



The Fan



Russ Ries, President



This July was a quiet month for the Club. Although many members were traveling out-of-town during the month, The Club's breakfast and morning meeting were well attended. Just as he had very successfully done in June, Joe Valentino organized a July 25 drive-in at the Classic Malt Shop on Midway Drive. Marty and I had out-of-town guests and could not attend. Hopefully the event was as fun as the June's. Joe will describe and show pictures in the Fan.

We are in the process of scheduling Club tours for the Fall including the USS Midway and a harbor tour in a "swift boat". More to come. Don't forget the Brock'Toberfest on October 9. RSVP's are required. Please let Dennis Bailey know if you plan to attend.

Hope to see you at the August 12 breakfast and the August 19 meeting. Remember, the August meeting is at 7:00pm.



In this issue of the *Ford Fan*, you'll find stories about our Club Breakfast, the Classic Malt Shop meet-up, the Mount Miguel High School Car Show, a helpful Tech Tip, another installment of the *Historian's Glovebox*, a delicious recipe, the intriguing Ford V-8 Pool Mystery, upcoming Club events, the Car Club Council's August calendar of automotive events, our members' milestone dates, and the latest classified ads. We hope you enjoy this issue!



The Fan



Monthly Club Breakfast

There were 15 members of the San Diego chapter of the Early Ford V-8 Club attending the July 8th breakfast at the Broken Yolk. When we arrived, our usual area was occupied by a large family group, but the restaurant staff arranged tables to seat us. Conversation was lively as usual.

Janet V. won the old car division of the parking lot show and Russ and Bob tied in the Corvette division. Dennis brought his heavy hauler to show off his latest work. Reported by: Cub Reporter, Jimmy Olsen



Editor's Note:

Don't be alarmed when you come across a rather lengthy story about a bunch of hooligans who modified perfectly good Fords to go racing in the 1950s—and, in some cases, still do today. I'm not trying to turn the Early Ford V-8 Club into a hot rod club... any more than it already is.

The history of the Early Ford hobby wouldn't be complete without recognizing that, particularly during the 1940s and 1950s, many enthusiasts saw Fords not only as reliable transportation but also as the perfect platform for building faster, more exciting cars. That movement actually predates the founding of the Early Ford V-8 Club by nearly a decade. For many young people of that era, modifying a Ford wasn't just about speed—it was about competition, friendship, and the camaraderie that came from spending countless hours in the garage and at the race-track.

In an interview with Bob Stewart, whom you'll meet later in this issue of the *Ford Fan*, he summed up their motivations with a grin: they modified their Fords for two reasons—to race and to attract women. Then he admitted that they usually spent all their money on the cars, leaving very little to spend on the women!

Enjoy the story—and remember, every hot rod started life as a Ford that someone loved enough to make their own.

Joe Valentino



The Ford Fan



Burgers, Shakes & Great Company

On a sunny Saturday, July 25, a group of old-car and burger enthusiasts gathered at high noon at the iconic Classic Malt Shop for an afternoon of good food, great conversation, and even better company. Members enjoyed catching up with old friends, making new ones, and learning a little more about the people behind the steering wheels of their vintage Fords.

Special recognition goes to Bob Brown, who drove his 1932 Coupe all the way from Poway, and to Guy and Judith McElroy, who made the trip from Rancho San Diego in their 1948 Coupe. They were unanimously awarded the coveted—but entirely imaginary—"Longest Distance Traveled" trophy for making the longest drive to join the fun.

Also enjoying the afternoon were Joe and Paula Pifer, Brad Nelson, Joe and Susan Valentino, Janet Voinov, and Ahna Holder. It was another enjoyable get-together with good friends, great food, and plenty of conversation.

Judging by the smiles and stories shared around the tables, everyone agreed it was an afternoon well spent.

If you missed this get-together, we hope you'll join us at the next Classic Malt Shop meet-up! An email will be sent next time one is scheduled!





The Ford Fan



Mount Miguel High School Car Show

As July drew to a close, Lions Club member and Early Ford V-8 Club member Ken Burke once again organized the annual Mount Miguel High School Car Show. Held on Sunday, July 26, the event attracted approximately 65 vehicles representing just about every corner of the automotive hobby.

One of the first things participants noticed was the venue itself. Every car was parked beneath the school's expansive solar-panel-covered parking lot, providing welcome shade throughout the day. Combined with temperatures in the low 80s and a steady breeze, it made for a comfortable summer car show.

The Lions Club treated everyone to complimentary coffee, while fresh bagels with all the fixings were available at bargain prices. Add music, plenty of conversation, and a parking lot full of automotive eye candy, and it was easy to spend the morning wandering from car to car.

The variety of vehicles on display was remarkable. There were imaginative "Frankenstein" hot rods built from an assortment of parts, beautifully crafted high-end customs, bone-stock survivors that looked as though they had been transported directly from another era, and period-correct hot rods that captured the spirit of the early days of hot rodding. No matter what your automotive taste, there was something to admire.

Representing the Early Ford V-8 Club were Ken Burke, Paul Alvarado with his beautiful 1940 Mercury Coupe, John Davison and his Ford pickup, and Susan and Joe Valentino, accompanied by their Standard Poodle, Cannoli, in their 1940 Mercury Convertible Club Coupe. As usual, Paul's stunning Mercury drew a steady stream of admirers, and Cannoli proved to be popular with the spectators.

Beyond the beautiful automobiles and friendly atmosphere, the show supported an important cause. Proceeds from the event benefited Mount Miguel High School, making it a car show where everyone could enjoy themselves while helping a worthwhile community organization.

If this year's event is any indication, the Mount Miguel High School Car Show deserves a spot on your calendar next summer. It's a relaxed, well-organized show with a great variety of vehicles, a comfortable venue, and a cause that's easy to support.



