



The Fan



Prez Sez



As most of you are already aware, after superbly performing the duties of Club President for the past six of seven years, Joe announced his plan to retire at the end of 2025. As a result, members of the Board of Directors, many of who have already been President, decided that it is my turn. Fully realizing that replacing Joe would be "a hard act to follow", the Board members agreed to share the load. For 2026, all other officers were re-elected. The announcement was made during the Christmas party.

Speaking of the Christmas party, 2025 ended with Joe retiring in grand style. The party was well planned and executed. There was nearly 60 attendees (a few more than in 2024). After being greeted by George "The Grinch" Lusk, we entered a perfectly decorated room. The decorating committee did a masterful job of creating a holiday environment. As in the past, the catering company prepared a very fine selection of food. The party goers contributed a very large number of "Toys-for-Tots" gifts. Following the introduction and swearing in of the 2026 officers and Board, Bill Dorr and Paul Alvarado presented Joe and Susan with gifts of gratitude for their service. During his presentation, Bill read a very meaningful poem he had written in honor of Joe. Paul prepared a plaque for Joe made from a vintage porcelain Ford sign.

This year's Club events started with the January 14 breakfast in Mission Valley. For those of you who have never attended, please note that this is a well attended event with everyone arriving $\frac{1}{2}$ hour early for a BS session in the parking lot.

On the previous Sunday, January 11, a few of the Club members (Dennis Bailey, Greg Henkels, Brad Nelson, Bob McGehee, Joe & Susan Valentino, and I) participated in the second annual San Diego Excursion. This was an exceptionally fun event with over 100 pre-1942 automobiles parading around Point Loma. The route approximates the course of a road race conducted in 1915, one year before the world exposition held in Balboa Park. The course followed Rosecrans to Canon to Catalina to Chatsworth back to Rosecrans. Along the way, individuals stood on the roadside waving at and taking pictures of the cars as they passed. The event ended with a car show in a parking lot within Liberty Station. Bob McGehee and his lady-friend were the hit of the car show. She was dressed in a flapper outfit and Bob wore a grey pinstripe gangster suit and a hat pulled over his face. The event is scheduled to be annual. Hopefully, next year, more Club members will participate.

I want to end by thanking everyone for all the cooperation I have received during my first month as president.

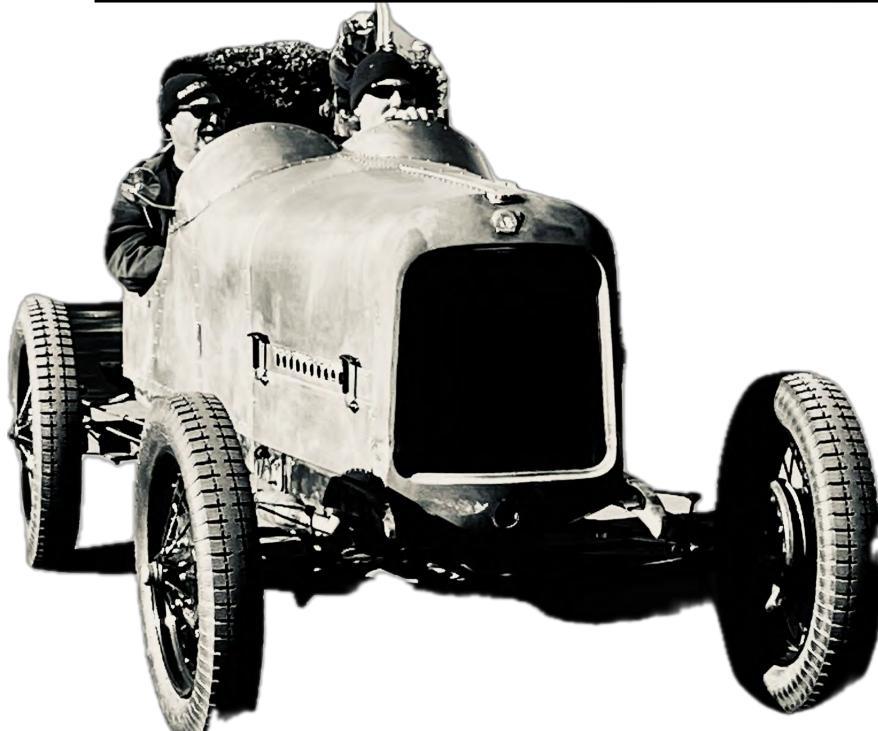
In this issue of the Ford Fan you will find the story and pictures of the 2026 San Diego Excursion Vintage Car Parade and Car Show, the Club's membership form, the flyer for the 2026 All Ford Picnic, pictures of Carl Atkinson's past exploits and dates of the Club's upcoming events. Enjoy!



