into the rumble seat. The morning is already warm, scarves flutter in the salt air, and every now and then laughter from behind is carried away by the wind.

The road north is part of the adventure, with glimpses of the Pacific appearing beside us as we go.

Everyone is still talking about what happened at Del Mar just last month.

On August 12, Seabiscuit had faced Ligaroti in a \$25,000 winner-take-all match race. Thousands crowded the young racetrack, and countless others listened by radio as Seabiscuit prevailed. Del Mar had only opened the previous summer, but suddenly people all over the country knew its name.

We weren't there for that famous race.

But we can still catch the final days of the 1938 season.

The dusty parking lot is already filling with automobiles when we arrive. Doors slam, gravel crunches beneath shoes, and somewhere beyond the gates comes the growing hum of the crowd.

But first, lunch.

Like other racegoers, we find a shady spot on one of the open lawns outside the track. A blanket is spread beneath a tree and the wicker basket comes out.

Inside are pimento cheese sandwiches wrapped snugly in wax paper, ripe peaches, and cold glass bottles of Coca-Cola and Orange Crush nestled against ice. The paper crinkles as the sandwiches are unwrapped. A bottle cap pops. Sharp cheddar and sweet pimento meet soft white bread, followed by a sip of icy soda.

For a little while, no one is in a hurry.

The grass is cool beneath our hands. The shade feels wonderful after the warm ride. Nearby, other picnic baskets are being opened and conversations mingle with the sounds of arriving cars.

The afternoon passes in a blur of color and sound—horses flashing past, the pounding of hooves, the call of the announcer, programs rustling and spectators cheering as another close finish sends everyone to their feet.

And then, almost before we realize it, the races are over.

Back at the Ford, the late-afternoon sun has softened. Jackets are folded across the seat, hats settle into laps, and before long a pair of shoes is quietly slipped off and tucked beneath the seat.

The picnic basket is lighter on the ride home.



("From the Historian's Glovebox" continued next page)



The Fan



(“From the Historian’s Glovebox” continued)

Somehow, though, the car seems fuller—with laughter, stories, and all the little moments we didn’t know we were collecting while they happened.

If we had kept a scrapbook of this September day, perhaps we would have saved a race ticket, the day’s program, a photograph of the four of us beneath that tree, or even a pressed leaf picked up before we left.

And beside them, perhaps we would have written only:

What a glorious day.

Maybe some of you don’t have to imagine it.

Perhaps you were there—or someone you loved was.

For the rest of us, brush the Del Mar dust from your shoes, settle back into the Ford, and let’s turn the key together.

There are more pages waiting in our scrapbook.

From the Recipe Box

Pimento Cheese Sandwiches

Pimento cheese was just the sort of simple picnic fare that traveled well—easy to make, easy to wrap in wax paper, and perfect for an afternoon outdoors.

Ingredients

- 8 ounces sharp cheddar cheese, freshly grated
- 1 small 4-ounce jar diced pimentos, well drained
- About ½ cup mayonnaise, or enough to bind
- A pinch of salt
- Black pepper to taste
- Soft white bread

Directions

Grate the cheddar by hand. Add the drained pimentos and enough mayonnaise to make a creamy, spreadable mixture. Season lightly with salt and pepper and chill before using.

Spread generously between slices of soft white bread. Wrap the sandwiches individually in wax paper and tuck them into the picnic basket.

Best enjoyed beneath a shady tree with good friends, a cold bottle of soda, and a Ford waiting nearby.



The Ford Fan



Seabiscuit's Wild Day at Del Mar

Most people know Seabiscuit for his legendary 1938 match race against Triple Crown winner War Admiral. But just 2½ months before that famous victory, Seabiscuit fought another dramatic—and much more controversial—match race right here at Del Mar.