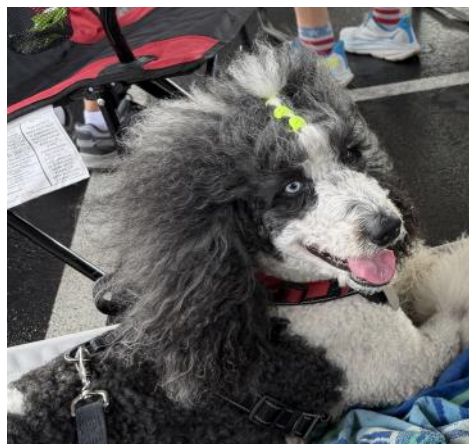
Mount Miguel High School Car Show Continued on Next Page

August 2026

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



The Ford Fan





The Fan



The Mystery of the Ford V-8 Pool

Sometimes the best stories find you when you least expect them.

This one began when Susan and I attended the Shadow Mountain Car Show in El Cajon this year. If you've never been, put it on your calendar—it easily earns five stars.

While wandering through the show, Susan stopped to admire a beautiful black Pantera and struck up a conversation with the Pantera Club's president. When she mentioned that we belonged to the Early Ford V-8 Club, his face lit up.

"You'll appreciate this story," he said.

Years earlier, before building his own home, he rented garage space from a widow in the Mount Helix area whose property featured an incredible 11-car garage. One day, while he was there working on his car, she asked, "Do you know anything about swimming pools?" As it happened, he did.

After her husband passed away, the pool had turned completely green with algae because the pool service stopped coming.

The next day, he returned with the proper chemicals, treated the water, and went back to work on his car.

Later, when they walked out to check the pool, the water was crystal clear.

That's when he made an astonishing discovery.

Covering the bottom of the pool was a giant Ford V-8 emblem rendered in mosaic tile.

He asked how it got there, but she could only smile and say she really didn't know. The pool had come with the house.

And just like that, a mystery was born.

Who would build a swimming pool with a massive Ford V-8 emblem embedded in the bottom? Was it Early Ford V-8 Club founder Ollie Smith? Could it have belonged to Joe Drew of Drew Ford? No one seemed to know.

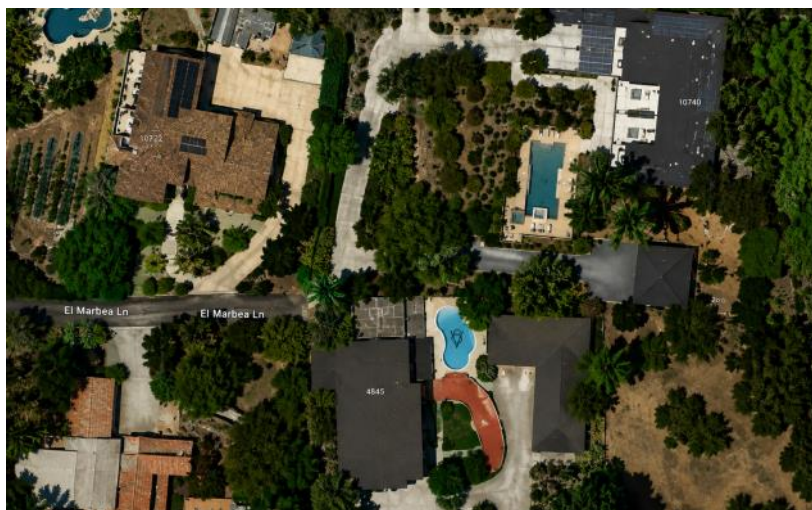
We asked several longtime members of San Diego's old-car community. Every answer was about the same.

"That sounds familiar..."

"I've heard something about that..."

"I just can't remember..."

The mystery remained unsolved.





The Ford Fan



Susan Solves the Case

Susan wasn't ready to let it go.

Following one lead after another, she dug through old articles, historical references, and online resources. Eventually, the pieces came together.

The house—and its remarkable V-8 pool—had been built for Bob Stewart, better known throughout the hot-rodding world as “Li'l Axle” Stewart.

So who is “Li'l Axle” Stewart? Here is the story of Axle, Little Axle, the start of the San Diego Roadster Club, Dago Axles, and how they all intersected with the San Diego Prowlers, the Early Ford V8 Club, and gives a glimpse into the early San Diego Hot rod scene and early years of dry lake racing.

That discovery opened the door to one of San Diego's most fascinating automotive stories.

Meet the Stewart Family

To hot rodders of the late 1940s and 1950s, the name Stewart was legendary.

Bob's father, Ed “Axle” Stewart, was one of the founding members of the San Diego Roadster Club, organized in 1941 when club membership was required to compete at the famous Muroc Dry Lakes races.

Ed didn't invent the dropped front axle, but he perfected the process.

Using a specialized drop-hammer technique taught to him by master craftsman Abe Kobeck of Rogers Auto Carriage in San Diego, Stewart produced stronger, more consistent dropped Ford axles than anyone else. Unlike other methods that stretched the steel, Stewart's process compressed the metal, maintaining its strength while achieving the coveted lowered stance.

Soon, Stewart's products became known nationwide as “Dago Axles,” named after San Diego's longtime nickname, “Dago.”

The term became so common that hot rodders began describing any properly lowered car as being “Dago'd.”



San Diego Prowlers Charter member Ed "Axle" Stewart at El Mirage Dry Lake with his famous 1932 Ford Roadster, circa 1948. Stewart is credited with creating the "Dago" dropped front axle. Photo from The San Diego Prowlers Collection, provided by Andy Bekech.