The Fan



2026 San Diego Excursion—Vintage Car Parade & Car Show



On Sunday, January 11, several members of the San Diego Early Ford V-8 Club participated in the second annual celebration of the 1915 Point Loma Road Race, sponsored by the La Jolla chapter of the Horseless Carriage Club. The original 300 mile race ran on a 6 mile course on Rosecrans, Chatsworth Blvd, Catalina Blvd, and Canon Street. The event began at the Automotive Museum, where by 7:30 a.m. cars were already puttering and rumbling in to park. While waiting for the drivers' meeting, participants and spectators enjoyed free donuts and coffee as they strolled through the lot, admiring the beautiful, rare, unusual, and impressive vintage automobiles on display.

The event was billed as open to unmodified from 1906 to 1942. Most were outfitted with period-correct drivelines and accessories, though a few featured modern engines that blended seamlessly among the nearly 100 cars taking part. The variety of makes was remarkable and included Rolls-Royce, Pierce-Arrow, Packard, National, Chalmers-Detroit, Buick, Ford, Austin, and many others. Members of the San Diego Costume Guild were also in attendance, and owners of vintage passenger cars could request a costumed Guild member in period attire to ride along. Many of the drivers also wore attire which matched the era of their car, or in the instance of vintage race cars, suitable overalls or driving garb. All this added an extra touch of authenticity and flair to the day.

Some cars were true time-capsule passenger vehicles, appearing exactly as they would have in the 1900s, 1920s, and 1930s. Others were period-correct race cars and speedsters. Among the period race cars was a 1911 National that won the 1912 Indianapolis 500. Along the route, many onlookers gathered to cheer as the cars passed by.

After completing two laps of the original 1915 Point Loma Road Race route, the cars proceeded to Liberty Station for a car show held in a large parking area reserved exclusively for the vintage vehicles. This gave the public an opportunity to view the cars up close and speak with their owners. The combination of historically accurate automobiles, spectators and drivers dressed in period attire, and the unmistakable aroma of rich exhaust fumes brought smiles to car enthusiasts from ear to ear. In the next couple of pages you will see sights of that day.

February 2026



The Ford Fan





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The Fan





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President: Russ Ries 858-525-2044

V.P.: Dennis Bailey 619-954-8646

Secretary: Brad Nelson 571-357-8981

Treasurer: Ken Burke 619-469-7350

Board of Directors

Paul Alvarado: 619-741-9458

Dennis Bailey: 619-954-8646

Ken Burke: 619-469-7350

Rick Carlton: 619-512-7058

Bob Hargrave: 619-283-4111

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Brad Nelson: 571-357-8981

Mike Petermann: 916-479-3665

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Accessories and Swag Manager: George Lusk
619-370-5230

Historian: Susan Valentino 619-861-4630

Membership: Paula Pifer 619-405-7662

Web Master: Rick Carlton 619-512-7058

Car Club Council Rep : Paul Alvarado 619-846-7012

Ford Fan Editor: Joe Valentino 619-300-4280

Sunshine: Susan Valentino 619-861-4630



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Memories from Club member Carl Atkinson



During World War II my brother Donal and his friend John Collins dreamed about building a roadster and driving it to the Indianapolis 500. They finished the car one week before they had to leave for Indy. They loaded up the car at 2 PM. That evening at about 9 PM they were coming down Rose Canyon when a Buick sedan hit the left rear wheel. It sheared off the right front wheel with a lot of sparks. The roadster was totaled. They were not hurt, only their pride. They rebuilt the roadster but never made it to Indy. The roadster needed a new frame and pickup box.



The 2000 El Cajon Christmas Parade. I had Santa on the front bumper and a generator on the rear bumper to light the tree as we led the parade.

Just like Dad; Cars & Girls and racing motorcycles at Del Mar Fair Grounds.

Miss Budweiser was the trophy girl. I drove her around so she could give out the trophies.

I also drove Miss Poway 2000.



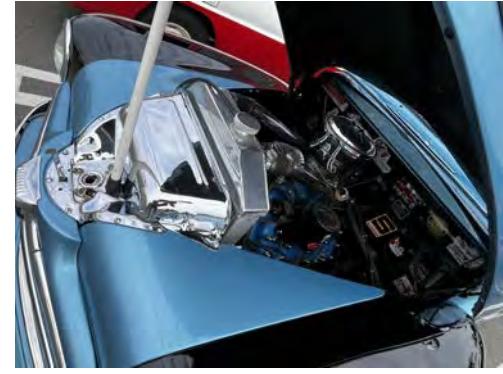


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The Dixeline Car Show - January 22