On August 12, 1938, Seabiscuit faced Ligaroti, a talented Argentine racehorse, in a \$25,000, 1½-mile exhibition race. The matchup had an unusual family twist. Seabiscuit was owned by Charles Howard, while Ligaroti belonged to Binglin Stable, a partnership between Howard's son, Lin, and entertainer Bing Crosby, one of Del Mar's founders. Even the trainers were related: Seabiscuit was trained by Tom Smith, while Ligaroti was trained by Smith's son, Jimmy.

A crowd of 22,000 packed Del Mar to watch the two horses battle nearly stride-for-stride throughout the race. Seabiscuit, carrying 15 pounds more than his rival, held a slight advantage entering the stretch, but Ligaroti fought back. They crossed the finish line together in a track-record 1:49, with Seabiscuit winning by a nose.

Then things got interesting.

Before the result was declared official, the stewards investigated some decidedly unsportsmanlike behavior between jockeys George Woolf and Noel "Spec" Richardson. Woolf claimed Richardson grabbed his whip hand in the stretch; Richardson accused Woolf of grabbing Ligaroti's bridle on the backstretch.

The stewards let Seabiscuit's victory stand—but suspended both jockeys. Film of the race later indicated that Richardson had started the trouble, and the incident remained newspaper fodder for weeks.

The controversial race brought enormous publicity to Del Mar, which had opened only the year before, but apparently left a sour taste. It would be another **56 years** before Del Mar staged another match race.

For Seabiscuit, however, it was another victory on the way to immortality. Later that year he defeated War Admiral and was named Horse of the Year.

When it came to racing one horse head-to-head, Seabiscuit was perfect: **three match races, three victories.**



Seabiscuit (inside) defeats Ligaroti in an August 1938 match race at Del Mar



The Fan



General Meeting Minutes, August 19, 2026

President Russ Ries called the meeting to order at 7:09 pm and led the club in the pledge of allegiance.

Presidents report:

- We had another fun breakfast last week.
- Dennis and Maureen are hosting an ice cream social this Saturday.
- Looking for more ideas for tours.
- Brocktoberfest limited to 36 people and we're almost sold out.
- Russ read a list of anniversaries and birthdays.
- Breakfast at the Broken Yolk September 9th.
- Next club meeting the 16th of September.
- The October club meeting is a morning meeting.
- Christmas party is December 5th.

Vice Presidents report: Dennis has a new computer. Looking forward to everyone coming to the ice cream social this weekend.

Secretary report: The minutes of the July 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 paid members.

Accessories: We have license plate frames for \$5 plus other stuff including pocket t-shirts.

Website: No problems, up to date.

Fan: Coming along nicely. MS Publisher support goes away in September.

Car Club Council: Fliers back there. Sun 8/23 Cars and Culture. Sat 29th Christian Classic Car Show. 9/12 Sunset Cliffs car show. We usually go to the greatest show on turf as a club. We'll meet in the Clairemont H.S. parking lot at 7:30 am to load in at 8:00 am, show at 10:00. 9/13 Cops and Rodders on the Embarcadero. 9/26 Mission Bay Fair. 9/27 Pal Joey's.

Tours: Looking into an Ignite tour.

Sunshine report: Mike Peterman is back in action.

Hard Luck Trophy: Rick Bonnoront isn't around to claim his trophy.

Program: A video was presented of the Early Ford V8 museum in Auburn, IN.

Old Business: none

New Business: none

50/50 Drawing: Russ Ries won \$43.

Name tag drawing: Bob Hargrave won.

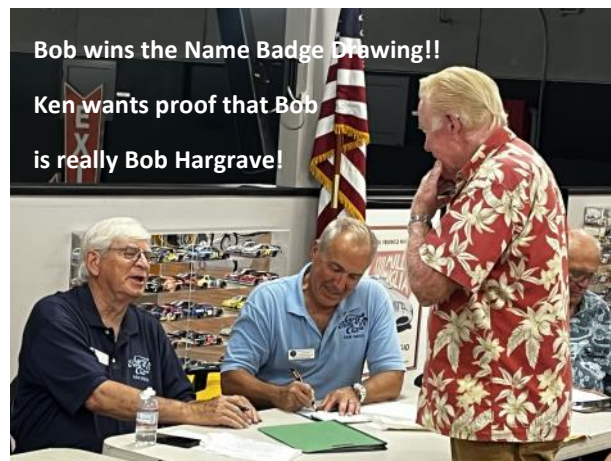
Adjournment: A motion was made seconded and approved to adjourn at 8:16 pm.