Stock '32 axle on left, Dago dropped axle on right and trophies in Bob's garage



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From a One-Car Garage to Hot Rod History

Stewart's first speed shop operated out of a one-car garage at the family's home in Suncrest before moving to another garage behind a house on Washington Street. Ed and his young son Bob spent weekends traveling to wrecking yards in places like El Centro, hauling home old Ford axles, wishbones, and spindles that would become the foundation of countless hot rods.

During World War II, Ed worked as a civilian at Naval Air Station North Island. In 1952, he left the Navy and opened Stewart's Speed Automotive on Congress Street in Old Town San Diego. At the time, only a handful of speed shops served Southern California's rapidly growing hot rod community.



Stewarts Speed Shop with Bob's Victoria, 1952

Enter "Li'l Axle"

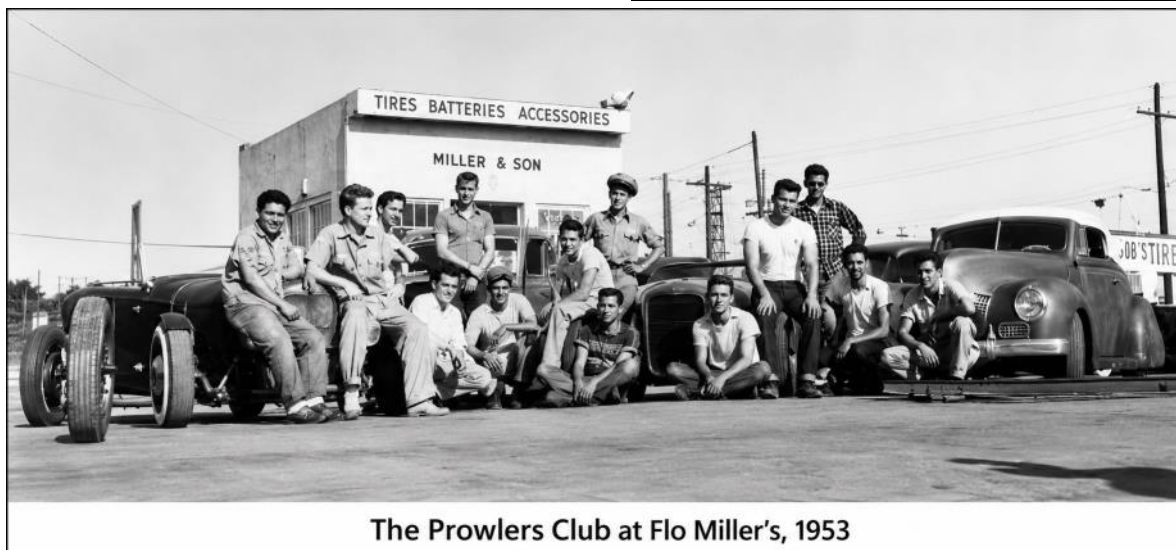
Bob Stewart grew up surrounded by hot rods.

At just 11 years old, he drove his father's roadster at El Mirage Dry Lake, reaching an incredible 98 mph.

By age 15, while building his own Ford Victoria, Bob became the youngest member of the famed Prowlers Car Club, remaining active through the golden years of Southern California hot rodding.



Ed and Bob ran 127.84 mph at Bonneville, 1956



The Prowlers Club at Flo Miller's, 1953



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As he delivered dropped axles to speed shops throughout Southern California—including Moon Equipment, Bell Auto Parts, Karl Orr, and others—customers affectionately nicknamed him “Li’l Axle.”

The name stayed with him for life.

Bob later worked alongside Bruce Crower and other San Diego racers on the crew of the Helse Special, an Offenhauser-powered Kurtis Indy car that competed in the Indianapolis 500 in 1956 and 1957.

A Tragic Ending

Tragedy struck in 1957 when Ed Stewart, only 46 years old, and his wife died from carbon monoxide poisoning while sleeping in their camper during a vacation at Lake Tahoe.

Only 23 years old, Bob suddenly found himself responsible for the family business. Although he possessed remarkable mechanical talent, the hot rod industry was changing rapidly. Large speed shops were replacing the small family operations, and drag racing was eclipsing the dry lakes culture that had built Stewart’s reputation.

Despite his best efforts, Stewart’s Speed Automotive closed its doors in 1959.

Here are pictures to give a sense of the San Diego Hot Rod scene and Dry lake action in the 1940s and 50s



The Prowlers Club at Flo Miller's, 1953



San Diego Prowlers at Mt. Palomar, late 1940s. From left to right: **Gene Nichols**, Chuck "Hoot" Gibson, Ed Stewart, Bob Stuart, Harold Speltz, and Norm Urban. Photo from The San Diego Prowlers Collection, provided by Andy Bekech.



El Mirage Crowds, 1950



Ed Stewart in the Bandini Special at El Mirage, 1954



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El Mirage Starting line, 1950



Finish Line at El Mirage, 1950



Ed in 1947

El Mirage
Timing Stand
1952



El Mirage Crowds, 1950



Bob "Little Axle" Stewart



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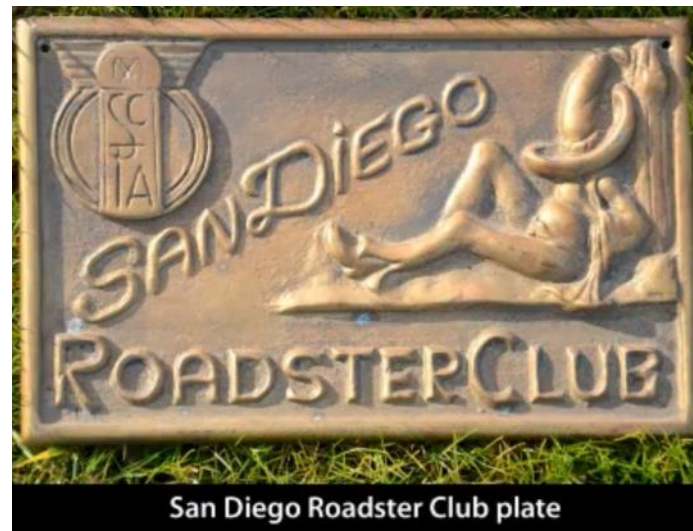
Ed "Axle" Stewart at El Mirage, 1948
Photo by Don Cox