The Dixeline store on Highland Avenue in Chula Vista hosted a car show sponsored by the makers of Super Glue. The show was limited to 60 cars that RSVP'd for the event. There was the "Grave Digger" Monster Truck on display which kids of all ages enjoyed seeing and having their picture taken with it. There was a variety of different cars from different eras and of different genres. If you enjoy seeing different types of cool cars, this was a good show to attend. There were a couple of Club members in attendance; Rick Carlton, George Lusk, John Poppenhagen, and Joe Valentino. It was a well organized event with very generous swag bags. My bag had a 12 ounce spray bottle of "De-Solv-it" a contractor solvent used to remove just about anything sticky or oily, and a large tube of "Lexel" which is a sealant /adhesive, and a package of 30 jumbo microfiber cloths. To top it off, lunch was provided for all that attended, all the tacos and quesadillas you could eat. I confirmed that it was an all you can eat situation as I made several trips to the counter for more Tacos. I give this event 4 stars out of 5 and recommend you attend if it comes around again.





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Hard Luck Trophy



The new winner of the hard Luck trophy: **Brad Nelson**! At the San Diego Excursion, Brad's 41 Coupe was the victim of a rotten condenser, stopping his car in its tracks! His 41 was stuck at Liberty Station. He called Heather to bring him a replacement condenser. He fixed on the side of the road, like a pro, but the malfunction put the kibosh on his day! Hats off to Brad for winning this coveted award. When someone wins the Trophy, you know they are out there driving their car. With these old flatheads, its always something!

I recently wondered whether a squeaky throw-out bearing could damage anything other than the bearing itself. Now I know the answer. My '36 roadster had a faint squeak whenever the clutch was depressed. It quickly escalated into a sound more like a pig being poked with a pitchfork. When the clutch and throw-out bearing—which had all been replaced not long ago—were removed, the cause became obvious: the throw-out bearing's inner race had seized.

The frozen bearing ground away at the clutch's release arms. If it was left unaddressed, it might have turned into a more significant roadside breakdown.

TECH TALK



Correct Clutch release Arms



My Damaged Clutch

Member's Milestone Dates

Wedding Anniversaries

None in February!

Mike & Lois Pierson	38 yrs
Dave & Maryellen Huhn	23 yrs
Tim & Sandy Shortt	18 yrs
Dennis Bailey	16 yrs
Candaus Greene	12 yrs
Bill & Sue Houlihan	9 yrs
Cal & Cheryl Westra	2 yrs

Birthdays

1/23 Sheryl Carlton
(omitted in last Fan!)
2/21 Annette Castaneda



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.



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TECH TALK

A VUN, ANNA TWO, ANNA THREE

(or)

VOLTAGE REGULATORS 101

Lawrence Welk's famous music timing phrase is appropriate here. Our Ford generator regulators relate to the numbers one, two and three with improvements through the years. There was one unit, then two and then three units. Let's see....

A vun.... Since Model A days and into the early thirties of our V-8 years there was one control for the generator: the cutout. 1932 to 1937 Fords featured that familiar cutout atop the generator. It was there to disconnect or connect the battery to the generator. When charging, the cutout was closed; when the engine was shut off, the cutout opened to prevent the battery from discharging into the generator. Simple as that. Generator regulation was accomplished by the use of a third brush inside the generator. The brush could be adjusted (rotated) to limit current output-it was adjusted for low amps on long trips and higher amps on short trips.

Anna two.... During 1938 to 1940 a two-unit voltage regulator was used. An improvement over the single cutout, this regulator used by Ford, Lincoln and Mercury included a combination voltage-current limiter with a cutout as before. Placed side by side, it now mounted on the firewall. The voltage-current unit was known as a vibrating unit because it inserted resistance in and out quickly to limit/regulate voltage to about 7.5 volts. The amps were held to about 30.

Anna three.... Now that 1941 arrived the new Ford products featured a two-brush generator and a three-unit regulator. The regulator featured all three needed units of control set on one base: cutout, current regulator and voltage regulator. The cutout was set at about 6.3 volts, the current regulator was set at about 30 amps, and the voltage regulator was set at 7.0 volts. This new multi-unit operated efficiently on its own without having to adjust a third brush as on earlier generators - there was none. The new regulator did what the third brush was trying to do and did it automatically. Such progress! Can there be anything more advanced than a two-brush generator with a three-unit regulator controlling its charging rate? What next? Do you think in the future Detroit will improve on this electro-mechanical marvel with electronics? Nah!