The Ford Fan



Club Meeting Pictures



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

~ 2026 ~

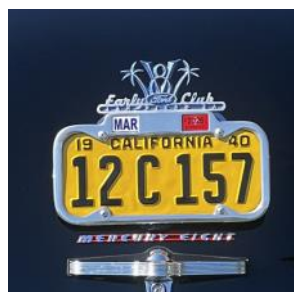
Date	Time
Wednesday, September 16, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, October 21, 2026	10:00 A.M. – 1:00 P.M.
Wednesday, November 18, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, December 16, 2026	No Meeting



The Ford Fan



What do those well-appointed characters pictured have in common? It's not luck—and it's not just the cars. It's the unmistakable polish that comes from sporting San Diego Early Ford V8 Club apparel. For more than 50 years, our members have been quietly (and sometimes not so quietly) raising the bar for garage-to-street style. From hats and shirts to license plate toppers and other essential bits of club flair, we've got everything you need to wear your EFV8 Club pride with a little extra attitude. You'll find it all at our club meetings—just see George Lusk and he'll get you properly outfitted. You can special order anything you want. Do you want something embroidered with the Club Logo? Ask George how! Bring cash, choose wisely, and you too can look cool! Results may vary; we are not responsible for unwanted attraction from admirers!



Tour Director Dennis Bailey's Tour schedule for 2026

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



The Ford Fan



Club Event in September

Join the Club for local car show that benefits the San Diego Association of Car Clubs (San Diego's overarching Car Club support organization). Here are the easy steps to take:

1. Register for the event
2. Meet at Clairemont High parking lot (4150 Ute Street, San Diego CA 92117) at 7:30 am; we leave for the event at 8:00. Bring a chair and a smile.
3. Bask in the Sun and enjoy the dozens of cars and car enthusiasts

The GREATEST SHOW ON TURF

Saturday, September 12th, 2026
9am - 2pm

Event Location: South Clairemont Park
 3605 Clairemont Dr. San Diego, Ca. 92117

ENTER ON CLAIREMONT DRIVE (NOT WACO)

PRE-REGISTRATION \$30 PER VEHICLE BEFORE SEPT 4th
 (\$35 DAY OF WITH NO SHIRT)
PROCEEDS BENEFIT THE SAN DIEGO ASSOCIATION OF CAR CLUBS
 (YOUR CAR OFFICIAL S.D. CAR CLUB COUNCIL)

OPEN TO ALL YEAR, MAKE, MODEL VEHICLES

Register ONLINE at SDACC.net

Rain or Shine! DO NOT arrive before 8AM so not to awaken the residents! Info: 619-201-8207

Make checks payable to San Diego Association Of Car Clubs and mail to PO BOX 601384, San Diego, CA 92160

JBA SPEED SHOP **LOCKTAILS PAL JOEY'S**

Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Email: _____ Amt Enclosed \$ _____ (\$30 per/vehicle)

Car Club Affiliation: _____ Circle **FREE** Shirt Size: S M L XL XXL XXXL

If no size is marked you will receive an XL. (All complimentary T's are in the same neutral color - NO EXCHANGES)

ADDITIONAL SHIRT(s)
\$25 additional ea. shirt
 (There will be shirts of various colors/sizes for sale at the event as well)

CIRCLE SIZE AND WRITE IN COLOR
 Circle **ADDITIONAL** Shirt Size: S M L XL XXL XXXL
 Additional Shirt Color: _____