Bob with his father Ed in the '32 Highboy



Twin black and red '32 Highboys at Grants Pass, Oregon
Bob & Kathi Stewart (left) — Bob & Pat Drake (right)
1994



San Diego Roadster Club plate



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The information presented in this story comes from several excellent sources, including **The Jalopy Journal**, **YouTube**, **Kustomrama** and other historical references, all of which deserve credit for preserving this fascinating chapter of San Diego automotive history.

Their accounts clearly show that **Ed "Axle" Stewart** and **Bob "Li'l Axle" Stewart** were major influences on the early hot rod and dry lakes racing scene in San Diego. They also played a significant role in the formation and growth of the **San Diego Roadster Club**.

The research also revealed Bob Stewart's lifelong friendship with legendary automotive artist **Bob McCoy**, beginning in Bob's youth, as well as connections to the early days of the **Early Ford V-8 Club**. Several photographs even include **Gene Nichols**, an Early Ford V-8 Club member, alongside Bob Stewart and members of the Prowlers.

Special thanks go to the photographers of the **San Diego Prowlers**, whose remarkable images preserved the sights and spirit of the dry lakes era. I also extend my appreciation to **John Davison** for locating the aerial photograph that helped unravel the mystery of the V-8 swimming pool, and to **Susan Valentino**, whose persistence and detective work ultimately solved the mystery.



Stewart's Speed Automotive neon sign in San Diego



Stewart's Speed Shop wall plaque



San Diego Prowlers Club plate



S.C.T.A. Pass for El Mirage, 1950



S.C.T.A. Program 1948



This was 1953 from Axle's Shop:



Fan



Studio Sketches

THE ARTIST'S DREAM COME TRUE

America's favorite art illustration magazine For Homes, PCA Programs

JANUARY 1953

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STUDIO SKETCHES
THE ARTIST'S DREAM COME TRUE

FEBRUARY 1953

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STUDIO SKETCHES
THE ARTIST'S DREAM COME TRUE

MARCH 1953

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STUDIO SKETCHES
THE ARTIST'S DREAM COME TRUE

This is Now:

Studio Sketches

America's favorite Early Ford V-8 Newsletter. the Ford Fan, for Flatheads, Pure Fords, Hot Rods & V-8 Dreams.

OCTOBER 2026

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STUDIO SKETCHES
THE ARTIST'S DREAM COME TRUE

NOVEMBER 2026

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STUDIO SKETCHES
THE ARTIST'S DREAM COME TRUE

DECEMBER 2026

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STUDIO SKETCHES
THE ARTIST'S DREAM COME TRUE



The Fan



From the Historian's Glovebox

August 1937 – A Picnic Before the Music

Turn the key and join me as we step back to August 1937.

The long light of a San Diego summer evening invited people outdoors. Newspapers such as the *San Diego Sun* and the *San Diego Union* carried notices of concerts, community gatherings, and social events centered around Balboa Park's magnificent Organ Amphitheater.

Families came early.

They did not arrive just for the music, but for the hours before it—when the grass was still warm from the day and the evening air promised a welcome coolness. Blankets were spread. Picnic baskets were opened. Children wandered just far enough to feel adventurous, but never far enough to worry their parents.

A simple picnic was all that was needed. Cold fried chicken wrapped in wax paper. Potato salad tucked into a covered bowl. Fresh tomatoes or green beans from the garden. Lemonade poured from a glass jar nestled beside a block of melting ice. Nothing fancy—but everything just right.

And perhaps, tucked into the basket or waiting at home after the concert, there was something sweet.

Apple crisp would have been just the thing.

One can easily imagine a Ford pulling up along the edge of the park, its doors opening as another family stepped out to enjoy a summer evening together. The drive itself was part of the outing, anticipation growing with every mile.

As twilight settled over Balboa Park, conversations softened and families gathered closer.

Then the first notes from the great organ floated into the evening air—not confined by walls, but carried across the lawns, drifting over picnic blankets and friendly conversations alike. Music shared not in silence, but in community.

As I write about those summer evenings in Balboa Park, I can't help but think of my mother, Dotsy. Years later, the three of us would return to the park for evenings at Starlight. Joe carried the blankets and picnic basket while Dotsy and I found a cozy spot on the lawn. We unpacked a simple picnic, visited for a while, and then made our way to the theater—sometimes leisurely, sometimes with a laugh because we were running a little late.

My mother loved apple crisp. It was one of those desserts that seemed to appear without effort, yet always felt like something special. I can still picture it—warm from the oven, the scent of apples and cinnamon filling the kitchen. It would not be hard to imagine it waiting for us at home after the music had ended and the night had settled in.

For some among us, this is not distant history.

It is memory.

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



The Fan



From the Recipe Box

Apple Crisp

Ingredients

Filling

- 6 cups peeled, sliced tart apples (about 6 medium)
- ¼ cup sugar
- 1 tablespoon all-purpose flour
- ½ teaspoon ground cinnamon

Topping

- ¾ cup old-fashioned oats
- ½ cup all-purpose flour
- ¾ cup packed brown sugar
- ½ teaspoon ground cinnamon
- ½ cup cold butter, cut into chunks

Directions

1. Heat oven to 375°F.
2. In a large bowl, combine the apples, sugar, flour, and ½ teaspoon cinnamon. Toss until the apples are evenly coated. Spoon into an ungreased 8-inch square baking dish.
3. In another bowl, combine the oats, flour, brown sugar, and ½ teaspoon cinnamon. Cut in the butter with a pastry blender or fork until the mixture resembles coarse crumbs.
4. Sprinkle the topping evenly over the apples.
5. Bake for 40–45 minutes, or until the apples are tender and the topping is golden brown.