Ford charging systems were known as **heavy duty**. Other popular make cars like Chevrolet and Plymouth had charging systems known as **standard duty**. There was no difference in capacity, load or anything else between the two systems; it was simply a way to differentiate how the field was controlled to regulate the generator charging rate. Ford systems used a field grounded **internally** at the generator while GM and Chrysler units grounded the field **externally** at the regulator. Remember, the field circuit is what strengthens and weakens the magnetic field in the generator to cause high or low charging. The spinning armature "cuts" this magnetic field however strong it may be, causing current to flow. See, all is simple as Mr. Welk said: A VUN, ANNA TWO, ANNA THREE. I'm sure he was thinking of Ford regulators



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EFV8 TOUR SCHEDULE

1/20/26

MONTH	SCHEDULED EVENT	DATE	POSSIBLE EVENTS	DATE
JANUARY	SD EXCURSION	1/11/2026	CANDY GREENS CAR SHOW	TBD
	REGISTRATION REQUIRED		EL CAJON CRUSE NITE	TBD
			EL CAJON CRUSE NITE	TBD
FEBURARY			MINITUDE MUSEUM (CARLSBAD)	TBD
			MUSIC MUSEUM (CARLSBAD)	TBD
MARCH	ALLEN MUSEUM GILISPIE FIELD	3/7/26		
	RSVP			
APRIL			GOODGUYS DEL MAR	4/11&12/26
MAY	MOTOR CARS ON MAIN STREET	5/7/26	THE STREAK	5/7/26
	REGISTRAIION REQUIRED			
JUNE	ALL FORD PICNIC	6/27/2026		
	RSVP			
	DRIVE YOUR V8 DAY	6/27/2026		
JULY				
AUGUST				
SEPTEMBER	ICE CREAM SOCIAL	9/7/26	GREATEST SHOW ON TURF	9/20/2026

Dates to Remember

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

February 18th: EFv8 Club meeting at the Automotive Museum in Balboa Park—**7:00 PM!**

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

March 18th: EFv8 Club meeting at the Automotive Museum in Balboa Park at **7:00 PM!**



The Fan



Mark your Calendar for the 2026 All Ford Picnic!

Brought to you by The Early Ford V-8 Club of San Diego

All Ford Picnic



June 27, 2026 8:00AM—2:00PM



Santee Lakes Regional Park

Model T • Model A • Early Ford • Thunderbird • Mustang • Pickups • All Fords



Cars-Food-Music



Hamburgers and Hot Dogs sold

50/50 Raffle

People's Choice Awards

Raffle Prizes



**Registration is Free! To Register for the All-Ford
Picnic go to:**

<https://bit.ly/48cWXNc>



**There is no fee to be part of the picnic, but the Park charges \$7 per car.
For more information email => AllFordPicnic@Gmail.com <or call (619) 300-4280**



The Fan



It is time to renew your Club membership. Please send or hand Paula 2 checks.

You can join the national for a mere \$10. If you have questions about membership, please call Paula. *Don't be a deadbeat!!* Thanks!

EARLY FORD V8 CLUB of AMERICA

San Diego Regional Group #19

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

Name _____

Spouse/Joint Member _____

Birthday (month/day) _____

Birthday (month/day) _____

Street _____

City _____ State _____

Zip Code _____ (Phone) home _____ work _____ cell _____

Wedding Anniversary _____ e-mail address _____

Early V8's _____

Year _____

Body Style _____

Condition _____

List Others on Reverse _____

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

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

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

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

Applicant's Signature

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

San Diego Regional Group Dues:

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

National V8 Club Dues:

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

* Also Includes FREE Access to the Digital Format Magazine & Annual Roster

** NEW: Digital Format for Both Magazine and Annual Roster
(digital version link emailed to you, no magazine or roster in the mail)

Annual Digital Membership Regular Digital Membership \$25

Today's Date: _____

National Member Number _____

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

Make Checks Payable to: **EARLY FORD V8 CLUB**

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



The Fan



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

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



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



Call Tim Krehbiel (213) 215-3011

1941 Mercury Coupe - 284cu. in. Flathead with Stroker kit...Polished Navarro heads & intake manifold, 2 New Stromberg's, (from England) Electronic Ignition, Scheider Cam 260f, good idle! Red's Ceramic Headers, Stainless Exhaust, Dan Krehbiel built Columbia Rear. The car was repainted The Original Capri Blue by a previous owner. The last four owners have all been Early Ford V8 members. This 41 Mercury has been to 6 Early Ford National meets...as far west as Auburn, IN (From Long Island) Al Wintermyer (631) 445-0031



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 Fan



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

Ray Brock's 51 Ford Victoria was purchased by John Poppenhagen last year, but it is up for sale again. If you were kicking yourself for not buying it last time, here is your chance! John put another \$5,000 into the car replacing all of the suspension parts and mufflers. He is asking \$30,000 for the car. The car has power steering and A/C. Call John if interested: 303-810-1206



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!



This company provided the food at the Dixeline show



Felipe Silva

(619)867-9666



Vanessa Silva

(619)822-4284



Maria Rodriguez

(619)608-5570