The Fan



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

Brought to you by
THE EARLY FORD V-8 CLUB OF SAN DIEGO
ALL FORD
Picnic
SUNDAY, JUNE 26, 2027
8:00 AM - 2:00 PM
Santee Lakes
REGIONAL PARK
*** BEAUTIFUL LOCATION ***
FUN FOR THE WHOLE FAMILY!
All FORDS WELCOME!
CARS ★ FOOD ★ MUSIC
HAMBURGERS AND HOT DOGS SOLD
50/50 RAFFLE
PEOPLE'S CHOICE AWARDS
RAFFLE PRIZES
MODEL T ★ MODEL A ★ EARLY FORD ★ THUNDERBIRD ★ MUSTANG
PICKUPS ★ ALL FORDS
★ FOR MORE INFORMATION EMAIL => AllFordPicnic@Gmail.com <= OR CALL (619) 300-4280 ★

New Club Merchandise Alert!!

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





The Fan



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!* —





The Fan



September Events Around Town

- **SAT. September 5th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- **SAT. September 5th - Poway Cruisers In-N-Out Cruise In | 10:30a-1:30p | 12890 Gregg Court. Poway, CA 92064 | Every 1st Saturday | billpersonius@gmail.com**
- **SUN. September 6th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **SUN. SEPTEMBER 6TH - CONSERVATIVE AUTOBODY CAR SHOW | 9A-1:30P | 7075 MISSION GORGE ROAD, SAN DIEGO CA 91920 | 619-204-9799**
- **MON. September 7th - San Diego AutoSwap | 6a-1p | Pechanga Arena 3500 Sports Arena Blvd 92110 | 619-201-8207**
- **SAT. September 12th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- **SAT. SEPTEMBER 12TH - GREATEST SHOW ON TURF | 9A-2P | SOUTH CLAIREMONT COMMUNITY PARK - 3605 CLAIREMONT DR, SAN DIEGO, CA 92117 | 619-201-8207**
- **SAT. September 12th - Sunset Cliffs Auto Show | 10a-3p | The Inn at Sunset Cliffs - 1370 Sunset Cliffs Blvd, San Diego, CA 92107 | sunsetcliffsautoshow@gmail.com**
- **SUN. September 13th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **SUN. SEPTEMBER 13TH - SAN DIEGO BRITISH CAR DAY | 10A-2P | 2000 MULLINEX DR, CORONADO, CA 92118 | 619-933-1877**
- **SUN. September 13th - Ojos Locos Supports Youth Program | 11a-4p | 693 Palomar St #10, Chula Vista, CA 91911 | Edwardybarra1@gmail.com**
- **THU. September 17th - Encinitas Cruise Night | 5:30p-7:30p | S Coast Hwy 101 From D Street to K Street | Every 3rd Thurs. May-Sept | 760-943-1950**
- **SAT. September 19th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**

(September's Events Around Town continued next



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(September's Events Around Town continued)