Let cool slightly before serving.

Makes 8 servings.

If Dotsy were serving it, there would most certainly be a generous scoop of vanilla ice cream on top.

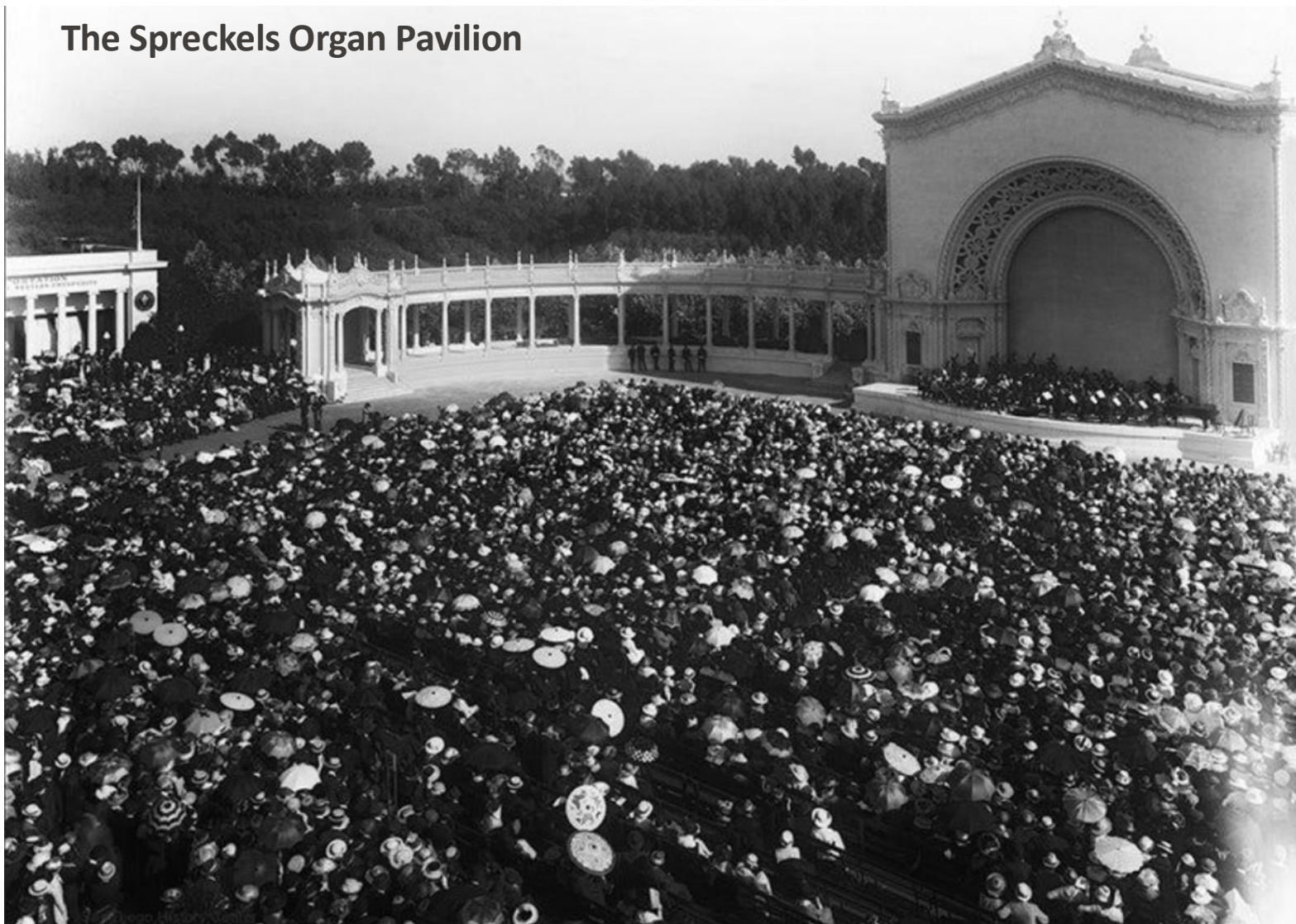


The Ford Fan



San Diego History

The Spreckels Organ Pavilion



A renowned San Diego icon and National Historic Site, the Spreckels Organ Pavilion was constructed for the 1915 Panama-California Exposition. This extraordinary gift was made by brothers John D. and Adolf B. Spreckels to the people of San Diego who welcomed the Organ's first performance on December 31, 1914, with more than 30,000 people in attendance. The Spreckels Organ has since entertained and engaged millions of guests from around the world who have enjoyed Sunday afternoon and holiday concerts as well as an International Summer Organ Festival, the largest of its kind in the United States.

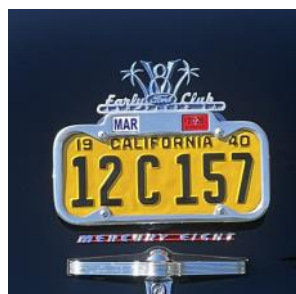
Today, the Spreckels Organ, with its 5098 pipes, has the distinction of being the largest open-air musical instrument in the world. In 1988, the nonprofit Spreckels Organ Society was formed "to preserve, program, and promote the Spreckels Organ as a world treasure for all people." In accordance with the 1915 Deed of Gift, all concerts at the Pavilion are free and open to the public. The Spreckels Organ Society works cooperatively with the City of San Diego to fulfill this promise. Together they support San Diego's internationally acclaimed Civic Organist and the Organ Curator, an expert in maintaining the Organ.



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	9/20/2026	EL CAJON CRUISE NITE	TBD
	REGISTRATION REQUIRED		MINITURE MUSEUM (CARLSBAD)	TBD
			MUSIC MUSEUM (CARLSBAD)	TBD
OCTOBER	BROCK'TOBERFEST	10/9/2026	DAN ESPOSITO'S SHOP (RAMONA)	TBD
	RSVP (36 PERSON LIMIT)		CAMEL DAIRY (RAMONA)	TBD
			USS MIDWAY TOUR	TBD
NOVEMBER				
DECEMBER	CHRISTMAS PARTY	12/5/2026		
	RSVP			



The Fan



August's Events Around Town

- **SAT. August 1st - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- **SAT. August 1st - Poway Cruisers In-N-Out Cruise In | 10:30a-1:30p | 12890 Gregg Court. Poway, CA 92064 | Every 1st Saturday | billpersonius@gmail.com**
- **SUN. August 2nd - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **SUN. August 2nd - Xavier The X-Man's Cruise For The Cause Car Show | 10a-3p | 2015 Birch Rd, Chula Vista, CA 91915 | 858-888-7000**
- **TUE. AUGUST 4TH - SDACC OF CAR CLUBS MEETUP | 5P-7P | 600 PALM AVE, IMPERIAL BEACH 91932 | 1ST TUES IN APR, JUNE, AUG, OCT | 619-201-8207**
- **WED. August 5th - Cajon Cruise Mustang Madness featuring Mustang Club of San Diego | 5p-7:30p | DO NOT ARRIVE BEFORE 3PM | Main St & Magnolia Ave. Downtown El Cajon | Every Wed May 6-Aug 26 | 619-995-5219**
- **THU. August 6th - La Mesa Classic Car Show | 5p-8p | 4th St. and Spring St. in La Mesa 91941 | Every Thurs June 4-Aug 27 | 619-343-2460**
- **SAT. August 8th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- **SAT. AUGUST 8TH - ALL AMERICAN CAR SHOW XXV | 9A-3P | 400 KETTNER BLVD, SAN DIEGO, CA 92101 | 760-419-8120**
- **SUN. August 9th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- **SUN. August 9th - Rancho San Diego Broken Yolks for Car Show Folks | 8a-2p | 2963 Jamacha Rd, El Cajon, CA 92019 | 619-201-8207**
- **WED. August 12th - Cajon Cruise Sponsor Appreciation Spotlight | 5p-7:30p | DO NOT ARRIVE BEFORE 3PM | Main St & Magnolia Ave. Downtown El Cajon | Every Wed May 6-Aug 26 | 619-995-5219**
- **THU. August 13th - La Mesa Classic Car Show | 5p-8p | 4th St. and Spring St. in La Mesa 91941 | Every Thurs June 4-Aug 27 | 619-343-2460**
- **SAT. August 15th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- **SAT. August 15th - Charger Steve's Pacific Beach Wild Rides | 10a-2p | Mission & Garnet 92109 | 619-201-8207**
- **SAT. August 15th - Lowriders on Garnet | 10a-2p | Mission & Garnet 92109 | 619-201-8207**
- **SUN. August 16th - SD Automotive Museum Cars & Coffee | 6:30a-8a | 2080 Pan American Plaza 92101 | Every 3rd SUN | Brandi@sdautomuseum.org**
- **SUN. August 16th - Cars and Coffee La Mesa | 7a-9a | 8332 La Mesa Blvd. La Mesa, CA 91942 | Every 3rd Sunday | [INSTAGRAM](#)**

(August's Events Around Town continued next page)



The Fan



(August's Events Around Town continued)

- SUN. August 16th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- SUN. August 16th - Elks Veterans Car Show & Craft Fair | 8a-3p | 901 Elks Lane, Chula Vista, Ca 91910 | 619-244-6088**
- WED. August 19th - Cajon Cruise Odds & Ends | 5p-7:30p | DO NOT ARRIVE BEFORE 3PM | Main St & Magnolia Ave. Downtown El Cajon | Every Wed May 6-Aug 26 | 619-995-5219**
- THU. August 20th - La Mesa Classic Car Show | 5p-8p | 4th St. and Spring St. in La Mesa 91941 | Every Thurs June 4-Aug 27 | 619-343-2460**
- THU. August 20th - 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. August 22nd - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- SAT. August 22nd - Santee Cars & Coffee | 7a-10a | 9608 Carlton Hills Blvd. Santee, CA 92071 | Every 4th Saturday | 619-253-0524**
- SUN. August 23rd - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**
- SUN. August 23rd - National City Cars & Culture & Festival | 10a-2p | 12th St & D Ave, National City CA 91950 | 619-201-8207**
- SUN. August 23rd - Black Angus Steakhouse Car Show | 10:30a-1:30p | 707 E St. 91910 | Every 4th Sunday | 619-778-1395**
- WED. August 26th - Cajon Cruise Best of the Best | 5p-7:30p | DO NOT ARRIVE BEFORE 3PM | Main St & Magnolia Ave. Downtown El Cajon | Every Wed May 6-Aug 26 | 619-995-5219**
- THU. August 27th - La Mesa Classic Car Show | 5p-8p | 4th St. and Spring St. in La Mesa 91941 | Every Thurs June 4-Aug 27 | 619-343-2460**
- SAT. August 29th - Bonita Cars & Coffee | 6a-9a | 4414 Bonita Road, Bonita, CA 91902 | Every Saturday | [FACEBOOK](#)**
- SAT. AUGUST 29TH - CHRISTIAN RODS AND CUSTOMS CAR SHOW | 9A-2P | 9400 CAMPO ROAD, SPRING VALLEY, CA 91977 | 619-890-4177**
- SUN. August 30th - Escondido Cars & Coffee | 8a | Kit Carson Park - 3333 Bear Valley Pkwy, Escondido, CA 92025 | EVERY SUNDAY | 858-342-6404**



The Ford Fan



I need your story for the Ford Fan!