- SAT. September 19th - San Diego Bayfair Car Show | 10a-2p | Crown Point Dr, San Diego, CA 92109 | 619-201-8207
- **SUN. SEPTEMBER 20TH - FIESTA EN LA PLAYA 13 AIR COOLED CAR SHOW | 9A-2P | 940 SEACOAST DR. IMPERIAL BEACH, CA 91932 | 619-972-8279**
- **SUN. September 20th - SD Automotive Museum Cars & Coffee | 6:30a-8a | 2080 Pan American Plaza 92101 | Every 3rd SUN | Brandi@sdautomuseum.org**
- **SUN. September 20th - Cars and Coffee La Mesa | 7a-9a | 8332 La Mesa Blvd. La Mesa, CA 91942 | Every 3rd Sunday | [INSTAGRAM](#)**
- **SUN. September 20th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **SUN. SEPTEMBER 20TH - COPS & RODDERS FALL POW WOW | 9A-2P | 400 KETTNER BLVD, SAN DIEGO, CA 92101 | 619-405-6319**
- **SAT. September 26th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- **SAT. September 26th - Santee Cars & Coffee | 7a-10a | 9608 Carlton Hills Blvd. Santee, CA 92071 | Every 4th Saturday | 619-253-0524**
- SAT. September 26th - Ramona Senior Center Car Show | 10a-2p | 1234 Barger Pl. Ramona, CA 92065 | 619-980-3647
- SAT. September 26th - Party in the Park - Roaring 20's! | 5p | 2080 Pan American Plaza San Diego, CA 92101 | 619-398-0310
- **SUN. SEPTEMBER 27TH - 'EYE CANDY' THE SWEETEST CAR SHOW IN TOWN | 7A-2P | 5147 WARING RD, SAN DIEGO, CA 92120 | 619-980-6699**
- **SUN. September 27th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **SUN. September 27th - Black Angus Steakhouse Car Show | 10:30a-1:30p | 707 E St. 91910 | Every 4th Sunday | 619-778-1395**



The Ford Fan



I need your story for the *Ford Fan*!



I hope I have your attention. I need your stories or input for the Fan! Here are suggestions for stories you can provide: Where did you purchase your car, something you have accomplished on your car or a memorable road trip you have taken with your car. Does your spouse or sidekick enjoy your car or only tolerate it because they have a affection for you?

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

You can send me feedback or suggestions of what you would like to see in the Ford Fan. Be prepared to contribute to the changes you would like to see. All feedback will be considered. As always, The newsletter editor reserves the right to accept, edit, or decline any advertisements or submissions. Thanks!

Member's Milestone Dates

Club Anniversaries — Years

Jay Harris	54 yrs
Greg & Debbie Murrell	29 yrs
Les Hilgers	27 yrs
Calvin & Shirley King	27 yrs

Wedding Anniversaries

9/17 George & Laura Lusk

Birthdays

9/01 Maryellen Huhn
9/07 Liz Brown
9/14 Greg Murrell
9/20 Gary Walcher
9/20 Dottie Fritz
9/20 Jake Murrell
9/22 Jody Andersen
9/24 Jim Hurlburt
9/29 George Lusk



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 Ford Fan



The Bad Joke of the Month—(Back by popular demand)

A frog walks into a small bank called Wack's and approaches the owner, Patricia.

He says, "Hi, Patricia, my name is Ken Jagger, I'd like to take out a loan."

Patricia says, "Please, call me Patty. You wouldn't happen to be related to Mick Jagger would you?"

Ken responds, "Yes he's my father. "So Patricia tells him, "Well, if you want to take out a loan with us you'll need some collateral."

And Ken pulls out a little figurine of a dog playing with a ball and places it on the counter. Patricia inspects the figurine for awhile and is a bit confused. So she calls over a the bank manager to help sort it out.

Patricia tells the bank manager , "This is Ken Jagger, he wanted to take out a loan and offered this as collateral, but I'm not sure what it is."

The other employee inspects the figurine for a few seconds and says, "It's a knick-knack Patty Wack, give the frog a loan! His old man's a Rolling Stone!"

~ Norm McDonald ~

Dolly Parton: More Than a Country Music Legend

Dolly Parton's life and legacy are about far more than her remarkable musical talent, famous personality, pretty face and—well, you know.

Beyond the stage, Dolly has quietly built an extraordinary record of philanthropy, particularly in childhood literacy, education, disaster relief and healthcare.

Her best-known effort is the **Imagination Library**, which she founded in 1995. The program mails free books every month to children from birth to age five and has now distributed more than **300 million books** in the United States and several other countries.

When wildfires devastated Tennessee's Great Smoky Mountains region in 2016, Dolly quickly established the **My People Fund**, providing displaced families with \$1,000 a month for six months and ultimately distributing about **\$12.5 million** in direct assistance. She has also contributed millions toward recovery efforts following other natural disasters.

Her commitment to education began years earlier. In 1988, she started the **Buddy Program** in her home county of Sevier County, Tennessee, encouraging students to remain in school and helping dramatically reduce the dropout rate. Her foundation continues to provide scholarships to local students.

Dolly has also been a generous supporter of healthcare and medical research. In 2020, she donated **\$1 million to Vanderbilt University Medical Center**, helping fund research that contributed to development of the Moderna COVID-19 vaccine. She has also supported pediatric care, cancer research and children's hospitals in Tennessee.

Dolly Parton will always be remembered as one of America's great entertainers. But perhaps an equally important part of her legacy is what she has done with her success—**using it to improve the lives of millions of people she will never meet**. The selfless acts of charity done with total secrecy and humility speaks volumes of the character of Dolly Parton.

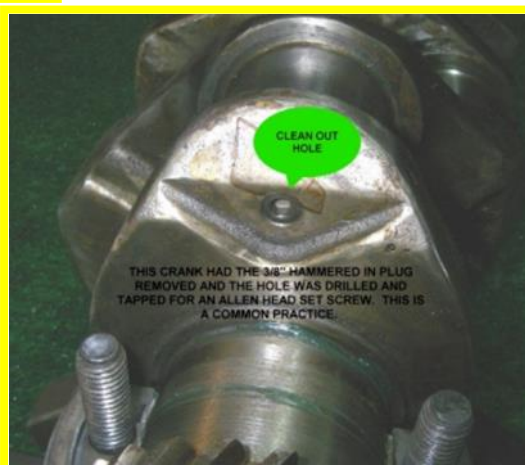
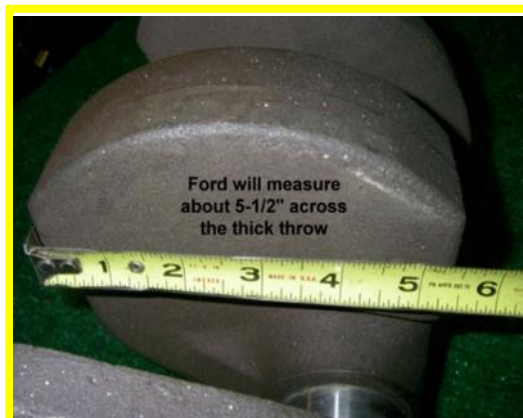


The Ford Fan



TECH TALK

The intent of this article is to enable you to identify the crankshaft you are looking at as either a Mercury 4" stroke or a Ford 3-3/4" stroke. I will try and describe to you what to do to make a somewhat positive identification and then the pictures can be used to clear up what is foggy. The 4" stroke crank in North America came in the Mercury vehicles from 1949 to 1953 in the United States and 1954 in Canada. The Fords were 3-3/4" stroke in both countries. Because Henry Ford did many different things in many different unexplained ways, the only positive way to identify the crank is to measure the stroke. If the motor is in the vehicle and you are able to remove a head and rotate the engine, it is a simple matter. Rotate the engine so one piston is at the top of a stroke. Mark the location of the piston and then rotate the same piston to the bottom of its stroke and measure the distance the piston went. If it went 3-3/4" it is Ford and if it went 4" it is Mercury. Another way for a quick check, but not a guaranteed method is to remove the oil pan and measure across the widest part of the thickest counterweight. If the measurement is about 6" it should be Mercury. If it is about 5-1/2" it should be Ford. If the cleanout holes are 5/8" then it should be American made Mercury. I have seen numerous American made Mercury. Cranks with a 3/8" cleanout plug. If the letters EAC, 1CM or OCM they should be Mercury as these are known to be Mercury symbols. I use the word "should" a lot because the only positive method is to measure the actual stroke. 99% of the Canadian made 4" stroke cranks had a 3/8" cleanout as well as an approximately 7/8" long kidney shaped dimple recessed into either one or both of the first thin counterweights. Again, this is not a guarantee but a very strong indicator. Now on to the pictures. I hope they are self explanatory