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 you car. Does your spouse or side-kick 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

Joe & Paula Pifer	32 yrs
Rick & Sheryl Carlton	15 yrs
Alex & Ro Ramirez	3 yrs

Wedding Anniversaries

8/05 Greg & Debbie Murrell
8/08 Richard & Margaret Steinacher
8/10 Donald & Judy Gladden
8/20 Webb & Avalee Smith

Birthdays

8/11 Susan Graves
8/12 Karen Ness
8/13 Brad Nelson
8/20 Robert McGehee
8/21 Mike Pierson
8/23 Jim Hallsted
8/26 Sandy Shortt



On occasion a Member's milestone date may accidentally be omitted or incorrect. If that happens to you, you can email the Fan editor and your Milestone will be included in the next Fan.



The Fan



General Meeting Minutes, July 15, 2026

President Russ Ries called the meeting to order at 10:00 am and led the club in the pledge of allegiance.

Presidents report:

- The picnic was a success. The Model A club contributed a lot, including door prizes. Ric Bonnoront will be the new recipient of the hard luck trophy because his car failed to start at the picnic. Event winners were a Model A, a Model T, and Bob Newsome's '34 Roadster.
- The president read a list of club members' birthdays, wedding anniversaries, and club membership anniversaries.
- Event summary: next event is the August 12 breakfast.
- Brandy has left the San Diego Auto Museum

Vice Presidents report: Wow!

Secretary report: Brad started out with a Show-and-Tell of recent USPS commemorative stamps. One issue honored low rider cars. The other celebrated the 100th anniversary of Route 66. Brad thanked Bob Hargrave for taking minutes of the June meeting. They 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. Nothing new.

Accessories: no report

Website: Everything is fine.

Fan editor report: "slow month; coming along nicely." Potential for another Malt Shop Cruise.

Car Club Council: Paul will throw out prospective dates for another Midway Tour. Miguel H.S. Sunday July 26. In & Out August 1, Sat August 15 is the Pacific Beach Show. August 23 is the National City Cars and Culture Festival.

Sunshine report: Walter Anderson is not so well. Web Smith had a fall that required a short hospitalization. Mike Peterman is recovering from surgery.

Tours: Sign up for the Midway Tour. Ice Cream social August 22nd in Clairemont. Greatest Show on Turf September 12.

Program: Bill Dorr presented a video on the role of V8 engines in American car culture.

Old Business: none

New Business: none

50/50 Drawing: Bob Brown won \$48.

Name tag drawing: no winner.

Adjournment: A motion was made seconded and approved to adjourn at 11:23 am.



The Ford Fan



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

- Why does a chicken coop have only two doors? Because if it had four, it would be a sedan.
- Did you hear about the circus fire? It was in tents.
- What's a pirate's favorite letter? You'd think it's "C," but actually it's "Arrrr."
- Why was the frog late to work? His car got toad.
- Why are horses in such good shape? They're on a stable diet.



New Club Merchandise Alert!!

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



The Ford Fan



TECH TALK

Model A & B Tech Tip credit to EFV8 Club Regional Group #1 Broken Head Stud and Bolt Removal

The following is a series of pics of a technique for removing broken steel cylinder head studs and bolts from a Model A Ford cast iron engine block (or other castings) without damaging the block or its threads.

This technique works on flush broken studs and bolts, as well as ones that have been cobbled on with drills and easy-outs. Technique works well on aluminum cylinder heads also.

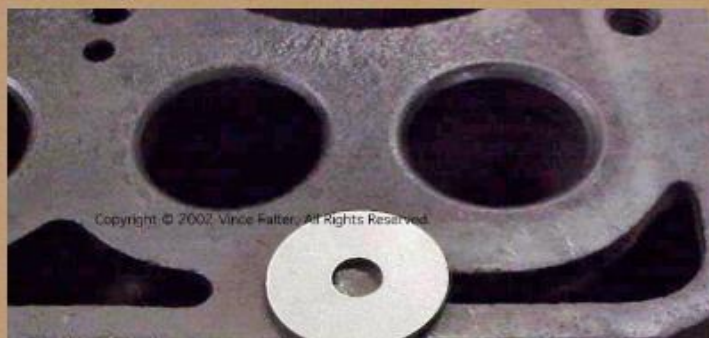
If you are one of those people that can follow a recommendation and see for yourself, great! This should work for you!



Here is a beginning and an end: A flush broken stud in the block and a formerly flush broken stud which had a flat washer and hex nut TIG welded to it. It was then soaked with [Aero Kroil Penetrating Oil](#) while hot, and backed out on the low setting of an impact gun.

The theory is that the stud absorbs a lot of heat from the TIG welding while the cast iron block remains relatively cool (compared to using a gas torch). Again, it also works well on aluminum material.

The addition of the Kroil and the cooling and shrinkage of the stud breaks the bonds between the stud and the block. The impact pulse helps break the bonds also and eases out the stud. Seems to work every time!





The Fan



Place a plain steel flat washer centered over the stud. The ID of the washer should be just a bit less than the stud OD.



TIG weld the washer to the stud. I prefer to start the arc on the stud and work my way outward in a spiral while adding filler. After welding, spray liberally with Kroil and try to get it under the washer.

Be careful, but do not worry too much about welding to the block. It is cast iron, not steel, and it is also considerably cooler than either the stud or the washer.