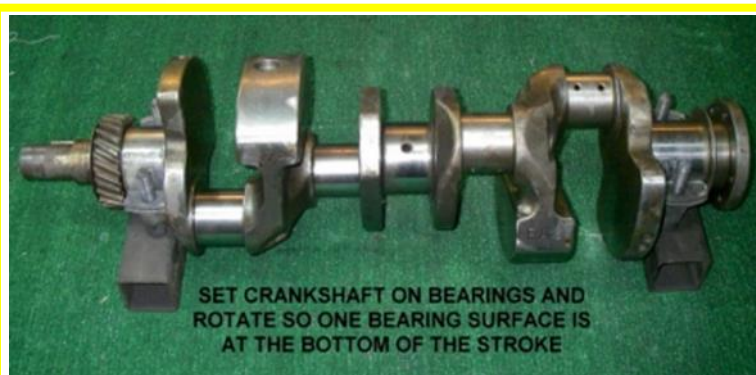
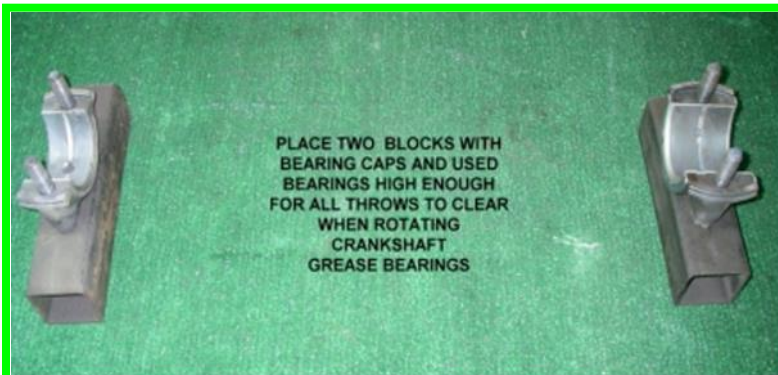




The Ford Fan



Article created by Bill Boomer—RG #1



🏁 RPM NATIONALS FLATHEAD DRAGS 🏁



Santa Margarita, California

🏁 September 19, 2026 🏁

RPM NATIONALS FLATHEAD DRAGS September 19, 2026

Santa Margarita Ranch
9000 Yerba Buena
Santa Margarita, California

Racing, Swap and Car Show!
Camping is an Option.

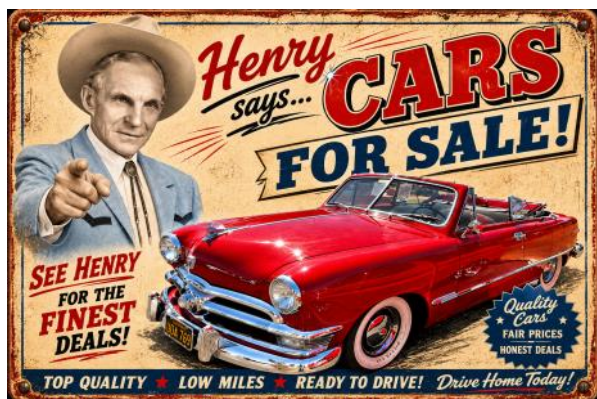
We Hope To See You At The 10th
Running of The RPM Nationals at The
Ranch 🏁



The Ford Fan



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



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

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



Call Tim Krehbiel (213) 215-3011

1941 Mercury Coupe - 284cu. in. Flathead with Stroker kit...Polished Navarro heads & intake manifold, 2 New Stromberg's, (from England) Electronic Ignition, Scheider Cam 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: Joey@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. John's 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!!



The Ford Fan



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**



1948 Ford Super Deluxe - 302,PS,PB,AC. \$19,000

Greg Williams 619-857-4193

If you have been with the EFV8 Club for a while you will remember this car as the car Rick Storr built.