Next TIG weld a large hex nut to the washer. Then spray liberally again with [Kroil](#) and try to get it under the washer.



The Fan



Now use the impact gun on its **lowest** setting to back the stud out.

If the washer or nut breaks off (sometimes it will), then just repeat the procedure again! It will come out!



Stud already partially drilled-out and messed up? Not a problem!





The Fan



Just place the washer over it and carefully fill the upper portion of the hole first, then TIG weld out to the washer. It helps to drop a piece of steel rod down the hole to fill up the bottom half before welding.



Here is the drilled-out stud extracted from the block using the same technique. Just practice your TIG welding so you can fill the upper portion of the hole without fear of getting into the block threads.

If you know how to control the torch you will have no difficulty with this. It is much easier than it looks!

Now throw away every one of your drill guides, your so-called easy-outs (easy-brokes), and your 'screw extractors' before someone gets hurt! Do it now! Right this minute!

Board of Directors

Russ Ries - President

Bob Hargrave

Dennis Bailey—VP

Joe Valentino—Fan Editor

Brad Nelson—Secretary

Ric Carlton—Web Master

Ken Burke—Treasurer

Mike Petermann —Programs

George Lusk—Accessory Sales



The Ford Fan



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

*Giant...
Collector Car*

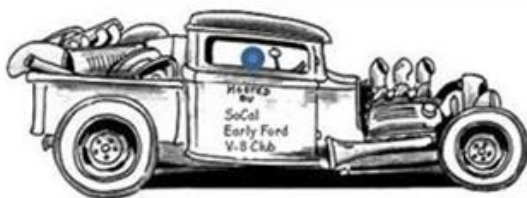
Swap Meet

*Lots of Ford
Flathead Stuff*

Saturday, August 8, 2026

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

7212 Melrose Ave, Buena Park



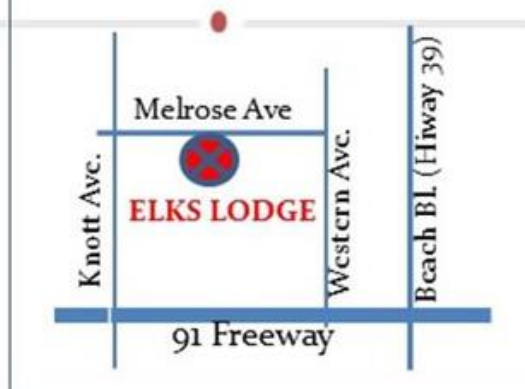
*The Early Pickers
Get the Best Deals*

•BUY •SELL
•SWAP

All Makes & Models

At the Elks Club Lodge

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



**Dealer
Set-up
7:00 AM**

**Open to
the Public
8:00 AM**



The Fan



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

~ 2026 ~

Date	Time
Wednesday, March 18, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, April 15, 2026	10:00 A.M. – 1:00 P.M.
Wednesday, May 20, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, June 17, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, July 15, 2026	=> 10:00 A.M. – 1:00 P.M.
Wednesday, August 19, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, September 16, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, October 21, 2026	10:00 A.M. – 1:00 P.M.
Wednesday, November 18, 2026	7:00 P.M. – 9:00 P.M.
Wednesday, December 16, 2026	No Meeting



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 260f, good idle! Red's Ceramic Headers, Stainless Exhaust, Dan Krehbiel built Columbia Rear. The car was repainted The Original Capri Blue by a previous owner. The last four owners have all been Early Ford V8 members. This 41 Mercury has been to 6 Early Ford National meets...as far west as Auburn, IN (From Long Island) Al Wintermyer (631) 445-8582



Two 1952/1953 Ford Three-speed transmissions with overdrive, One was rebuilt some years ago, never installed – still in crate. Asking \$200. The other one has not been rebuilt, \$100. BOTH \$250. Pickup Jerry Windle (619) 316-4962



Do you have a car or parts lying around taking up space? Turn that stuff into petty cash! Send a photo and description to:

Joeyv@pacbell.net !

Please let me know when your item is sold—Thanks!

The newsletter editor reserves the right to accept, edit, or decline any advertisements or submissions.



The Ford Fan



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

Ray Brock's 51 Ford Victoria was purchased by John Poppenhagen last year, but it is up for sale again. If you were kicking yourself for not buying it last time, here is your chance! John put another \$5,000 into the car replacing all of the suspension parts and mufflers. He is asking \$28,000 for the car. The car has power steering and A/C. It is Bullet proof and you can drive it anywhere! Call Tracy 408-709-0789 Email: tpopenha@gmail.com



Here is your chance to buy an unmolested 1950 Mercury Coupe. Flathead with overdrive. These are hard to find in this condition. Club member Alex Ramirez is willing to part with it for \$22,500. Act quickly before Alex changes his mind or I buy it! (619) 952-0044



1951 8ba engine complete & running \$500. Contact Jay Harris 760-310-9530

Want a discount on a car Battery?
Try "Powerstride Battery Co. Inc."
3486 Kurtz St. Suite 101
(619) 260-1211

Tell them you are a member of
the *San Diego Early Ford V-8 Club*



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. \$25,000

Greg Williams 619-857-4193

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

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!!



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





The Fan

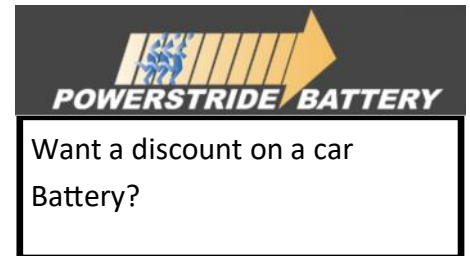


Want Ads

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



EDITOR'S SUGGESTIONS



That's All Folks!!