The Ford Fan



1938 Ford Deluxe Coupe

This vehicle was owned by former NORG member Skip Schweikert. He drove it until health issues forced him to put in storage. Unfortunately, he passed away shortly after that. For reasons unknown, 1938 Ford Deluxe Coupes are rare. This car is an example of a nice unrestored driver. The car is located in Stow Ohio and Skip's widow Linda is offering it for sale. Her phone number is **330-928-7410** and her address is 4066 Glencairn Grove Stow, OH 44224. Have attached a few pictures of the car.

When calling Linda please tell her that you saw the car advertised in the Early Ford Club Newsletter



Mint 1968 Ford Ranchero gt, v8 engine, auto trans, heat, rust free, bucket seats, dual exhaust and much more. Looks good, sits right and drives great. If interested, call 805-705-2605. Price change. \$16,000 firm.

\$16,000.00

Location: SANTA BARBARA, CA US

Contact: Jack - cole1221@cox.net

Closing Business Sell Out Wescotts Auto Restyling

1701 SE Highway 212, Damascus Oregon

LABOR DAY WEEKEND, September 4 - 7.

Original Used 1926-48 Ford Parts from our reference collection. Too much list, partial list includes
1932 frame. 1935 frame. 1937 frame. 1941 frame. 1926 Roadster body (very nice) 1927 Coupe body (very nice). 1927 Tudor body (rough). 1931 Fordor body (parts only). 1930 Victoria body (nice) 1932 Cabriolet body (rough). 1935 Pickup cab (nice start). 1932 Grille shells. 1930 Radiator Shells. 1931 Radiator Shells. 1932 Gas Tank. 1932 5 Window Dash. 1934 Coupe Dash. 1928AR Early coupe rear fenders. Model A coupe and sedan doors. 1932 3 Window door. 1934 3 Window Door. 1932 Tudor doors. 1940 Deluxe Hood 1939 Deluxe Hood (very nice). 1938 Standard Hood. This is just the tip of the iceberg

Shelving. Pallet Racks. Shop Tools. Bridgeport mill. Big friendly lathe. Antique tire balancer. Steel tube and angle iron inventory.

Resale parts inventory 50% off

Friday. Come get it while you can.
Saturday. We will drop prices a bit, of course.
Sunday. We need to move out what's left.
Monday. Scrap + pricing.

ALL FIBERGLASS MOLDS FOR SALE.

Lets find a home for them!

FOR SALE

1951 Ford 8N tractor, fully restored 2008-2010. It was worked on & stored in climate controlled bldg. Includes back blade, Dearborn loader with 2 buckets, tire chains. Also spare parts, manuals, most receipts. One new front tire and RIM GUARD in rear tubes. New 6V commercial battery installed 12/23; new water pump, gas tank, muffler, etc. among many, many other items. A new edge was welded on big bucket in 2009. Used it to plow our driveway & yard work. Located in Canandaigua, NY. (I wrote a daily dairy of restoration work done.) \$6500 or b.o. Georgia Buccini 585-393-9085 (landline) leave message.





The Ford Fan



Wanted: looking for an old car (preferably truck) to plant in my yard (call it ART) No requirements. Will consider all varieties. Email Candy Green (cndgrn3@att.net)



WANTED — 1940–48 FORD HYDRAULIC BRAKE PARTS

I'm gathering parts to convert my 1936 Ford Roadster to Ford hydraulic brakes.

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

- Front and rear hydraulic backing plates— Brake shoe anchors, adjusters and related hardware
- Rear emergency/parking-brake hardware— Front and rear hubs
- 5-on-5½-inch Ford wheels
- Parking-brake cables, brackets, equalizer and related pieces

I'd especially like to find a complete set of four brake assemblies from one 1946–48 Ford passenger car, including hubs and drums.

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

EDITOR'S SUGGESTIONS



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